1. I live off 17 and had a couple questions, as this is my main route daily. When will the work begin? How long will it take approximately? And will the road be completely shut-down during Construction?

2. I strongly recommend that the new 536 takes as much alternative alignment as possible so it can becomes an economic engine for Kenton County growth. If 536 is minimized in any way by using **On Alignment Alternatives** the future growth of Kenton County will suffer. Kentucky 536 transects the middle of Kenton County and not the farming areas that lie further south in Kenton County. There are still be plenty of rural area and places to farm south of the new road.

3. I am writing in regards to KY 536 Scoping Study current underway and wanted to bring up a concern my family has. The area circled on the map from the article in "what's happening in Kenton county, Kentucky" needs to be a major focus for change on Ky 536. Living on Tamarita Ln, we witness many accidents/injuries during the calendar year on that stretch of the road. Whites tower elementary is also located in the same vicinity.

4. Will there be a topo map available at the October 5th, meeting? Especially around the hilly and winding Visalia area. I do plan to attend and express my thoughts. Even if it means that lands need to be taken by eminent domain. The re-construction of the road is a much needed project for the safety and mobility of people. The North - South corridors have been greatly improved now we have to get the East - West corridor improved. Eventually I-71 needs to be looped around though Southern Kenton County and Campbell to relieve the pressure from I-75 and the Brent Spence bridge. I am very familiar with what the area needs.

5. I wanted to urge the inclusion of "smart street" planning in the overall design. Bicycling is becoming a more common trend in Northern Kentucky and cyclists need safe areas to bike. Since HWY 17, 16, and Turkeyfoot already have included bike lines in their redesigns, it only makes sense to extend these routes along the connector road of 536.

6. I would like to know if we were sent the letter dated July 16, 2015.

7. The 24' of additional right-of-way for the Multi-Use Path along the eastern portion of both Alternatives needlessly expands the environmental impact. Why not propose the Old 536 right-of-way as a Multi-Use path and reduce the total width of right-of-way for the new Alignments? In order for the public to properly evaluate the two proposed final Alternatives being proposed by the PDT and 536 Scoping Study Team, the Evaluation Matrix needs to be updated with two key metrics for evaluating environmental impact: Forested Acres Cleared and Rock & Earth Moved. One of the 536 Scoping Study's stated goals is to "Preserve and protect natural resources and hillsides and improve or maintain air and water quality in the study area while providing for mobility needs."
At this point, there is not enough environmental impact information in the Evaluation Matrix to determine if either/both/neither of the two proposed final Alternatives achieve that goal.

8. I have not been able to locate, on the website, the various mentioned Appendices that record the PDT meeting minutes.
Appendix D. PDT Meeting Minutes for June 30, 2015
Appendix E. PDT Consensus Points Questionnaire Response Summary
Appendix F. PDT July 31, 2015 Meeting Minutes
Appendix ? PDT Meeting Minutes for September 25, 2015 re: Phase 3 consensus on preferred final alternatives
I am looking for confirmation that the Study’s stated goal "Consider community input gathered through an open and transparent communications process" is being met. The public is having difficulty determining if its input is being used by PDT to guide and shape decision-making process, but in light of the nature of the Final Recommendation it appears that public feedback is being completely ignored by the Study Team and PDT. Gathering input and reporting on that input is not a substitute for actually making meaningful decisions based on that input.

9. Thank you for sending me the links and other information about the PDT minutes.

10. I was able to stop by the Open House last night and speak with the consultants. I wanted to introduce myself to you (we’ve met previously but you likely don’t remember me), but you were a popular figure and I had to leave before I could speak with you.
I know you see and hear a lot from me on Facebook and on the 536 website. As a member of the South Kenton Citizens’ Group, people do share their thoughts and concerns with me but for some reason they do not always feel comfortable offering them up publicly. I also have strong opinions about rural and environmental preservation in our County. When you see comments from me, please note that they are half informed by some of my neighbors' views and half by my own. I am trying to give some voice to this community and represent their vision for a vibrant rural future for South Kenton County.
I would like you, OKI, and PDT to understand and appreciate that the public in the rural part of South Kenton County sees the huge scope of this project as a major threat to the future of our area as an ongoing rural community with rural scale, scope, and values. Further, the public in this part of the county does not consider the 536 Scoping Study Process (especially the alternative development and down-selection process) to be as open and transparent as it claims to be, nor - if the current Alternatives and Recommendations stand - has the Process been effective in achieving its stated goals with regard to preservation of the environment and rural character and minimizing negative impacts to the Study Area.

11. I am not sure if my comments were posted on your facebook so I summarize here:
1- where is the photo of cuts in the hill, such as the new Rte 17 bypass, to visually show what a scar on our rural landscape this will be? And what are the accident stats there compared to
the road replaced? Are they lower? 2- What about the loss of forest acres, Silva culture being a $1+B business in KY, much less habitat and corridors for wildlife and the flora and fauna that clean our air? I did not see this mentioned. 3-how will changes on the proposed route to 9 streams 'affect' our watersheds? Nothing mentioned there. 4- Save 8 minutes in travel time for $64M dollars, a scarred landscape, and not necessarily safer road?

12. Could you help us save our trees where they want to put the new 536 in Visalia? They want to put a road right through some of the most beautiful woodlands in Northern Kentucky. What are your thoughts?

13. I am just wondering when construction will begin and when will they start buying the properties along Staffordsburg Road?

14. I own a duplex at Harris Pk. in Independence. It sits across from Whites Tower Elementary. Is there a potential for the state to take my property for the new intersection at Harris(536) and Taylor Mill Rd.? If so, what does that process entail? Is there a time line?

15. Where is the social media links to spread the word about the survey???
Appendix M. Individual Comment Forms
Received 10/05/15-11/05/15
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree
Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.
   Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.
   Strongly Agree

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.
   Agree
Q6: Please use the space below to share any additional comments you may have.  

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 

Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.

Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).

Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.

Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.

Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.

Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.

Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.

Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.

Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.

Not Sure
**Q4:** KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

**Q5:** In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

**Q6:** Please use the space below to share any additional comments you may have.  
   Respondent skipped this question
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
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<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
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<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
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<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Disagree</td>
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<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
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</table>
**Q2**: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
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<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
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<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Not Sure</td>
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<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
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<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>

**Q3**: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree
Q6: Please use the space below to share any additional comments you may have.

I do not feel that many of the study's stated goals have been met, especially these:

• Consider community input gathered through an open and transparent communications process
  >> The public's input was gathered, but there is little to no evidence that it was truly considered. Although the public-opinion gathering process 'seems' to have been open and transparent, the push and drive behind the decision-making process is not at all transparent. New features and facts in draft alternatives, refinements, and recommendations have appeared seemingly out of nowhere, independent of and disconnected from the results of prior public opinion and feedback. It seems like the effort to gather public opinion is not entirely sincere, and that the outcome of this study and final recommendation was largely pre-determined. This process appears to have had the primary purpose of providing substantial cover for the politicians and vested interests pushing the project and was not actually undertaken to shape the project in accordance with public consensus.

• Be consistent with current plans that address existing and future land uses to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of study area
  >> The final two alignments are each huge in cost, scope, and physical width, and are fully inconsistent with maintaining the rural, agricultural character of the eastern portion of study area. You cannot spend $90 million on highway construction without having a massively negative impact on the existing community. These two alignments are in fact highly destructive to the rural and agricultural character of the area in terms of both the direct impact of the project itself and the indirect impact of increased traffic, congestion, and development/growth pressures that it will put on the surrounding land and regions to the south in the future.

• Maintain/enhance the quality of life for residents, business owners and other stakeholders located within the study area
  >> These alignments will be tremendously disruptive for everyone located within the study area while construction is underway, and their quality of life (in terms of peace and quiet, environmental cleanliness, and visual beauty) will be severely negatively impacted once it is completed.

• Preserve and protect natural resources and hillsides and improve or maintain air and water quality in the study area while providing for mobility needs
  >> The best way to preserve and protect natural resources and hillsides and improve or maintain air and water quality in the study area is to leave the land wholly undisturbed. These two alignments needlessly cut through hillsides, needlessly deforest dozens of acres of land, and needlessly disturb creeks and streams. There is no environmentally justifiable reason for not following the existing alignment through the natural terrain to reach a crossing of the Licking River.

• Demonstrate public support
  >> Public support has in no way been demonstrated. Public reaction ranges from mild approval to apathy to strong opposition. Not only has there been little to no public support, there is certainly little to no public demand for this project. The demand is being created by developers and their affiliated politicians who want expanded opportunities for economic exploitation of the area through the mechanisms of suburban sprawl. Public employees who are planners are directed to push such road-building projects to fruition and have little career incentive to deliver a low-impact recommendation with respect to environmental and community preservation.

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Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area.

Other (please explain):

I live in Piner and am acutely aware of the negative impact this project will have on the rural character of Southern Kenton County in the future.
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
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<tbody>
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<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
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<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Not Sure</td>
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<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
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<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Disagree</td>
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<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
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</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.  

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

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<tr>
<td>A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  

Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

Quit wasting taxpayers money on projects that your home builders association lobby you for and residents don't want. Spend it on the Brent Spence project.  

Your questions throughout this process were steering respondents to answers you want. Why weren't cost analysis included?

PAGE 8
Q7: Please indicate which of the following BEST describes you (please check only one):

<table>
<thead>
<tr>
<th>Option</th>
<th>Selection</th>
</tr>
</thead>
<tbody>
<tr>
<td>I work in or near the KY 536 study area</td>
<td></td>
</tr>
</tbody>
</table>

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Selection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few weeks</td>
<td></td>
</tr>
</tbody>
</table>

PAGE 9
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th></th>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B</td>
<td>The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C</td>
<td>The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D</td>
<td>The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Disagree</td>
</tr>
<tr>
<td>E</td>
<td>The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>F</td>
<td>The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>G</td>
<td>The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Agree</td>
</tr>
<tr>
<td>H</td>
<td>The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Agree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

Would like to see the off-alignment alternative move forward, and hopefully in the second phase of the project, the concerns on how the project is implemented will be addressed. Appreciate the process to date in how many different perspectives have had opportunity to provide input.
**Q7: Please indicate which of the following BEST describes you (please check only one):**

<table>
<thead>
<tr>
<th>Option</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other (please explain):</td>
<td>Involved in the process as I believe the 536 corridor plays a significant role in N KY's regional transportation needs and has potential to improve quality of life for those who live in the southern part of N KY. I am involved in the hopes of providing input to make the project the best it can be for the region as a whole.</td>
</tr>
</tbody>
</table>

---

**Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you):**

<table>
<thead>
<tr>
<th>Option</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other (please explain):</td>
<td>Maybe once a year.</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Not Sure**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Not Sure**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.
   Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

Respondent skipped this question
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Respondent skipped this question |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one): Respondent skipped this question
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Response</th>
<th>Question</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Respondent skipped this question</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. 
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):
   I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians.

Considering this information, please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).</td>
<td>Not Sure</td>
</tr>
<tr>
<td>C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  

Agree

Q6: Please use the space below to share any additional comments you may have.  

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
### Q1:

Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Disagree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

This route provides a critical east/west link for all users. A separated shared use path is incredibly important to the future safety of users and success of the project. Just yesterday I saw someone running on the shoulder of the AA Highway and thought how dangerous it was and how uncomfortable they must be. It wasn't until a few minutes later that I realized it would be the exact same scenario on 536 if bicycles and pedestrians were forced to use the shoulder. Please, for the sake of novice users and children, include the shared use path in the final design.
**Q7:** Please indicate which of the following BEST describes you (please check only one):

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it</td>
</tr>
<tr>
<td>Other (please explain): I have family that I visit in the area frequently and grew up in southern KC.</td>
</tr>
</tbody>
</table>

**Q8:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few weeks</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Agree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Agree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Disagree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Disagree**

Q6: Please use the space below to share any additional comments you may have. **Respondent skipped this question**
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Disagree</td>
</tr>
<tr>
<td>E. The ON Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Not Sure**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Not Sure**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**

---

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).

A. Strongly Agree  
B. Strongly Disagree  
C. Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  

Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Moving forward with an alternative that does not include the shared use path would be irresponsible. As the parent of young children there is no way I would feel comfortable having them ride on the shoulder with traffic speeding by. If you're going to improve the road then improve it for all users.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Not Sure**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Strongly Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Strongly Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Strongly Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Strongly Agree**

Q6: Please use the space below to share any additional comments you may have.

It's foolish to consider improvements to this critical stretch of highway without considering all modes of transportation.
Q7: **Please indicate which of the following BEST describes you (please check only one):**

- Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.
- Other (please explain): Because this corridor is an important piece of NKY's transportation network, decisions regarding it must be made at the regional level while considering the desires of those who live in the area.

Q8: **In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you):**

- Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
   Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). 
   Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). 
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. 
   Agree

Q6: Please use the space below to share any additional comments you may have. 
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one): 
   Respondent skipped this question
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Respondent skipped this question |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   - Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   - Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   - Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   - Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   - Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   - Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   - Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   - Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Not Sure**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Not Sure**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Not Sure**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

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Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians.

Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Agree
Q6: Please use the space below to share any additional comments you may have.

1) Excellent proposal re: closing "the hill".

2) Excellent proposal re: bridge "fly-over" at CSX & Licking River.

3) Excellent proposal re: Multi-use "Method 1" paths between Ky 17 and Ky 16

4) It is probably arguable that either path method may see a certain level of use from Ky16 to the Staffordsburg Road area but not beyond that point. Beyond Staffordsburg Road, and if necessary, do "Method 2". Or as a minimum, acquire R/W and do preliminary grading east of Ky 16 for either method as a future condition. At this point in time, the use/benefits vs. construction/maintenance costs are probably not justified.

4) During discussions that I heard at meeting on 5 October, I did not hear any mention of level of "perceived" impact to properties for the "On Alignment" option. By this I mean when a project has widening of an existing roadway, the project generally will have a severe impact on the front yards on one side of the new roadway or on both due to pavement widths, grading, etc. The results are that the road gets nearer to existing housing that people realize. Reaction is usually, "GEE, I didn't know that the road would be that close to my house!"

5) The proposed speed limits should be carefully determined. A proposed limit of 45mph for the section of Ky17 to Staffordsburg Road is reasonable due to the number of driveways, etc. But establishing a 55mph zone to the east of that point may be problematic. With the 3 lane typical section - with the turn lane (suicide lane) - will passing be permitted? With proper signage/striping it is possible, but with the existing Campbell Co. Ky536 being narrow and not necessarily a 55mph roadway, why have a short distance posted at 55mph?

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area,

Other (please explain):
I live just west of this study area in the US 25 to Ky 17 section. I visit friends frequently in Campbell County.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks,

Other (please explain):
None of the above really..... About weekly would be a good frequency.
**Q1:** Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
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<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
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<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
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</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

I believe the off road alternative would be better. It cost less and would not be as much of an inconvenience to the people living on 536. It is a ‘true’ east west connector. The residents on 536 choose to live in the rural environment and widening the existing road would take that away. More homes would be affected, either demolished or encroached by the road.
| Q7: Please indicate which of the following BEST describes you (please check only one): | I live within or near the KY 536 study area |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

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<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
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**Q3: Please identify the degree to which you agree or disagree with the following statements:**

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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

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   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

   I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
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   Agree
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Respondent skipped this question

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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

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<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it</td>
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<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
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   - Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   - Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   - Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   - Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   - Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   - Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
   - Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
   - Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

   The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

Need to talk to someone. I am familiar with what happen with the new road in Taylor Mill (not good). I looked for the list of mayors etc. that had input, couldn't find it. Also, for those who had input--businesses etc. could not find it. What reasons do business & politicians have. I think they need to publish their reasons-- yes or no on suggested routes. If this is necessity put this south.
### Q7: Please indicate which of the following BEST describes you (please check only one):

<table>
<thead>
<tr>
<th>Option</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live within or near the KY 536 study area</td>
<td></td>
</tr>
</tbody>
</table>

### Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few months</td>
<td></td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Not Sure**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Not Sure**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.  

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

If people would obey and take serious the speed limits we would have very few accidents.

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property but do not live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Love off alignment plus walkways

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
**Q8:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th></th>
<th>Daily or almost daily</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Response: Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Response: Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Response: Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Response: Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Response: Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Response: Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Response: Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Response: Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for</td>
<td>Strongly</td>
</tr>
<tr>
<td>travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part</td>
<td>Strongly</td>
</tr>
<tr>
<td>of a modern, continuous transportation corridor that connects to a</td>
<td>Agree</td>
</tr>
<tr>
<td>regional, multi-county roadway system.</td>
<td></td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car,</td>
<td>Strongly</td>
</tr>
<tr>
<td>truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can</td>
<td>Strongly</td>
</tr>
<tr>
<td>support economic prosperity in the region through efficient</td>
<td>Disagree</td>
</tr>
<tr>
<td>transportation connectivity.</td>
<td></td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and</td>
<td>Strongly</td>
</tr>
<tr>
<td>future land use to efficiently accommodate growth in urban and</td>
<td>Agree</td>
</tr>
<tr>
<td>suburban sections while maintaining the rural, agricultural character of</td>
<td></td>
</tr>
<tr>
<td>the eastern portion of the study area.</td>
<td></td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of</td>
<td>Strongly</td>
</tr>
<tr>
<td>life for residents, business owners and other stakeholders located</td>
<td>Agree</td>
</tr>
<tr>
<td>within the study area.</td>
<td></td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects</td>
<td>Strongly</td>
</tr>
<tr>
<td>natural resources and hillsides while providing for mobility needs.</td>
<td>Agree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water</td>
<td>Strongly</td>
</tr>
<tr>
<td>quality in the area while providing for mobility needs.</td>
<td>Agree</td>
</tr>
</tbody>
</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended</td>
<td>Strongly</td>
</tr>
<tr>
<td>Alternative for improvements to be made to KY 536 between KY 17 and the</td>
<td>Agree</td>
</tr>
<tr>
<td>Kenton/Campbell county line.</td>
<td></td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended</td>
<td>Strongly</td>
</tr>
<tr>
<td>Alternative for improvements to be made to KY 536 between KY 17 and the</td>
<td>Agree</td>
</tr>
<tr>
<td>Kenton/Campbell county line.</td>
<td></td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

   I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily or almost daily</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Agree**

---

Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

---

PAGE 5
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

Other (please explain):  
I own property within or near KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
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</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
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</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Please don't do this.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week,
Other (please explain):
I travel it several times a week and I love it!!
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
**Q2:** Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

**Q3:** Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   **Strongly Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   **Strongly Agree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   **Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   **Strongly Agree**

Q6: Please use the space below to share any additional comments you may have.  
   **Respondent skipped this question**

Q7: Please indicate which of the following BEST describes you (please check only one):  
   **Other (please explain):** I own property within or near the KY536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
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<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
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</table>
**Q2:** Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
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</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
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<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
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<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
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<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>

**Q3:** Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Let's go forward ASAP!
### Q7: Please indicate which of the following BEST describes you (please check only one):

<table>
<thead>
<tr>
<th></th>
<th>Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it</th>
</tr>
</thead>
</table>

### Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th></th>
<th>Several times a week</th>
</tr>
</thead>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. 

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. — Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. — Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). — Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. — Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. — Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. — Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. — Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. — Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. — Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. — Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Strongly Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Strongly Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Agree**

Q6: Please use the space below to share any additional comments you may have. **Respondent skipped this question**
| Q7: Please indicate which of the following BEST describes you (please check only one): | Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Agree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Agree

Q6: Please use the space below to share any additional comments you may have.

I would prefer to have seen an alternative at the end of Staffordshire to Campbell county line which preserved the topography and wildlife corridors by elevating the roadway. Right now both options create more danger for wildlife crossing and vehicle accidents, particularly deer, at that end. I am thankful property owners will still have access to their farm and forest lands for agricultural from logging, hunting, crops and animal pasture land.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Other (please explain):
Live in Kenton county rural subarea, of which RT16/RT536 is the arbitrary no border and any changes affect those south.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few months
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Disagree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Disagree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  
Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.  
Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

It is my belief that any changes to this area will change the natural farmland and wildlife in ways that cannot be reversed. and serious car accidents will be much worse at speeds of 55 mph then they are at speeds of 35 mph. fix the problematic spots and leave the natural land alone!
**Q7**: Please indicate which of the following BEST describes you (please check only one):

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it</td>
</tr>
<tr>
<td>Other (please explain): I have family that live within the area and I know that they are against the changes.</td>
</tr>
</tbody>
</table>

**Q8**: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once a month</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

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Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). 
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). 
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. 
   Strongly Disagree

Q6: Please use the space below to share any additional comments you may have. 
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):
   I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Not Sure

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Agree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Agree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Not Sure**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Not Sure**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Not Sure**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Not Sure**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Not Sure
Q6: Please use the space below to share any additional comments you may have.

Generally speaking, SPEED is the single most important factor with respect to driving safely. Sound thinking says that the slower one drives, the faster one can stop, and the less likely control of a vehicle can (or will or both) be lost. Some might forever lament the loss of time, money, and the like as a result of driving slowly; but, as long as it takes only ONE TIME to poke an eye out, so to speak, driving slowly and the desire to do so remain very important forms of wealth. It is up to humans to RECOGNIZE this. Therefore, the speed limit for an important corridor whose creation is partly based on local concerns about safety should be NO MORE THAN 45 miles per hour (which of course means that posted signs for the speed limit ultimately should read "40 miles per hour"). Quite frankly, in my opinion, the Kentucky Transportation Cabinet should consider reducing ALL current Kentucky speed limits by ten or fifteen miles per hour. Kentucky is very rural and hilly; winding country roads with no guard rails are no place to drive fast.

An expected increase in population appears to be the main reason for an "improvement" to the Highway 536 corridor. This expected increase appears also to be welcome by some, probably owing to the idea that such an increase in population might additionally increase the making of money--by the very same "some." Before irreversible decisions are made, folks must consider that wealth comes in many forms, corruption comes in many forms, and that one person's trash is another one's treasure.

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property but do not live within or near the KY 536 study area.

Other (please explain):
I own property in Pendleton County and am concerned about the areas that are nearby.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Other (please explain):
The possibility exists that I may one day need to use the Highway 536 corridor for business reasons, every couple of weeks.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
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<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
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<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
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<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
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<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
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Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree
Q6: Please use the space below to share any additional comments you may have.

I disagree with the evaluation matrix on several points: rural character has not been maintained by the possibility of a 96ft. corridor. The "rural" side of 536 from 16 to Licking is even wider than the "suburban" side by 28 ft. Living next to such a huge corridor fails to meet the goal of maintaining quality of life for the local residents.

I don't see how less farmland is impacted by going off the existing road sooner. Counting acreage along the road is not the same as dividing land parcels. I counted 14 parcels impacted on the "off"road and 7 parcels on the "on" road. Also, even wood sections are farmland where livestock can go for shade etc.

The off alignment road does not meet the goal of preserving and protecting natural resources. It cuts across 9 streams and will require more topography to be changed.

55m.ph.m is not safe along a road with driveways no matter the turn lane or wide shoulders.

The expected full width of the road should have been revealed much earlier in the process and it should not have been left up to the public to add up those little numbers at the bottom of the maps.

The multi-use path and 12 ft paved shoulders is too much. If the shoulders have to stay, then I am against the separate path. It makes the presence of the road imposing. You don't need a big shoulder for tractor pull-offs if you have a turn lane. I don't see why the 16 to Licking section couldn't be the same width as the section of 17 to 16. I also want to point out that such a multi-use path leads to privacy and security/trespassing issues for landowners especially on those secluded sections of the road that cut across farmland and woods.

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily,

Other (please explain):
I travel it as far as my house, seldom all the way to the Campbell County line.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. 
Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. 
Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Both alternative designs avoid the alignment on Harris Pike in front of White's Tower Elementary School. I approve this alignment but still encourage work to be performed to eliminate the steep grade and poor site lines associated with the connection with SR 16.
Q7: Please indicate which of the following BEST describes you (please check only one):

Other (please explain):
I am an administrator with the Kenton County School District.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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Q3: Please identify the degree to which you agree or disagree with the following statements:

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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Not Sure

Q6: Please use the space below to share any additional comments you may have.

If 536 is to be reconstructed, it should absolutely include 10’ separated path. This will facilitate transportation by bicycle far more safely & effectively than other alternative(s). It would also be far more usable & enjoyable for pedestrians & other users. It is also millions cheaper than on-road alternative.
Q7: Please indicate which of the following BEST describes you (please check only one):

- Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it
- Other (please explain):
  i bicycle frequently in Northern KY

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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Q3: Please identify the degree to which you agree or disagree with the following statements:

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<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
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<th>Option</th>
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<td>Daily or almost daily</td>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

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   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Disagree

Q6: Please use the space below to share any additional comments you may have.

Please consider Alternative 7 that would displace fewer homes along Harris Pike.
Q7: Please indicate which of the following BEST describes you (please check only one):

Other (please explain):
I do live near the 536 corridor, but my parents live on the 536 corridor on Harris Pike.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few months
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
   **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

PAGE 4

PAGE 5
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Disagree

Q6: Please use the space below to share any additional comments you may have.

The only alternative that would save more residents homes on the east end between RT16 and RT17 Re-examine Alternate 7.
Q7: Please indicate which of the following BEST describes you (please check only one):

| I own property within or near the KY 536 study area |

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

| Daily or almost daily |

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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

Like alternative #7 please reconsider

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Agree

Q6: Please use the space below to share any additional comments you may have.

Both remaining plans eliminate the #1 most dangerous intersection, the south. Most junction of 536 & 177. This one intersection is the only primary concern I have for improvements absolutely needed on 536 between 16 & 177. We certainly do not want or need a new 55 MPH hwy in our area. 45 MPH is adequate. It's also unnecessary to eliminate all bends and hills in a mostly rural hilly area like south Kenton county.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks,

Other (please explain):
I currently avoid the 536/177 intersection at Visalia Rd, because it is extremely dangerous for the eastbound direction on 536 or northbound on 177.
# Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

PAGE 4

PAGE 5
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

This questionnaire is biased; i.e. it basically addressed the elements of the study and did the OKI do their homework. Zoning questions are not addressed once the road is complete. Spot improvements okay (no build) will maintain the current quality of life and the countryside.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

Respondent skipped this question

Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

Respondent skipped this question

Q3: Please identify the degree to which you agree or disagree with the following statements:

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.

Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Other (please explain): motorcycle riding about one month in the summer. However, I would bicycle on the new road should method 2 be used. Seems much safer than method 1. Would like to have local, safe options for cycling.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Agree

PAGE 5
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):  
   I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few weeks</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

Off Alignment appears to be better because less homes will be affected but more farms.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Several times a week</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
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<td>Strongly Disagree</td>
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<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
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<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
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**Q3: Please identify the degree to which you agree or disagree with the following statements:**

<table>
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<tr>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. 

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

<table>
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<tr>
<th>Statement</th>
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<tbody>
<tr>
<td>A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.</td>
<td>Strongly Disagree</td>
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<tr>
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<td>Strongly Agree</td>
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<td>C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).</td>
<td>Strongly Disagree</td>
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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  

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<td>The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.</td>
<td>Strongly Disagree</td>
</tr>
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</table>
Q6: Please use the space below to share any additional comments you may have.

This road has become more imposing and invasive than necessary. You could have taken care of the hill at the bottom and the connection by the school, some bad curves, widened the lanes a little and connectivity for trucks and cars would have been established.
The section from 16 to the Licking which is supposed to be maintaining rural character is even wider than the section with 2 multi-use paths on the 17 to 16 section! I see no reason for this except making the road uncomfortable for residents so they sell their land for development. It seems you just want to make it as wide as you can while the right away is cheap.

The main purpose of this study was initially presented to the public as addressing safety needs, Raising the speed limit to 55 will create more deadly accidents on a dark road with driveways present. The AA is a good example of the death trap this could become. It is 45 in Campbell and 45 on the section from 17 to 16. Why make it 55 in between? I’ve heard that the multi-use path will cost an extra 9 million dollars. Why wasn't this explained in the text descriptions?

I believe residents were willing to go along with this for safety and an east-west connection, but you have made this corridor an extreme intrusion into our way of life! It does not follow the guidelines of the comprehensive plan for our area east of 16.

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   Not Sure
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
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<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
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<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
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<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
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<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
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<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
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<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
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<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Disagree</td>
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<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>

**Q3: Please identify the degree to which you agree or disagree with the following statements:**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
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</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

I prefer the on-alignment alternative because it addresses the needs without destroying a lot of farmland.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
<table>
<thead>
<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
<th>Once every few weeks, I would travel it more frequently if it were safer. It is a beautiful drive and I would like better accessibility to southern Campbell County.</th>
</tr>
</thead>
</table>
| Other (please explain): | }
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

- A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
  Strongly Disagree

- B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
  Strongly Disagree

- C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
  Strongly Disagree

- D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
  Strongly Disagree

- E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
  Strongly Disagree

- F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
  Strongly Disagree

- G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
  Strongly Disagree

- H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
  Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Agree**

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   **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
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   **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Agree**

---

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

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The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Kenton county needs to improve Rt536 to help with travel through the tri-county area for safely travel distance from Boone county to Campbell county. The county of Kenton is behind in keeping up with the 21st century volume of traffic flow in this area. More discussion need to be available to all citizens about road issues with the OKI, KY department of transportation/District 6 and Kenton county just my opinion.
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<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
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<td>I live within or near the KY 536 study area</td>
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<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
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<td>Daily or almost daily,</td>
</tr>
<tr>
<td>Other (please explain): from Kenton to Boone County (Florence) and Kenton to Campbell Co. (Alexandria)</td>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
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H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
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F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
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   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

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B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Agree

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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

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   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   Not Sure

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   Strongly Disagree

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D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

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The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

There are sections of KY 536 that do need improvements such as aligned intersections, better shoulders, and a center turn lane into neighborhoods. However, the additional cost of adding and maintaining 10 foot wide walking paths is absurd and a waste of tax payer money. People don't use existing sidewalks that are in place in condensed neighborhoods as many are in poor condition as the state "doesn't have the money" to fix them. Why keep adding bigger, wider and unnecessary paths.
Q7: Please indicate which of the following BEST describes you (please check only one):

- I work in or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you):

- Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):  
   Respondent skipped this question
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

| Respondent skipped this question |  |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Response</th>
</tr>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>E. The ON alignment alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Agree

Q6: Please use the space below to share any additional comments you may have.

I have questions about the impact of the off-alignment on the already taxed water & sewage issues/services in Kenton county. Opening up a large area of the southern county with a 55 MPH connector road will invite development. Let's talk now about impact and planning for water, sewage, gas service as part of road development.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Other (please explain): Once a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
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<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
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<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
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<td>Strongly Disagree</td>
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<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Disagree</td>
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<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

I strongly recommend the NO BUILD option which you did not include in your survey. Spot repair, widening, and straighten the worst curves is all that is needed and is most responsible with taxpayers money. $90 million for something like this is a total waste of taxpayer money.
### Q7: Please indicate which of the following BEST describes you (please check only one):
- I live within or near the KY 536 study area

### Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you):
- Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
   **Strongly Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   **Strongly Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   **Strongly Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   **Strongly Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   **Strongly Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   **Strongly Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
   **Strongly Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   **Not Sure**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
   Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. 
   Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. 
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

The off-alignment alternative is the only way to go. Less expensive to move dirt than to move homes and displace people.
| Q7: Please indicate which of the following BEST describes you (please check only one): | I own property within or near the KY 536 study area |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  

Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:  

Respondent skipped this question

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Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  

Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.

Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  

Respondent skipped this question
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
<th>Other (please explain):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other (please explain):</td>
<td>We need better east-west corridors. Don't worry about houses or barns build-build-build- NOW</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
<th>Daily or almost daily</th>
</tr>
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</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Respondent skipped this question
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Not Sure

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Not Sure

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Not Sure

G. The OFF ALIGNMENTAlternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

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The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.

Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once a month |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Agree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

PAGE 8
**Q7:** Please indicate which of the following BEST describes you (please check only one):  

| Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it |

**Q8:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you):  

| Once a month,  
| Other (please explain): Cycling |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

because bike path

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

The plan could potentially use the side paths for transportation to shopping such as the riding to the Friendly Market and it will connect the bike lanes on Turkeyfoot.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.    Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  

Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:  

Respondent skipped this question

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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.

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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

Q7: Please indicate which of the following BEST describes you (please check only one):

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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   Agree

E. The ON Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Agree</td>
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Q3: Please identify the degree to which you agree or disagree with the following statements:

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<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Agree

Q6: Please use the space below to share any additional comments you may have.

I am a Kenton County resident and would like to state that having a separate path for foot traffic and bicycling (not just large shoulders) would be a game changer. I rarely use the bike lanes on Turkeyfoot out of fear, but commonly make the drive to the Loveland area to ride the Little Miami Scenic Trail. If there were separated bike lanes (protected by a buffer of grass, at minimum), I would favor their usage and spend my money locally rather than in Ohio. If the bike path were to connect to Turkeyfoot, there would be a clean connection to many food and retail opportunities.
Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

PAGE 5

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Respondent skipped this question

PAGE 6

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Respondent skipped this question

PAGE 7

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

PAGE 8
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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Not Sure

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once a month |
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   *Strongly Agree*

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F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
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H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   *Strongly Agree*

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   *Respondent skipped this question*
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Respondent skipped this question

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Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   Agree

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   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   Strongly Agree
Q3: Please identify the degree to which you agree or disagree with the following statements:

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  

Not Sure

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

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Considering this information, please identify the degree to which you agree or disagree with the following statements:

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  

Agree  

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  

Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

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<tbody>
<tr>
<td><strong>PAGE 8</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Q7:</strong> Please indicate which of the following BEST describes you (please check only one):</td>
<td>Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it</td>
</tr>
<tr>
<td><strong>PAGE 9</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Q8:</strong> In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Once every few weeks</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
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</table>
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

<table>
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<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
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<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
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<td>Strongly Disagree</td>
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</table>

**Q3: Please identify the degree to which you agree or disagree with the following statements:**

<table>
<thead>
<tr>
<th>Statement</th>
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</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Disagree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Strongly Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Strongly Disagree**

Q6: Please use the space below to share any additional comments you may have. **Respondent skipped this question**

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:  

Respondent skipped this question

PAGE 5

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

PAGE 6

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

PAGE 7

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

PAGE 8
Q7: Please indicate which of the following BEST describes you (please check only one):  

<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>Respondent skipped this question</td>
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</table>

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)  

<table>
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<th>Response</th>
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<tbody>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
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</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

<table>
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<tr>
<th>Statement</th>
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<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
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<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
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<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
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<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Agree</td>
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<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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**Q3: Please identify the degree to which you agree or disagree with the following statements:**

<table>
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<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
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<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
</tr>
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<tbody>
<tr>
<td>Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it</td>
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<table>
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<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Not Sure

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
Not Sure

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

The connecting corridor will provide an easy-to-use, convenient, and safe way for commuters, recreationalists, and outdoor enthusiasts to enjoy the natural beauty of this part of Kentucky.
### Q7: Please indicate which of the following BEST describes you (please check only one):

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Though I do not live, own property, own a business or work within</td>
<td>Though I do not live, own property, own a business or work within or near the</td>
</tr>
<tr>
<td>or work within or near the KY 536 study area, I frequently travel</td>
<td>KY 536 study area, I frequently travel through it</td>
</tr>
<tr>
<td>through it</td>
<td></td>
</tr>
</tbody>
</table>

### Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
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<tr>
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<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
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<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. 

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Strongly Disagree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Strongly Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Strongly Agree**

Q6: Please use the space below to share any additional comments you may have.

536 is very important to myself and my family. Furthermore, we would be much more willing to shop, visit, and enjoy the connected communities if we could do so safely and by multiple means of transportation. We would also, given the selection of a separate path, use the system as a form of commuting to and from work. Currently the 536 road is not conducive for everyday travel. We are very hesitant to travel anywhere that cannot be done so by bike or anything other than an expensive gas accumulating vehicle.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live within or near the KY 536 study area.</td>
</tr>
<tr>
<td>Other (please explain):</td>
</tr>
<tr>
<td>I own property and live in the study area.</td>
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</tbody>
</table>

<table>
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<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
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<td>Daily or almost daily</td>
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</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

If added paths were chosen, my family would use them to more frequently visit connected communities and shops. We could also use them to commute to and from work. Additionally, there would be a chance that our children could learn that transportation is much more than jumping in a car to get to a desired location.
| Q7: Please indicate which of the following BEST describes you (please check only one): | I live within or near the KY 536 study area |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
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G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
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H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:  
Respondent skipped this question

PAGE 5

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

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Respondent skipped this question

PAGE 6

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:  

Respondent skipped this question

PAGE 7

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

PAGE 8
Q7: Please indicate which of the following BEST describes you (please check only one):  

*Respondent skipped this question*

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)  

*Respondent skipped this question*
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
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H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one): I live within or near the KY 536 study area
| **Q8:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
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<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
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<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
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<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Agree</td>
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<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Agree</td>
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<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Agree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question
| Q7: Please indicate which of the following BEST describes you (please check only one): | Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
**Q2:** Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Agree**

---

**Q3:** Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

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Agree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative: **Respondent skipped this question**

Q3: Please identify the degree to which you agree or disagree with the following statements: **Respondent skipped this question**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.
| Q7: Please indicate which of the following BEST describes you (please check only one): | Respondent skipped this question |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Respondent skipped this question |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
   Strongly Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):  
   Respondent skipped this question
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

| Respondent skipped this question |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question
Q7: Please indicate which of the following BEST describes you (please check only one):
Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)
Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. 

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Agree

Q6: Please use the space below to share any additional comments you may have.

I believe that having a multiuse path along 536 would provide alternative methods of transportation to shopping establishments which would cut down on the overall traffic in the area, as well as provide health benefits to the residents and to the health of the environment.
Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few months
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements: Respondent skipped this question

PAGE 5

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements: Respondent skipped this question

PAGE 6

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement: Respondent skipped this question

PAGE 7

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

PAGE 8
<table>
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<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
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H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
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Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

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<td>B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).</td>
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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  

Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  

Respondent skipped this question
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few months
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Answer: Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Answer: Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Answer: Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Answer: Not Sure

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Answer: Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Answer: Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Answer: Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Answer: Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
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<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
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</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

I live in Kenton County (Independence), but I work in Campbell county. My family also attends church in Campbell county. I would possibly be able to bike to work if the corridor includes a new multi-use path. At the very least it would provide me an my family with an alternative and preferred route to get into Campbell county. Right now, 536 is not safe enough to be considered an option to me. And then we are left with one option of going up an around 275. If there is construction or traffic, there are currently no safe alternative routes to 275.
Q7: Please indicate which of the following BEST describes you (please check only one):

- I own property within or near the KY 536 study area

---

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Once every few months,
- Other (please explain):
  I rarely use it at this point because it is not a safe and viable option. If it is improved I will travel it almost daily.
### Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few weeks</td>
</tr>
</tbody>
</table>

Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Strongly Disagree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements: Respondent skipped this question

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements: Respondent skipped this question

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement: Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question
| Q7: Please indicate which of the following BEST describes you (please check only one): | Respondent skipped this question |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Respondent skipped this question |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
   Strongly Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

PAGE 5

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

PAGE 6

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

PAGE 7

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

PAGE 8
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
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<tr>
<td>Respondent skipped this question</td>
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</table>

<table>
<thead>
<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
</tr>
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<tbody>
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<td>Respondent skipped this question</td>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   Respondent skipped this question

Q3: Please identify the degree to which you agree or disagree with the following statements:  
   Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.

Bike trail would be wonderful. I am not brave enough to ride down 16 or 17 which I have seen many do. I take my bike all the way to Lunken airport or to the Miami trails and spend my money to ride in a safe place.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once a month |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
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<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
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<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
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<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
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<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
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<td>Strongly Agree</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
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</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

- Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

Q7: Please indicate which of the following BEST describes you (please check only one):
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)  

Respondent skipped this question
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

PAGE 8
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Agree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Not Sure**

E. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Disagree**

F. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

G. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Not Sure**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

I don't see the need to remove the section of road between 177 & Mann Road. You are effectively cutting off or severely limiting those residents options for travel while removing a great hill to ride your bicycle on. With either solution traffic on that section of road will become almost nothing. I'd like to see how the multiuse lane crosses 177. I ride my bike fairly often on 536 during the week & never really see that much traffic. What will happen to the farm land that option number 2 runs through? Will it become shopping centers & homes to pay for this project? That would be disappointing.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
<th>I live within or near the KY 536 study area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Other (please explain): Mostly by bicycle a few times a month.</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

**Respondent skipped this question**

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>
Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Disagree
Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.

Agree

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

an off road path is a solid solution for the region, connecting Campbell County to Boone County in a safe way for families to commute without a car.
Q7: Please indicate which of the following BEST describes you (please check only one):

- I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Strongly Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The ON Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

I love very near turkeyfoot rd and connecting these is important. The current bike lane on turkeyfoot rd is not safe for families and dies not get much ch recreational use. The proposed OFF-Alignment method suggested here will be much better. I will be able to bike to local merchants safely.
Q7: Please indicate which of the following BEST describes you (please check only one):
I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)
Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
   - Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   - Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   - Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   - Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   - Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   - Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
   - Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   - Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.
   - Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.
   - Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). 
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). 
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. 
   Agree

Q6: Please use the space below to share any additional comments you may have.

I would be in support of improvements to this road including a safe, separate lane/path for pedestrians and non-motorized transportation.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
<th>I own property within or near the KY 536 study area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Once every few months</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Agree**

Q6: Please use the space below to share any additional comments you may have. **Respondent skipped this question**

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once a month |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Agree**
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

---

**Q3: Please identify the degree to which you agree or disagree with the following statements:**

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Not Sure**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question
Q7: Please indicate which of the following BEST describes you (please check only one): Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agreement: Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agreement: Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agreement: Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agreement: Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agreement: Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agreement: Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agreement: Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agreement: Strongly Disagree
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Disagree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>

**Q3: Please identify the degree to which you agree or disagree with the following statements:**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
<table>
<thead>
<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
<th>Daily or almost daily</th>
</tr>
</thead>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  

Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

Respondent skipped this question

Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Not Sure

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area, Other (please explain): own property
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few weeks</td>
</tr>
</tbody>
</table>


Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Strongly Disagree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Strongly Disagree
Q3: Please identify the degree to which you agree or disagree with the following statements:  

Respondent skipped this question

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:  

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.  

First time to Man Road and Kline Rd Handbore Rd, Western Rd, Adams Lane to 10 mins to respond
| Q7: Please indicate which of the following BEST describes you (please check only one): | I live within or near the KY 536 study area |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Disagree</td>
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<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Disagree</td>
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<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
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<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians.

Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

Intersections at 1. Harris Pike/Madison Pike and 2. Madison Pike/Delaware Crossings should be signalized, especially Harris Pike/Madison Pike because of the heavy commercial (Aldi) going in at that intersection. Simon-Kenton High School students cross at this intersection. If taxes cannot signalize this intersection (Harris/Madison Pikes), then the new construction should subsidize the signals. In addition the intersections, need turn-lanes. Madison Pike/Delaware crossings intersection is used by Independence Fire Station. The additional intersection existing which is backing-up is the intersection at Delaware crossing and Shaw Road where the Kroger is and additional new construction planned in the existing open space between the Delaware crossing apartments and the Forest Run subdivision.
Q7: Please indicate which of the following BEST describes you (please check only one):

- I own property within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Respondent skipped this question
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

I would strongly agree with Method 2 (off multi-use path) if that would create greater safety for non-motorized travelers. In that case, my preference would be method 2.
Q7: Please indicate which of the following BEST describes you (please check only one):

- I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
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<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Not Sure**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Not Sure**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Not Sure**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Not Sure**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Not Sure**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

Don't tear up the yard. There are several houses at the Western end of Harris that have terrible front yards. They can't even mow their grass. Septic systems should be considered. People mowing grass along this road should be considered. 55 MPH is dangerous. BTW the survey is to vague. How can you expect the people to understand the environmental impact.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
<th>Respondent skipped this question</th>
</tr>
</thead>
</table>

| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Respondent skipped this question |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

**Method 1:** The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.

**Method 2:** A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians.

Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

I live at 2446 Harris Pike. Either the on or off alternatives do not give me a choice. The waiting time is 10-20 years??? Also, how about sewers and sidewalks. Guess if we can't get funding for the road, we won't be getting any funding for sewer and sidewalks. Going through my front yard will take my septic system??? I want a new road but not at my expense. I want to move. My house will never sell now. Thanks.
Q7: Please indicate which of the following BEST describes you (please check only one):

- I own property within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

Section between KY17 and KY16 needs to be built "yesterday"

Q7: Please indicate which of the following BEST describes you (please check only one): I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Not Sure

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Agree

Q6: Please use the space below to share any additional comments you may have.

The multi-use path is a critical piece of bike/ped infrastructure that connects to the larger region. A separate path is the safest way to accommodate these modes.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   - Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   - Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   - Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   - Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   - Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   - Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   - Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   - Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Not Sure**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Not Sure**

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Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Agree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).</td>
<td>Strongly Disagree</td>
</tr>
</tbody>
</table>

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  

Agree

Q6: Please use the space below to share any additional comments you may have.

This has been discussed for many years. It will improve the roads between 16 & 177 which is needed. It will connect the counties in a positive manner. This does not affect our home, but I can understand the concern of those it does impact. Our family has gone through a house purchase by the Kenton county school board. It was not easy. I can understand the fears people are having with this change.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live within or near the KY 536 study area</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few weeks,</td>
</tr>
<tr>
<td>Other (please explain):</td>
</tr>
<tr>
<td>We have friends in southern Kenton county. The travel time will be improved and we will shop in Campbell county more often.</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Agree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Several times a week</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

A. The off-alignment alternative exceeds my expectations.  
B. The separate mobility alternative is a must going forward and should be a requirement in new construction.
Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

All of this money you are wasting because of some politician think is a great idea that have no loss in land out in this area. There is no need for this people move out this way knowing what it takes travel and don't mind it. Here is a great idea don't do this to the hard working people out in this area and put all this money in to a new bridge replacing 71/75 that would be more beneficial for every one.
Q7: Please indicate which of the following BEST describes you (please check only one):
I own property within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)
Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
Not Sure
**Q2:** Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>

**Q3:** Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Please recommend a separate 10’ multi-use path in the final recommended plan. This is the safest way to accommodate the transportation needs of pedestrian & cyclists along this vital east-west corridor.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree
Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

   Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.

   Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.

Disagree
Q6: Please use the space below to share any additional comments you may have.

I live on Harris almost directly across from fairgrounds. Concerned about house/land being taken. I want to build a garage but am unsure about that because of road build in project.

Q7: Please indicate which of the following BEST describes you (please check only one):

- I own property within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Once every few months
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

PAGE 5

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

PAGE 6

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

PAGE 7

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

PAGE 8
<table>
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<tr>
<th>Question</th>
<th>Response</th>
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<tbody>
<tr>
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<td>Respondent skipped this question</td>
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<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
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</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Not Sure**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Not Sure**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Not Sure**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Not Sure

Q6: Please use the space below to share any additional comments you may have.

I think the stretch of road between RT16 and the Licking River should be 45 MPH. At least make it 45 MPH from RT16 to where it goes to a new alignment.
| Q7: Please indicate which of the following BEST describes you (please check only one): | I live within or near the KY 536 study area |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. 
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). 
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). 
   Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

  The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. 
  Strongly Disagree

PAGE 7
Q6: Please use the space below to share any additional comments you may have.

The people of southern Kenton county have made it clear they want to remain rural. A corridor is not a priority for us. The people have agreed that curves needed to addressed these options go way beyond that. I read on line that the last survey only 12% opposed the road, that is really misleading because no road change or only addressing curves was not an option in the questions. 12% where those people who added the comment on their own, most felt they didn't have a choice. The questions here also lead to a decided conclusion. If this road is forced on us, its a tough call for me which alternative is better. For me personally the effect is the same, what those poor people further down would prefer land cut in half, big road in their front yard or taking their houses. I do not know. The negatives of both are the proposed road is way too big. 2 lanes is all that needed. 55 is way too fast and trades the safety gains of corrected curves, with hazards of speed look at the problems of the AA. The expense of the bike lane not only takes away from rural character but unnecessarily takes private property and adds a new concern of trespassing. The community would be better served with a park with a bike trail in it and most likely would get more use. No bike trail leave us rural!! If you keep it 2 lanes and slower speed you will correct curves and reduce hazards and reduce hazards of driveway access. Environmentally it is really vague which alternative is better. I also will vote against any politician(s) that put this road on a fast track. There is a huge blind side to the benefits of keeping this small and rural. There was a huge turn out to the farm tour and shows an increasing interest of others enjoying the rural character. With future societal changes and climate change we need leaders who have eyes for growth more in keeping with future trends and preserving green spaces and farms and not planning on growth with outdated businesses usual tactics. Selling this project on the one agreed concept of safety and embellishing it with obvious intentions to change the rural character is reprehensible. Why not total up the possible road size so its clear to people the monster road you are talking about? I realize it is not yet definite but the lack of clarity seems deliberate as does the wording of the questions. When you decide on the alternative people deserve a chance to say whether they want their tax moneys (federal, state or county) spent on this road at all. We do not want this road. We just want curves fixed if anything and we want as small a road as possible.

PAGE 8

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area

PAGE 9

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
## Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree
Q6: Please use the space below to share any additional comments you may have.

This is a waste of money and should not be done. Just basic improvements. I do not want urban development it will ruin the rural nature of the community. It does these things, but this road improvement is not needed. Just do basic improvements. Spot improvements only. I would rather a park then bike path. At 55MPG no one can safely run/bike by that road. Also, who would be responsible for maintain this? I do not want this improvement. I feel this entire process has been completely misleading to the people who live and drive on this roadway. I live on this road, and feel that someone who just happens to drive on the road has just as much of an opinion, when they do not have nearly as much at stake. I also feel that the community was pushed into having these large improvements options for the road without actually being asked if the "new" road is wanted. Improvements need to be done, but not at the expense of farmers, the agricultural/rural feeling of the area, and environment. If one of these alternatives has to be done here are my concerns:

1. Neither will keep the rural importance of this area. This is a rich community already and show so at times like the farm tour. These opportunities and this uniqueness will give way to other people outside of the people who live here wanting to urbanize and develop the land. 2. 55 MPH is way to high of a speed limit for any part of this road. People will easily go 70 MPH thinking it is a highway and not respecting people trying to get in and out of their homes. This will not make the road safe. 3. While the idea of a bike path is welcomed the cost of doing so, plus the fact that the road will not be safe at 55 MPH, I do not think this is a good idea. I feel using this money for a park with established walking and bike paths would serve the community better. 4. the width of the road will hurt homes and farmers land. Is there not away to keep a 2 lane road with just improvements. This will increase traffic because of people using this road as a highway. 5. Cost. Why is so much money being used on improving this road when other highways and areas could easily need improvements as well. Overall, I feel that the people are being lead to which every way this OKI group thinks we should go. The forms are misleading “facts” of the last public hearing are misleading, and there was never an instance when we were straight asked if this is wanted. I think basic improvements can be done quicker to help improve the road while maintaining the community and environment.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative: Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative: Respondent skipped this question

Q3: Please identify the degree to which you agree or disagree with the following statements: Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

If the recommended study supports cutting through massive amounts of rural non-farmland, then the same study should support making all of Harris Pike a back road and find an alternative that has no impact on the country setting of that road! Turn my road into a 55 MPH will be a tragedy to the safety of our children when putting the road closer to the road.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
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<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:  

Responder skipped this question

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PAGE 5

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.  

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Responder skipped this question

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PAGE 6

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Responder skipped this question

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PAGE 7

Q6: Please use the space below to share any additional comments you may have.

Responder skipped this question

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PAGE 8

477 / 706
<table>
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A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree
### Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<td>Strongly Agree</td>
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### Q3: Please identify the degree to which you agree or disagree with the following statements:

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<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Not Sure

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
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D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**

Q3: Please identify the degree to which you agree or disagree with the following statements: **Respondent skipped this question**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

Q7: Please indicate which of the following BEST describes you (please check only one):

Respondent skipped this question

Respondent skipped this question

Respondent skipped this question

Respondent skipped this question
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Respondent skipped this question
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Not Sure

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Not Sure
Q6: Please use the space below to share any additional comments you may have.

It only becomes important to advance the road if development of the area is on agenda. in mind spot improvements are all that are really necessary, but if one of the two alternatives is drive, off-alignment is better. Of the two alternatives, off-alignment is better yet I'm not really convinced anything more than spot improvements are necessary. Safety is above the agenda to develop the rural area into something more than it is. I'm not for developing rural area. I think things are fine the way they are except for road safety which in honesty could be fixed by people just driving more safely. However, no matter what the road is or how it is shaped people will always speed and drive dangerously and offensively. This brings up the point that if the alternative is set at 55 MPH or even 45 MPH, people will automatically begin to speed 10-15 MPH over the speed limit, which introduces a safety concern that wasn't there on the existing 536 corridor. I'm concerned that this new safety issue would outweigh the original purpose of creating an alternative road (this whole project in other words)
A. The on-alignment alternative addresses local and regional needs for travel safety and reducing accident rates with this alternate people will speed and with the road being so wide, and being near houses, it could actually make the alternate more dangerous than the existing road.
B. The on-alignment alternative updates this section of KY536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system this sounds like showy "fluff" to me--how is this a logistical practical concern that warrants an alternative road to begin with?
C. The on-alignment alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot) but, biking would be dangerous: if speed limit is 55 MPH idiots will drive 60-70 MPH and w only 20 ft. between road and multi-purpose lane its dangerous.
D. The on-alignment alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity economic vitality is already economically prosperous there are different levels of prosperity economic prosperity is a relative term our area. Concerns about and agenda to put for over developments hurting the already existing rural economic prosperity.
Enhance quality of life not necessarily the quality of life isn't really lacking. People are happy enough as is. I don't see how increased traffic flow will improve air or water quality. Plus I wouldn't call them mobility needs. so much as mobility desires, and again, whose desires are they?

Q7: Please indicate which of the following BEST describes you (please check only one):

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>I live within or near the KY 536 study area</td>
</tr>
</tbody>
</table>

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Daily or almost daily</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:  
Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
Respondent skipped this question

Q3: Please identify the degree to which you agree or disagree with the following statements:  
Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

I don't appreciate the general vibe of "satisfying the need to say public feedback was gathered" but not really respecting that opinion and sort of going ahead with an agenda regardless of the feedback. Why is spot improvements not an alternative? This decision was supported by public comments received during Phase 2 of the study but to what degree was it supported? The opposite position was probably supported too and possible to a higher degree.
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>Respondent skipped this question</td>
</tr>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Respondent skipped this question</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Disagree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

Active transportation is important in attracting people to the Tristate.

Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few months |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
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G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
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H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

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B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
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<tbody>
<tr>
<td>Once a month</td>
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<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
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<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<th>Statement</th>
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</tr>
</tbody>
</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
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<th>Statement</th>
<th>Agreement</th>
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</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
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</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Disagree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Strongly Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Strongly Disagree**

Q6: Please use the space below to share any additional comments you may have.

For the potential off line alternative I own the land where there is a clearing right before the road would cross the creek that runs near Mann Rd. I would take every legal action possible to have that portion of the road simply moved south a bit. There's no reason that can't be done to save that portion of my land especially when I contribute to the agriculture of the area (cows/beef) and that is good pasture that is vital to me as I only have 36 acres. So I would suggest to remedy that part of the plan. I know that would create a little bend in the road approaching the bridge crossing the licking river but I think anything that can be done to preserve farmland in the area needs to be done and every farmer should be accommodated as much as possible because no matter how modern and advanced society gets we are always going to need farms to feed the people.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
<th>I own property within or near the KY 536 study area</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
<th>Once every few weeks</th>
</tr>
</thead>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Agree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Agree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

I have appreciated the public involvement activities associated with this study.
<table>
<thead>
<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other (please explain):</td>
</tr>
<tr>
<td>I look at transportation from a regional perspective, and this project is an important component of an overall regional system.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few months</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Not Sure

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
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<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Disagree</td>
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<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
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</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
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</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

I strongly disagree that the road needs to be as large as it is described and 55 miles an hour is way to fast with all the driveways that will tie into the road. I also feel that 12 foot shoulder or 32 foot bike path is excessive. People will not want to live by a five lane road with a 55 mile an hour speed limit this will cause people to move and sell their land ultimately opening up room for development which is what we don't want we want this area to stay rural
Q7: Please indicate which of the following BEST describes you (please check only one):

- I live within or near the KY 536 study area,
- Other (please explain):
  I live in our family farm and this road will greatly affect us and the families around us

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
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<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
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</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
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<tr>
<th>Statement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
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<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Disagree</td>
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<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
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<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
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<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Disagree</td>
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</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.    Strongly Disagree
B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree
C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).    Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:
The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.    Disagree

Q6: Please use the space below to share any additional comments you may have.
These "improvements" will only increase the accident rate.

Q7: Please indicate which of the following BEST describes you (please check only one):
I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Not Sure**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Not Sure**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Disagree**

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   **Respondent skipped this question**
Q3: Please identify the degree to which you agree or disagree with the following statements:  

Respondent skipped this question

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question

PAGE 5

PAGE 6

PAGE 7

PAGE 8
<table>
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<tr>
<th>Question</th>
<th>Response</th>
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<tbody>
<tr>
<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>Respondent skipped this question</td>
</tr>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Respondent skipped this question</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):  
   I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Not Sure**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Not Sure**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Not Sure**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Not Sure**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Not Sure**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Not Sure**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   - Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   - Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   - Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   - Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   - Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   - Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   - Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   - Strongly Agree

---

**Q3: Please identify the degree to which you agree or disagree with the following statements:**

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   - Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   - Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

I need to feel safe whenever I bicycle or walk near traffic. Being too close to moving motorized vehicles is unsafe. Especially in the evenings and high traffic times of day. Motorists drive toward objects in their vision.
Q7: Please indicate which of the following BEST describes you (please check only one):

Other (please explain):
I like to bicycle all over the Greater Cincinnati area, and visit all the sites of my childhood.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Respondent skipped this question
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Not Sure**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Not Sure**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. 
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
   Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
   Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. 
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. 
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

I appreciate all of the time, energy and direct communication with the community directly impacted by this project and the rest of the rural community who may travel this section. We understand the importance of getting this right (or as close to that as possible) to meet the needs of many groups. The proposed changes are exciting to see and hopefully we will live to see it completed and be able to access the section either by transit or by bicycle or on foot.
Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area,

Other (please explain):
I live 6 miles south of this proposed project and travel through the area almost daily. Many times I travel to Independence across 536. This definitely needs to happen.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
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<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Agree</td>
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<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
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<td>Strongly Agree</td>
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<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
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<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
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<td>Strongly Agree</td>
</tr>
</tbody>
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Q3: Please identify the degree to which you agree or disagree with the following statements:

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<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Please do everything possible to increase the availability of safe bicycle lanes.

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

| Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
**Q4:** KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

**Method 1:** The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.

**Method 2:** A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians.

Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   **Strongly Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   **Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   **Strongly Agree**

**Q5:** In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   **Strongly Agree**

**Q6:** Please use the space below to share any additional comments you may have.

536 is one of the only ways to have a nice bike ride that goes through Kenton county and loop back up into Cincinnati without having to retrace your steps. Improving its condition and safety would greatly shift my rides in that direction compared to heading north or east.
<table>
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<tr>
<th>Q7: Please indicate which of the following BEST describes you (please check only one):</th>
<th>I live within or near the KY 536 study area</th>
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<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
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</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  

Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.  

Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Disagree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):  
Respondent skipped this question
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

| Respondent skipped this question |  |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.   
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.
   **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.
   **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

The Off-Alignment alternative is the only way to go.
Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area.

Other (please explain):
I live in the heart of the targeted area. The Off Alternative is the only one that makes sense both financially, lower resident impact and the need for a multi-lane straighter road.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**
**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement Level</th>
</tr>
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<tbody>
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<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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**Q3: Please identify the degree to which you agree or disagree with the following statements:**

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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree
Q6: Please use the space below to share any additional comments you may have.

I am very much against this. There are crooked, dangerous roads all over Ky - why in the world would you want to take the last bit of rural area in Kenton County and turn it into Florence. You don't fool anyone with your made up reasons for this - it is for development, plain and simple. For some reason, you want Kenton county to be as ruined as Boone - You only think of development and additional funds and give no thoughts to quality of life. I was at that disgusting meeting where you put up 8 alternative routes to vote on. Why wasn't there a number 9, which would have been no road at all? This way, you can say "the people voted on it." You treat us like dumb hillbillies and only you know what's good for us. Generations of good people have been raised here, not you're going to turn it into Florence and horrible subdivisions, just like you did to the rest of northern Ky. LEAVE IT ALONE! GO FIND SOMEWHERE ELSE TO DESTROY! I've always heard that no subdivisions were allowed south of 16 and 17, yet Arlinghaus builders bought the Hankinson farm, near Nicholson. I told them, "you can't build there", and they said "nothing lasts forever". The builders know what you are doing and so do you. I'm disgusted that you are running me out of my paradise and out of the area altogether.
At the very least, tell the people that this is for development only, and stop pushing that "safety" nonsense. Ky is filled with dangerous roads. Why do you pick this one?
Finally, let me say that you are really cheating the people now. The real estate values dropped in 2008 and never recovered. In a few years, they should recover, but you will force us to sell out while our properties are worth much less. More profit for the developers though. Who are you really here to represent?

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area, Other (please explain):
This is my Home - I don't want to leave it and I don't want to see a huge highway and all of the development it brings.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

I'm strongly in favor of the separate 10 foot multi path. Please make it happen!

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks,

Other (please explain): My commute to work does not take me on 536, but I ride my bike on 536 about once a week during the warmer months.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.
   Agree

Q6: Please use the space below to share any additional comments you may have.

I strongly feel the option for multiuse paths is great for the area. The Northern KY area is full of families that enjoy the outdoors. I feel many our winding 2 lane roads are not safe for runners, families and Bicyclist to enjoy. As a father and a resident of the NKY area, I strongly urge you to choose the off alignment option.

Thank you
Q7: Please indicate which of the following BEST describes you (please check only one):

- I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
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H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

<table>
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<td>A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.</td>
<td>Strongly Disagree</td>
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<td>B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).</td>
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<td>C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).</td>
<td>Not Sure</td>
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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Disagree
Q6: Please use the space below to share any additional comments you may have.

People are not going to ride horses and bikes along a four lane. That's silly.

Prosperity is what we have. You think money is prosperity. You think yet another Walmart is prosperity. How about a horse park with trails for carts? That would be cool, unique, and something people would visit for. But there is no profit in prosperity that improves our quality of life.

Paying $92M in tax dollars so developers can destroy our culture is not fiscally responsible.

Speed and idiot driving are the factors that make 536 'dangerous' now. Giving the Thorn Hill gang a straight stretch may lead to more reckless driving and increase fatalities. Have you done a study on the new 16 four lane for safety? Is it safer now?

Seven minutes. You want to spend $92M to save seven minutes? And this doesn't factor in the money for a new bridge to Campbell county, nor the upgrades needed to 536 once you cross the Licking. We can't get the money to fix the Brent Spence Bridge, and you want to waste $92,000,000 to save us seven minutes?!!

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area,

Other (please explain):
Will I lose my freedoms when this thing runs through my back yard? Will I still be able to target shoot and hunt on my property?

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Disagree
Q6: Please use the space below to share any additional comments you may have.

This road has become huge. It's not what we were led to believe on earlier maps. Connectivity and safety could be accomplished without a 3 lane road, 12 ft shoulders and a multi-use path. I'm not against a separate path if you cut down the shoulders to 2 ft. You don't need both. I would point out that the bike path will be steep and end up on roads that will probably never have a bike path to keep riding on.

Make the speed limit a consistent 45 m.p.h. from the Campbell county side all the way through to 17. 55 m.p.h. is way to fast when there are driveways along the road. There is no reason why the 16 to Licking section should be wider than the 16 to 17 section. It's the same traffic on both (a few tractors maybe, but with a turn lane, that problem is solved.) In fact it should be less wide with only one multi-use path. I have to say that this is a lot of money to spend to save 7 minutes. Semi-trucks come down the road now, if you widened the lanes a little, took care of some curves and fixed the ends they could get through easily.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Not Sure**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. 

Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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<td>Agree</td>
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<td>Agree</td>
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<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
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<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
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<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
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<td>Agree</td>
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**Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:**

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   - Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   - Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   - Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   - Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   - Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   - Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   - Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   - Strongly Agree

---

**Q3: Please identify the degree to which you agree or disagree with the following statements:**

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   - Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   - Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Agree

Q6: Please use the space below to share any additional comments you may have.

I would rather it start heading west to Florence from KY16 but this is a good start. I agree fully with the expansion and hope it is as successful as the KY16 expansion. I believe the off-alignment route would be cheaper and more direct, effecting less existing home frontages and creating a more direct route to Campbell county.
Q7: Please indicate which of the following BEST describes you (please check only one):

- I own property within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

Respondent skipped this question

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

Respondent skipped this question

Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question
Q6: Please use the space below to share any additional comments you may have.

I do not feel another cross county route is "needed". Nice for some, perhaps, but not "needed" - especially at the displacement, disruption, aggravation and invasion of present property and home owners.

There are multiple existing routes across counties presently available, besides 536, or portions thereof. Not as direct as businesses and those none affected by the proposed routes might prefer, but adequate none-the-less.

My family moved to Mann Rd. to get away from suburb/subdivision life, and to enjoy the wonders and beauty of nature. The present two proposals place a high volume of traffic immediately adjacent to our property, and the "recommended" route, carves into our property and places an intersection nearly in our yard.

I concede that there are undesirable portions of 536 from a safety standpoint, and a few too many stops and sharp corners. However, these issues can and should be addressed and corrected individually and far more economically.

The Visalia hill seems to be generating a lot of energy. I feel this hill can be re-engineered without displacing the majority of route 536. There is a great deal of undeveloped, vacant property north and south of the present Visalia hill that could be used to design a more gradual incline. Cutting into the east side of the hill with a new "hill" route would mean a less direct route, but would involve fewer home owners. For example, from the top of the existing Visalia hill, traverse north and east along the east side of the hill with a gradual "S" turn into the proposed new Visalia bridge. There are still other alternatives for improving the existing Visalia hill.

In summary, I propose fixing the problem areas along the existing 536 route, with as little disruption to existing property/homeowners as possible.

Thank you,

Jeffrey Tuttle
11606 Mann Rd.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Other (please explain):
I do a lot of cycling out that way and often travel through the area on my ride to work, so this would be a fantastic upgrade to anyone who has ever had a close call with a motor vehicle in this area.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Several times a week
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:  
  Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections.  
  Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  

   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  

   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  

   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  

   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):  

   I own property but do not live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Once every few weeks |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for</td>
<td>Disagree</td>
</tr>
<tr>
<td>travel safety and reducing accident rates.</td>
<td></td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part</td>
<td>Disagree</td>
</tr>
<tr>
<td>of a modern, continuous transportation corridor that connects to a</td>
<td></td>
</tr>
<tr>
<td>regional, multi-county roadway system.</td>
<td></td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car,</td>
<td>Agree</td>
</tr>
<tr>
<td>truck, bus/transit, bike, farm equipment, foot).</td>
<td></td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can</td>
<td>Disagree</td>
</tr>
<tr>
<td>support economic prosperity in the region through efficient transportation</td>
<td></td>
</tr>
<tr>
<td>connectivity.</td>
<td></td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and</td>
<td>Strongly</td>
</tr>
<tr>
<td>future land use to efficiently accommodate growth in urban and</td>
<td>Disagree</td>
</tr>
<tr>
<td>suburban sections while maintaining the rural, agricultural character</td>
<td></td>
</tr>
<tr>
<td>of the eastern portion of the study area.</td>
<td></td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of</td>
<td>Strongly</td>
</tr>
<tr>
<td>life for residents, business owners and other stakeholders located</td>
<td>Disagree</td>
</tr>
<tr>
<td>within the study area.</td>
<td></td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects</td>
<td>Disagree</td>
</tr>
<tr>
<td>natural resources and hillsides while providing for mobility needs.</td>
<td></td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water</td>
<td>Not Sure</td>
</tr>
<tr>
<td>quality in the area while providing for mobility needs.</td>
<td></td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

I think the Off-Alternative will add significantly to the quality of life for those in the region. A protected trail/path is imperative for the health and safety of those cycling/walking/running along 536.
Q7: Please indicate which of the following BEST describes you (please check only one):

| Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it |
| Other (please explain): With added improvements I would seriously consider moving to within the study area. |

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

| Several times a week |

---
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   - Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. 
   - Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). 
   - Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. 
   - Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. 
   - Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. 
   - Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. 
   - Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. 
   - Strongly Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   - Respondent skipped this question

PAGE 3

PAGE 4
Q3: Please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Respondent skipped this question

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Respondent skipped this question

Q6: Please use the space below to share any additional comments you may have.

Respondent skipped this question
<table>
<thead>
<tr>
<th><strong>Q7:</strong> Please indicate which of the following BEST describes you (please check only one):</th>
<th><strong>Respondent skipped this question</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>Q8:</strong> In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td><strong>Respondent skipped this question</strong></td>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   [Strongly Agree]

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   [Strongly Agree]

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   [Strongly Agree]

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   [Strongly Agree]

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   [Strongly Agree]

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   [Strongly Agree]

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   [Strongly Agree]

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   [Strongly Agree]
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
   Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree of Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Disagree</td>
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<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
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<td>Strongly Disagree</td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
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<table>
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<th>Statement</th>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell line county, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Not Sure

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

   The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Strongly Agree

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Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

<table>
<thead>
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<th>Statement</th>
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<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Not Sure</td>
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<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
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<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
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<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Not Sure</td>
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<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Disagree</td>
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<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
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Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:
The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.
Safe biking in rural Kenton and Campbell is very important to wife and me for over 30 years. With increased development, route 536, as it currently is, is no longer a safe choice for bike trail. A separate path is the safest bicycling choice.
Q7: Please indicate which of the following BEST describes you (please check only one):
Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)
Once every few months
**Q1:** Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property but do not live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Once every few months
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Use the separate bike path. Wide shoulders are too close to the road - and they never get cleaned.

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

| Several times a week |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

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Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

on alignment speed limit should be less that 55mph. Off alignment - speed limit could be 55 mph. Problem with on alignment is the glass and debris that builds up from the road traffic. Off alignment pavements stay cleaner.
Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Not Sure

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Either route would be acceptable and provide much needed improvements. However, if this amount of money is being spent then a dedicated lane separated from the roadway is the safest by far and should be preferred over the other alternative.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Other (please explain):
It is a favorite cycling route of mine (southern Kenton and Campbell counties)

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative: Respondent skipped this question
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.
<table>
<thead>
<tr>
<th>Question</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>Respondent skipped this question</td>
</tr>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Respondent skipped this question</td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Agree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Strongly Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Strongly Agree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

*Respondent skipped this question*
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

Q7: Please indicate which of the following BEST describes you (please check only one):

Respondent skipped this question
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Respondent skipped this question
### Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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<th>Statement</th>
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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Disagree</td>
</tr>
<tr>
<td>E. The alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Disagree</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
</tbody>
</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

This is long overdo for the economic development of the southern portions of these counties. Travel between the counties will greatly enhance each of the counties. The non-motorized paths will produce a safe passage to runners and cyclists.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once every few weeks
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Agree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Not Sure</td>
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<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
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<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
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<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
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<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
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<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
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</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Not Sure</td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   Agree

Q6: Please use the space below to share any additional comments you may have.

I live out there off rt 17 pass 16...have for over 20years..... would love to see a "safe" bike trail built, not just widen shoulders off the road...I will put in my bike at 16 & 17 and ride around on the sidewalk down there to krogers and beyond....will not ride in the road because one not really too safe from the cars and all the loose rocks, trash, and debris in the strip for bicyclist
Q7: Please indicate which of the following BEST describes you (please check only one):

- I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

- Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  Strongly Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  Strongly Disagree

Q6: Please use the space below to share any additional comments you may have.

Speed limits should not over 45 for safety. I don't like either plan. When all the land is destroyed and homes are demolished who is going to use the sidewalks?
<table>
<thead>
<tr>
<th>Question</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>Respondent skipped this question</td>
</tr>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Respondent skipped this question</td>
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</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>travel safety and reducing accident rates.</td>
<td></td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>of a modern, continuous transportation corridor that connects to a</td>
<td></td>
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<tr>
<td>regional, multi-county roadway system.</td>
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<td>Strongly Agree</td>
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<td>truck, bus/transit, bike, farm equipment, foot).</td>
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</tr>
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<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can</td>
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<td>support economic prosperity in the region through efficient</td>
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</tr>
<tr>
<td>transportation connectivity.</td>
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<td>E. The OFF Alternative is consistent with plans that address existing</td>
<td>Strongly Agree</td>
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<tr>
<td>and future land use to efficiently accommodate growth in urban and</td>
<td></td>
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<tr>
<td>suburban sections while maintaining the rural, agricultural character</td>
<td></td>
</tr>
<tr>
<td>of the eastern portion of the study area.</td>
<td></td>
</tr>
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<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality</td>
<td>Strongly Agree</td>
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<td>of life for residents, business owners and other stakeholders located</td>
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<td>within the study area.</td>
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<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects</td>
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<td>natural resources and hillsides while providing for mobility needs.</td>
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<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water</td>
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<td>quality in the area while providing for mobility needs.</td>
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<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>Alternative for improvements to be made to KY 536 between KY 17 and the</td>
<td></td>
</tr>
<tr>
<td>Kenton/Campbell county line.</td>
<td></td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended</td>
<td>Strongly Agree</td>
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<td></td>
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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

It is my opinion that the off alignment will impact fewer homes and more undeveloped property which seems like a plus in investment costs and family up rooting. coming from a construction background this seems to me to be the most logical route.
Q7: Please indicate which of the following BEST describes you (please check only one):  
I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you):  
Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Agree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative: **Respondent skipped this question**
Q3: Please identify the degree to which you agree or disagree with the following statements:

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.
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<th>Question</th>
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<tbody>
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<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Respondent skipped this question</td>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Disagree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Disagree</td>
</tr>
<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Disagree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Disagree</td>
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<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
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<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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<tr>
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<td>Disagree</td>
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</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Disagree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Disagree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Disagree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Disagree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Not Sure**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Not Sure**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Disagree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Disagree

Q6: Please use the space below to share any additional comments you may have.

I have live in my current residence over 40 years.. we built our home and aised our family... what is proposed will take 100 to 200 foot of my driveway.. we live in a hollow with 2 creeks and 7 acres of trees... it has been great.... our neighbors ohomes will be torn down.. our views will be new construction and traffic.. for us it is not a good thing.... we moved here for quiet and rural atmosphere.. that will be gone... as of now we are not happy... from the info that we have received... we will not know elevation etc of new road until the engineers start to work.
Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Not Sure

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Not Sure**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Not Sure**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Not Sure**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Not Sure**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Disagree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Agree

Q6: Please use the space below to share any additional comments you may have.

Project should be similar to 536 in Campbell Cty from river to US 27. Separate "Bike" paths are a waste of time and money. Wide shoulders are better and for volume of "other" traffic, should be adequate. Major intersections and approaches like 16, 17, 177, etc. should be designed for future growth and expansion like more lanes. Make safe and adequate with an eye towards the future. Get the most bang for the buck. We don't need the Taj Mahal.
Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you):

Once every few weeks.
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Strongly Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**
### Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>

### Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
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</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). Strongly Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

Our county NEEDS a new safer RT.536 east/west corridor to connect the three county regions of Campbell, Kenton and Boone for the local residents to help with travel in the southern ends of all three countries. Also, as another east/west corridor instead on using I-275 that has a lot of out of state travelers by passing downtown Cincinnati. Our region is growing and without good roadways businesses will not locate to our area.
**Q7:** Please indicate which of the following BEST describes you (please check only one):

<table>
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<tr>
<th>Option</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>I own property within or near the KY 536 study area,</td>
<td></td>
</tr>
<tr>
<td>Other (please explain):</td>
<td></td>
</tr>
<tr>
<td>We live on Rt.536 and the accidents in the curves in the front of our</td>
<td>According to the state for this type of road. That is for the accidents</td>
</tr>
<tr>
<td>house is three times higher according to the state for this type of</td>
<td>that GET reported. A lot of times they go off the road into our yard and</td>
</tr>
<tr>
<td>road. That is for the accidents that GET reported. A lot of times they</td>
<td>take off without the mishap being reported to the police!</td>
</tr>
<tr>
<td>go off the road into our yard and take off without the mishap being</td>
<td></td>
</tr>
<tr>
<td>reported to the police!</td>
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**Q8:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

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<td>Daily or almost daily,</td>
<td></td>
</tr>
<tr>
<td>Other (please explain):</td>
<td></td>
</tr>
<tr>
<td>We have four (4) drivers in</td>
<td></td>
</tr>
<tr>
<td>our household and Rt.536 is</td>
<td></td>
</tr>
<tr>
<td>driven on daily to and from</td>
<td></td>
</tr>
<tr>
<td>our employers.</td>
<td></td>
</tr>
</tbody>
</table>
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Agree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Agree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Agree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Agree

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:  
   Respondent skipped this question
Q3: Please identify the degree to which you agree or disagree with the following statements:

Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.
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<tr>
<th>Question</th>
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<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>Respondent skipped this question</td>
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<tr>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Agree</td>
</tr>
<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Agree</td>
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<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Agree</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Disagree</td>
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<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Disagree</td>
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</table>
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Strongly Disagree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Disagree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Not Sure**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Strongly Disagree**

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Agree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Not Sure**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Strongly Agree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Agree**

---

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Strongly Disagree**

---

Q6: Please use the space below to share any additional comments you may have.

We have said we have safety concerns on 536, but we have no interest in a corridor. We simply wanted the curves straightened. The planned routes may take out curves and such but adds new safety concerns by the size and possible speed limit proposed. No one wants the monster road being considered. We also do not want the destruction of the rural quality. A 2 lane road is all that is needed. We do not need a bike trail either. I feel this whole process has been misleading and worded to conceal the real intent of this route.

---

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative: **Respondent skipped this question**

Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative: **Respondent skipped this question**

Q3: Please identify the degree to which you agree or disagree with the following statements: **Respondent skipped this question**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

Q6: Please use the space below to share any additional comments you may have.

Q7: Please indicate which of the following BEST describes you (please check only one):

   I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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<td>A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
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</tr>
<tr>
<td>B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Not Sure</td>
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<tr>
<td>C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Not Sure</td>
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<tr>
<td>D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Not Sure</td>
</tr>
<tr>
<td>E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Not Sure</td>
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<tr>
<td>F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Not Sure</td>
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<tr>
<td>G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
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Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Not Sure

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Not Sure

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Not Sure
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

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Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.

Q6: Please use the space below to share any additional comments you may have.

My property @ 20 Tamarita Ln is greatly affected by the route on both options, putting the new road within feet of my back yard. Concerning the safety of my children and the quality of our life, we would just like to have our property included in the project and bought from us. We have only owned the property for a little over a year and have made many land and construction improvements but the road in the back yard will not be acceptable to us or safe for anyone. Please look into this and let me know ASAP. Thanks.
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Disagree**

PAGE 2
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

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Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Disagree**

Q6: Please use the space below to share any additional comments you may have. **Respondent skipped this question**

Q7: Please indicate which of the following BEST describes you (please check only one): I live within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

   Daily or almost daily
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Agree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Disagree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Disagree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Disagree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Strongly Disagree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Disagree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Disagree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Disagree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Disagree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   **Strongly Disagree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   **Strongly Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   **Strongly Disagree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   **Strongly Disagree**

Q6: Please use the space below to share any additional comments you may have.

55 m.p.h. is way too fast on such a wide road that will increase traffic. Speed and driveways in the dark are a bad combination. Make it 45 as it will be on 16 to 17. This road does not need to be this wide to accommodate commercial(truck traffic). Semi-trucks come through now even without the improvements. One point to consider with bike and pedestrian use on 16 to Licking is that there is a lot of hunting and shooting that happens even in the off season on the inisolated forested/grassland parts. It is also very steep. I don't see a lot for users for a bike path on this section except maybe serious bikers and they can ride in the road especially with a paved berm and turn lane.
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
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<tbody>
<tr>
<td>Q7: Please indicate which of the following BEST describes you (please check only one):</td>
<td>I live within or near the KY 536 study area</td>
</tr>
<tr>
<td>Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)</td>
<td>Several times a week, Several times a week from 16 to 17 but hardly ever to Campbell County line.</td>
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</tbody>
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Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  Strongly Disagree

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Strongly Agree

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E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Strongly Agree

Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. Strongly Agree
**Q4:** KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
   **Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
   **Agree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
   **Not Sure**

**Q5:** In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
   **Agree**

**Q6:** Please use the space below to share any additional comments you may have.

I strongly support the off-alignment plan. It updates the road to carry more traffic as the east/west traffic through the area will only increase. It adds modern infrastructure to the area and permits a higher speed limit through the area.
| Q7: Please indicate which of the following BEST describes you (please check only one): | I own property within or near the KY 536 study area |
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   **Strongly Disagree**

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   **Strongly Disagree**

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   **Strongly Disagree**

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   **Strongly Disagree**

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   **Strongly Disagree**

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   **Strongly Disagree**

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   **Disagree**

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   **Disagree**
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. **Strongly Agree**

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. **Strongly Agree**

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). **Strongly Agree**

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. **Strongly Agree**

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. **Agree**

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. **Strongly Agree**

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. **Agree**

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. **Agree**

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Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Disagree**

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line. **Strongly Agree**
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed:

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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Agree**

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. **Disagree**

Q6: Please use the space below to share any additional comments you may have. Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Disagree

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Disagree

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Disagree

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Disagree

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
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H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
   Strongly Disagree
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  
   Strongly Agree

B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.  
   Strongly Agree

C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
   Strongly Agree

D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.  
   Strongly Agree

E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.  
   Strongly Agree

F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
   Strongly Agree

G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.  
   Strongly Agree

H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
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Q3: Please identify the degree to which you agree or disagree with the following statements:

A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Disagree

B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.  
   Strongly Agree
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. Strongly Agree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me. Strongly Agree

Q6: Please use the space below to share any additional comments you may have.

The Off Alignment Alternative plan needs to go into action ASAP. I live on Visalia Rd and there are accidents daily that cause serious damage to the properties, vehicles, and pedestrians. We urge the City and State officials to push to commence with this plan immediately in an effort to help save lives and money!

Q7: Please indicate which of the following BEST describes you (please check only one):

I live within or near the KY 536 study area
| Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you) | Daily or almost daily |
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

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   Strongly Disagree

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   Disagree

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).  
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F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.  
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H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.  
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Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.  Strongly Agree

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A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph. **Agree**

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1). **Strongly Disagree**

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2). **Strongly Agree**

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PAGE 6
Q6: Please use the space below to share any additional comments you may have.

For non-motorized users, a separate paved trail/path is far more useful for transportation. People feel safer and at ease and are much more likely to use it for transportation. Motorists like it too as they don't have to worry about what the non-motorized users are doing. There just isn't enough-any separation with a shoulder. Especially in this day and age of distracted driving, as a non-motorized transportation user (bike mostly), I do not feel safe "sharing the road" with motorists. Also, please remember that we are trying to get our young people to use non-motorized transportation and very few parents feel OK about their kids sharing pavement with motorized users for transportation. I certainly do not. My son uses his skateboard for transportation and I worry greatly when he uses it on road due to debris (which has caused an accident) and the fact that he does not use illumination as he should. On a paved path it's not such a big deal. There is just much more "room for error" between motorized and non-motorized users when separate pavement is used for transportation. Finally, I know too many cyclists who have been hit, nearly hit, killed or yelled at by drivers who think "bikes don't belong." Just segregate the pavement for everyone's sake, please!

Q7: Please indicate which of the following BEST describes you (please check only one):

Though I do not live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it,

Other (please explain): I have friends in northern KY.

Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Once a month
Q1: Please identify the degree to which you agree or disagree (Strongly Agree, Agree, Not Sure, Disagree, Strongly Disagree) with the following statements about the ON ALIGNMENT Alternative:

A. The ON ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates. Not Sure

B. The ON ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system. Not Sure

C. The ON ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot). Not Sure

D. The ON ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity. Not Sure

E. The ON alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area. Not Sure

F. The ON ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area. Disagree

G. The ON ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs. Not Sure

H. The ON ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs. Not Sure
Q2: Please identify the degree to which you agree or disagree with the following statements about the OFF ALIGNMENT Alternative:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree of Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The OFF ALIGNMENT Alternative addresses local and regional needs for travel safety and reducing accident rates.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative updates this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>C. The OFF ALIGNMENT Alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot).</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>D. The OFF ALIGNMENT Alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>E. The OFF Alternative is consistent with plans that address existing and future land use to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>F. The OFF ALIGNMENT Alternative will maintain or enhance the quality of life for residents, business owners and other stakeholders located within the study area.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>G. The OFF ALIGNMENT Alternative effectively preserves and/or protects natural resources and hillsides while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>H. The OFF ALIGNMENT Alternative will maintain or improve air and water quality in the area while providing for mobility needs.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>

Q3: Please identify the degree to which you agree or disagree with the following statements:

<table>
<thead>
<tr>
<th>Statement</th>
<th>Degree of Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. The ON ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>B. The OFF ALIGNMENT Alternative should be advanced as the Recommended Alternative for improvements to be made to KY 536 between KY 17 and the Kenton/Campbell county line.</td>
<td>Strongly Agree</td>
</tr>
</tbody>
</table>
Q4: KY 536 serves as a vital east/west transportation corridor for the Northern Kentucky region. In regards specifically to accommodating local and regional non-motorized travel such as bicycling, walking, running, horse-riding, etc. by people of all ages, the information below is provided for public comment and consideration. For the section of KY 536 between KY 16 and the Kenton/Campbell county line (proposed speed limit 55 mph), two methods for accommodating non-motorized travel have been discussed: Method 1: The roadway is planned to be constructed with 12-foot, paved shoulders on each side that pedestrians, bicyclists, runners, etc. could use for travel. This design is consistent with current, minimum standards set by the Kentucky Transportation Cabinet in their design policies for rural roadway sections. Method 2: A separate 10-foot multi-use path on one side of the road is planned to be constructed (in addition to the 12-foot shoulders) to follow the natural topography of the area. This path would provide a non-motorized travel option and connect with other existing and planned multi-use paths and trails across the Northern Kentucky region as documented in the Regional Trails Plan. The path would include a non-paved, grass buffer to separate motorized vehicles from bicycles and pedestrians. Considering this information, please identify the degree to which you agree or disagree with the following statements:

A. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, the posted speed limit should be 55 mph.  
Agree

B. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by 12-foot, paved shoulders on each side of the road (Method 1).  
Disagree

C. For the section of KY 536 between KY 16 and the Kenton/Campbell county line, non-motorized travel such as bicycling and walking should be accommodated by a separate, 10-foot multi-use path on one side of the road (Method 2).  
Strongly Agree

Q5: In Phase 1 of this Study, the responses received from the public identified that the top five community concerns about the existing road were sharp, winding curves; lack of roadway shoulders; steep grades/hills; high accident rates; and poor sight distances. Considering this information, please identify the degree to which you agree or disagree with the following statement:

The KY 536 corridor is an important east/west connection and investing in the improvement of the corridor between KY 17 and the Kenton/Campbell county line is a high priority to me.  
Strongly Agree

Q6: Please use the space below to share any additional comments you may have.  
Respondent skipped this question

Q7: Please indicate which of the following BEST describes you (please check only one):

I own property within or near the KY 536 study area
Q8: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once every few months</td>
</tr>
</tbody>
</table>
Appendix N. Phone Messages Received by Project Manager

Message received on August 11, 2015 at 3:20pm from Ryan Hermann at PDS. A member of the public had seen the KY 536 article in the “What’s Happening Kenton County, Kentucky?” publication and contacted him. Her question was why Maverick Road was not included on the general map provided with the article. When the Project Manager returned Mr. Hermann’s phone call at approximately 3:50pm that same day, he informed her that he had explained to the woman that the thick blue line was covering up Maverick Road and that this map was a very simplified, general map to show the section of KY 536 that is included in the current Scoping Study. Mr. Hermann did not share the woman’s name or phone number with the Project Manager.

Message received from a citizen on August 11, 2015 at 3:30pm. The gentleman wanted to know where the road would cross in relation to the Mills Road and Taylor Mill Road area. A name and phone number was left on the message. The Project Manager returned the call on August 12 at approximately 10:45am and spoke with the gentleman’s wife. She explained that none of the draft alternatives went as far north as Mills Road. She further explained that none of the draft alternatives go as far north as Marshall Road either and that they stay relatively close to the existing Harris Pike, Staffordsburg Road and Visalia Road corridor. The Project Manager provided the Study’s website address to the woman and shared that the Master Draft Alternatives Map would be best one to refer to on the website to see how far the roadway options are to Mills Road. She also invited them to call back with any questions or submit comments directly on the website using the comment box. The couple’s names and phone number are not included in this report to ensure anonymity and privacy.

Message received from a KY 536 property owner on September 9, 2015 at 8:45am who had received the second, September 4, 2015 direct mailing. The gentleman owned rental property on the south side of Harris Pike adjacent to White’s Tower Elementary School and the Kenton County Fairgrounds properties. He shared that due to work, he would be unable to attend the October 5 Open House. The Project Manager informed him that everything at the Open House will be posted on the www.oki.org/536 website. She provided a walk-through the website and what had been accomplished to date by the Study. She also collected his email address and added it to the Study’s general contact database, so that he would receive future Study updates.
Message received from a property owner on **September 9, 2015** at 12:15pm who had received the second, September 4, 2015 direct mailing. The gentleman owned property and farmland on the west side of Taylor Mill Road across from Maverick. He was concerned about his property being divided or house taken as part of the Study’s recommendation. He had visited the website already. The Project Manager provided a summary of what was being proposed to address the safety and physical/geometric concerns at the Harris/Taylor Mill Road intersection and that the two refined alternatives (not yet available at that time) would both include recommendation to move Harris Pike slightly north away from the school and to meet up Staffordsburg with one intersection. She also collected his email address and added it to the Study’s general contact database, so that he would receive future Study updates. He asked if it would be worthwhile for him to attend the Public Open House, so the Project Manager provided information on what information and format of the event. She invited him to attend and/or to call back with any further questions.

Message received from a property owner on **September 10, 2015** after 4:15pm. Project Manager returned the message and spoke directly with the property owner at 9:15am on September 11, 2015. Property is at 10994 Taylor Mill Rd directly across from Marshall Rd. Property owner had contacted OKI prior in response to the first letter mailing and requested that paper copies of the eight draft alternatives be mailed to her. The property owner was unable to understand the impact of the alternatives on her property from the material received – hence her phone call. The Project Manager explained that her property would likely not be impacted at all or only minimally due to its location well north of the KY 536 corridor and all eight draft alternative proposals. The property owner expressed her intent to attend the October 5 Open House. The Project Manager explained that the two, refined alternatives would be presented at the Open House on very large display boards where she could easily view her property and see what, if any impacts may occur to her property. The Project Manager also made a note to mail to this property owner large, 11x17 copies of the two, refined alternatives once they were available. Maps were mailed on September 21.

Message received from property owner **on September 21, 2014** at about 9:30am. Owner lives at 2848 Harris Pike and wanted to know the impacts the alternatives might have on her property. After lengthy phone conversation explaining where KY 536 was being proposed to go onto a new alignment and how the “Old” Harris Pike would be redesigned to meet with the new KY 536 slightly east of the current curve to facilitate safe accessibility to both roadways, the Project Manager committed to mail her a “zoom-in” map that would show the property and proposed improvements that had been discussed in their phone call. The property owner thanked PM for her time and answering all her questions. The Project
Manager welcomed her to call back with any questions and to help inform her neighbors about the Study, if she had any opportunities to do so. Map was mailed on September 21.

Phone call received from a KY 536 property owner on **October 6, 2015** at 1:45pm. She and her husband had attended the Open House the evening before, but she asked if there was any information to know for sure if there house would need to be taken. The Project Manager explained that a final recommendation had not been determined, so no one knew yet which of the two alternatives will be recommended. The KY 536 Scoping Study is a planning level study, so the actual roadway could be located a few feet in either direction. Further, she explained in the next Phase of the project, design and engineering would occur which would much better determine if and to what extent the property would be impacted. The Project Manager used the project to the west of KY 17 for some perspective on timing. That project had a plan recommendation in 2000 and is just now in the right-of-way phase which is estimated to take two to three years. Funding for construction of the KY 536 portion west of KY 17 is estimated at over $50 million and has not yet been identified.

Phone call received from a KY 536 property owner on **October 7, 2015** at 1:30pm. He had several questions regarding the alternatives which are proposed to go through a portion of his property. Questions included exact location, timing, height of the roadway, etc. The Project Manager had the property owner open up one of the alternative maps from the website and together, she walked him through the proposal. She pointed out the line graph showing the proposed roadway and existing topography. The conversation ended with the Project Manager taking the owner’s email address just to make sure he was kept informed of the Study. The owner thanked the Manager for her time and answering all his questions. Project Manager expressed her appreciation for his time and phone call.

Phone call received from realtor on **October 12, 2015** at 12:30pm. Realtor was representing a prospective buyer of a property on Staffordsburg Road and wanted more information on the KY 536 Scoping Study. The Project Manager said that the project should conclude with a final recommendation this fall. He asked about timing for improvements. The Project Manager used the section of KY 536 west of KY 17 as an example and stressed that no funds had been secured for the next design/engineering phase of the KY 17-Licking River section.

**Project Manager made a call on October 8, 2015** to a property owner in the Study Area who attended the October 5 Open House and on his comment form he wrote, “Need to talk with someone” (gave his phone number and name). The property owner was on his way out the door and asked the Project Manager to call back on
the afternoon of October 9. She did call, but got the answering machine and left a message. On October 12, 2015, the Project Manager was successful in reaching the property owner and having a conversation. He asked about the PDT Minutes and she directed him to the appropriate web pages and links to find the four meeting minutes available for public review. She noted that the Minutes from the September 25, 2015 meeting were before the PDT members currently for their review and approval and that she would be placing them on the website as soon as she had the group’s approval. He asked about outreach noting that his neighbor had no information that the Study was going on. The Project Manager mentioned the two mailing to property owners along the KY 536 corridor, Taylor Mill Rd, Mann Rd and Decoursey Pike. She thanked the property owner for helping to spread the word. He asked about the rest of KY 536 and they discussed generally. The Project Manager directed him to the appropriate web page on www.oki.org/536 for further information. He thanked her for her time and for calling.

Phone call received on **October 29, 2015**. Due to the Project Manager’s vacation leave, the message was received by Regina Brock, OKI Project Administrator for the KY 536 Scoping Study. The message was from a KY 536 property owner who reported that the maps show the alternatives going through his yard. He requested that someone call him back to discuss. In the Project Manager’s absence, OKI Deputy Director Robert Koehler returned the phone call. In the conversation, timing was discussed and planning-level of the current study. Mr. Koehler invited the property owner to email or call the Project Manager, if he wanted to discuss anything further or in greater detail.

The Project Manager called a property owner on Tamarita Lane after reading through all the comments shared via the Phase Three Public Comment Form for Question 6 and seeing his request that someone contact him. Project Manager reached the property owner on **November 24, 2015** at approximately 11:30am. His main concern related to timing of the project. The Project Manager shared that timing was tied to funding and, as in other conversations with members of the public, reviewed the current project status of KY 536 west of KY 17 and length of time it has taken for that segment to reach the Right-of-Way phase. The property owner thanked her for calling and for the timing perspective.
Appendix O. Emails from the Public Received by Project Manager
Mr. Name removed for privacy,
Thank you so much for taking the time to send me your comments. You are not alone in your concern regarding this part of KY 536. I encourage you to visit the website (www.oki.org/536) for all the draft alternatives that have been proposed. The Study Team is currently in the process of taking the over 210 comments we’ve received to refine the eight alternatives down to two options for further public review and comment later this year.

We will add your email address and that of your wife to our general contact list, so that you both receive notices when new information has been posted to the website.
Thank you again for your interest and assistance,

Robyn Bancroft
Strategic Planning Manager
OKI Regional Council of Governments
720 E. Pete Rose Way, Suite 420 Cincinnati, Ohio 45202
513.619.7662
rbancroft@oki.org
www.oki.org

Hello Robyn,

I am writing in regards to KY 536 Scoping Study current underway and wanted to bring up a concern my family has. The area circled on the map from the article in "what's happening in Kenton county, Kentucky" needs to be a major focus for change on Ky 536. Living on Tamarita Ln, we witness many accidents/injuries during the calendar year on that stretch of the road. Whites tower elementary is also located in the same vicinity.

Thank you the consideration and voice.
Name and phone number removed for privacy

--
From: Name and Email removed for privacy  
Sent: Monday, August 17, 2015 11:19 AM  
To: Robyn Bancroft <rbancroft@oki.org>  
Subject: Re: Ky 536

Ms Robyn;  
Thank you !  
I am very interested in the 536 road project.  
Not for personal gain but to improve the City of Independence.  
You can blame the new Route 17 on me and completion of the Turkeyfoot Road project.  
Those two roads were promised to me when I ran for Mayor in 1989.  
Governor Jones made good on his promise with Governor Patton following him.  
Thank You, again.

On Mon, Aug 17, 2015 at 8:51 AM, Robyn Bancroft <rbancroft@oki.org> wrote:
Mr. Name removed for privacy,  
I have not yet discussed how the final recommendations will be displayed at the October 5th open house.  
We are focused right now on reviewing all the public comments we’ve received and refining the eight alternatives down to two for further consideration.  
Topography is certainly being considered in this process.  
I will add your email address to our contact list (if we don’t already have it) to ensure that you receive updates on the Study as it progresses.  
Thank you so much for sharing your input and for your support.  
--Robyn

From: Name and Email removed for privacy  
Sent: Friday, August 14, 2015 10:13 AM  
To: Robyn Bancroft <rbancroft@oki.org>  
Subject: Ky 536  
Ms Robin;  
Will there be a topo map available at the October 5th, meeting ?  
Especially around the hilly and winding Visalia area.  
I do plan to attend and express my thoughts.  
Even if it means that lands need to be taken by eminent domain.  
The re-construction of the road is a much needed project for the safety and mobility of people.  
The North - South corridors have been greatly improved now we have to get the East - West corridor improved.  
Eventually I-71 needs to be looped around though Southern Kenton County and Campbell to relieve the pressure from I-75 and the Brent Spence bridge.  
I am very familiar with what the area needs.  
Thank You !  
-- Sincerely:
Name and Email removed for privacy
Thanks this works.

name removed for privacy,
I’ve also attached a pdf with all the alternatives, but it might be too large to email – that’s why I was trying to just direct you to the website.
Yes, of course, I’ll share with you and EVERYONE when we have the alternatives down to two!
Sorry for all this frustration!
--Robyn

Thanks Robyn.
I can see the links but all it does is take me to a page on your web-site, with no PDF. I can’t zoom in that way. Unless I’m doing something wrong but, I’m simply hitting all the alternative links and just get the individual web pages. Can someone just send me a regular PDF please?

I’m not sure I will make the next meetings but will try. When you get it narrowed down to the two, if you can let me know that would be great. I have a council meeting Wednesday and was going to share some of this info with them.

Thanks name removed for privacy

name removed for privacy,
Just a side note, the consultants are narrowing the eight alternatives to two, as we speak. You’re welcome to take a look at all eight, but I should have it down to two within the next three weeks.
If you want to view the eight draft alternatives, the pdfs on the website are what I have to share (the pdfs I have are no different than the ones posted on the website -- http://www.oki.org/536/?page_id=195). You should be able to zoom in and see things clearly, by clicking on to each of the alternatives in blue font:
I could give you a printed set of the alternatives. Are you coming to ICC next Tuesday (9/8) or Executive Committee next Thursday (9/10)? Give me a call, if you want to discuss via phone. Nice to hear from you!
--Robyn

From: Name and Email removed for privacy
Sent: Monday, August 31, 2015 11:23 AM
To: Robyn Bancroft <rbancroft@oki.org>
Subject: RE: KY 536 -- Website Update & Public Open House

Hey Robyn thanks for the info. When I click on the link below and go to the proposed routes, the pages come up, but I can zoom in to really see anything. Can you send me these in a PDF or something so I can see the details a little better by zooming in?

Thanks name removed for privacy
Hello Robyn,

Thank you for sending me the links and other information about the PDT minutes.

I was able to stop by the Open House last night and speak with the consultants. I wanted to introduce myself to you (we’ve met previously but you likely don’t remember me), but you were a popular figure and I had to leave before I could speak with you.

I know you see and hear a lot from me on Facebook and on the 536 website. As a member of the South Kenton Citizens' Group, people do share their thoughts and concerns with me but for some reason they do not always feel comfortable offering them up publicly. I also have strong opinions about rural and environmental preservation in our County. When you see comments from me, please note that they are half informed by some of my neighbors' views and half by my own. I am trying to give some voice to this community and represent their vision for a vibrant rural future for South Kenton County.

I would like you, OKI, and PDT to understand and appreciate that the public in the rural part of South Kenton County sees the huge scope of this project as a major threat to the future of our area as an ongoing rural community with rural scale, scope, and values. Further, the public in this part of the county does not consider the 536 Scoping Study Process (especially the alternative development and down-selection process) to be as open and transparent as it claims to be, nor - if the current Alternatives and Recommendations stand - has the Process been effective in achieving its stated goals with regard to preservation of the environment and rural character and minimizing negative impacts to the Study Area.

Thank you,

Name removed for privacy

---- Robyn Bancroft <rbancroft@oki.org> wrote:
> Good Morning name removed for privacy,
> This email is a reply to both your email below and the similar questions you asked via the website's open comment box.
> Here is the link to the Phase Two Public Comment Summary Report -- Appendices B-R (it's found on the "Phase 2: Draft Alternatives" page).
> The PDT Meeting Minutes for June 30, 2015 are Appendix D.
> The PDT Consensus Points Questionnaire Response Summary is the very next Appendix E in the same link above.
> The PDT July 31, 2015 Meeting Minutes are the very next Appendix F in the same link above.
> The Minutes of the September 25, 2015 have not been approved yet by the PDT, so they are not available on the website. Thank you so much for pointing this oversight out to me. I have made corrections to the PDT Overview document that is posted on the "Phase 3" page here http://www.oki.org/536/wp-content/uploads/2015/04/PDT-Overview1.pdf to reflect this fact. The Minutes from September 25 will be included (like the other meeting minutes) as an appendix to the Public Comment Summary Report for Phase 3 that will be posted to the website after the 30-day public comment concludes on November 5.
The KY 536 Scoping Study has not concluded and no final decision has been made. The PDT is just as interested and eager as I am to hear what the public has to say regarding the two alternatives. Last night’s Open House was very helpful to everyone in hearing directly from the public. The public still has until November 5th to share feedback, so that everyone’s concerns and opinions can be heard and considered in the final recommendation made by the Study.

I hope you were able to attend the Open House last night and ask your questions directly to Study Team staff. There were also over 10 PDT members and alternates in attendance at the Open House. If you were there, I'm sorry that we did not have a chance to introduce ourselves to one another. Please feel welcome to contact me further with any other questions or comments.

Robyn Bancroft
Strategic Planning Manager
OKI Regional Council of Governments
720 E. Pete Rose Way, Suite 420 Cincinnati, Ohio 45202
513.619.7662
rbancroft@oki.org
www.oki.org

-----Original Message-----
From: Email removed for privacy
Sent: Monday, October 05, 2015 2:49 PM
To: Robyn Bancroft <rbancroft@oki.org>
Subject: 536 Scoping Study - PDT Meeting Minutes

Hello Robyn,

I have not been able to locate, on the website, the various mentioned Appendices that record the PDT meeting minutes.


Can you please direct me to them? I will be stopping by the Open House this evening.

Thank you,
Name Removed for Privacy
From: Robyn Bancroft  
Sent: Tuesday, October 13, 2015 2:38 PM  
To: Name and Email Removed for Privacy  
Subject: RE: From ### in Kentucky

###,
So nice to receive your email! You’re too funny! Thank you so much for all the compliments!

Yes, I do have another similar-type study just starting. It’s the Bright I-74 Study in Dearborn County, Indiana. The Indiana Dept of Transportation doesn’t call these type of studies “Scoping Studies,” but it’s the same type of planning level, year-long study as the KY 536 Scoping Study. Target date for completion is October 2016.
So, I’ll have couple of months here with overlap between the two studies – that’s good, I like to keep busy!

I’m also managing our Metropolitan Transportation Plan Update (we refer to it as the 2040 Plan). This looks at long-range transportation needs throughout the eight-county, OKI region, so you might be interested in taking a look. Here’s the website: http://2040.oki.org/. Each month, OKI will be adding additional information, so public will see the plan as it develops and be able to provide input anytime. Target date for completion is June 2016.

Take care,
--Robyn

Robyn Bancroft  
Strategic Planning Manager  
OKI Regional Council of Governments  
720 E. Pete Rose Way, Suite 420 Cincinnati, Ohio 45202  
513.619.7662  
brancroft@oki.org  
www.oki.org

From: Name and Email Removed for Privacy  
Sent: Tuesday, October 13, 2015 8:20 AM  
To: Robyn Bancroft <rbancroft@oki.org>  
Subject: From ### in Kentucky

Dear Robin,

Do you have another scoping study coming up, now that the 536 study is about done?

It was great to see you again – you are a very nice lady! You care about public opinion and that is the way it should to be.

My interest is politics, history, religion, and music; do not give a hoot about sports, fads, or entertainment. I am also a writer, publisher and church member. In the past, I was in the Air Force, Army, have worked mostly in the plumbing and electrical fields, bookbindery, and grocery.

I consider myself a conservative (but not a Neo-Con) – more of a Ron Paul type. I do believe in capitalism (but not crony-capitalism). I’m a constitutionalist, but realize where it lacks authority the Law of God comes into play, not some black-robed gods (as the “Supreme Court” judges) ruling from the bench.

Well, that’s about it in a nutshell. Bye for now.
Please use the space below to share any additional comments you may have.
<table>
<thead>
<tr>
<th>ID</th>
<th>Comment</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>I strongly feel the option for multiuse paths is great for the area. The Northern KY area is full of families that enjoy the outdoors. I feel many of our 2 lane roads are not safe for runners, families, and cyclists to enjoy. As a father and a resident of the NKY area, I strongly urge you to choose the off alignment option. Thank you.</td>
<td>10/20/2015 9:00 AM</td>
</tr>
<tr>
<td>24</td>
<td>I'm strongly in favor of the separate 10 foot multi path. Please make it happen!</td>
<td>10/20/2015 8:44 AM</td>
</tr>
<tr>
<td>25</td>
<td>I am very much against this. There are crooked, dangerous roads all over Ky - why in the world would you want to take the last bit of rural area in Kenton County and turn it into Florence. You don't fool anyone with your made up reasons for this - it is for development, plain and simple. For some reason, you want Kenton county to be as ruined as Boone - You only think of development and additional funds and give no thoughts to quality of life. I was at that disgusting meeting where you put up 8 alternative routes to vote on. Why wasn't there a number 9, which would have been no road at all? This way, you can say &quot;the people voted on it.&quot; You treat us like dumb hillbillies and only you know what's good for us. Generations of good people have been raised here, not you're going to turn it into Florence and horrible subdivisions, just like you did to the rest of northern Ky. <strong>LEAVE IT ALONE! GO FIND SOMEWHERE ELSE TO DESTROY!</strong>, I've always heard that no subdivisions were allowed south of 16 and 17, yet Arlinghaus builders bought the Hankinson farm, near Nicholson. I told them, &quot;you can't build there&quot;, and they said &quot;nothing lasts forever&quot;. The builders know what you are doing and so do you. I'm disgusted that you are running me out of my paradise and out of the area altogether. At the very least, tell the people that this is for development only, and stop pushing that &quot;safety&quot; nonsense. Ky is filled with dangerous roads. Why do you pick this one? Finally, let me say that you are really cheating the people now. The real estate values dropped in 2008 and never recovered. In a few years, they should recover, but you will force us to sell out while our properties are worth much less. More profit for the the developers though. Who are you really here to represent?</td>
<td>10/19/2015 12:02 PM</td>
</tr>
<tr>
<td>26</td>
<td>The Off-Alignment alternative is the only way to go.</td>
<td>10/19/2015 10:31 AM</td>
</tr>
<tr>
<td>27</td>
<td>536 is one of the only ways to have a nice bike ride that goes through Kenton county and loop back up into Cincinnati without having to retrace your steps. Improving its condition and safety would greatly shift my rides in that direction compared to heading north or east.</td>
<td>10/19/2015 6:39 AM</td>
</tr>
<tr>
<td>28</td>
<td>Please do everything possible to increase the availability of safe bicycle lanes.</td>
<td>10/18/2015 9:44 PM</td>
</tr>
<tr>
<td>29</td>
<td>I appreciate all of the time, energy and direct communication with the community directly impacted by this project and the rest of the rural community who may travel this section. We understand the importance of getting this right (or as close to that as possible) to meet the needs of many groups. The proposed changes are exciting to see and hopefully we will live to see it completed and be able to access the section either by transit or by bicycle or on foot.</td>
<td>10/18/2015 5:14 PM</td>
</tr>
<tr>
<td>30</td>
<td>I need to feel safe whenever I bicycle or walk near traffic. Being too close to moving motorized vehicles is unsafe. Especially in the evenings and high traffic times of day. Motorists drive toward objects in their vision.</td>
<td>10/18/2015 5:10 PM</td>
</tr>
<tr>
<td>31</td>
<td>These &quot;improvements&quot; will only increase the accident rate.</td>
<td>10/18/2015 12:16 PM</td>
</tr>
<tr>
<td>32</td>
<td>I strongly disagree that the road needs to be as large as it is described and 55 miles an hour is way to fast with all the driveways that will tie into the road. I also feel that 12 foot shoulder or 32 foot bike path is excessive. People will not want to live by a five lane road with a 55 mile an hour speed limit this will cause people to move and sell their land ultimately opening up room for development which is what we don't want we want this area to stay rural.</td>
<td>10/17/2015 11:14 AM</td>
</tr>
<tr>
<td>33</td>
<td>I have appreciated the public involvement activities associated with this study.</td>
<td>10/17/2015 11:12 AM</td>
</tr>
<tr>
<td>34</td>
<td>For the potential off line alternative I own the land where there is a clearing right before the road would cross the creek that runs near Mann Rd. I would take every legal action possible to have that portion of the road simply moved south a bit. There's no reason that can't be done to save that portion of my land especially when I contribute to the agriculture of the area (cows/beef) and that is good pasture that is vital to me as I only have 36 acres. So I would suggest to remedy that part of the plan. I know that would create a little bend in the road approaching the bridge crossing the licking river but I think anything that can be done to preserve farmland in the area needs to be done and every farmer should be accommodated as much as possible because no matter how modern and advanced society gets we are always going to need farms to feed the people.</td>
<td>10/16/2015 6:18 AM</td>
</tr>
<tr>
<td>35</td>
<td>Active transportation is important in attracting people to the Tristate.</td>
<td>10/15/2015 5:09 PM</td>
</tr>
<tr>
<td>36</td>
<td>I don't appreciate the general vibe of &quot;satisfying the need to say public feedback was gathered&quot; but not really respecting that opinion and sort of going ahead with an agenda regardless of the feedback. Why is spot improvements not an alternative? This decision was supported by public comments received during Phase 2 of the study but to what degree was it supported? The opposite position was probably supported too and possible to a higher degree.</td>
<td>10/15/2015 2:50 PM</td>
</tr>
<tr>
<td>37</td>
<td>It only becomes important to advance the road if development of the area is on agenda. In mind spot improvements are all that are really necessary, but if one of the two alternatives is drive, off-alignment is better. Of the two alternatives, off-alignment is better yet I'm not really convinced anything more than spot improvements are necessary. Safety is above the agenda to develop the rural area into something more than it is. I'm not for developing rural area. I think things are fine the way they are except for road safety which in honesty could be fixed by people just driving more safely. However, no matter what the road is or how it is shaped people will always speed and drive dangerously and offensively. This brings up the point that if the alternative is set at 55 MPH or even 45 MPH, people will automatically begin to speed 10-15 MPH over the speed limit, which introduces a safety concern that wasn't there on the existing 536 corridor. I'm concerned that this new safety issue would outweigh the original purpose of creating an alternative road (this whole project in other words) A. The on-alignment alternative addresses local and regional needs for travel safety and reducing accident rates with this alternate people will speed and with the road being so wide, and being near houses, it could actually make the alternate more dangerous than the existing road. B. The on-alignment alternative updates this section of KY536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system this sounds like showy &quot;fluff&quot; to me—how is this a logistical practical concern that warrants an alternative road to begin with? C. The on-alignment alternative supports multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot) but, biking would be dangerous: if speed limit is 55 MPH idiots will drive 60-70 MPH and w only 20 ft. between road and multi-purpose lane its dangerous. D. The on-alignment alternative provides infrastructure that can support economic prosperity in the region through efficient transportation connectivity economic vitality is already economically prosperous there are different levels of prosperity economic prosperity is a relative term our area. Concerns about and agenda to put for over developments hurting the already existing rural economic prosperity. Enhance quality of life not necessarily the quality of life isn't really lacking. People are happy enough as is. I don't see how increased traffic flow will improve air or water quality. Plus I wouldn't call them mobility needs. so much as mobility desires, and again, whose desires are they?</td>
<td>10/15/2015 2:47 PM</td>
</tr>
<tr>
<td>38</td>
<td>If the recommended study supports cutting through massive amounts of rural non-farmland, then the same study should support making all of Harris Pike a back road and find an alternative that has no impact on the country setting of that road! Turn my road into a 55 MPH will be a tragedy to the safety of our children when putting the road closer to the road.</td>
<td>10/15/2015 12:14 PM</td>
</tr>
<tr>
<td>39</td>
<td>This is a waste of money and should not be done. Just basic improvements. I do not want urban development it will ruin the rural nature of the community. It does these things, but this road improvement is not needed. Just do basic improvements. Spot improvements only. I would rather a park then bike path. At 55MPG no one can safely run/bike by that road. Also, who would be responsible for maintain this? I do not want this improvement. I feel this entire process has been completely misleading to the people who live and drive on this roadway. I live on this road, and feel that someone who just happens to drive on the road has just as much of an opinion, when they do not have nearly as much at stake. I also feel that the community was pushed into having these large improvements options for the road without actually being asked if the &quot;new&quot; road is wanted. Improvements need to be done, but not at the expense of farmers, the agricultural/rural feeling of the area, and environment. If one of these alternatives has to be done here are my concerns: 1. Neither will keep the rural importance of this area. This is a rich community already and show so at times like the farm tour. These opportunities and this uniqueness will give way to other people outside of the people who live here wanting to urbanize and develop the land. 2. 55 MPH is way to high of a speed limit for any part of this road. People will easily go 70 MPH thinking it is a highway and not respecting people trying to get in and out of their homes. This will not make the road safe. 3. While the idea of a bike path is welcomed the cost of doing so, plus the fact that the road will not be safe at 55 MPH, I do not think this is a good idea. I feel using this money for a park with established walking and bike paths would serve the community better. 4. the width of the road will hurt homes and farmers land. Is there not away to keep a 2 lane road with just improvements. This will increase traffic because of people using this road as a highway. 5. Cost. Why is so much money being used on improving this road when other highways and areas could easily need improvements as well. Overall, I feel that the people are being lead to which every way this OKI group thinks we should go. The forms are misleading &quot;facts&quot; of the last public hearing are misleading, and there was never an instance when we were straight asked if this was wanted. I think basic improvements can be done quicker to help improve the road while maintaining the community and environment.</td>
<td>10/15/2015 12:12 PM</td>
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</tbody>
</table>
KY 5.6 Scoping Study Open House #3 COMMENT FORM

The people of the community of KY 5.6 have been approached by the MCHC (Michigan Community Health Council) to provide input on a survey that is being conducted by the state Department of Health and Human Services. The survey is aimed at understanding the needs and concerns of the community and how they can be better served by the local health care providers.

Your input is valuable and will help shape the future of health care in our community. Please take the time to fill out the survey and share your thoughts. Thank you for your participation.

Survey Link: [Insert Link]

Contact Information:
Name: [Name]
Email: [Email]
Phone: [Phone Number]

Thank you for your time and effort in contributing to the improvement of health care in our community.
<table>
<thead>
<tr>
<th></th>
<th>Comment</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>Intersections at 1. Harris Pike/Madison Pike and 2. Madison Pike/Delaware Crossings should be signalized, especially Harris Pike/Madison Pike because of the heavy commercial (Aldi) going in at that intersection. Simon-Kenton High School students cross at this intersection. If taxes cannot signalize this intersection (Harris/Madison Pikes), then the new construction should subsidize the signals. In addition the intersections, need turn-lanes. Madison Pike/Delaware crossings intersection is used by Independence Fire Station. The additional intersection existing which is backing-up is the intersection at Delaware crossing and Shaw Road where the Kroger is and additional new construction planned in the existing open space between the Delaware crossing apartments and the Forest Run subdivision.</td>
<td>10/15/2015 9:18 AM</td>
</tr>
<tr>
<td>53</td>
<td>First time to Man Road and Kline Rd Handbore Rd, Western Rd, Adams Lane to 10 mins to respond</td>
<td>10/15/2015 9:03 AM</td>
</tr>
<tr>
<td>54</td>
<td>I would be in support of improvements to this road including a safe, separate lane/path for pedestrians and non-motorized transportation.</td>
<td>10/15/2015 12:46 AM</td>
</tr>
<tr>
<td>55</td>
<td>I love very near turkeyfoot rd and connecting these is important. The current bike lane on turkeyfoot rd is not safe for families and dies not get much ch recreational use. The proposed OFF-Alignment method suggested here will be much better. I will be able to bike to local merchants safely.</td>
<td>10/14/2015 11:22 PM</td>
</tr>
<tr>
<td>56</td>
<td>an off road path is a solid solution for the region, connecting Campbell County to Boone County in a safe way for families to commute without a car.</td>
<td>10/14/2015 9:39 PM</td>
</tr>
<tr>
<td>57</td>
<td>I don't see the need to remove the section of road between 177 &amp; Mann Road. You are effectively cutting off or severely limiting those residents options for travel while removing a great hill to ride your bicycle on. With either solution traffic on that section of road will become almost nothing. I'd like to see how the multiuse lane crosses 177. I ride my bike fairly often on 536 during the week &amp; never really see that much traffic. What will happen to the farm land that option number 2 runs through? Will it become shopping centers &amp; homes to pay for this project? That would be disappointing.</td>
<td>10/14/2015 8:08 PM</td>
</tr>
<tr>
<td>58</td>
<td>Bike trail would be wonderful. I am not brave enough to ride down 16 or 17 which I have seen many do. I take my bike all the way to Lunken airport or to the Miami trails and spend my money to ride in a safe place</td>
<td>10/14/2015 6:50 PM</td>
</tr>
<tr>
<td>59</td>
<td>I live in Kenton County (Independence), but I work in Campbell county. My family also attends church in Campbell county. I would possibly be able to bike to work if the corridor includes a new multi-use path. At the very least it would provide me an my family with an alternative and preferred route to get into Campbell county. Right now, 536 is not safe enough to be considered an option to me. And then we are left with one option of going up an around 275. If there is construction or traffic, there are currently no safe alternative routes to 275.</td>
<td>10/14/2015 5:28 PM</td>
</tr>
<tr>
<td>60</td>
<td>I believe that having a multiuse path along 536 would provide alternative methods of transportation to shopping establishments which would cut down on the overall traffic in the area, as well as provide health benefits to the residents and to the health of the environment.</td>
<td>10/14/2015 5:12 PM</td>
</tr>
<tr>
<td>61</td>
<td>If added paths were chosen, my family would use them to more frequently visit connected communities and shops. We could also use them to commute to and from work. Additionally, there would be a chance that our children could learn that transportation is much more than jumping in a car to get to a desired location.</td>
<td>10/14/2015 3:34 PM</td>
</tr>
<tr>
<td>62</td>
<td>The connecting corridor will provide an easy-to-use, convenient, and safe way for commuters, recreationalists, and outdoor enthusiasts to enjoy the natural beauty of this part of Kentucky.</td>
<td>10/14/2015 3:28 PM</td>
</tr>
<tr>
<td>63</td>
<td>536 is very important to myself and my family. Furthermore, we would be much more willing to shop, visit, and enjoy the connected communities if we could do so safely and by multiple means of transportation. We would also, given the selection of a separate path, use the system as a form of commuting to and from work. Currently the 536 road is not conducive for everyday travel. We are very hesitiate to travel anywhere that cannot be done so by bike or anything other than an expensive gas accumulating vehicle.</td>
<td>10/14/2015 3:27 PM</td>
</tr>
<tr>
<td>64</td>
<td>I am a Kenton County resident and would like to state that having a separate path for foot traffic and bicycling (not just large shoulders) would be a game changer. I rarely use the bike lanes on Turkeyfoot out of fear, but commonly make the drive to the Loveland area to ride the Little Miami Scenic Trail. If there were separated bike lanes (protected by a buffer of grass, at minimum), I would favor their usage and spend my money locally rather than in Ohio. If the bike path were to connect to Turkeyfoot, there would be a clean connection to many food and retail opportunities.</td>
<td>10/14/2015 2:11 PM</td>
</tr>
<tr>
<td>65</td>
<td>The plan could potentially use the side paths for transportation to shopping such as the riding to the Friendly Market and it will connect the bike lanes on Turkeyfoot.</td>
<td>10/14/2015 1:57 PM</td>
</tr>
<tr>
<td>66</td>
<td>because bike path</td>
<td>10/14/2015 1:48 PM</td>
</tr>
<tr>
<td>67</td>
<td>The off-alignment alternative is the only way to go. Less expensive to move dirt than to move homes and displace people.</td>
<td>10/14/2015 10:55 AM</td>
</tr>
<tr>
<td>68</td>
<td>I strongly recommend the NO BUILD option which you did not include in your survey. Spot repair, widening, and straighten the worst curves is all that is needed and is most responsible with taxpayers money. $90 million for something like this is a total waste of taxpayer money.</td>
<td>10/14/2015 10:46 AM</td>
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<td>Comment ID</td>
<td>Comment Text</td>
<td>Date/Time</td>
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<td>69</td>
<td>I have questions about the impact of the off-alignment on the already taxed water &amp; sewage issues/services in Kenton county. Opening up a large area of the southern county with a 55 MPH connector road will invite development. Let's talk now about impact and planning for water, sewage, gas service as part of road development.</td>
<td>10/14/2015 10:40 AM</td>
</tr>
<tr>
<td>70</td>
<td>There are sections of KY 536 that do need improvements such as aligned intersections, better shoulders, and a center turn lane into neighborhoods. However, the additional cost of adding and maintaining 10 foot wide walking paths is absurd and a waste of tax payer money. People don't use existing sidewalks that are in place in condensed neighborhoods as many are in poor condition as the state &quot;doesn't have the money&quot; to fix them. Why keep adding bigger, wider and unnecessary paths.</td>
<td>10/14/2015 10:12 AM</td>
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<tr>
<td>71</td>
<td>Kenton county needs to improve Rt536 to help with travel through the tri-county area for safely travel distance from Boone county to Campbell county. The county of Kenton is behind in keeping up with the 21st century volume of traffic flow in this area. More discussion need to be available to all citizens about road issues with the OKI, KY department of transportation/District 6 and Kenton county just my opinion.</td>
<td>10/14/2015 9:25 AM</td>
</tr>
<tr>
<td>72</td>
<td>I prefer the on-alignment alternative because it addresses the needs without destroying a lot of farmland.</td>
<td>10/13/2015 11:01 PM</td>
</tr>
<tr>
<td>73</td>
<td>This road has become more imposing and invasive than necessary. You could have taken care of the hill at the bottom and the connection by the school, some bad curves, widened the lanes a little and connectivity for trucks and cars would have been established. The section from 16 to the Licking which is supposed to be maintaining rural character is even wider than the section with 2 multi-use paths on the 17 to 16 section! I see no reason for this except making the road uncomfortable for residents so they sell their land for development. It seems you just want to make it as wide as you can while the right away is cheap. The main purpose of this study was initially presented to the public as addressing safety needs, Raising the speed limit to 55 will create more deadly accidents on a dark road with driveways present. The AA is a good example of the death trap this could become. It is 45 in Campbell and 45 on the section from 17 to 16. Why make it 55 in between? I've heard that the multi-use path will cost an extra 9 million dollars. Why wasn't this explained in the text descriptions? I believe residents were willing to go along with this for safety and an east-west connection, but you have made this corridor an extreme intrusion into our way of life! It does not follow the guidelines of the comprehensive plan for our area east of 16.</td>
<td>10/13/2015 10:39 AM</td>
</tr>
<tr>
<td>74</td>
<td>Off Alignment appears to be better because less homes will be affected but more farms.</td>
<td>10/13/2015 9:07 AM</td>
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<td>75</td>
<td>This questionnaire is biased; i.e. it basically addressed the elements of the study and did the OKI do their homework. Zoning questions are not addressed once the road is complete. Spot improvements okay (no build) will maintain the current quality of life and the countryside.</td>
<td>10/12/2015 12:00 PM</td>
</tr>
<tr>
<td>76</td>
<td>Both remaining plans eliminate the #1 most dangerous intersection, the south. Most junction of 536 &amp; 177. This one intersection is the only primary concern I have for improvements absolutely needed on 536 between 16 &amp; 177. We certainly do not want or need a new 55 MPH hwy in our area. 45 MPH is adequate. It's also unnecessary to eliminate all bends and hills in a mostly rural hilly area like south Kenton county.</td>
<td>10/12/2015 11:31 AM</td>
</tr>
<tr>
<td>77</td>
<td>Like alternative #7 please reconsider</td>
<td>10/12/2015 11:09 AM</td>
</tr>
<tr>
<td>78</td>
<td>The only alternative that would save more residents homes on the east end between RT16 and RT17 Re-examine Alternate 7.</td>
<td>10/12/2015 9:34 AM</td>
</tr>
<tr>
<td>79</td>
<td>Please consider Alternative 7 that would displace fewer homes along Harris Pike.</td>
<td>10/12/2015 9:19 AM</td>
</tr>
<tr>
<td>80</td>
<td>If 536 is to be reconstructed, it should absolutely include 10' separated path. This will facilitate transportation by bicycle far more safely &amp; effectively than other alternative(s). It would also be far more usable &amp; enjoyable for pedestrians &amp; other users. It is also millions cheaper than on-road alternative.</td>
<td>10/9/2015 1:47 PM</td>
</tr>
<tr>
<td>81</td>
<td>Both alternative designs avoid the alignment on Harris Pike in front of White's Tower Elementary School. I approve this alignment but still encourage work to be performed to eliminate the steep grade and poor site lines associated with the connection with SR 16.</td>
<td>10/9/2015 1:21 PM</td>
</tr>
</tbody>
</table>
82 I disagree with the evaluation matrix on several points: rural character has not been maintained by the possibility of a 96ft. corridor. The "rural" side of 536 from 16 to Licking is even wider than the "suburban" side by 28 ft. Living next to such a huge corridor fails to meet the goal of maintaining quality of life for the local residents. I don't see how less farmland is impacted by going off the existing road sooner. Counting acreage along the road is not the same as dividing land parcels. I counted 14 parcels impacted on the "off"road and 7 parcels on the "on" road. Also, even wood sections are farmland where livestock can go for shade etc. The off alignment road does not meet the goal of preserving and protecting natural resources. It cuts across 9 streams and will require more topography to be changed. 55mph is not safe along a road with driveways no matter the turn lane or wide shoulders. The expected full width of the road should have been revealed much earlier in the process and it should not have been left up to the public to add up those little numbers at the bottom of the maps. The multi-use path and 12 ft paved shoulders is too much. If the shoulders have to stay, then I am against the separate path. It makes the presence of the road imposing. You don't need a big shoulder for tractor pull-offs if you have a turn lane. I don't see why the 16 to Licking section couldn't be the same width as the section of 17 to 16. I also want to point out that such a multi-use path leads to privacy and security/trespassing issues for landowners especially on those secluded sections of the road that cut across farmland and woods.

83 Generally speaking, SPEED is the single most important factor with respect to driving safely. Sound thinking says that the slower one drives, the faster one can stop, and the less likely control of a vehicle can (or will or both) be lost. Some might forever lament the loss of time, money, and the like as a result of driving slowly; but, as long as it takes only ONE TIME to poke an eye out, so to speak, driving slowly and the desire to do so remain very important forms of wealth. It is up to humans to RECOGNIZE this. Therefore, the speed limit for an important corridor whose creation is partly based on local concerns about safety should be NO MORE THAN 45 miles per hour (which of course means that posted signs for the speed limit ultimately should read "40 miles per hour"). Quite frankly, in my opinion, the Kentucky Transportation Cabinet should consider reducing ALL current Kentucky speed limits by ten or fifteen miles per hour. Kentucky is very rural and hilly; winding country roads with no guard rails are no place to drive fast. An expected increase in population appears to be the main reason for an "improvement" to the Highway 536 corridor. This expected increase appears also to be welcome by some, probably owing to the idea that such an increase in population might additionally increase the making of money—by the very same "some." Before irreversible decisions are made, folks must consider that wealth comes in many forms, corruption comes in many forms, and that one person's trash is another one's treasure.

84 It is my belief that any changes to this area will change the natural farmland and wildlife in ways that cannot be reversed, and serious car accidents will be much worse at speeds of 55 mph then they are at speeds of 35 mph. Fix the problematic spots and leave the natural land alone!

85 I would prefer to have seen an alternative at the end of Staffordshire to Campbell county line which preserved the topography and wildlife corridors by elevating the roadway. Right now both options create more danger for wildlife crossing and vehicle accidents, particularly deer, at that end. I am thankful property owners will still have access to their farm and forest lands for agricultural from logging, hunting, crops and animal pasture land.

86 Let's go forward ASAP!

87 Please don't do this.

88 Love off alignment plus walkways

89 If people would obey and take serious the speed limits we would have very few accidents.

90 Need to talk to someone. I am familiar with what happen with the new road in Taylor Mill (not good). I looked for the list of mayors etc. that had input, couldn't find it. Also, for those who had input—businesses etc. could not find it. What reasons do business & politicians have. I think they need to publish their reasons—yes or no on suggested routes. If this is necessity put this south.

91 I believe the off road alternative would be better. It cost less and would not be as much of an inconvenience to the people living on 536. It is a 'true' east west connector. The residents on 536 choose to live in the rural environment and widening the existing road would take that away. More homes would be affected, either demolished or encroached by the road.
1) Excellent proposal re: closing "the hill". 2) Excellent proposal re: bridge "fly-over" at CSX & Licking River. 3) Excellent proposal re: Multi-use "Method 1" paths between Ky 17 and Ky 16 4) It is probably arguable that either path method may see a certain level of use from Ky16 to the Staffordsburg Road area but not beyond that point. Beyond Staffordsburg Road, and if necessary, do "Method 2". Or as a minimum, acquire R/W and do preliminary grading east of Ky 16 for either method as a future condition. At this point in time, the use/benefits vs. construction/maintenance costs are probably not justified. 4) During discussions that I heard at meeting on 5 October, I did not hear any mention of level of "perceived" impact to properties for the "On Alignment" option. By this I mean when a project has widening of an existing roadway, the project generally will have a severe impact on the front yards on one side of the new roadway or on both due to pavement widths, grading, etc. The results are that the road gets nearer to existing housing that people realize. Reaction is usually, "GEE, I didn't know that the road would be that close to my house?" 5) The proposed speed limits should be carefully determined. A proposed limit of 45mph for the section of Ky17 to Staffordsburg Road is reasonable due to the number of driveways, etc. But establishing a 55mph zone to the east of that point may be problematic. With the 3 lane typical section - with the turn lane (suicide lane) - will passing be permitted? With proper signage/striping it is possible, but with the existing Campbell Co. Ky536 being narrow and not necessarily a 55mph roadway, why have a short distance posted at 55mph?

It's foolish to consider improvements to this critical stretch of highway without considering all modes of transportation.

Moving forward with an alternative that does not include the shared use path would be irresponsible. As the parent of young children there is no way I would feel comfortable having them ride on the shoulder with traffic speeding by. If you're going to improve the road then improve it for all users.

This route provides a critical east west link for all users. A separated shared use path is incredibly important to the future safety of users and success of the project. Just yesterday I saw someone running on the shoulder of the AA Highway and thought how dangerous it was and how uncomfortable they must be. It wasn't until a few minutes later that I realized it would be the exact same scenario on 536 if bicycles and pedestrians were forced to use the shoulder. Please, for the sake of novice users and children, include the shared use path in the final design.

Would like to see the off-alignment alternative move forward, and hopefully in the second phase of the project, the concerns on how the project is implemented will be addressed. - Appreciate the process to date in how many different perspectives have had opportunity to provide input.

Quit wasting taxpayers money on projects that your home builders association lobby you for and residents don't want. Spend it on the Brent Spence project. Your questions throughout this process were steering respondents to answers you want. Why weren't cost analysis included?
I do not feel that many of the study's stated goals have been met, especially these:

• Consider community input gathered through an open and transparent communications process. The public's input was gathered, but there is little to no evidence that it was truly considered. Although the public-opinion gathering process 'seems' to have been open and transparent, the push and drive behind the decision-making process is not at all transparent. New features and facts in draft alternatives, refinements, and recommendations have appeared seemingly out of nowhere, independent of and disconnected from the results of prior public opinion and feedback. It seems like the effort to gather public opinion is not entirely sincere, and that the outcome of this study and final recommendation was largely pre-determined. This process appears to have had the primary purpose of providing substantial cover for the politicians and vested interests pushing the project and was not actually undertaken to shape the project in accordance with public consensus.

• Be consistent with current plans that address existing and future land uses to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of study area. The final two alignments are each huge in cost, scope, and physical width, and are fully inconsistent with maintaining the rural, agricultural character of the eastern portion of study area. You cannot spend $90 million on highway construction without having a massively negative impact on the existing community. These two alignments are in fact highly destructive to the rural and agricultural character of the area in terms of both the direct impact of the project itself and the indirect impact of increased traffic, congestion, and development/growth pressures that it will put on the surrounding land and regions to the south in the future.

• Maintain/enhance the quality of life for residents, business owners and other stakeholders located within the study area. The project will be tremendously disruptive for everyone located within the study area while construction is underway, and their quality of life (in terms of peace and quiet, environmental cleanliness, and visual beauty) will be severely negatively impacted once it is completed.

• Preserve and protect natural resources and hillsides and improve or maintain air and water quality in the study area while providing for mobility needs. The best way to preserve and protect natural resources and hillsides and improve or maintain air and water quality in the study area is to leave the land wholly undisturbed. These two alignments needlessly cut through hillsides, needlessly deforest dozens of acres of land, and needlessly disturb creeks and streams. There is no environmentally justifiable reason for not following the existing alignment through the natural terrain to reach a crossing of the Licking River.

• Demonstrate public support. Public support has in no way been demonstrated. Public reaction ranges from mild approval to apathy to strong opposition. Not only has there been little to no public support, there is certainly little to no public demand for this project. The demand is being created by developers and their affiliated politicians who want expanded opportunities for economic exploitation of the area through the mechanisms of suburban sprawl. Public employees who are planners are directed to push such road-building projects to fruition and have little career incentive to deliver a low-impact recommendation with respect to environmental and community preservation.
Q7 Please indicate which of the following BEST describes you (please check only one):

Answered: 144  Skipped: 40

Answer Choices

<table>
<thead>
<tr>
<th>Description</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live within or near the KY 536 study area</td>
<td>47.22%</td>
</tr>
<tr>
<td>I own property within or near the KY 536 study area</td>
<td>22.92%</td>
</tr>
<tr>
<td>I own property but do not live within or near the KY 536 study area</td>
<td>2.78%</td>
</tr>
<tr>
<td>I own a business within or near the KY 536 study area</td>
<td>0.00%</td>
</tr>
<tr>
<td>I work in or near the KY 536 study area</td>
<td>1.39%</td>
</tr>
<tr>
<td>Though I do not live, own property, own a business or work within or near</td>
<td>25.69%</td>
</tr>
<tr>
<td>the KY 536 study area, I frequently travel through it</td>
<td></td>
</tr>
</tbody>
</table>

Total 144

# Other (please explain):                                                                 Date
1   I have friends in northern KY.                                                  11/5/2015 5:56 PM
2   We live on Rt.536 and the accidents in the curves in the front of our house is three times higher according to the state for this type of road. That is for the accidents that GET reported. A lot of times they go off the road into our yard and take off without the mishap being reported to the police! 10/29/2015 3:18 PM
3   It is a favorite cycling route of mine (southern Kenton and Campbell counties) 10/28/2015 7:55 AM
4   With added improvements I would seriously consider moving to within the study area. 10/27/2015 12:38 PM
5   I do a lot of cycling out that way and often travel through the area on my ride to work, so this would be a fantastic upgrade to anyone who has ever had a close call with a motor vehicle in this area. 10/27/2015 12:13 PM
6   Will I lose my freedoms when this thing runs through my back yard? Will I still be able to target shoot and hunt on my property? 10/20/2015 4:00 PM
7   This is my Home - I don't want to leave it and I don't want to see a huge highway and all of the development it brings. 10/19/2015 12:03 PM
8   I live in the heart of the targeted area. The Off Alternative is the only one that makes sense both financially, lower resident impact and the need for a multi-lane straighter road. 10/19/2015 10:33 AM
9   I live 6 miles south of this proposed project and travel through the area almost daily. Many times I travel to Independence across 536. This definitely needs to happen. 10/18/2015 5:15 PM

17 / 20
<table>
<thead>
<tr>
<th>ID</th>
<th>Comment</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>I like to bicycle all over the Greater Cincinnati area, and visit all the sites of my childhood.</td>
<td>10/18/2015 5:12 PM</td>
</tr>
<tr>
<td>11</td>
<td>I live in our family farm and this road will greatly affect us and the families around us</td>
<td>10/17/2015 11:15 AM</td>
</tr>
<tr>
<td>12</td>
<td>I look at transportation from a regional perspective, and this project is an important component of an overall regional system.</td>
<td>10/17/2015 11:14 AM</td>
</tr>
<tr>
<td>13</td>
<td>own property</td>
<td>10/15/2015 9:01 AM</td>
</tr>
<tr>
<td>14</td>
<td>I own property and live in the study area.</td>
<td>10/14/2015 3:28 PM</td>
</tr>
<tr>
<td>15</td>
<td>We need better east-west corridors. Don't worry about houses or barns build-build-build- NOW</td>
<td>10/14/2015 11:02 AM</td>
</tr>
<tr>
<td>16</td>
<td>I do live near the 536 corridor, but my parents live on the 536 corridor on Harris Pike.</td>
<td>10/12/2015 9:19 AM</td>
</tr>
<tr>
<td>17</td>
<td>I bicycle frequently in Northern KY</td>
<td>10/9/2015 1:48 PM</td>
</tr>
<tr>
<td>18</td>
<td>I am an administrator with the Kenton County School District.</td>
<td>10/9/2015 1:22 PM</td>
</tr>
<tr>
<td>19</td>
<td>I own property in Pendleton County and am concerned about the areas that are nearby.</td>
<td>10/8/2015 10:35 PM</td>
</tr>
<tr>
<td>20</td>
<td>I have family that live within the area, and I know that they are against the changes.</td>
<td>10/8/2015 2:39 PM</td>
</tr>
<tr>
<td>21</td>
<td>Live in Kenton county rural subarea, of which RT16/RT536 is the arbitrary no border and any changes affect those south.</td>
<td>10/8/2015 2:13 PM</td>
</tr>
<tr>
<td>22</td>
<td>I own property within or near the KY536 study area</td>
<td>10/8/2015 12:07 PM</td>
</tr>
<tr>
<td>23</td>
<td>I own property within or near KY 536 study area</td>
<td>10/8/2015 11:46 AM</td>
</tr>
<tr>
<td>24</td>
<td>I live just west of this study area in the US 25 to Ky 17 section. I visit friends frequently in Campbell County.</td>
<td>10/7/2015 5:10 PM</td>
</tr>
<tr>
<td>25</td>
<td>Because this corridor is an important piece of NKY's transportation network, decisions regarding it must be made at the regional level while considering the desires of those who live in the area.</td>
<td>10/6/2015 11:25 AM</td>
</tr>
<tr>
<td>26</td>
<td>I have family that I visit in the area frequently and grew up in southern KC.</td>
<td>10/5/2015 9:42 PM</td>
</tr>
<tr>
<td>27</td>
<td>Involved in the process as I believe the 536 corridor plays a significant role in NKY's regional transportation needs and has potential to improve quality of life for those who live in the southern part of NKY. I am involved in the hopes of providing input to make the project the best it can be for the region as a whole.</td>
<td>10/5/2015 1:01 PM</td>
</tr>
<tr>
<td>28</td>
<td>I live in Piner and am acutely aware of the negative impact this project will have on the rural character of Southern Kenton County in the future.</td>
<td>10/5/2015 11:39 AM</td>
</tr>
</tbody>
</table>
Q8 In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that BEST APPLIES to you)

Answered: 145  Skipped: 39

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily or almost daily</td>
<td>28.97%</td>
</tr>
<tr>
<td>Several times a week</td>
<td>24.14%</td>
</tr>
<tr>
<td>Once every few weeks</td>
<td>24.14%</td>
</tr>
<tr>
<td>Once a month</td>
<td>11.72%</td>
</tr>
<tr>
<td>Once every few months</td>
<td>11.03%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Other (please explain):**

<table>
<thead>
<tr>
<th>#</th>
<th>Other (please explain):</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Several times a week from 16 to 17 but hardly ever to Campbell County line.</td>
<td>11/3/2015 3:01 PM</td>
</tr>
<tr>
<td>2</td>
<td>We have four (4) drivers in our household and Rt.536 is driven on daily to and from our employers.</td>
<td>10/29/2015 3:20 PM</td>
</tr>
<tr>
<td>3</td>
<td>My commute to work does not take me on 536, but I ride my bike on 536 about once a week during the warmer months.</td>
<td>10/20/2015 8:47 AM</td>
</tr>
<tr>
<td>4</td>
<td>We have friends in southern Kenton county. The travel time will be improved and we will shop in Campbell county more often.</td>
<td>10/15/2015 10:47 AM</td>
</tr>
<tr>
<td>5</td>
<td>Mostly by bicycle a few times a month.</td>
<td>10/14/2015 8:09 PM</td>
</tr>
<tr>
<td>6</td>
<td>I rarely use it at this point because it is not a safe and viable option. If it is improved I will travel it almost daily.</td>
<td>10/14/2015 5:30 PM</td>
</tr>
<tr>
<td>7</td>
<td>Cycling</td>
<td>10/14/2015 1:43 PM</td>
</tr>
<tr>
<td>8</td>
<td>Once a week</td>
<td>10/14/2015 10:40 AM</td>
</tr>
<tr>
<td>9</td>
<td>from Kenton to Boone County (Florence) and Kenton to Campbell Co. (Alexandria)</td>
<td>10/14/2015 9:27 AM</td>
</tr>
<tr>
<td>10</td>
<td>I would travel it more frequently of it were safer. It is a beautiful drive and I would like better accessibility to southern Campbell County.</td>
<td>10/13/2015 11:02 PM</td>
</tr>
<tr>
<td>11</td>
<td>motorcycle riding about one month in the summer. However, I would bicycle on the new road should method 2 be used. Seems much safer than method 1. Would like to have local, safe options for cycling.</td>
<td>10/12/2015 2:12 PM</td>
</tr>
<tr>
<td></td>
<td>Comment</td>
<td>Date/Time</td>
</tr>
<tr>
<td>---</td>
<td>-------------------------------------------------------------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>12</td>
<td>I currently avoid the 536/177 intersection at Visalia Rd, because it is extremely dangerous for the eastbound direction on 536 or northbound on 177.</td>
<td>10/12/2015 11:32 AM</td>
</tr>
<tr>
<td>13</td>
<td>I travel it as far as my house, seldom all the way to the Campbell County line.</td>
<td>10/9/2015 12:00 PM</td>
</tr>
<tr>
<td>14</td>
<td>The possibility exists that I may one day need to use the Highway 536 corridor for business reasons, every couple of weeks.</td>
<td>10/8/2015 10:39 PM</td>
</tr>
<tr>
<td>15</td>
<td>I travel it several times a week and I love it!!</td>
<td>10/8/2015 11:58 AM</td>
</tr>
<tr>
<td>16</td>
<td>None of the above really..... About weekly would be a good frequency.</td>
<td>10/7/2015 5:11 PM</td>
</tr>
<tr>
<td>17</td>
<td>Maybe once a year.</td>
<td>10/5/2015 1:02 PM</td>
</tr>
</tbody>
</table>
PUBLIC NOTICE

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) will host a public open house on Monday, October 5, 2015 from 4:00 p.m. to 7:00 p.m. at City of Independence Senior and Community Center, 2001 Jackwoods Parkway, Independence, KY 41051. This is the third and final in a series of three public meetings held as part of OKI’s KY 536 Scoping Study. The purpose of this meeting is to share final recommendations and gather public input. KY 536 is regionally-recognized as a critical roadway to improve access, mobility and economic vitality through Northern Kentucky. Improvements have already been identified for most of the roadway and work is in varying stages of planning, design and implementation. However, improvements have not yet been determined for the portion that extends between KY 17 and the Kenton/Campbell county line. For more information, contact Robyn Bancroft at rbancroft@oki.org or 513-619-7662. In accordance with the American Disabilities Act, if anyone has a disability and requires assistance or, in accordance with the Limited English Proficiency Executive Order, requires translation services, please call Florence Parker at 513-619-7686 or 800-750-0750 (Ohio Relay Service). www.oki.org/536
TWO IMPROVEMENT ALTERNATIVES FOR VITAL NKY CONNECTOR TO BE SHARED AT OCTOBER 5 OPEN HOUSE

Meeting will focus on improvements to KY 536 between KY 17 and the Kenton/Campbell County Line

Cincinnati, OH (Oct. 5, 2015) - The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is holding an Open House later today to review and discuss two refined roadway improvement alternatives being considered for KY 536, between KY 17 and the Kenton/Campbell county line. This meeting is the last in a series of three Open Houses held this year as part of OKI’s KY 536 Scoping Study. The Open House will take place between 4:00 p.m. to 7:00 p.m. at the Independence Senior and Community Center, 2001 Jackwoods Parkway in Independence, KY 41051.

Roadway improvement alternatives for the KY 536 Scoping Study were developed in close coordination with local residents, property owners, businesses and local and regional community leaders. Options presented earlier this summer to the community for consideration and feedback have been refined and narrowed down from eight options to two. These alternatives reflect two different approaches:

- **Use the existing road** – Referred to as the On-Alignment Alternative, this approach proposes to make modifications and improvements to the existing KY 536 roadway and use the existing corridor as much as possible (although small sections would be briefly rerouted).

- **Build a new road** – Referred to as the Off-Alignment Alternative, this option proposes to reroute the majority of KY 536 between KY 17 and the Kenton/Campbell county line onto a new path.

“We’ve had a tremendous level of public involvement in this Study, possibly more so than we’ve ever had on a project like this,” said OKI CEO Mark Policinski. “The Study Team listened to what the community has said they want and refined the alternatives accordingly. While these final two options are very different from each other; one mostly follows the existing roadway while the other would
travel along a new route, both were designed to respect the community’s desire to improve travel safety, minimize impacts to homes and property and maintain the character of the existing area.”

The community will have the opportunity to review the alternatives and discuss them with Study Team members at the October 5 Open House. Those wanting a preview or are not able to attend the Open House, can view maps of the alternatives, now available on the study’s website at [www.OKI.org/536](http://www.OKI.org/536). The Study Team requests that community members complete a Comment Form (also available on the website) to share their input. With feedback from the public, a final decision on which alternative will be advanced as the Preferred, Final Alternative will be made after the Public Comment Period ends on November 5, 2015. The Scoping Study is scheduled to conclude this fall with the identification of a final, preferred recommendation. The final KY 536 Scoping Study report and documentation will be posted to the website in December 2015. Timing of detailed design development and eventual construction will be dependent upon funding availability.

(Continued page 2)

KY 536 is regionally-recognized as a critical roadway to improve access, mobility and economic vitality through Northern Kentucky. Improvements have already been identified for most of the roadway and work is in various stages of planning, design and implementation. However, improvements have not yet been determined for the portion that extends between KY 17 and the Campbell County line. To determine what improvements are needed along this segment of KY 536, OKI launched the KY 536 Scoping Study in September 2014.

For more information, visit [www.OKI.org/536](http://www.OKI.org/536) or contact Robyn Bancroft, OKI KY 536 Scoping Study Project Manager, at rbancroft@oki.org or 513-619-7662. In accordance with the American Disabilities Act, anyone with a disability and requires assistance or, in accordance with the Limited English Proficiency Executive Order, requires translation services at the Open House, may call Florence Parker, OKI Public Involvement Specialist, at 513-619-7686 or 800-750-0750 (Ohio Relay Service).

# # #

*The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is committed to improving safe transit and transportation options across the region through collaboration, strategic planning and economic development. OKI serves more than 200 communities in the eight-county, three-state region. For more information about OKI, please visit [www.oki.org](http://www.oki.org)*
Future KY 536 improvement alternatives are awaiting input

A study team created by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is now in the process of taking all of the public input received this summer on KY 536 improvements and refining the alternatives under consideration. This process is part of OKI’s KY 536 Scoping Study launched last fall.

A third and final public open house will be held on Monday, October 5, from 4-7:00 PM at the Independence Senior and Community Center, 2001 Jack Woods Parkway in Independence.

“We received great information from the community about what’s most important to them during our first open house in March,” said Kenton County Judge/Executive Kris Knochelmann, Second Vice President of the OKI Board of Directors and project development team chair for the Scoping Study. “At the second open house held on July 8th, the community reviewed and commented on eight draft improvement alternatives that were developed based on study data and public feedback.”

Improvement options range from upgrading deficiencies on the existing corridor to relocating KY 536 onto newly constructed portions of roadway and maintaining the existing corridor as a local, neighborhood street.

A final recommendation will be presented to the public for review and comments during this open house. As with each of the previous public engagement sessions, a 30-day public comment period will be open from October 5 through November 5 to receive feedback on the final recommendation via the OKI website.

OKI wants to hear from everyone. You can visit the OKI website anytime and submit comments using the text box. While you are there, share your email so OKI can keep you informed of new information and updates as soon as they are available.

KY 536 is recognized widely as a critical east-west connector in terms of mobility, connectivity, and economic vitality for Boone, Kenton and Campbell counties and the greater metropolitan area. Phased improvements are being made currently to upgrade and modernize specific sections of the corridor.

The only portion of KY 536 for which specific improvements have not yet been identified is a 6.5-mile segment that extends between KY 17 and the Kenton/Campbell County Line (Licking River).

For more information, email OKI KY 536 Scoping Study Project Manager Robin Banock, AICP, or call her at 513.819.7882.
Appendix T. Tri-State Trails Alliance Autumn Quarterly Meeting Recap KY 536 Article
KY 536 SCOPING STUDY FINAL COMMENT PERIOD

OKI hosted the third and final public open house for the KY 536 Scoping Study on October 5. If you were unable to attend, you can still voice your support for a separated multi-use path along the KY 536 corridor through OKI's online survey through November 5.

We recommend supporting the OFF ALIGNMENT Alternative because a separated multi-use path would be more cost-effective and impact fewer existing structures. When you complete the survey, you can indicate your support for a separated multi-use path on Question #4. We also HIGHLY RECOMMEND explaining why you support a separated multi-use path in Question #6. Because KY 536 is a transportation project, it's important that you only cite transportation related reasons in your response to Question #6 (exclude recreation).

Tri-State Trails personally consulted with OKI during the KY 536 planning process, and we were told that a vocal response from the trail community is crucial to ensuring that a separated multi-use path is included in the final design. Please take a few moments to make your voice heard!
Below and attached is new information to share with you on the KY 536 project prepared by Robyn Bascour of OKI. Robyn is copied on this e-mail in case you have any questions; she can also be reached at 513-639-7662. So here’s the information provided to us by OKI.

Multi-modal transportation improvement alternatives for KY 536, between KY 17 and the Kenton-Campbell county line, have been developed over the past year in coordination with local residents, property owners, businesses and local and regional community leaders. Since the June 30th briefing in Independence, Phase Two of the Study has been completed. A full report on public outreach and feedback received can be found as Attachment #1 to this email. Pages 44-46 of this report provide the conclusions drawn by the Study Team from all the public input received.

The KY 536 Scoping Study is now in Phase Three -- the final phase -- of the planning study process. Phase Three involves the refinement of Phase Two’s draft alternatives from eight to two improvement options and the selection of a final, preferred recommendation. This information and the attachments along with an online comment form are all available on the Study’s website (www.oki.org/536) under the “Phase 3” page. The online comment form will remain open until midnight on November 5, 2015.

Attachment #2 to this email is a map showing BOTH ALTERNATIVES. The pink/purple lines on the map denote the sections where the two alternatives share the same improvement recommendations.

Attachment #3 is a map showing the ON-ALIGNMENT ALTERNATIVE. The On-Alignment Alternative follows the existing KY 536 east from KY 17 and shifts north onto a new segment as it approaches KY 16 (redirecting traffic north of White’s Tower Elementary School) to realign with KY 536 near Maverick Road. It continues along existing KY 536 until a half mile west of Kline Road, then turns north onto a new alignment that connects directly with the Visalia Bridge. This alternative is planned as a three-lane road (a single lane traveling in either direction and a lane in the middle to assist with turns). To accommodate bicycle and pedestrian travel, this alternative includes eight foot multi-use paths on both sides of KY 536 from KY 17 to KY 16. East of KY 16, the roadway transitions to a rural section with 12-foot wide shoulders on each side of KY 536. In accordance with KYTC policy for rural roadways, the shoulders can be utilized by bicyclists and pedestrians. This alternative includes a second option of adding a 10-foot wide multi-use path alongside the road for bicycle and pedestrian travel.

Attachment #4 is a map showing the OFF-ALIGNMENT ALTERNATIVE. The Off-Alignment Alternative follows the existing KY 536 east from KY 17 and shifts north onto a new segment as it approaches KY 16 (redirecting traffic north of White’s Tower Elementary School) to realign with KY 536 near Maverick Road. It follows the existing KY 536 until one-half mile west of Staffordsburg Road, where it turns north onto a new alignment that connects directly with the existing Visalia Bridge. This alternative is planned as a three-lane road (a single lane traveling in either direction and a lane in the middle to assist with turns) between KY 17 and Staffordsburg Road. From Staffordsburg Road to the Campbell County line, the alternative would become a two lane road (with the exception of climbing lane that would be constructed to assist trucks traveling westward from KY 177). To accommodate bicycle and pedestrian travel, this alternative includes eight foot multi-use paths on both sides of KY 536 from KY 17 to KY 16. East of KY 16, a 10-foot multi-use path is included as part of this alternative.

Attachment #5 is the EVALUATION MATRIX which indicates the general degree to which each alternative is able to meet the established goals of the KY 536 Scoping Study. The Evaluation Matrix provides you with a quick glance at the pros and cons of each alternative. The Evaluation Matrix also includes cost estimates by project phase (Design, Utility, Right-of-Way, Construction, and Total Estimated Cost).

Attachment #6 is a flyer for the third and final PUBLIC OPEN HOUSE that will be held on October 5, 2015.

If you have any specific questions, please contact Robyn Bascour at your convenience. She’s been extremely helpful during this whole process.

Thanks. Hope all is well!

JOHN M. STANTON
Director of External Affairs | Kenton County
304 Court Street | Suite 207 | Covington, KY 41011
Office: 859-592-0400 | Email: John.Stanton@KentonCounty.org