Appendix A.

Project Development Team (PDT) Members and Alternates
<table>
<thead>
<tr>
<th>Agency</th>
<th>Member/Alternate</th>
<th>Title</th>
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<tbody>
<tr>
<td>Kenton County Fiscal Court</td>
<td>Kris Knochelmann*</td>
<td>Judge Executive</td>
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<tr>
<td>Boone County Fiscal Court</td>
<td>Gary Moore</td>
<td>Judge Executive</td>
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<tr>
<td>Matthew Webster</td>
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<td>Govt &amp; Community Relations Coordinator</td>
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<td>Campbell County Fiscal Court</td>
<td>Steve Pendery</td>
<td>Judge Executive</td>
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<td>Boone County Planning Commission</td>
<td>Kevin Costello</td>
<td>Executive Director</td>
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<td>Campbell County Planning &amp; Zoning Commission</td>
<td>Cindy Mintor</td>
<td>Director of Planning &amp; Zoning</td>
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<td></td>
<td>Ryan Hutchinson</td>
<td>Principal Planner</td>
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<td>city of Alexandria (Campbell County)</td>
<td>Bill Rachford</td>
<td>Mayor</td>
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<td></td>
<td>Sam Trapp</td>
<td>Maintenance Supervisor</td>
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<td>city of Covington</td>
<td>Sherry Carran</td>
<td>Mayor</td>
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<tr>
<td>city of Independence</td>
<td>Chris Reinersman</td>
<td>Mayor</td>
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<tr>
<td>city of Taylor Mill</td>
<td>Dan Bell</td>
<td>Mayor</td>
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<td></td>
<td>Ed Kuehne</td>
<td>Commissioner</td>
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<td>Kenton County Fiscal Court</td>
<td>Beth Sewell</td>
<td>Commissioner, 1st District</td>
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<tr>
<td>Kenton County Planning Commission</td>
<td>Marc Hult</td>
<td>Commission Member for Covington</td>
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<td></td>
<td>Gailen Bridges</td>
<td>Commission Member for Kenton County</td>
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<tr>
<td>Kenton County Public Schools</td>
<td>Sherry Eagler</td>
<td>Assistant Director</td>
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<tr>
<td>Kentucky Bicycle &amp; Bikeways Commission</td>
<td>Jason Ramler</td>
<td>Commissioner for Northern Kentucky</td>
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<td>Kentucky Transportation Cabinet, District 6</td>
<td>Rob Hans</td>
<td>Chief District Engineer</td>
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<td></td>
<td>Carol Callan-Ramler</td>
<td>Planning Supervisor</td>
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<td>Northern Kentucky Area Development District (NKADD)</td>
<td>Jeff Thelen</td>
<td>Transportation Planner</td>
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<td>David Spatholt</td>
<td>Community Development/Public Administration Specialist</td>
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<tr>
<td>Northern Kentucky Chamber of Commerce</td>
<td>Alex Kraemer</td>
<td>Manager of Public Affairs</td>
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<tr>
<td>OKI Board Member / Resident</td>
<td>Roger Kerlin</td>
<td>OKI Board Member</td>
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<tr>
<td>OKI Board Member / Resident</td>
<td>Larry Maxey</td>
<td>OKI Board Member</td>
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<tr>
<td>Planning and Development Services of Kenton County</td>
<td>Dennis Gordon</td>
<td>Executive Director</td>
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<td>Martin Scribner</td>
<td>Director of Planning and Zoning</td>
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<tr>
<td>South Kenton County Citizens Group</td>
<td>Bill Schneider</td>
<td>member</td>
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<td></td>
<td>Kathy Donohoue</td>
<td>member</td>
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<tr>
<td>State Representative Arnold Simpson</td>
<td>Marshall Slagle</td>
<td>Covington resident appointed by Rep. Simpson</td>
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<td></td>
<td>Arnold Simpson</td>
<td>State Representative</td>
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<tr>
<td>Transit Authority of Northern Kentucky (TANK)</td>
<td>Andrew Aiello</td>
<td>General Manager</td>
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<td>Elad Mokadi</td>
<td>Manager of Planning</td>
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*PDT Chair
Appendix B.

PDT Meeting Minutes for December 12, 2014
KY 536 Scoping Study Project Development Team (PDT)
Meeting Minutes
City of Independence Council Chambers
December 12, 2014, 10:00 am

MEMBERS
Mr. Andrew Aiello, TANK
Mayor Dan Bell, City of Taylor Mill
Mayor Sherry Carran, City of Covington
Ms. Sherry Eagler, Kenton County School District Transportation
Mr. Dennis Gordon, Kenton PDS
Mr. Robert Hans, Kentucky Transportation Cabinet/D6
Mr. Marc Hult, Kenton County Planning Commission
Mr. Roger Kerlin, OKI Resident Board Member
Judge/Executive Elect Kris Knochelmann, Kenton County Fiscal Court
Mr. Larry Maxey, OKI Resident Board Member
Ms. Cindy Minter, Campbell County Planning/Zoning
Mr. Matthew Webster (representing Judge/Executive Moore), Boone County Fiscal Court
Judge/Executive Steve Pendery, Campbell County Fiscal Court
Mayor Bill Rachford, City of Alexandria
Mr. Jason Ramler, Kentucky Bicycle/Bikeway Commission
Mayor Elect Chris Reinersman, City of Independence
Commissioner Beth Sewell, Kenton County Fiscal Court
Mr. Bill Schneider, Kenton County Citizens Group

GUESTS
Mr. Jim Brannon, Parsons Brinckerhoff
Mr. Gailen Bridges, Kenton County Planning Commission
Ms. Carol Callan-Ramler, Kentucky Transportation Cabinet/D6
Ms. Kathy Donohoue, Kenton County Citizens Group
Mr. James Fausz, Kenton County PDS
Mr. Randy Goodhew, Citizen
Ms. Corrin Gulick, Parsons Brinckerhoff
Ms. Valerie Jones, Parsons Brinckerhoff
Mr. Elad Mokadi, TANK
Mr. Sam Trapp, City of Alexandria
Mr. Jeff Wallace, Parsons Brinckerhoff
Ms. Laura Whitman, Rasor Marketing Communications

OKI STAFF
Ms. Robyn Bancroft
Ms. Regina Brock
Mr. Robert Koehler
Mr. Mark Policinski
Ms. Lorrie Platt

Presentations
Mr. Mark Policinski, OKI Executive Director, opened the meeting and thanked everyone for attending, explaining that this KY 536 study is for a regionally significant roadway that is important for Boone, Kenton, and Campbell counties. Mr. Policinski clarified that KY 536 is not going to be a “superhighway” between I-71/I-75 and Clermont County, Ohio. He then introduced OKI’s Project Manager, Robyn Bancroft.

Ms. Bancroft explained the study’s purpose, as well as how the PDT team was established. She thanked everyone for their participation and introduced Kenton County Judge-Executive Elect Kris Knochelmann as the PDT Chairperson.

Mr. Knochelmann asked for everyone’s participation and respect for others before introducing Jim Brannon of Parsons Brinckerhoff, who is the consultant team’s Project Manager.

Mr. Brannon introduced the consultant team before beginning a PowerPoint presentation about the study. The study area limits and goals were identified, as were the timeline and public participation plan. He explained that this segment of KY 536 is part of a broader program by KYTC to improve east-west connectivity through northern Kentucky. He also explained that this segment of KY 536 has a crash rate over three times the statewide average.

Mr. Brannon gave an update on tasks accomplished to date and tasks that will be completed. The current activities being put together are draft purpose and need statement,

traffic volume and turning movement counts, crash analysis, level of service for various segments of KY 536, environmental resources review, existing conditions and public involvement plan. Mr. Brannon went over the public meeting timeline the first meeting will be held Spring 2015 with a list of existing conditions and environmental findings. The second meeting in Summer 2015 will be a presentation of three alternatives and the third meeting in Fall 2015 will be identification of preferred alternative. He finished by asking for assistance from the PDT to help ensure that all voices in the community are heard and that a consensus is reached on a preferred alternate.
Laura Whitman of Rasor Marketing Communications discussed communications efforts that will be employed to keep the public informed and involved in the study including the PDT, community meetings, a project website (www.OKI.org/536), email updates, media relations and social media networking. She also invited the PDT to share additional thoughts on how best to reach their constituents. Suggestions received included direct mail, posters and information provided at public places (such as libraries, churches, stores), distributing hard-copy surveys and placing articles in community newsletters. One PDT member cautioned the project team not to rely too heavily on internet-based communications.

There was a question/answer period whereby PDT members asked questions of the consultant/OKI team.

1. **Mr. Gordon** - Has the consultant team reviewed the 2000 KYTC study pertaining to this area? If so, what can we learn from it and its process?  
Mr. Brannon - He will meet with the previous consultant to review the process and determine if there were any pitfalls. It was noted that three of the four sections identified from that study have or are happening. Growth in other areas along KY 536 has guided the development of those sections.

2. **Mr. Gordon** - Can the study be made available for review by the PDT members?  
Mr. Brannon - Yes, the study will be posted on the project’s website.

3. **Ms. Minter** - What area will be looked at in this 536 study?  
Mr. Brannon - one-mile north and south of KY 536  
Mr. Hans – added that the Licking River bridge in Campbell County is included in the study’s termini and that maintenance of traffic for bridge access during construction will need to be considered.

4. **Will the study try to respect the rural nature of the area?**  
Mr. Brannon – Yes.

5. **Will the study look to accommodate pedestrian and bicycle interests?**  
Mr. Brannon - multi-modal transportation options will be considered, but final accommodations are unknown at this time.

6. **Mayor Rachford** - Has the consultant team looked at elevating the roadway?  
Mr. Brannon - Not at this time.

7. **Mr. Bridges** - Is it a possibility that the study will recommend that no improvements be made?  
Mr. Brannon - A No Build alternative would be considered in the design/environmental phase of a project, not the study phase.
8. Will KY 536 travel on new alignment or can improvements be made to the existing roadway?
Mr. Brannon - Both options will be considered as part of the study.
Mr. Hans - stated that it is not necessarily a project’s intent to go on new alignment, but that it is considered an option when right-of-way impacts can result in a number of relocations of homes/businesses.

9. Mr. Schneider - Will there be metrics established of benefits versus costs to ensure we make efficient use of monies?
Mr. Brannon - Yes, though there are subjective benefits that are not quantifiable.

10. Mr. Ramler - Will the study team review the region’s trail plan (in development) for possible inclusion?
Mr. Brannon – Yes.

11. Is there a way of determining how much travel time will decrease along the corridor if improvements are made?
Mr. Brannon - An estimate is possible.

12. Ms. Minter - Will the study factor in existing truck traffic that is currently avoiding KY 536, if the roadway becomes safe?
Mr. Brannon - Modeling will be done to estimate future truck traffic.

13. Ms. Callan-Ramler - Will the study team engage emergency services?
Mr. Brannon - Yes, the study team will research response times and also include school bus routes.

14. Mr. Gordon - Is the study team aware of the South Kenton County Citizens Group study and its results?
Mr. Brannon - Yes, and it will be taken in account during this study.

Other comments received from PDT members included:

1. The project team needs to be prepared for questions from the public about what the Campbell County alignment will be.
2. Be sure to check with bus services (public and school) as well as emergency services to identify issues they are concerned with and conditions they’ve experienced.
3. Be sure to consider watershed issues as part of the Study including Banklick.
4. The study will be better received by local residents if the project team clearly defines its measures of effectiveness before evaluating options or obligating money, not afterwards.
5. According to the South Kenton County Land Use Study, 92% of respondents want the area to remain rural. It also says that respondents also wanted to improve the existing roadway rather than build new.

Mr. Brannon turned the presentation back to Robyn Bancroft who requested that all PDT members complete a member designation form with an alternate member identified. She unveiled the project’s website, accessed through OKI’s website. She requested that PDT members distribute the website and other pertinent information on a continual basis to their constituents. She also requested any feedback for the best ways to get the word out to the public about the project.

Robyn Bancroft posed the following question to the PDT for feedback: “At the end of the day, I want to see a KY 536 that________________.” Responses from the PDT included:

1. Safe, efficient connection from AA Highway to I-75 for all types of vehicles
2. Completed soon
3. Least possible impact to surrounding environment
4. Meet community goals
5. SAFE
6. Supports local and regional bicycle and pedestrian connectivity
7. Enhances physical character of communities it passes through
8. Does not negatively impact the rural character of the community
9. Improves the environment
10. Does not change the rural character and does not induce unwanted economic development

In closing, Judge Executive Elect Knochelmann wished everyone a Merry Christmas and thanked everyone for their input today. He thanked city of Independence for use of their chambers meeting room.

The meeting adjourned at 11:10.
Appendix C.

PDT Meeting Minutes for March 13, 2015
Meeting Minutes
Independence Senior and Community Center
March 13, 2015, 10:00 am

MEMBERS
Mr. Andrew Aiello, TANK
Mayor Dan Bell, City of Taylor Mill
Mayor Sherry Carran, City of Covington
Mr. Dennis Gordon, Kenton PDS
Mr. Robert Hans, Kentucky Transportation Cabinet/D6
Mr. Marc Hult, Kenton County Planning Commission
Mr. Roger Kerlin, OKI Resident Board Member
Judge/Executive Kris Knochelmann, Kenton County Fiscal Court
Mr. Alex Kraemer, Northern Kentucky Chamber of Commerce
Mr. Larry Maxey, OKI Resident Board Member
Ms. Cindy Minter, Campbell County Planning/Zoning
Mr. Jason Ramler, Kentucky Bicycle/Bikeway Commission
Mayor Chris Reinersman, City of Independence
Mr. Bill Schneider, South Kenton Citizen Group
Commissioner Beth Sewell, Kenton County Fiscal Court
Mr. Matthew Webster (representing Judge/Executive Moore), Boone County Fiscal Court

GUESTS
Mr. Jim Brannon, Parsons Brinckerhoff
Mr. Gailen Bridges, Kenton County Planning Commission
Ms. Carol Callan-Ramler, Kentucky Transportation Cabinet/D6
Ms. Kathy Donohoue, South Kenton Citizen Group
Mr. James Fausz, Kenton County PDS
Ms. Corrin Gulick, Parsons Brinckerhoff
Mr. Nicholas Hendrix, Kenton County Fiscal Court
Ms. Valerie Jones, Parsons Brinckerhoff
Mr. Alex Kraemer, Northern Kentucky Chamber of Commerce
Mr. Daniel Menetrey, Kentucky Transportation Cabinet/D6
Mr. Jeff Wallace, Parsons Brinckerhoff
Ms. Laura Whitman, Rasor Marketing Communications
OKI STAFF
Ms. Robyn Bancroft
Ms. Regina Brock
Mr. Robert Koehler
Mr. Mark Policinski
Ms. Lorrie Platt

Call to Order/Welcome
Ms. Bancroft called the meeting to order at 10:00 AM.
Judge/Executive Knochelmann asked everyone to introduce themselves before thanking Mayor Reinersman for use of the Senior and Community center for the meeting.

Progress Update
Mr. Brannon gave a progress update. He reviewed regional significance and other initial goals discussed in the first PDT meeting. The consultant team acquired existing traffic volume data, crash data, and human and natural environmental data and presented them in the draft documents (Existing Conditions Report; Red Flag Summary/Environmental Overview; and Purpose and Need Statement) for PDT review and comment.

Existing Conditions Report
Ms. Corrin Gulick reported on the Existing Conditions Report and highlighted key elements of the report pertaining to:

- General conditions
- Characteristics of roadway (urban and rural)
- Horizontal curve evaluation (is the curve too sharp per the posted speed?)
- Vertical curve evaluation- sight distance (can you see far enough to stop your car if there's a problem ahead?)
- Pedestrian, bicycle, transit conditions
- Freight
- Level of Service (ability to pass, need to stop for turns, etc.)
- Capacity
- Crash data/interpretation of data – most prominent crashes are single vehicles going off the road

Poor LOS (Level of Service) is shown for over half the KY 536 corridor from KY 17 to Klein Road. The primary cause is limited passing opportunities which slow down vehicular speeds. Based on the volume to capacity ratios, there is a more than adequate capacity provided by the roadway.

The crash analysis was calculated by applying the mythology described in the Analysis of Traffic Crash Data in Kentucky for the three-year data timeframe of September 1, 2011 to August 31, 2014. There were a total of 119 crashes with 18 injuries and one fatality. The majority of crashes were single vehicle accidents where vehicles left the roadway. Generally, these occurred in areas of geometric roadway deficiencies (either sharp horizontal or vertical curves). The fatal crash occurred on KY 177 and involved alcohol.
Ms. Donohoue asked if the crash analysis results could be compared to other nearby roadways such as Rich Road. Ms. Gulick answered that the analysis performed already includes other nearby roadways. In order to determine the crash rate on other roads, a separate crash analysis would have to be performed for each individual roadway in question.

A question was asked by Judge Knochelmann as to the minimum length of roadway needed for sufficient sight distance over a vertical curve. Brannon said the length needed depends on the speed limit. He then provided the minimum length necessary for the various speed limits within the corridor, pointing out that the information can be found in the appendices. The faster one travels, the more distance (sight-distance) a person needs to stop.

Mr. Schneider pointed out that on Harris Pike there has been a lot of development and that Independence is growing, noting that we need to keep routes safe for children.

Mayor Reinersman said KY 536 is a primary road and needs to be fixed. It is a critical east/west connector in Kenton County.

Ms. Donohoue pointed out that main focus of the Study has pointed to safety, but that there is this desire for connectivity. She stressed that we should not tell the public that this project is about safety only, but that a major reason is regional connectivity.

Mr. Wallace said that safety is always first priority.

Mr. Bridges suggested that if you build a new road off of the current alignment, you have not rectified the problems on the existing road. Those problems will still be there. Mr. Brannon said that placing the traffic on a new alignment would decrease the traffic volumes on the existing road. Those who would use the existing road would be local residents who are more familiar with the inadequacies of the existing roadway.

Mr. Brannon said that the entire length of the road in the study area is considered substandard, with narrow shoulders and geometric deficiencies. Reading from the Existing Conditions Report, Carol Callan-Ramler stated that there are 149 horizontal and vertical curves within the study segment. Of these, 79 are considered substandard.

Mr. Schneider asked how many people have driven this roadway in the last week (approximately five raised hands). He said that Mr. Brannon’s description of KY 536 could be used to describe every road in Kenton County. He asked for data to be normalized – to make it translate and have meaning to people. He shared that what is real to people is the number of fatalities and how many people have been hurt on this roadway. He stressed that the data needed to be made real for the public.

Mayor Bell asked if anyone in the room lives on KY 536. He said he had for 16 years. In those 16 years, four cars ran off the road and almost killed a little girl. Another kid was hit in the head by a side view mirror. Cars often run off the road. Safety is the primary concern
to him and all his neighbors feel this way. He stated driveways are frequently blocked and there are school bus concerns. He asked that safety measures be taken, especially due to South Kenton getting bigger with more development and more people. He asked for the group to emphasize that we need a route for our children’s safety. Improvements are needed!

Mr. Schneider stated we need to make sure that improvements are needed. He also said we have the same issues on other roads. Why improve this one? Mr. Brannon pointed out that this roadway is a state route that is considered a connecting route through the three counties. The other roadways Mr. Schneider references are not.

Mr. Bridges said the map shows hot spots where crashes are above the state average, but they are not above the average by much. Are there other sections [of the road] below the statewide average? Mr. Brannon answered that there were some segments below the average. Mr. Bridges asked if there is an average crash rate for the whole road, since hot spots can happen anywhere. Ms. Bancroft said this segment of KY 536 as a whole [between KY 37 and the Kenton/Campbell County line] is above the statewide average. That fact was established during the Kenton County Transportation Plan that many in the room had helped develop last year. This Scoping Study is breaking down the average and examining it in detail, specifically where the safety problems are; what the causes are; and what improvements should be implemented.

Ms. Callan-Ramler said we have to know where the hot spots are to help us come up with the right alternatives.

Ms. Donohoue felt that LOS was a little confusing since we are not talking about congestion now, but some of the materials say we are. She asked if we are talking about building a bigger road [to accommodate future congestion], because that is what is scaring people. Mr. Brannon said LOS is a term used for every roadway project. LOS is most often tied to congestion, however in this case LOS is reduced due to the inability to pass slower moving vehicles. Mr. Brannon continued to clarify that if an improvement is made to the road, it is anticipated that traffic volumes would increase in response to pent-up demand for alternative transportation routes.

Ms. Donohoue requested that when this is presented to the public, we make sure this is clearly stated.

Mr. Schneider wondered if we had looked at the data sufficiently to find low-build, low-cost solutions.

Mr. Bridges said he hears safety not congestion. The problem is that you cannot pass people. How do you solve this with a two-lane road? Mr. Brannon said one option is to include passing lanes. Mr. Bridges does not see how this can occur on the existing road. Also, he hears that trucks cannot get through. He asked if getting trucks through an agricultural area is a priority. Mr. Brannon answered that the Study is looking at moving all types of vehicles safely and efficiently through the corridor.
Judge Executive Knochelmann said there are many improvements to be done in the region, but KY 536 is absolutely about connectivity. We are nowhere near determining where the improvements will be made or where a future roadway may possibly go. That is the next part of the discussion on this Scoping Study.

With no further discussion or questions on the Existing Conditions Report, Judge Executive Knochelmann suggested a 10 minute meeting break.

**Red Flag Summary/Environmental Overview**

Ms. Valerie Robbins provided an overview of the Red Flag Summary and discussed the topics studied and what was found. She also highlighted the number of local and regional plans that the team had reviewed as part of its fact-finding process. Ms. Robbins stated that the information found in this phase of the study establishes a baseline understanding of the study area. More study and impact analysis will be completed once alternatives have been identified.

Ms. Schneider asked if the Indiana Bat is considered. Ms. Robbins answered yes.

A comment was made that KY 536 from KY 16 to KY 177 is all farmland and should be looked at as prime agricultural land, noting that this area was not identified as such on the list. Ms. Robbins said that she will add agricultural districts to the map.

**Purpose and Need Statement**

Mr. Jeff Wallace explained that the Purpose and Need Statement establishes the basis by which all alternatives will be evaluated. He reviewed the Purpose and Need Statement and reemphasized a point made earlier in the meeting: “Things are happening along this corridor. This is the community’s chance to help shape it.”

Mr. Bridges said he did not see the South Kenton Land Use Preferences study on the list. Mr. Wallace confirmed that the consultant team had reviewed the study and pointed it out in the list on the PowerPoint presentation slide.

Mr. Schneider said the statement of accommodating growth and maintaining the character of the rural area is confusing. The concept of growth creates fear in the community. Various team members responded that there are pockets of growth occurring throughout the community. Independence is one specific area experiencing significant growth.

Mr. Schneider asked if the comment on the Purpose and Need Statement slide, “reduce accidents”, is an attainable goal. After a discussion, it was determined that the goal should be edited to read “reduce accident rates.” Mr. Wallace stated that the change will be made on the information shown at the public meeting.

Mr. Maxey said there were recently development plans for unincorporated areas of Kenton County. There are more homes coming regardless of whether or not this road is improved. This will add a lot of cars and something needs to be done to accommodate that growth.
A discussion took place regarding developing measures against which alternatives will be evaluated. Mr. Schneider advocated for those measures to be clearly defined so that the public will know how well the alternatives measure up. Mr. Wallace said that would be developed in full in the next phase of the Study, though the consultant team has a general idea of what they will be. As part of the Study’s next phase, alternatives will be presented to the public in a matrix format that outlines what the options are, how well they meet the Purpose and Need Statement, and how they compare against each other. This should give the public a good understanding of the pros and cons of each. We will also look at traffic projections which will help us determine how different alternatives may impact the corridor’s traffic volume.

A question was posed as to whether the alternatives will include mitigations for the portions of the existing roadway that are not “fixed” by the project? Mr. Brannon stated that we will look at alternatives that address those issues.

Mr. Maxey asked at what point in the study do you look at pent-up demand and how do you measure that. Mr. Koehler said we can use OKI’s Traffic Demand Model to predict how current usage patterns would shift if a new travel route is introduced. We can also use the model to predict how traffic patterns and usage would change in the future given a variety of scenarios. This helps to identify pent-up demand now and what it will look like in the future, given specific parameters.

A brief discussion was held regarding the inclusion of bike paths. The project team said that bike path options would be looked at as part of the project. Mr. Bridges mentioned a meeting recently at PDS of Kenton County where the participants were clearly against bike paths. However, Mayors Carron and Reinersman clarified that the meeting was in respect to a specific development and that other community members were very much in support of bike path connectivity. The PDT confirmed that other portions of KY 536 improvements did include bicycle accommodations and it will be important to this project to consider opportunities to continue those improvements as part of the regional trail connectivity element of this Scoping Study.

Mr. Aiello added that TANK staff do not anticipate a significant increase in transit ridership for this area and that a project is considered multi-modal even if it does not include transit as alternative.

Mayor Reinersman said that we need to keep in mind that the improvements being discussed today are not about what is needed today. Changes would not likely be started for at least 10 years, but that we need to consider the future and future growth.

After discussion, the PDT members made the following changes to the Scoping Study Goals:

1. Change references of urban to suburban (people think of cities as urban; in their minds, this community (mostly Independence) is suburban
2. Change “reduce accidents” to “reduce accident rates”
3. Explain/define what multi-modal means
4. Remove reference to “cost-effective” (PDT comments in reference to this removal were: How do you measure cost-effective? Change in LOS? Cost-effective does not necessarily refer to cost of the project. It refers to cost to users traveling on the roadway).

5. Add “assess community input” as the community represents the people that this project most affects.

6. Add a bullet: “has broad-based support”

7. Add “agriculture” to fourth bullet

8. Add “that supports regional connectivity” to second bullet

9. Add “water quality” to last bullet (PDT comment: Make sure stormwater management issues are addressed in the development of alternatives)

10. Support a multi-modal road system and regional connectivity.

Judge Executive Knochelmann asked for a general group consensus of the Purpose and Need Statement presented with the changes from PDT members. The PDT members gave a consensus to accept.

Ms. Bancroft stated that the revised, final Scoping Study Goals would be emailed to the PDT on Monday, March 16, 2015. The edited goals will be presented with changes at the March 24th Open House and in all Scoping Study document shared with the public.

Public Open House/Next Steps
Ms. Bancroft reminded the PDT members that the KY 536 public open house will be Tuesday, March 24, 2015 from 4-7pm at Simon-Kenton High School. She asked for the PDT’s help in getting the word out with flyers, referrals to www.oki.org/536, and to share the link on Facebook and Twitter. She said public notices had also been placed in newspapers.

The meeting adjourned at 12:10pm.
Appendix D.

Public Open House Loop PowerPoint Slideshow
KY 536 is a **critical connector** in terms of mobility, connectivity and economic vitality for Boone, Kenton and Campbell counties.

Phased improvements are being made to **upgrade and modernize** this key roadway.

KY 536 between KY 17 and Campbell County is the only segment for which improvements have not been identified.
Problems Along Existing Road

Safety Concerns
- High accident rates
- Poor sight lines
- Lack of sidewalks, bike paths

Design Challenges
- Sharp, winding curves
- Severe elevation changes
- Lack of shoulders

Fragmented Travel Corridor
- Requires six turns onto new roads at stop signs
- Low Levels of Service (LOS) in terms of operation
- Travel delays

Existing Problems Lead To:
- High accident rates
- Safety concerns for school children, disabled, elderly
- Inefficient travel
- Extended travel times
- Increasing congestion
- Longer police/emergency response times
- Reduced access/connectivity to broader region

The KY 536 Scoping Study

- **Will examine the problems** of KY 536 between KY 17 and the Kenton/Campbell County line
- **Will identify and evaluate** possible alternatives for improvement
- **Will conclude with specific recommendations** for next steps
Scoping Study Goals

- Consider community input; obtain public support
- Address safety needs; reduce accident rates
- Update road to better connect with the multi-county transportation system and support multiple travel modes (car, truck, transit, bike, farm vehicles)
- Support economic prosperity through better connectivity
- Be consistent with local and regional land use plans
- Maintain or enhance quality of life
- Preserve and protect natural resources and hillsides; maintain or improve air and water quality

Consistent with Regional and Local Planning Initiatives

KY 536 improvements have been identified as needed in the following locally-developed plans:

- Kentucky Transportation Cabinet (KYTC) Six-Year Highway Plan
- 2030 Boone County Comprehensive Plan (adopted 2012)
- Campbell County Comprehensive Plan Update (2008)
- Kenton County Transportation Plan (2003)
- City of Alexandria 2004 Comprehensive Plan
- South Kenton County Land Use Preferences Survey (2014)

Three Primary Study Phases

- Public Meeting: Data Collection, Existing Conditions, and Environmental Findings
- Alternatives Developed
- Alternatives Refined
- Final Preferred Alternative

- Summer 2014
- Winter 2014/2015
- Spring 2015
- Summer 2015
- Fall 2015

WE ARE HERE
Your Input is Needed
Tonight is about making sure we have the facts straight. Please . . .

- Review documents
- Review exhibits
- Ask questions
- Share comments, concerns
- Complete Comment Form

Comments, questions, concerns can be shared with the Study Team, sent via mail or email, called in or discussed with your local representatives.

Thank you for your participation!

Completed To Date

- **DRAFT** Purpose and Need Statement
- **DRAFT** Existing Conditions Inventory
- **DRAFT** Red Flag Summary/Environmental Overview

www.OKI.org/536

- Robyn Bancroft
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Thank you for your participation!
Appendix E.

Public Open House Display Boards
Figure 1. KY 536 Corridor Map
Figure 2. Scoping Study Timeline
Figure 3. Scoping Study Goals

Scoping Study Goals

- **Consider community input** gathered through an open and transparent communications process
- **Address local and regional needs for travel safety and reduce accident rates**
- **Update this section of KY 536** as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system and can **support multiple travel modes** (car, truck, bus/transit, bike, farm equipment, foot)
- **Provide infrastructure that can support economic prosperity** in the region through efficient transportation connectivity
- **Be consistent with current plans that address existing and future land use** to efficiently accommodate growth in urban and suburban sections while maintaining the rural, agricultural character of the eastern portion of the study area
- **Maintain or enhance the quality of life** for residents, business owners and other stakeholders located within the study area
- **Preserve and protect natural resources and hillsides and improve or maintain air and water quality** in the study area while providing for mobility needs
- **Demonstrate public support**
Figure 4. Need Elements

**Need Elements**

**Safety Concerns**
- High accident rates
- Poor sight lines
- Lack of sidewalks, bike paths

**Geometric Deficiencies**
- Sharp, winding curves
- Severe elevation changes
- Poor sight lines

**Improve Economic Vitality**
- Requires six turns onto new roads at stop signs
- Low Levels of Service in terms of operation
- Travel delays
Figure 5. Geometric Deficiency Locations
Figure 6. Crash Analysis
Figure 7. Community Facilities
Figure 8. Farm Land Classification
Figure 9. Environmental Constraints
Figure 10. Land Use
Appendix F.

Public Open House Comment Form
THANK YOU for attending the first KY 536 Scoping Study Public Open House. We are committed to using input from the public to help develop roadway improvement concepts. To assist us with this effort, please take a few minutes to complete this comment form.

1. Please indicate which of the following best describes you (check ALL that apply to you):
   - _____ I live within or near the KY 536 study area
   - _____ I own property within or near the KY 536 study area
   - _____ I own a business within or near the KY 536 study area
   - _____ I work in or near the KY 536 study area
   - _____ Though I don’t live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it
   - _____ Other (please explain): ________________________________________________________________

2. In general, how often do you travel on KY 536 between KY 17 and the Kenton/Campbell County Line (check the ONE option that BEST applies to you)?
   - _____ Daily or almost daily
   - _____ Once a month
   - _____ Several times a week
   - _____ Once every few months
   - _____ Once every few weeks
   - _____ Other (please explain): ________________________________________________________________

3. Which of the following problems identified so far by the Study for existing KY 536 (from KY 17 to the Kenton/Campbell County Line) are of HIGHEST concern to you? Please check up to THREE:
   - _____ High accident rates
   - _____ Number of stop signs/turns onto new roads
   - _____ Delayed/long travel times
   - _____ Lack of sidewalks and/or bike paths
   - _____ Inability to pass slower moving vehicles
   - _____ Poor sight distances
   - _____ Lack of east/west connectivity
   - _____ Sharp, winding curves
   - _____ Lack of roadway shoulders
   - _____ Steep grades/hills
   - _____ Other (please explain): ________________________________________________________________

- Continued on back -
4. Please use the space below to share any additional concerns you have about the existing KY 536 roadway between KY 17 and the Kenton/Campbell County Line.

5. Please use the space below to share any comments, concerns or suggestions you may have regarding the improvements to be developed through this KY 536 Scoping Study.

6. If you would like to receive email updates about the progress of this KY 536 Scoping Study, please provide us with your email address: ________________________________

THANK YOU for your time and valuable input!

Please leave your completed form in one of the collection boxes or with a member of the Study Team wearing name badges. The survey is also available online at www.oki.org/536 or you may mail, email or fax this completed form by April 24, 2015 to:

Robyn Bancroft, OKI KY 536 Scoping Study Project Manager
720 East Pete Rose Way, Suite 420 / Cincinnati, OH 45202
rbancroft@oki.org / 513-621-9325 (Fax) / 513-619-7662 (Office)
Appendix G.

KY 536 Fact Sheet #1
Regional leaders, transportation officials, Northern Kentucky businesses and residents widely recognize Kentucky Route 536 (KY 536) as a critical east-west connector in terms of mobility, connectivity and economic vitality for Boone, Kenton and Campbell counties. This is evidenced by the decades-long efforts to upgrade and modernize the entire transportation corridor.

The only remaining piece of the KY 536 improvement puzzle is the 6.5 mile portion between KY 17 and the Kenton/Campbell County Line. This KY 536 segment is the only one for which a preferred alternative – or recommendation – has not been identified. It therefore serves as the focus area for this Scoping Study.

Between KY 17 and the Kenton/Campbell County Line, KY 536 is characterized by fragmented connections, drastic elevation changes, poor sight lines and high crash rates. The KY 536 Scoping Study is examining the problems and conditions of this segment of the roadway, and will evaluate possible alternatives for improvement. The Study will conclude with a specific recommendation that will:

- Consider community input gathered through an open and transparent communications process
- Address local and regional needs for travel safety and reduce accident rates
- Update this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional, multi-county roadway system and can support multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot)
- Provide infrastructure that can support economic prosperity in the region through efficient transportation connectivity
- 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
- Maintain/enhance the quality of life for residents, business owners and other stakeholder located within the study area
- Preserve and protect natural resources and hillsides and improve or maintain air and water quality in the study area while providing for mobility needs
- Demonstrate public support

The Scoping Study began in fall 2014 and will take approximately 12 months to complete. In summer 2015, a series of conceptual alternatives will be shared with the public for review and feedback. In fall 2015, a recommendation for roadway improvements – a preferred alternative – will be presented. Construction timing is dependent upon funding availability.
Public Input Is Needed

Public involvement will be an integral component of the Scoping Study. Public input will inform the study process and help shape the final recommendation.

- The Website, www.OKI.org/536, contains information about the Scoping Study. Data, information and materials will be posted on the site as they become available.

- Three public meetings will be held during the Study process. Dates and times will be announced on the website, in newspapers, through OKI social media channels and through email updates. Visit www.oki.org/536 to sign-up for notices.

- A Project Development Team (PDT), comprised of local officials, residents, business owners and other community stakeholders, has been formed. The PDT meets with the staff regularly to review study materials and provide further insight and feedback. A list of PDT members is available at www.oki.org/536.

- Questions and comments can be submitted at www.oki.org/536 or sent to Robyn Bancroft, KY 536 Scoping Study, OKI Project Manager at rbancroft@oki.org or (513) 619-7682.

Other KY 536 Projects

Improvements to KY 536 have been divided into separate segments which are in varying stages of planning and development. The portion of KY 536 that extends between KY 17 and the Kenton/Campbell County line is the only segment for which a preferred alternative has not been identified. Other segments include:

Boone County:
- Between Hathaway Road and I-71/75, KY 536 will be widened to five lanes. This project is in right-of-way planning and acquisition phase.
- Between Old Union Road and the Kenton County line, KY 536 will be improved, widened and will incorporate bike/pedestrian paths. This project is in the preliminary design phase.

Kenton County:
- Between the Norfolk Southern railroad bridge to KY 17, KY 536 will be reshaped as a four-lane controlled-access urban road with raised medians, roundabouts, and multi-use paths. This project is in the preliminary design phase.

Campbell County:
- KY 536 improvements will be a two-lane road with shoulders traveling on a new alignment between US 27 and KY 9 (AA Highway). This project is in the preliminary design phase.
Appendix I.

Responses to Comment Form Questions 4, 5 and 6
“Other” Responses to Comment Form Question 4

Following are responses provided for “Other” in question 4 of the Comment Form. Responses were grouped into the general categories listed below (responses are shown as written by respondents; no edits were made).

Which of the following problems identified so far by the Study for existing KY 536 (from KY 17 to the Kenton/Campbell County Line) are of highest concern to you?

Safety Issues
1. Poor sight distances at 2 intersections - see #5
2. Speed
3. Cannot get out of driveway-too much traffic most important--also dangerous to get mail
4. I do not mind the meandering nature of 536 from KY 17/16 to Campbell County. There is usually very little traffic when I ride. You have identified hazardous conditions which I am mindful of.
5. This stretch is a typical Kenton County rural road and has typical problems and safety concerns. Most of the accidents are more associated with lack of attention by drivers...drivers who are used to these rural conditions seem to be fine...those in a hurry or impaired/distracted or just plain reckless...seem to have problems.
6. Need lights
7. need lights
8. At all times, winter and summer, Visalia hill is very dangerous. It is steep, winding and narrow. There is potential for serious accidents especially during the winter when snow and ice have formed.

Impacts
1. large trucks
2. I've been a homeowner on Harris Road for 49 years. I am now 90 years old and feel safe and secure in my home. I think the road would be a detriment to the current property owners. I fear losing my home to this development.
3. My new house will have a road going through it.
4. Destruction of agricultural property to build a new roadway which leaves the residents on the existing roadway with the same problems/concerns
5. Mandatory sale of agriculture/undeveloped land to improve roadway if current owners are opposed. (45 failure to reduce speed limit) study done at 50/60 MPH???

Not Needed
1. I don’t think we need this
2. I’m happy with the way it is now
3. No problems. It’s a beautiful scenic route that should not be destroyed by needless development.
4. This road is not needed at all
5. We’ve lived on Harris Pike for 39 years. To my knowledge there have been 3 accidents; one caused by speeding kids, one caused by a woman pulling out (a Left) into on oncoming cars (did not see the car/failed to look) and one caused by a limb falling onto a car. None of these were fault of the road.

Miscellaneous
1. All the above
2. Waiting to see the path of the new road
3. NONE - If you stop uncontrolled expansion of subdivisions, you won’t overcrowd the roads. It’s not the road, it’s the overcrowding.

Suggestions
1. No turnabouts it just slows the traffic down. We have enough bike and walking trails. Every sub-division has sidewalks to walk on.
2. traffic signal at intersection of Madison Pike and SR536 to facilitate traffic flow and safety of school (Simon-Kenton) children crossing into Kroger shopping center and going into subdivisions

Needed
1. This needs to be completed as soon as possible to provide access for actual development within southern Kenton County and the 536 area.

No Comment
1. none
2. none
3. none
Responses to Comment Form Question 5

Following are responses provided for question 5 of the Comment Form. Responses were grouped into the general categories listed below (responses are shown as written by respondents; no edits were made).

Please share any additional concerns you have about the existing KY 536 roadway between KY 17 and the Kenton/Campbell County Line.

Suggestions

1. I say stop at Harris Pike and finish Hwy 16 so people can get to 275 to go to Campbell Co. Most people don’t go to Alexandria, they most likely use US27 where the business district is. Not out in Alexandria where the hwy would end.

2. I think they need to have dedicated green or red turn arrows (no yellow turn arrows) at traffic signals. I don’t think bike lanes & sidewalks are necessary when building the new 536-high speed traffic & pedestrians will only lead to tragedies like occurred on Weaver Road in Florence (connecting Dixie Hwy & 42)

3. I would like to hear from the current owners of the land where any changes are considered (restructure/replacement) A study is only as good as its intended outcome.

4. I would like to see more signage and warnings placed along the dangerous curves-especially the flashing solar powered LED type signs and “dangerous turn” signs - we live in the worst turn (according to your own data & charts-and our own personal experience) and, even though we were able to have some signage added to the turn/curve, we could use even bolder warnings until this improvement takes place several years from now.

5. I’d like to know where the traffic is coming from/going to i.e. Campbell Boone? or local Morningview, Kenton Station. I’d like to know how the accident rate compares to other similar local road like RT 17 to Piner

6. If you need a road move it further south thru empty land. Make Harris Rd a street.

7. My main concern is the role of anti-growth activists in the planning process. There has been a groundswell of this kind of activity in Southeast Kenton County dating back to the first proposed extension of I-71 from Walton to the Ohio River (please resurrect this idea). I’m not sure how to combat this problem but as a long time resident of this study area I can assure you there is widespread support for upgrading 536 to the fullest extent possible including dividing the highway and making provisions for over the road trucking. Unfortunately the only people I see “participating” in the public input side are a small group of loud people who would really prefer to keeps things exactly as they are. If its in the budget, going door to door in the study area would give you every answer you ever needed about what to do with 536.

8. Need walking trails

9. New signs have been erected to warn drivers of dangerous sections...it would be a more complete study if we an wait and see how effective these measures have been.
10. Remember--it is a country road we lived here 43 years. We like it slow--slow is good.

11. Rt16 & 536 should have a stop light now. blinking yellow turn at 17 & 536 is not safe. People use poor judgment and pull in front of oncoming traffic. It is a matter of time until we have a fatality there. Bike lanes and high speed traffic are unsafe. Can tractor trailers negotiate roundabouts? Road funds should be for motor vehicles, not bikes.

12. The only real problems I see along 536 in the study area is the intersections at KY 16 and the hill below Mann Rd.

13. To manipulate (add lanes, etc) to the existing roadbed seems a fool's dream especially for folks who have homes/property are right down to the road. I'd opt for a new roadbed. The people who will be displaced must be fairly compensated and there is no $ that can pay for memories and spirit of place. Your pens are awful!

**Safety**

1. Not wide enough to steep to curvy to hilly
2. Concerned about cars pulling out of driveways along route
3. I see only 2 important safety issues with existing 536 path from 17 to Campbell County Line. (1) the east-bound intersection of 536 at 16 is awkward if not unsafe and (2) the east-bound intersection of 536 at 177 is VERY unsafe because it's nearly impossible to see 177 traffic coming from the south.
4. Improve safety for drivers, pedestrians and bicyclists.
5. My wife has had an accident on this road on a rainy day on one of the sharp curves. We avoid using this stretch of road if we can, go into 275 then back out to our destination.
6. needs to be addressed. huge safety concern
7. People drive too fast and truck noise
8. People drive way too fast on 536, making it dangerous. Also, truck noise is getting worse.
9. People that are unfamiliar with the road travel it way too fast. Adams Family Cemetery has graves that do not have headstones on them. Fence was erected because a person that lived on Adams lane lost parking there and sinking in the graves. It is my family that is buried there and we maintain it. We don't want it moved or disturbed.
10. So dangerous to drive

**Impacts to property/homes**

1. Since 1976, when we moved to Harris Pike there have been multiple "new road plans" suggested in various newspaper articles. People who live there (my son is building there) have been unable to make plans around any firm road plans. If this happens please consider the needs of those homeowners who have contributed to the income of the county for decades. We want it to be safe, but we want to keep our homes.
2. additional traffic, damage to property
3. Afraid of losing our home. The noise, distance & inconvenience of building the road
4. Any development of this road should take into account the concerns of those whose property abuts the road
5. I do not want some of our land taken. Please take it all or nothing. I have small children and love my yard. I live on Harris Pike and it would make more sense to take the farm behind our house.
6. I don’t drive this road as often as I used to since my parents no longer live in Alexandria. I used to drive it at least weekly. When I do drive it, I always enjoy the scenic drive. I have never had an accident or near accident.
7. Keep the rural atmosphere between 16 and Decoursey. No need for more drees/fischer/ryland cookie cutter subdivisions!

Project is needed
1. Sooner the better to have a better road.
2. The best possible option should be prioritized and this section of 536 completed before Harris and other parts of this highway.
3. The high amount of accidents on KY536 due to the nature of the road cause many unnecessary injuries and many hours of delay. More than just "commercial benefits" should be highlighted when proposing the new route. This entire process is PAST DUE.
4. This part of KY 536 is the missing link that prevents a complete cross-counties from being realized. It must be improved! This project represents one of the best ways of preserving the rural benefits of Southern Kenton County.
5. This project is much needed for safety and to also speed travel up. The most important part of the project is making sure that the safety aspect.

Environmental concerns
1. I am concerned for our dwindling woodlands
2. pollution-air, water land undesirable people & growth
3. Saving green space and water areas
4. Environmental impact is of concern as well as maintaining the rural nature of the area.

Geometrics
1. Do not like the curvy roads and how people drive on 536
2. I feel a couple of the curves could be taken out now. Especially 536 E of maverick there is a wreck there every week almost. I have lived on 536 3 years and every mail box has ben replaced many times, the fire hydrants and utility poles. The cures could be taken out easy.
3. The road is much too narrow for the amount of traffic.
4. There needs to be a little bit of room on the sides of the road. There is none and since it is winding there leaves no room for error.
Connectivity
1. Cut down traffic on I-275 by offering a viable alternate route
2. It is difficult to travel east/west in lower Kenton. Campbell & Boone residents of Pendleton also are in these areas a lot

Design
1. How many roundabouts?
2. Lack of street lights is another issue that wasn’t on the list. I hope this is also part of the plan.

Development concerns
1. My only concern is that you touch it. I wonder how many builders already own property on both sides of it, waiting for your construction. It’s shameful what has happened to northern ky.
2. My primary concern is how it will be developed. Also, the gap between the recommended route and funding could make the study results obsolete

No benefit
1. Road in no way benefits Independence very little desire to travel east. Utilize my tax money to better Independence, not throw money away. Harris/536 does not have problems with congestion or accidents. Lived on it my whole life. Don’t just look for a way to spend...fact is more and more development is downtown.

Miscellaneous
1. Harris Pike is considered in this roadway. I have lived on Harris Pike for 48 years and since this expansion of businesses have grown the traffic on Harris has improved 98%. Some times I have to wait for minutes to get out of my driveway and the speed limit is 35. There are many many that don’t even go less than 55 miles per hour. Motorcycles are the worst. We have to many big trucks go across Harris Pike.

Responses to Comment Form Question 6

Following are responses provided for question 6 of the Comment Form. Responses were grouped into the general categories listed below (responses are shown as written by respondents; no edits were made).

Please share any comments, concerns or suggestions you may have regarding the improvements to be developed through this KY 536 Scoping Study.

Design suggestions
1. If semi trucks are going to routinely travel 536 then it needs to be 3 lanes so that cars can get around the trucks.
2. wish this area could be double lanes and cleaned up better.

3. 4-lane should go right down Visalia Road, is so dangerous

4. Given the amount of existing utilities, houses, structures etc. along the existing 536 corridor would it make sense to pick a route much farther south where there are less utilities to relocate, cheaper land values and less structures to deal with. Moving it further south (near Wolff Road in Campbell County) may make it easier to cross the licking river from a grade stand point.

5. In addition to the need for urgency that I feel about this project, alignment would be my major concern going forward. In particular running new 536 directly from Whites Tower Elementary to an intersection with Staffordsburg Rd that eliminates Taylor Mill Road, and Maverick would be my first priority followed by a new longer flatter grade from the current intersection with Klein Road to the Intersection at Pond Creek and 177 to eliminate both Visalia Rd and 177 between Klein Rd and the Visalia Bridge. To me, those two elements make up 80% of the needed improvement. Cant wait to see what you have in mind.

6. New bridge at Licking River, overpass for railroad and old Decoursey Pike, and a straight connector to the East and West pieces of the proposed new KY 536.

7. There are many houses on Harris Pike, including ours. They need to by pass it altogether. We can’t hardly get out of our driveway. It is very dangerous to try to get our mail out of our mailbox!

8. I do not believe a cross county road would benefit the residents in this area as much as improvement to existing roads such as widening narrow feeder roads, correcting blind curves etc. If it is deemed necessary to have such a route I believe it would be best to locate it south of 536. It is also difficult to express an opinion when the actual course this improvement would take is not clear and could have varying impacts.

9. I would hope that alternatives follow the existing route as closely as possible to minimize disruption to family's lives. Make it clear on displays that you are talking about a road that semi-trucks can use.

10. We need a good safe two lane road with shoulders across Boone, Kenton and Campbell counties for safety and local travel. Roundabouts at major intersections should be included as traffic calming, discourage heavy through traffic and eliminate left turns. A good example would be the rebuilt north section of North Bend Road in Boone County.

11. Discuss the speed limit! Fi the existing roads

12. Many students walk from Simon Kenton to Independence Towne Center. There should be a cross over to keep the kids off of the road.

13. Spend more design and money improving geometry and widening and road rather than offering bike paths or sidewalks.

14. You need to divert through traffic and straighten out curves on existing roads for local traffic. Maintain county atmosphere

15. I do not suggest sidewalks because this is a very dangerous road especially for people, let alone for traffic. I feel this is a waste of money. I believe that
all money should be put into the road itself to make it a little wider so the accident rate will come down.

Impact Concerns

1. I hope the road stays a 2 lane road. The residences along the road are rural in nature with a country feel and that is the reason I moved here. I live on the road and do not want to see it become a fast track road between KY 16 and KY 17.

2. My concern is the reason that this is actually being proposed. I fear we are being sold that we need this road for safety when the reason behind it is for new development to the area. Page 16 from the draft document indicated that PDS estimates 9000 new homes and 250 acres of potential future land use. It is very ironic that the paragraph before that states the results of the survey that says residents want the area to remain rural.

3. Replace any trees that are lost will mature growth, not pulling and use native plants. Give homeowners replacement value not market value. Keep rural feel

4. My new house will have a highway going through it!!! (2888 Harris Pike) Beneficion level= none people your disturbing=everyone

5. My property is affected by this. You are destroying the last area that is still rural. This is not progress, it's greed and shameful. I'm sure the realtors and builders laugh at my comments, which is even more shameful. The only thing that would get me to move from the family home I love and out of the area that I've spent my life, is another major highway in my backyard that is obsolete before it is even built. Please do not force your opinion of "Progress" on everyone else.

6. Other than regularly needed maintenance, I wish they would leave this road alone. "Improving" 536 is only going to take land away from homeowners, destroy farms and lead to further development. I have lived in this area for almost twenty years and do not like the urbanization that has been taking place. There have been way too much construction, and I fear we will soon look like Florence!

7. my real concern is this will open it up to heavy commercial travel, including semi traffic, which will increase roadway dangers to local traffic as well as residents. Before you say "no it won't" take a look at commercial traffic on 14. Also a concern is what about the property values and lifestyle of those in that area?

8. Also after you cross the bridge into Campbell co, there are a lot of homes that would have to be purchased.

9. Concerns about my house/property being taken losing money relocating just bought the house in 2014

10. I am concerned that improvements to the roadway could lead to more suburban-style sprawl into rural NKY countryside.


12. Keep the "developers" at bay, do not allow this effort to become a stepping stone to more subdivision sprawl. Would rather keep 536 as is that have it over run with 1000’s of cheap ugly little houses all crammed together on tiny lots.
13. If a 4-lane 50 MPH road is built to replace 536 what are the unintended consequences for land use and pressure to change zoning for more intensive use?

**General comments**

1. Consider how you sell this message: "lack of sidewalks & bike paths" is a very suburban problem this is rural. Reframe the issue for rural residents....insufficient width to pass tractors, etc.
2. This was a great first phase of communicating with the public
3. One stated goal is to increase economic development and this also needed. It would be nice to improve all the other "536-ish" rural roads first...need some 'road love' throughout southern Kenton County.
4. More midnight to 6 am police presence would cut down on the accidents.
5. I do not want to see tractor trailers on 536
6. I am interested in: KYTC project 6-162.00 because I want to know about any improvements that would demolish the clearview condos and Delaware crossing apartments and Kroger shopping center, located at intersection of Madison Pike with SR536
7. One item is that the OKI/536 website seems to have become more difficult to navigate (get around on) I and my family have lived on SR536 E/O RT 16 for over 26 years and this road improvement has been off and on the books under various names for 15-20 years before we moved here (over 40 years in total). If you are going to do this, please don’t get everyone all stirred up again, only to put it all off again for another 10 years or more.

**Opposed to project**

1. Remember-making a faster way from point A to B isn’t necessarily good. We don’t need more houses or a faster way to the malls in Boone County. Take your time--smell the roses.
2. We don’t need no more improvements. Every time you turn around there is a new business popping up. I built my house in 1968. I was the third house on Harris Pike. I thought this was going to be a country of all of a sudden city of Independence took up over gave us nothing but a tax bill we don’t need a city the county we had was alright all cities do is think of themselves.
3. My entire family lives on Harris Pike including myself and my husband building a new home at 2888 Harris Pike. We have worked hard our entire life and don’t want to lose our homes. And the amount of people that would benefit is not enough to warrant us losing our homes. I’m very against this road!!
4. Leave it alone!! Lived on 536 over 50 years. The construction of a road as proposed is impractical, will further ruin our rural setting.

**Supportive of project**

1. Any improvements you make regarding multi-modal routes will be an improvement, especially biking and pedestrian.
2. Hurry. Start the improvement.
3. With Independence becoming a growing community we need a two lane highway to link other major roadways. Really inconvenient to travel to Florence Alexandria, NKU, etc.. Please make this happen.

4. My main concern is safety. I would like to see the road a lot safer.

**Miscellaneous**

1. My biggest concern is dealing with the state again if they need to buy more right away. When they bought the current R/W the first guy to come out told me to sign the release or they would take it by eminent domain. Things did not start well. The grading that was promised us never happened. My water meter was moved and now freezes in winter and the roadway drains are in the high spots.

2. Not Campbell County

3. What happen to the study that took our Visalia hill. A study was done a few years ago that went from Harris straight to the river.
Appendix J.

Comments Received from Website, 12/15/14 - 4/24/15
Comments for Consideration

1. I live at the bottom of Visalia hill and something needs to be done to fix 536.

2. Please help me understand. the part of 536 that has the highest rate of crashes has been the last to be addressed. What is the logic in that? My daughter had a major wreck with a resultant traumatic brain injury on that road in Independence. Y’all need to get it DONE. It SHOULD have been done at least a decade ago. Shame, shame on you all.

3. I strongly recommend that KY 536 become the cross county highway which is needed for economic development growth in Kenton county. 536 should provide access to I-75 for residents of Kenton & Campbell County residents. The state should acquirer additional land which will be needed for future road expansion. The state needs to fund this road in 2016 legislative session.

4. The improvements to this road which is a major connector from I75 to US 27 in Campbell County is critical for future traffic as well as development in Kenton, and Campbell Counties. This project should be a priority for our region for future growth.

5. I am very interested in this project and I would be very interested in helping in any way possible. I am biased, I believe we need to have 536 upgraded ASAP, it is absolutely critical to improve east/west movement within the 3 N. Ky Counties.

6. Let’s keep the concerns of the affected residents in mind, but let’s foremost get this project funded and done. An East-West connector is vital.

7. My concern is the impact on the east side of the Licking.

8. The 536 improvement objective ought to be most about improving safety, not encouraging increased traffic through mostly rural areas as exist currently east of 16. One of the charms and attractions of rural areas in southern Kenton County is the absence of high traffic.

9. I want to be sure that as the project progresses, trees and vegetation are left in place unless absolutely necessary.

10. I am the home owner at 3608 Visalia Rd in Morning View. I’m very curious how this project effects my land (will 536 be widened or addition route built) and how much traffic i can expect (+/-) in front of my home at the completion of this project.

11. 536 SCOPING - It is a straight line from Harris Pike to the Visalia Bridge, through vacant country side, no homes. This land will never be developed because of sewage problems(no sewers). This property may be developed in 50 year, maybe. This undeveloped property will never be cheaper. The current Visalia road is now being traveled by 18 wheelers. They need both lanes of the road to make turns and cars must stop and get off the road to pass trucks. School Bus meet 18 wheelers on this road and the buses must leave there road to pass the 18 wheelers. Ambulances from southern Pendleton, Campbell and Kenton Countys would have a safer and quicker route to get to St. Elizabeth Hospital in Edgewood, Ky. The construction of this road would never effect any east-west traffic flow in the area. Theres are not any farms in this area. No one farms this land anymore. There would be new businesses developed on the Ky 16 (west) side of the new road. The houses on old 536 (Visalia road and Staffburg...
Road) would not change because of the new (536) road would be to the east of their homes on undeveloped land. Everyone will benefit with this new safer (less accidents) road.

12. What do you think of the following route? (http://binged.it/1EfABHK) All land south of this route should be kept RURAL!

13. Where is the demand for improvements to 536 between SR16 and Campbell County originating from? Is it residents or is it developers that want the area opened up to new subdivisions? Spending millions of dollars to get to Southern Campbell County a few minutes faster is highly irresponsible with tax payer’s money. Anything I need commercially is either already in Independence or in Florence which would still be closer even after a new road to Campbell County. Why should I as a taxpayer have to flip that the bill for a new road built because some developers want new and cheap land to build on.

14. Why is this project so important to you, OKI? The people of Southern Kenton are not clamouring for a widening of 536 between SR16 and Campbell County. Why is it that politicians not elected by the residents of the area that YOU want a new road in get to decide what we want? Have you not read our survey, Southern Kenton County Land Use? We do not want your road. We do not want to pay for a road that your political contributors (developers) are pressuring you to build so they may have a new area with cheap land opened up to them. This can only be the reason. There is nothing in Campbell County commercially that people in Kenton County need to get to. People live in these area specifically because they are rural. Do not be irresponsible with the people’s tax money. How about spending this money on the Brent Spence Bridge? People actually want that fixed and they are trying to figure out how to pay for it. Maybe spend this money in already developed areas maintaining the current roads that are crumbling like Covington. That would spur economic development. Do not ruin our rural areas because of the greed of a few.

15. I don’t think semis should be allowed to travel 536.

Questions

1. What happened to the plan that was shown to us by the state several years ago?

2. I did the Geotechnical Overview Engineering report for HC Nutting Co. now Terracon Consulting,Co. in 2000 as a sub-consultant GRW Engineers for KYTC. The Geotechnical Overview report for Kenton Co. Ky. 536 began at US 25 Dixie Highway and extends across Licking River near Visalia to Pond Creek Road (Ky. 1936). Do you have this information? When do anticipate any design work on this project? Henry Mathis Senior Consultant, Terracon Consulting Lexington, Ky. 859-361-8632. Thanks.

3. What is the reason they were trying to relocate SR 16 where it crosses KY 536. Is the study being pushed by developers in the area to open up more land for development? Not so much for the road safety?

Requests for project updates
1. Thanks, I am interested in this.
2. I would like to remain informed regarding planning meetings and public forums. Thanks
3. Just want to stay informed.
4. Would like to know more about why this project is needed?
5. Keep me informed with meeting notes etc.
6. I am very interested in what is happening with 536. I would like to be notified of updates and meetings. I live on Kenton Station Rd. and travel 177 and 536 often. Thank you.
7. I would like updates.
8. Sharing contact information so that I may stay updated on the study’s progress. Thank you.
9. Would like to be kept informed, I live off of 536. Thank you.
10. Hello, we are students participating in a University of Cincinnati project examining the KY-536 corridor. We would love to stay updated on this study.
11. Please email me updates and information when available.
12. Thanks for the opportunity to be connected. My wife is the pastor of Staffordsburg United Methodist Church located at 11815 Staffordsburg Road (Hwy 536).

**Place of Residence Identification/Email Address Submissions**

1. Resident along 536
2. I live in Independence.
3. We live in Forest Run Subdivision on Cypresswood Drive.
4. Resident of KY 536 (Staffordsburg Road) Section of KY 536 From Maverick to Visilia Road.
5. I currently live on 536 in Campbell Co.
6. An additional 39 messages received included email addresses but no comments. All email addresses were added to the project stakeholder database.
Appendix K.

Public Open House Flyer
Public Open House
Tuesday, March 24, 2015
4-7pm
Simon-Kenton High School
11132 KY 17 (Madison Pike)
Independence, KY 41051

This public event is the first in a series of three Open House meetings planned for this year as part of the KY 536 Scoping Study. The purpose of this first meeting is to gather input from those who know the area best -- residents and property owners, as well as others who use or are interested in the corridor. In addition, data related to traffic and safety on the corridor will be shared.

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).

ANY QUESTIONS PLEASE CONTACT REGINA BROCK AT RBROCK@OKI.ORG OR 513-619-76
PUBLIC NOTICE

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) will host an Open House on Tuesday, March 24, 2015 from 4:00 p.m. to 7:00 p.m. at Simon-Kenton High School (11132 KY 17 (Madison Pike), Independence, KY 41051). This is the first in a series of three Open House meetings planned this year as part of OKI’s KY 536 Scoping Study. The purpose of this first meeting is to gather input from those who know the area best—residents and property owners, as well as others who use or are interested in the corridor. In addition, data related to traffic and safety on the corridor will be shared. 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 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](http://www.oki.org/536)
Appendix M.

Public Open House Press Release
VITAL EAST-WEST CORRIDOR IN NORTHERN KENTUCKY TO BE DISCUSSED AT PUBLIC OPEN HOUSE

March 24 meeting will focus on most eastern section of KY 536 in Kenton County

Cincinnati, OH (March 23, 2015) - The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) will host an Open House on Tuesday, March 24, 2015 from 4:00 p.m. to 7:00 p.m. at Simon-Kenton High School (11132 KY 17 (Madison Pike), Independence, KY 41051). This is the first in a series of three Open House meetings planned this year as part of OKI’s KY 536 Scoping Study. The purpose of this first meeting is to gather input from those who know the area best—residents and property owners, as well as others who use or are interested in the corridor. In addition, data related to traffic and safety on the corridor will be shared.

“Safety is the foremost concern,” said Kenton County Judge Executive Kris Knochelmann, Second Vice President of OKI Board of Directors and Project Development Team Chair for the Study. “This stretch of road has one of the region’s highest crash rates – more than three times the statewide average. It also has drastic elevation changes and poor sight lines which can make travel through the area challenging and hazardous to drivers, particularly in poor weather. It’s our obligation to identify improvements that will ensure a continuous, efficient and safe flow of traffic across the KY 536 corridor.”

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 Campbell County line.

“Independence has been the fastest growing city in Kenton County over the past decade and the forecast is for this strong growth to continue,” stated Independence Mayor and OKI Board Member, Chris Reinersmann. “KY 536 is vital to improving access and safety to key residential, employment, and commercial destinations throughout Northern Kentucky.”

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).

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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 the study, please visit www.oki.org.