



SUMMARY OF PUBLIC COMMENTS FOR PROPOSED AMENDMENTS TO THE TRANSPORTATION IMPROVEMENT PROGRAM AND HORIZON 2030 TRANSPORTATION PLAN

Kentucky Member Counties

KIPDA received 590 comments during the public comment period from September 14 through September 29.

- Bullitt
- Henry
- Jefferson
- Oldham
- Shelby
- Spencer
- Trimble

Of the 590 comments received, a majority of them (530) were in opposition to KIPDA ID No. 389, in relation to I-64 and a change in the project description to read “Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative, transportation modes, deployment of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel.”

The reasons cited included the following:

Indiana Member Counties

- Waiting on the East End Bridge to be built to change I-64
- Do not diminish the parks or surrounding neighborhoods.
- Need for more alternate modes such as bicycle, transit, light rail, park and rides and rideshare.

Clark

- Widening would bring more noise and pollution to the parks and surrounding neighborhood.

Floyd

- Traffic should be diverted around the city not through the heart of it.

In addition, 21 comments submitted opposed the One-Way Street Conversion to Two-Way Streets. The reasons cited included:

Equal Opportunity Employer

- Increased congestion on streets leaving downtown during rush hour.
- Would cause an increase use in gas and more air pollution.
- Creates safety concerns for pedestrian and bicyclists.
- Less street parking
- Traffic lights are easier to time on one-way streets.

An additional 14 comments were received after the public review period had ended. Comments received were submitted to the Transportation Policy Committee Public Comment Subcommittee for review as well as the Transportation Policy Committee for their review.

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Transportation Improvement Program and Horizon 2030 Metropolitan Transportation Plan Amendment Comment Breakdown

We received 590 comments. Some of the comments include reactions to more than one project.

Project	Number of Comments received
US 42	For: 4 Against: 0
One-Way Street Conversion to Two-Way Phase 1 and 2	For: 10. Against: 21 Both for and against: 1 Miscellaneous: 1
TARC High Capacity Corridors	For: 1 Against: 0
KIPDA ID No. 1479 I- 71	For: 1 Against: 0
Second Street Streetscape	For: 2 Against: 0
KY ID No. 52 I- 64 / KY 1747 Interchange	For: 1 Against: 0

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KIPDA ID No. 226 River Road	For: 0. Against: 1
KIPDA ID No. 1501 Bicycle Parking & Intermodal Transit Facility	For: 0 Against: 2
KIPDA ID No. 1513 Bicycle Priority Corridor	For: 1 Against: 0
KIPDA No. 389	For: 12 Against: 530 Note: 39 of these identical emails about our traffic model, 249 were identical email blast about the widening and 242 were individually written emails

We also received comments unrelated to the amendment about these issues:

- A need for a ferry
- Don't Widen I-65
- Amtrak
- Rail Lines
- One-way streets and bike lanes in Cherokee Park
- Slaughter facility relocation

Explanation of the Public Comment Process

When public comments are received from the public they are immediately responded to and the sender is notified that their comments have been received. The comments are then submitted to the Transportation Policy Committee's Public Comment Subcommittee to review and provide feedback. Comments are then sent in their original context to the TPC and the comments also summarized and presented to the TPC at their meeting.

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