

# TRANSPORTATION OUTREACH REPORT



## WEBSITE UNIQUE VISITS JANUARY 2022

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## PUBLIC COMMENT APP



6 New Pin Drops Added This Month

## PUBLIC COMMENT OPPORTUNITIES

### PUBLIC PARTICIPATION PLAN

Dec 14 - Jan 28

#### Email Campaign

- 1,982 Sent
- 850 Opens
- 78 Link Clicks

#### Social Media Campaign

- 5,762 Impressions
- 167 Engagements

#### Virtual Public Meeting

- January 25

#### Publishments

- WDRB
- Newspapers
- MPO Libraries
- Business Association & Chamber Newsletters

### AMENDMENT 6 TO THE MTP & TIP

Jan 24 - Feb 7

#### Email Campaign

- 1,972 Sent
- 936 Opens
- 209 Link Clicks

#### Social Media Campaign

- 3,579 Impressions
- 108 Engagements

#### Virtual Public Meeting

- February 1

#### Publishments

- Newspapers
- MPO Libraries
- Business Association & Chamber Newsletters

## SOCIAL MEDIA

JANUARY 2022



15 Posts  
4,071 Impressions  
116 Engagements



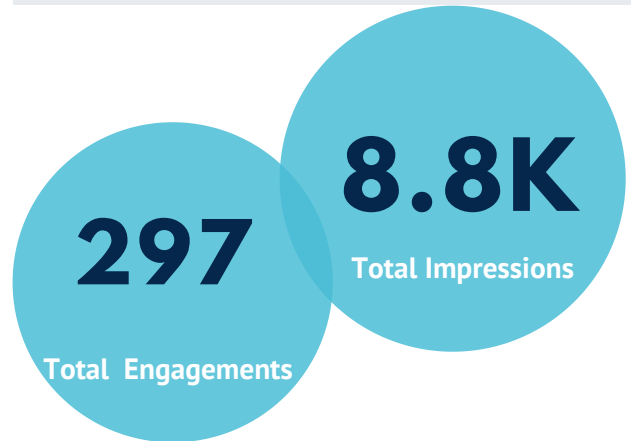
17 Tweets  
4,792 Impressions  
181 Engagements



8 Posts  
340 Impressions

#kipdatransporation #kipdampo

Social media posts for the MPO are focused on transportation planning, education, public engagement opportunities, and committee meeting events.



## PUBLIC OUTREACH EVENTS

Hosted a Listening Session at the Thrive Center

## PUBLIC COMMENTS

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"I believe Louisville would greatly benefit from reinstalling a mass transit system. I say reinstalling because we used to have an elevated rail line and many of the tracks and stations do still exist and are in use. It should be explored and if reviving it is not viable then another form should be installed regardless. Despite large initial investments, mass transit systems (even light rail) increase economic growth wherever they're placed. They would boost the economy, put Louisville on a more global setting, lessen traffic and connect our community in ways we aren't right now."

"I am opposed to more bike lanes because not many people use them. When I have taken my bike out on them, they are still dangerous to use because some drivers come too close to the lanes. The lanes are often littered with tree branches and stuff thrown out by people from their cars. Most of all, I am opposed to more single lanes on major thoroughfares with a turning lane created in the middle. I live off of Lexington Road, and the recent changes have been a complete disaster. Traffic moves extremely slow now, and if someone is texting or using his/her cell phone and moving below the speed limit, one cannot pass them now. It is also almost impossible to cross Lexington Road from one side to the next because traffic is now nothing but a steady stream of cars because of no passing. I live on Oxford Place, and to walk from one block to the next of Oxford Place while walking the dog, I have to wait longer than what I used to wait. The nearest traffic lights are at either Bauer or Cannons Lane. The idea to change Lexington Road was a bad one."

"Ugh, after reviewing many of the comments, the addition of bike lanes is overrepresented and pedestrian safety underemphasized. Bike lanes as "commuter" access serve to hamper road traffic and represent the needs of a very few. One must question the fantasy vs reality of commuters with Louisville topography and weather in considering the efficacy. Pedestrian safety and sidewalks especially for access to local staples and for recreation should be more of a priority. I believe the emphasis on bike lanes is a marketing trend and ploy for election to the higher office rather than a meaningful addition to the transportation plan."

"Can we get the barrels on Buchel Bypass over the bridge removed? They have been there for 2 years and no sign of any work being done."

"My number one comment and suggestion for transportation in the area would be to focus on removing the tolls on the bridges with Indiana. The bridges are such a great symbiotic asset, but having the tolls go to companies, and large portions of them being taken out of the local economy is hurting the city. A removal of tolls would allow the resurgence of the downtown area to the glory it once was. "

## PUBLIC COMMENTS

I frequently drive the Watterson Expressway in Jefferson County. Frequently, I find there is road construction going on that shuts down multiple lanes of traffic. What I am writing to suggest is could there be a text notification service that someone accountable for the Watterson maintains that could text drivers who opt into it about projects that would impact traffic. I think this could be done in an opt-in way. It could be promoted with signage on the Watterson and it could help drivers know what to expect when projects are planned (date, time, between which stretches of the roadway, etc).

The second suggestion I have is regarding traffic lights. In August 2020, I was hit by a vehicle driven by a young person, not from the area, who was texting, speeding, and ran a stoplight on Bardstown Road. As a result, I suffered serious injuries that required medical treatment I am still dealing with today. I was wearing a seatbelt, obeying traffic laws and had a green light. The other driver admitted to texting and speeding. I have since this event regularly observed drivers in Jefferson County running stoplights (often 3-5 seconds after the light has changed). In many other locations red light cameras are used as both a traffic enforcement tool. They hold drivers accountable who run traffic lights and they can generate income for local governments through fines. I don't know if they had been in operation they would have prevented the accident I was a victim of, but I think it's past time for Kentucky to allow them. I've written numerous people and been told Kentucky law doesn't allow for them. Then it needs to be changed. I visited Germany in 2011, and these devices were in operation all over the country. This is a country heavily focused on vehicles and yet it found these devices to be helpful in preventing accidents. If this type of technology is available, why aren't we using it to reduce motor vehicle accidents?

## PUBLIC MAP COMMENTS

"I-64 backs up (not just bridge construction)"

"Restore at grade crossing for Preston"

"Stop sign needed here"  
-E. Ormsby & S. Clay Street

"Protected bike lanes on this stretch from Bardstown down to Tyler park would be HUGE for bike commuters. It would really connect the city better for folks on bikes."  
-Bardstown Road & Beechwood Avenue

"Car traffic goes way too fast in this stretch between stoplights. Frequent honking and near misses with people speeding and turning into residences and neighborhoods. Consider additional light between Bardstown and Pee Wee Reece / Tyler / Bon Air."  
-Taylorsville Road & Gladstone Avenue

Better signage is needed here to alert cars that the bike lane is 2-way even though it's one-way for cars. I have almost been on my bike here by turning cars not looking both ways. Increase traffic from GoPuff & Logan St Market has made this worse.  
-E. Kentucky & Swan Street