

Amendment 2 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and FY 2020 - 2025 Transportation Improvement Program (TIP)

Public Comments

1. Project Sponsor: KYTC

Project Name: I-64

KIPDA ID: 390

Project Description: Eastwood Fisherville Connector to I-64. Project will consider a new interchange and connector road from KY 148 to US 60 with a new interchange on the I-64 corridor.

Public Comment: The intersection at Eastwood Cutoff and Shelbyville Rd is already a NIGHTMARE! Adding traffic from all the approved & proposed subdivisions PLUS a school AND an interchange will create gridlock, chaos and DEATHS. Move the interchange farther east.

Public Comment: This project is desperately needed in view of increasing development outside the Snyder Freeway. The comments of the three Luddites about local road traffic obviously don't live here and should be totally ignored.

Public Comment: I do not support this project. We should not be investing money in a new ramp or new lanes because we need to discourage more interstate car travel. The traffic on local roads is not a problem.

Public Comment: This plan is way overdue. Moderation of infrastructure to deal with the overbuilt housing developments which have grown faster than area roads is long overdue. Smart plan, very smart.

Public Comment: This will ease traffic on 265/64 interchange and also 64/Shelbyville rd. interchange. I am all for it, please be smart about Eastwood design

Public Comment: Way past due. Please incorporate roundabouts. stoplights are soo yesterday!

Public Comment: As the owner of 814 Gilliland Road- I do not support the project

Public Comment: I full support this project. The growth in this area is creating traffic concerns and this interchange is needed.

Public Comment: I do not agree with this project...this area should remain residential and agricultural... I suggest improvements in the I64 to Gene Snyder to Shelbyville Rd to handle

increased east flow on Shelbyville Rd. The I64 to Gene Synder ramps can be improved.

Public Comment: Well. I live here and the traffic at the Eastwood Fisherville Cutoff is indeed a nightmare and accident liability now and getting worse. We do not need the extra traffic! No we're not Luddites, we're just realistic.

Public Comment: I think it's a great idea would relieve some of the congestion.

Public Comment: This is a horrible project. Eastwood Fisherville would need to expand to four lanes to handle the added traffic, imagine traffic going south under the 1 lane bridge

Public Comment: I think deflecting existing traffic that has to exit onto the Gene Synder to a more eastern exit is a great idea. Just not sure this particular road is the best one for it.

Public Comment: I do not support this project because I do live in this area and my Road cannot support the traffic it already has. There are numerous accidents and private property destruction caused by too many cars on the road. It would take ANOTHER widening.

Public Comment: Will this project include revising the already F rated intersection at US60 & Eastwood cutoff? This intersection cannot withstand the current & projected growth here along w/ a new school & new interchange.

Public Comment: were in less populated areas allowing for future growth

Public Comment: While both sides of this argument have good points, my concern is for the residents closest to where the entry/exit onto shelbyville road will be effected. Sound, speed, and population safety seem to be unconsidered. It would be better if the ramps were.

Public Comment: This is NOT the appropriate location for an inter change. Besides the fact that it will NOT be convenient to Shellbyville road, it has a one lane area under a railroad overpass near Taylorsville road. This entire road was designed as a one lane, local access road. It was paved to be two lanes about 15 years back and it has 5 -7 miles of dangerous curves, banking in the wrong direction. It is full of wildlife that routinely wander in the road way. This is because it is a beautiful and quaint area. It should remain that way. The noise and pollution will ruin this area and make that narrow, curvy road far more dangerous with tens of thousands of cars on it each day. The infrastructure of this road cannot support this traffic.

This could easily be located by the new school at eco trail where the road will be re constructed for the bus traffic, although I hate to see it there as well. The busses will have to now use Eastwood Fisherville. This road and all of its hills and curves is too dangerous for this type of traffic.

Public Comment: After reviewing the amendment, the concern I have is there is no mention of revising the already F rated intersection at Shelbyville Road and Eastwood Cutoff. I am wondering if this will be included in the proposed new I-64 connector work to be located in the vicinity of Gilliland Road. Given the recent past growth and potential for more growth in this area coupled with the construction of a new JCPS middle school and a new I-64 interchange, this intersection will become disastrous. Will there be a study done to allow for public input? Will this project address this intersection and, if so, in what way?

Public Comment: The idea of adding an exit to Eastwood Fisherville road is among the worst I've ever heard. The road is in no way shape or form the type of road or area that could handle the increase of traffic. This was never a road intended for the traffic it currently handles and this would be an increase that would only put people's lives in danger. In addition, the interchanges at the Cutoff Rd and Shelbyville road are so very narrow and would be a nightmare to expand.

Please consider another spot.

Public Comment: I think an interchange at 64 and Eastwood Fisherville Rd is a terrible idea. Focus should continue to be on 265/64 and widening Taylorsville Rd from 265 to Taylorsville Lake Rd.

2. Project Sponsor: KYTC

Project Name: I-64 Bridge Painting

KIPDA ID: 2596

Project Description: Bridge painting of I-64 Riverside Expressway bridges.

Public Comment: Way over due and needs to be done asap before damage gets beyond repair

3. Project Sponsor: KYTC

Project Name: I-71

KIPDA ID: 2788

Project Description: Widen I-71 from four to six lanes from KY 393 to KY 53

Public Comment: I do not support this project. We should not add more driving lanes because it will encourage more driving (included demand) The assumption that there will be more car traffic will be "self fulfilling" in a way if you add more car traffic lanes. Please do not widen!!!

4. Project Sponsor: KYTC

Project Name: I-71

KIPDA ID: New (Not Yet Assigned)

Project Description: Improve safety and reduce congestion on I-71 from KY 53 to KY 153 (improvements may include additional travel lanes).

Public Comment: Do not allow the addition of more lanes! If safety is one of true priority, there are ways to reduce traffic crashes without adding lanes. Focus only on those interventions. Do not widen!!!

5. Project Sponsor: KYTC

Project Name: KY155

KIPDA ID: 2371

Project Description: Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.

Public Comment: This is seriously needed. People are dying at this intersection. Traffic is always heavy and backed up at this intersection at morning and 5pm traffic. Please, please fix this desperate issue.

6. Project Sponsor: KYTC

Project Name: KY 44

KIPDA ID: NEW (Not Yet Assigned)

Project Description: Reconstruct KY 44 from Bogard Lane to Armstrong Lane (2020CCN). Improvements may include additional travel lanes and a continuous center turn lane.

Public Comment: I look forward to getting past operations and informational stages and starting actual construction. :)

Public Comment: I look forward to actual construction to begin, rather than just informational.

7. Project Sponsor: Louisville Sponsor

Project Name: One-Way Street Conversion to Two-Way Phase 1

KIDPA ID: 1809

Project description: Design and construction for the conversion of the following one-way streets in downtown Louisville to two-way traffic flow: Jefferson Street (Floyd to Baxter Avenue); Liberty Street (Jackson to Baxter); Muhammad Ali Blvd. (Jackson to Chestnut Connector); Chestnut Street (Jackson to Chestnut Connector); 8th Street (Kentucky to Main); 7th Street (Oak to Main); Shelby Street (Gray to Main Street); and Campbell Street (Chestnut to Main Street).

Public Comment: I support funding these one to two way conversions!

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Public Comment: Adding a new exit off of I64 is badly needed, the traffic buildup is unsafe, particularly at the Gene Snyder/I64 interchanges. Eastwood would have to be widened to accommodate the new traffic or it will not be worth the money and effort.

Public Comment: I do not support a project that will aesthetically affect the rural environment. Better money spent on making road improvements than making new roads and adding exits. We do not want a new exit or our taxes to keep going up.

Public Comment: much needed

Public Comment: I do not support this idea. The money it would take could be used to build a new road through a non-residential area east of here to handle the traffic to US60. Our road can barely deal with the traffic it has now. Horrible idea!

Public Comment: Please make this happen. Too much traffic at 265 and 64 interchange.

Public Comment: I think the intersection at Eastwood Cutoff and Shelbyville Rd would have to undergo a substantial redesign with the increased traffic, volume this would bring to the area.

Public Comment: Widening of Eastwood Fisherville Rd would definitely be needed, but an exit here from 64 would alleviate a lot of traffic at Shelbyville Rd and 265. I'm all for this added ramp given the new subdivision added recently!

Public Comment: I do not support this new interchange. Fisherville Road from Shelbyville Road to Taylorsville road is windy and narrow. Added traffic to this area would be a disaster. There are many developments on Fisherville Road already.

Public Comment: Finally a plan to address our outdated roads in the area to deal with traffic concerns.

Public Comment: YES!!!!!! This is a much needed project that will ease the traffic in the are by modernizing the existing roadways and putting in the infrastructure to address the already overburdened traffic areas. Please fast track.

Public Comment: Bob Federico Chairman Eastwood Village Council (Please see attached letter)

2. Project Sponsor: KYTC

Project Name: KY155

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the stats. I have seen them to at the last FANA meeting. Please do something about the Direct traffic turning lane turning right to Haymakers rd.



Eastwood Village Council

P.O. Box 92
Eastwood, Ky 40018-0092

To Whom it may Concern.

In response to latest KIDA Road Plan Amendments:

The EVC wanted to formally state its deep concern for what has obviously been completely disregarded by Louisville's Planning community relative to the Eastwood Cutoff US 60 Realignment project we have been discussing for nearly 2 years. This discussion started with the Echo Trail Subdivision and has escalated since the announcement of the new Echo Trail Middle school (ETMS).

In addition, the previously approved 330 lot subdivision on Johnson Rd has broken ground and we are also faced with yet another 850-unit subdivision on Aiken / Johnson Rd. Both subdivisions, being districted to the new school, will clearly drive bus and car traffic into Eastwood and subsequently onto Gilliland through already over utilized intersections.

The EVC and the community are grateful for the turn lanes at Johnson which for now, has solved the eastbound left-hand turn problems from US60 to Johnson Rd. However, the turn lanes as designed, only provide for 2 - 3 car queues from westbound left hand turns onto Johnson Rd south of US60.

We have reached out to Representative Jerry Miller and JCPS (Abby Piper) to understand where funding for the US 60 Realignment project stood and its impact on the Eastwood cutoff intersection. It was brought to our attention that since the school has closed on the property, groundbreaking on the new school is scheduled for Summer 2021 with occupancy expected August 2023. As per Jerry Miller, and according to Matt Bullock, P.E. :

- 5-8952 (US 60 REALIGNMENT OF GILLILAND ROAD AND EASTWOOD CUTOFF): It will be November –December 2020 before the funds can be authorized (KIPDA Amendment #2 for FY 20-25 TIP). We will start in-house design when funds become available. There are no other funding phases in this biennium.
 - Internal Design should be completed by September 2021

NOTE: the Louisville Planning Commission, as a Condition of Approval for the Echo Trail development, requires the Developer to provide \$250,000 for the explicit purpose of planning and redesign of the failing Eastwood Cutoff Intersection at US60.

The Real Estate closing on the JCPS property should qualify as a triggering event and these funds should be made available for design / planning work as it clearly calls for. Furthermore, according to Representative Miller:

- Assuming Completion of in-house design by September 2021, project estimates for Right of Way (ROW), Utility Relocation and Construction would be available for inclusion in FY2023-24 Road Plan
- ROW acquisition would take a minimum of one year, with no high estimate since it is driven by willingness of sellers to accept KYTC appraisal offer.
- Utility relocation could take one year or more, depending on underground gas and electric relo.
- Assuming above takes only 1-3 years total, construction money could be available in the FY2025-26 Road Plan.
- Construction could be done in 1 year if funds are available, but there is no guarantee.

As we can see, this solution is 2 - 3 years LATE to accommodate the Middle School occupancy. Councilman Anthony Piagentini and I discussed this specifically with Dr. Pollio, Superintendent JCPS in October 2019, who agreed the traffic infrastructure had to be improved in time for occupancy as the current scenarios were UNSAFE to faculty, advisers, the community and above all, students.

In addition, in a letter from Louisville Public Works to Randy Frantz, Director - Transportation for JCPS, dated 2/20/2019, the letter states that:

The Gilliland Rd intersection with Eastwood Cut Off Rd (KY-2841) & Shelbyville Rd (US-60), which is the major arterial roadway to the north of the subject site, already experiences excessive delays and is currently operating at a Level of Service F in both the AM and PM peak hours. Based on a traffic study prepared on 10/22/18, the northbound approach of this intersection with Shelbyville Rd currently experiences a delay of 83.6 seconds and is expected to increase to 671.8 seconds in the year 2030 with a growth factor of 1.5%. The PM peak hour traffic currently experiences 169.7 seconds of delay which is predicted to increase to 1,372.2 seconds in 2030. The growth factor used to project future traffic volumes may not accurately account for the additional traffic that may be generated by a new school.

What is really concerning is what is being discussed as “Alternatives to facilitate opening of ETMS in August 2023. Specifically:

- While doing in-house design of the US 60 Realignment, KY Cabinet will examine alternatives for the existing Gilliland/Eastwood Cutoff/US 60 intersection to make it safer.
- One alternative is to prohibit turns onto Westbound US 60. That w/b traffic would be routed to the Johnson Road intersection. Right-turns onto Eastwood Cutoff and southbound Gilliland would be allowed
- KYTC can consider if a traffic signal can be placed at Johnson Road ix by August 2021 to accommodate the increased ETMS construction related traffic that will travel through Eastwood

While on the surface, these alternatives appear helpful, they:

Fail to address the obvious traffic from US60 westbound in the morning needing to get to the School via the Johnson Rd route. There is currently no queue space on US60 to handle multiple school buses and the anticipated number of cars headed south. This would lead to a huge back log of traffic westbound during AM rush hours. This doesn't even begin to address the school buses returning to their depots after student drop-off.

Another aspect of this solution is a non-stop lane Eastbound from US60 to South bound Gilliland via the Eastwood cutoff stub. The obvious problem is that the traffic which, as per above, would be coming from the Johnson Rd intersection that would now have to make a LEFT turn onto Gilliland south but they would be facing a virtual nonstop flow of traffic from Eastbound US60. The geometry speaks for itself.

The signalization at Johnson Rd, (being considered), in order to handle the afternoon school exiting traffic would have to have significant US60 stop times to again handle the traffic, not only onto US60 but needing to cross US60 to travel back north on Johnson Rd to handle the new subdivisions already identified earlier. This same light would have to address the US60 Westbound needs back towards Middletown as the solution calls for stopping access to US 60 westbound from Eastwood Cutoff / Gilliland.

The extended stop times needed by that signal would without doubt, force eastbound US60 traffic to come to a dead stop in front of the Middletown / Anchorage Fire House at Eastwood cutoff.

While we are addressing the impacts of the ETMS, we cannot forget the traffic from the Echo Trail subdivision phases 1 and 2 which were the catalyst for all this in the first place.

After all this, we had the opportunity to review the KIPDA report and the highest priority project that concerns the Eastwood Village Council; Widening of US 60 to three lanes from Rockcrest Rd on the East and the Cut-off on the west. I have summarized the changes to these projects below.

Widen US 60 to three lanes.

- **Moved funding for design phase from 2020 to 2021**
- **Moved right of way purchase from 2020 to 2023**
- **Moved utility movement phase from 2020 to 2024**
- **Moved construction phase from 2020 to beyond 2025**
- **Moved "open to the public" date from 2024 to 2029**

Things to make note of:

- 1. Just because something is "in the budget" doesn't mean it will actually be done.**
- 2. Remember that Jerry Miller has previously publicly stated that only the first two years are actually budgeted while the remaining three years are only planned with no funding commitment.**
- 3. This amendment removes the construction phase of this project from the five year plan.**
- 4. There is only \$1,000,000 allotted to the construction phase of this project. I do not see how the intersection at the Eastwood Cut-off could be part of this project.**

In Conclusion,

With the New Middle School opening its doors in 2023 at the latest, it painfully obvious that nothing is being done to address the pending traffic congestion and safety issues at the Eastwood Cutoff Intersection. Virtually ALL school traffic, from School buses to individual cars will flow through Eastwood and the Eastwood Cutoff Intersection. Add to that traffic, the planned and approved Echo Trail Subdivision with 550 new homes, again using the same route and the Johnson Rd subdivision breaking ground along with the obvious known geometry issue of said intersection and we have a dangerous condition being created.

It seems to us that there are some serious faults and deficiencies that need to be addressed and viable solutions identified. The re-structuring and signalization of the Eastwood Cutoff / Gilliland Rd to US60 intersection still seems to make the most sense especially giving its proximity to the Fire house and current geometry.

As the East End grows, it too must be supported by State and Local Government, not simply viewed as a property taxing cash cow with little to no funding going back to the community that generates it. This includes system development fees that are woefully low and outdated, needing adjustments to 2021 needs and again, properly being allocated to handle the infrastructure needs of the communities that come from.

We urge KIPDA, the Louisville Planning Commission, Louisville Metro Council, JCPS, Louisville Public Works, our State Representatives and the Kentucky Transportation Cabinet to take a serious look at this immediate area and address what will become a safety issue within the next 2 - 3 years. We also urge that a separate independent Traffic Study focused on Eastwood / US60 / Johnson Rd / Gilliland and Echo Trail be conducted promptly and that it addresses the ETMS and all new subdivisions identified to date comprehensively.

Sincerely,
Bob Federico
Chairman Eastwood Village Council

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Public Comment: No!!!! Eastwood Fisherville Road, is too narrow as it is. We need a light at the cut Off and Eastwood Fisherville Road widened.