

**Amendment 7 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025**  
**Transportation Improvement Program**  
**Public Comments**

**Project Name:** South Hubbards Lane  
**KIPDA ID:** NEW  
**Project Sponsor:** Louisville Metro

**Comments:** “Bike/pedestrian facilities should be protected even just with plastic bollards (like along Castlewood). Just adding a bike lane without visual, 3-D barriers only widens the road and causes traffic to go faster.”

“Love this and the price tag to do it very low compared to other road projects. It will be great to connect Brown Park and Waggener to Target and Kroger.”

**Project Name:** Oak Street Corridor Streetscape  
**KIPDA ID:** NEW  
**Project Sponsor:** Louisville Metro

**Comments:** “I am a bike commuter and I am really excited for this and fully support it! I’d love to encourage the use of native plants!”

“Until Oak is two way all the way, enhancements will not do the job alone. Semi trucks, pollution and lack of connectivity continue to plague this half a loaf we were given in 2003. Two way all the and a truck ban.”

“Love to see projects like this being proposed. This is fantastic and we should be looking to plan and implement projects like this in every neighborhood around the urban core!”

“This is great. Make it happen ASAP please!”

“As a car-free person who bike commutes along and across this stretch of Oak Street almost every day to get to work, shopping, ect., I fully support this project and cannot wait to see the improvements it will bring to a vital corridor in Old Louisville!”

“I live in 40204 in the edge of 40203 and use Oak Street for many reasons. I support this project.”

“We need this project. It was originally on the plan for several years ago. 100% support!”

“I support this 100%. More pedestrian infrastructure = slower car speeds. Investment like this is also good for the small business along Oak.”

“This is sorely needed and will make this road safer for all the people that live and

work around here, and slow down the speeding dangerous car commuters who use it as an expressway!”

**Project Name:** SR-265 Sign Conversion  
**KIPDA ID:** New  
**Project Sponsor:** INDOT

**Comments:** “Yes! This should have been done long ago.”

“I always wondered why this wasn’t an “interstate” route when the roadway \ was extended and the bridge was opened?? Makes sense. Not sure why it would cost \$5.6 million to replace signs on that small stretch of highway?”

**Project Name:** Stansifer Ave Streetscape Improvements  
**KIPDA ID:** New  
**Project Sponsor:** Clarksville

**Comments:** “Great attempt at trying to improve this residential road that has been destroyed by the expressway here”

“Would like to see bike lanes added, if not already included in the design.”

“I also vote for new bike lanes, and I’d love to see as many native plants as possible here. I support this!”

“I favor the Stansifer upgrades.”

**Project Name:** Progress Way Road Improvements  
**KIPDA ID:** New  
**Project Sponsor:** Clarksville

**Comments:** “I support the project that will provide another alternative to cross I-65.”

**Project Name:** North Hubbards Lane  
**KIPDA ID:** 384  
**Project Sponsor:** Louisville Metro

**Comments:** “Very excited for bike lanes! I don’t have much of an opinion about the turn lane. Please make sure bike lanes are very well designed, considered, and keep bicycles safe.”

“If the bike infrastructure isn’t going to be separated or protected the funding should be removed and added for infrastructure elsewhere that is. Need to stop building 2004’s bike lanes. No more bike gutters.”

“This project would make it much safer for cyclists and drivers in this section of Hubbards Lane.”

“Considering the road if unfortunately getting wider, bike lane should be protected even just with plastic bollards (like along Castlewood). Just adding a bike lane without visual, 3-D barriers only widens the road and causes traffic to go faster.”

“The cost is too great.”

“Agree on the adding the much needed bike/ped lane here, will become well used. But spending an extra 5 million for a car turn lane is a waste of tax dollars.”

“Why are we spending so much to continue widening roads? The S. Hubbards project is 9% the cost of this by mileage. Just add the bike/ped facilities and quit throwing millions of dollars away just to make it to 30 seconds faster to drive to Target.”

**Project Name:** K&I Railroad Bridge  
**KIPDA ID:** 867  
**Project Sponsor:** Louisville Metro

**Comments:** “Love love love this. Please expedite and prioritize this project. It is so important.”

“This is a major link to New Albany that used to have streetcars and other modes on transportation. We deserve to be able to connect to Portland and historically Black neighborhoods without the need for a car. Currently illegal to use I 64 without car.”

“Project should be expedited, would be a great asset to the city.”

“Please make this much needed connection to New Albany a reality well before 2040. This needs to happen yesterday. Please expedite this great project. 2040 is too far away. Let’s do 2024 instead.”

“Take the #30 million and finish the Louisville Loop project that was started when Mayor Jerry was in office over 12 years ago. Louisville has a bad reputation of not finishing a project that it starts. We haven’t seen any noticeable progress on the Loop in years.”

“Could we hear more of the story? #30 mill sounds like a makeover of the entire bridge and there was no mention of joint use. Will the RR stop using the bridge?

“So glad to see this long-overdue project rise again – we need this to happen much sooner than 2040. The good people of West Louisville and New Albany deserve car-free, direct connectivity for economic development, health, recreation, and carbon-reduction.”

“This will be good for both public health and economic development. The target date needs to be much earlier than 2040 at both ends of the bridge.”

"This would be a great addition to our community."

"Connecting the unsavory elements of Western Louisville with New Albany is NOT a good idea. And \$30 million? For a project that in 2014 was estimated to cost only \$338,000? Sounds like a lot of future GRAFT and GREED at work here."

"This project represents a major step in making our 4 riverfront communities a true bicycling destination for locals and visitors. The economic development potential on both sides is enormous."

"With the expansion of the Ohio River Greenway, and the planned trailed connections through Clarksville, Jeffersonville, New Albany, along with the planned Origin Park, incorporating the K&I Bridge into a regional trail system vision is a "no brainer."

"This becomes an alternate mode for connecting people and jobs; brings two under-invested communities together, creates loop system for peds & bikers; can be safely provided through fencing; better the health of the greater community."

"2040?!?! Are you kidding? This should be a top priority and done within the next two years. Look at the impact the Big 4 pedestrian bridge had on both sides of the river. There there's no reason not to expect the same impact here."

"Section of one the lanes broke free. Didn't fall, but that was enough to stop usage of those lanes. Think about that; how comfortable are you going to be, walking across a bridge as a train rumbles BESIDE you?"

"This might sound good but it's been done and didn't go well. Once upon a time, there was a lane on both sides of the bridge for cars to use to go to New Albany and back, prior to the Sherman Minton Bridge. As its usage lowered, upkeep didn't occur and a section of one the lanes broke free. Didn't fall, but that was enough to stop usage of those lanes. Think about that; how comfortable are you going to be, walking across a bridge as a train rumbles BESIDE you."

"YEAH! But 2040 is INSANE and it would become 2060. What was that \$1.9 TRILLION infrastructure bill for if not this? 2040 is a lack of actual commitment and action, 2023 or 2024 at 2/3 the cost would demonstrate seriousness. The city owns the right of way."

"This project should be a top priority. The big four bridge created A LOT of economic activity, got people exercising, and is a great place for tourism. This project would do the same thing."

"This should leap to the top of the priority list. Please do this and open it soon. 2040 is way too long. It will be a great boost for Portland and New Albany."

"This would be a great project to add to the area. It would work well with the westward expansion of Waterfront Park. It would already have a great tie in to the Greenway on the Indiana side. I am sure it would get lots of use. Please do before 2040."

"Great project to build upon Waterfront Park and the IN Greenway. We need to enjoy this sooner than 2040! Please cut the red tape on this and get it done in a reasonable amount of time. Use the federal infrastructure money and get it done by 2026."

"Please open the K&I bridge to pedestrian and cyclist use. Doing so would provide connectivity to two exciting developments, the Waterfront Park expansion in KY, and Origins Park in Indiana. Do it for the children!"

"It would be great to complete this with the Waterfront Park expansion."

"Business has been booming around the Big 4. New Albany needs some love too! The Big 4 and the greenway has been a huge success, but we need a connection on the New Albany end to keep the people flowing."

"The bridge needs to be opened to bikes and pedestrians to enable a loop from Big Four bridge."

"Open the bridge please."

"This bridge would be a great asset to the community. As the Big 4 bridge has been since it's conversion for walkers and cyclist."

"Pedestrian access on the K&I bridge would make a big economic impact like the Big 4 has, but on both sides of the river. Louisville has missed opportunity due to spaghetti junction, but this would draw economic gain in the Portland and New Albany."

"Great way to make this connection! Waterfront Park Phase IV, Origin Park and now making the K&I Bridge for pedestrians. Terrific ecosystem for commuting or for recreational use."

"My grandma used to drive us across that bridge when we were little kids. Lots of folks would love to see it reopen to pedestrians, just for nostalgia. Please do it!"

"This would be a benefit to both Waterfronts in KY and IN. Two options to get across and open up new routes for cyclists and hikers. Please make this project a top priority."

"The bridge was designed to connect the cities of New Albany, Indiana and Louisville, Kentucky, and to bring their residents closer together. Having this bridge as another option to cross the Ohio River is logical. Please make this happen before 2040."

"This bridge was made for people, connecting Louisville with New Albany for many years. Let's open this corridor once and for all, hopefully before 2040 because I'd like to be around to enjoy it for many years!"

"This project is long past due. Make it happen!"

"We've been talking about this project FOR YEARS!!! Please expedite this project and connect to Indiana's infrastructure. It should feel safe for families to ride from Waterfront Park west to the K&I and then over to Indiana. Let's run, not walk this one!

"This project is a fantastic use of this bridge and will connect the new western phase of Louisville's Waterfront Park to Indiana's amazing work and parks near the river. Will start to bring Louisville in line with other cities' amenities like this."

"Don't have much to add that most other comments have already put, but just wanted to express my support and reiterate that 2040 seems like way too long of a wait. It's hard to imagine why this project would take 18 years to implement."

"Could you please elaborate how this project justifies a 30M price tag, and why this project takes precedent over eliminating homelessness in our communities?"

"I'm thrilled to see the "K&I Railroad Bridge" project in Amendment 7 packet! Making a shared use path on the K&I bridge would be bring positive, transformative change to the connection between Indiana and Kentucky. I highly support this project!"

"I am concerned about the cost of the bridge improvements. I like the idea which is finally being realized after sooooo many years; however, it seems like a huge cost."



May 2, 2022

*Submitted via email only*

TIP and MTP Amendment, KIPDA  
[kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)

11520 Commonwealth Drive  
Louisville, KY 40299

Subject: K&I Railroad Bridge Conversion in Amendment 7

To Whom it May Concern:

On behalf of the Ohio River Greenway Development Commission (ORGDC), I am writing this letter to endorse and support inclusion of the K&I Railroad Bridge conversion project into Amendment 7 of the Connecting Kentuckiana 2040 Metropolitan Transportation Plan (MTP) and the Fiscal Year 2020-2025 Transportation Improvement Program (TIP). This additional pedestrian and bicycle connection between Louisville and New Albany would allow for the completion of the "Kentuckiana River Trail", a 13-mile loop which will connect the riverfronts of Louisville, Jeffersonville, Clarksville, and New Albany. The Ohio River Greenway would be the Southern Indiana component of the Kentuckiana River Trail.

Since the mid 1990's, leaders in Southern Indiana have been actively engaged in the planning, funding, design, and construction of the Greenway, including the Indiana approach to the Big 4 Bridge which was completed in 2014. We have witnessed the recreational benefits and economic transformation associated with the Big 4 Bridge, and look forward to similar progress on the western portion of our riverfronts.

The depiction of the K&I project in the Amendment 7 Map terminates above Floyd Street (aka Water Street) in New Albany. The Commission would like to emphasize that the recreational and economic benefits of the project will not be realized unless the bicycle/pedestrian path is extended to the New Albany street grid at Vincennes & E. Main Streets. A connector ramp to the existing Greenway trailhead at E. 18<sup>th</sup> Street should also be included. The connector ramp has already been designed. Both of these connections are depicted on **Figure 1** attached, and should be included in the planning for this project.

Thank you for your consideration. I may be reached at [hendershotpt@cdmsmith.com](mailto:hendershotpt@cdmsmith.com) or 502-216-2670.

Sincerely,

A handwritten signature in black ink that reads "Philip T. Hendershot". The signature is written in a cursive, flowing style.

Philip T. Hendershot  
Chair, Ohio River Greenway Development Commission

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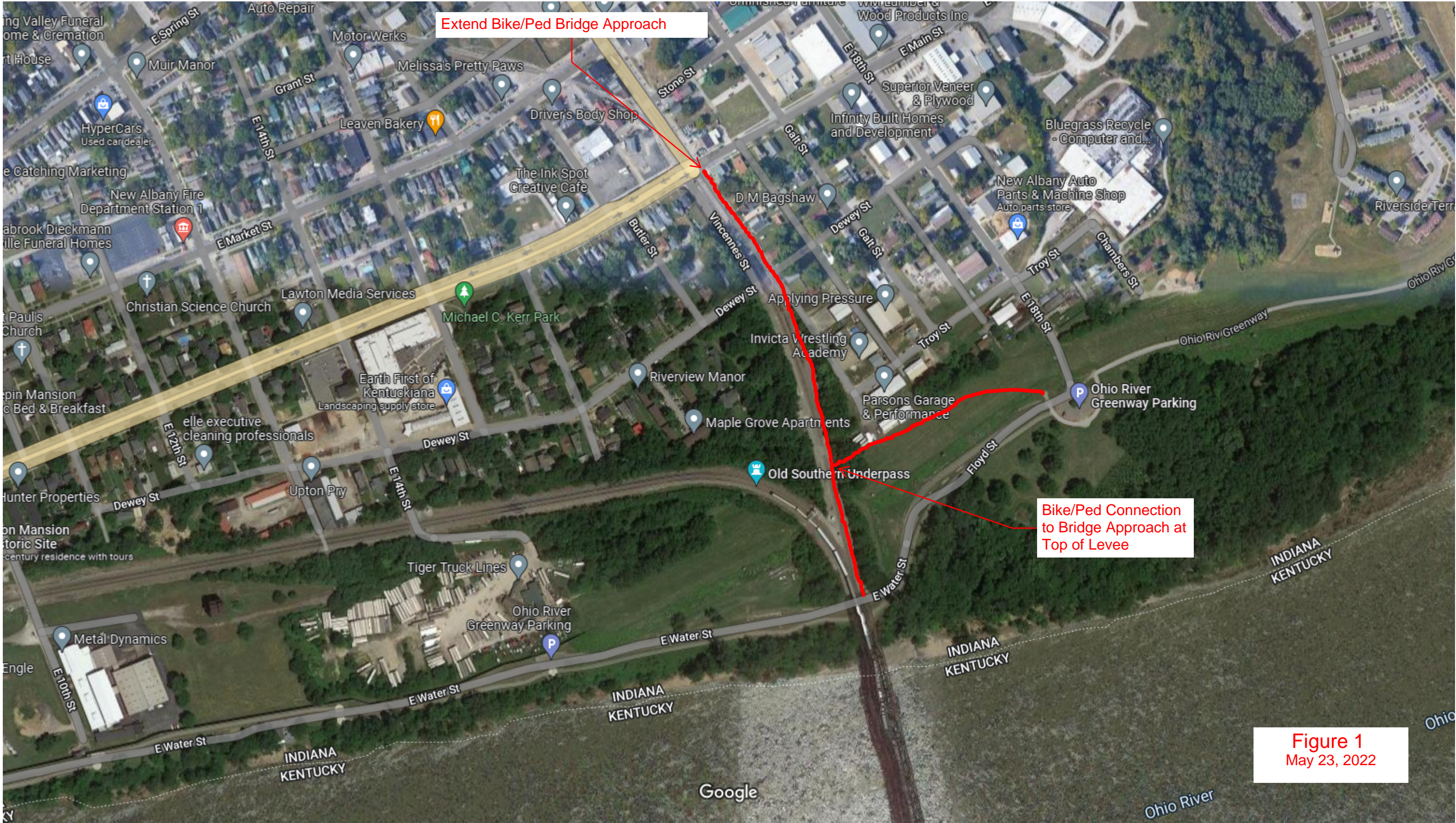


Figure 1  
May 23, 2022