

**Amendment 4 to the FY 2023-2026 Transportation Improvement Program & Connecting  
Kentuckiana 2050 Metropolitan Transportation Plan  
Public Comments**

**Project Name:** LaGrange Road Bicycle & Pedestrian Improvements

**Sponsor:** Louisville Metro

**KIPDA ID:** 1634

**Comments:**

- A sidewalk and protected shared use path here by Tom Sawyer and Champs is great
- Agreed with commenter from 9/27. This is an unambiguously good project.

**Project Name:** Charlestown Road Complete Street - Multi-Use Trail - Phase 1

**Sponsor:** Floyd County Board of Commissioners

**KIPDA ID:** 2128

**Comments:**

- Terrific
- The continued buildout of MUPs parallel to major roads in Soln is welcome, but why does this one start so far north when most of the population density is further south, near downtown? Is there a plan to extend the MUP in that direction?

**Project Name:** South Hubbards Lane

**Sponsor:** Louisville Metro

**KIPDA ID:** 3024

**Comments:**

- Is there more information on what type of facilities are being considered for this project? "bike/ped facilities" could mean anything from a painted line to a separated multi-use path. Also, 255 characters for comments is insultingly short.
- How does less than a mile of painted lanes cost \$1.2 million dollars?
- This is a great idea, but execution is everything. Painted lanes will not feel safe enough for the vast majority of potential bike riders. Install barriers or simply raise the bike lanes to sidewalk level and move the curbs inward.
- I love the ambition, but I hope it gets done right. Protect bikers/pedestrians with physical barriers and make everyone feel they can use the road safely. I'd much rather see projects like this and less widening projects as they make the roads less safe.

**Project Name:** Charlestown Road Complete Streets Multi-Use Trail - Phase 2

**Sponsor:** Floyd County Board of Commissioners

**KIPDA ID:** 3047

**Comments:**

- Why was this segment split off the main project and delayed by two years? The southern half will be essentially useless until this one is complete.

**Project Name:** National Electric Vehicle Infrastructure

**Sponsor:** Indiana Department of Transportation

**KIPDA ID:** 3215

**Comments:**

- Please deploy in urban areas, not just expressways. It's a misconception that these USDOT NEVI funds can only be used along interstates. They can and should be used on local and state roads too.

**Project Name:** KY 1931

**Sponsor:** Kentucky Transportation Cabinet (KYTC)

**KIPDA ID:** 446

**Comments:**

- Must include protected lanes for bicycles/scooters and sidewalk for pedestrians.
- Agreed with commenter from 9/27. In addition, KIPDA must prove that widening Manslick will not increase VMT or GHG emissions – if it will do either, this project should be scrapped and its funding used for something that won't.
- I support making the road safer and more welcoming for people walking or using bicycles (not necessarily scooters). Widening often results in higher car speeds which sounds incompatible with the goals of accommodating those users.
- We have seen induced demand from widening roads and we'll see it again here, widening for more cars increases traffic, and decreases air quality. This community needs more alternatives to personal motor vehicles. Keep the bike/ped infa in this project.

**Project Name:** Hubbards Lane

**Sponsor:** Louisville Metro

**KIPDA ID:** 384

**Comments:**

- As with the Manslick project, road widening should not be carried out if it will increase overall VMT or GHG emissions. If KIPDA can't prove this project won't, they should redirect funding to Vision Zero projects.

**Project Name:** KY 61 Preston St

**Sponsor:** Kentucky Transportation Cabinet (KYTC)

**KIPDA ID:** NEW

**Comments:**

- Restriping should consider visually narrowing the cartway and lane widths to reduce speeding. Striping should include parking areas where possible and ANY CROSSWALK in this area should have RRFBs to alert drivers to pedestrian activity.
- I certainly hope you are planning to include a southward extension of the brand new bike lanes that have just been painted on Preston north of the on-ramp. These should continue with high-visibility green skip striping across the on-ramp entrance.

**Project Name:** FFY 2023 Bus & Bus Facilities Discretionary Award - Electric Buses

**Sponsor:** Transit Authority of River City (TARC)

**KIPDA ID:** NEW

**Comments:**

- TARC's diesel fleet already pollutes at a lower rate than any other transportation mode in the metro area since it transports so many more people. Funding should be focused on making TARC routes convenient and reliable.
- Anything to improve our public transportation infrastructure is seen as a win. I hope this continues to be a trend as we look to improve our air quality and our citizens quality of life. I would like more projects these these in the future.

**Project Name:** I-65 Reconfigure Woodbine/Preston Interchange

**Sponsor:** Kentucky Transportation Cabinet (KYTC)

**KIPDA ID:** NEW

**Comments:**

- Thank you for closing and reducing off ramps into neighborhoods.
- Removal will increase safety and better neighborhood continuity, consider using open area for green space plantings and improvements to increase tree canopy and reduce expressway particulate and noise pollution.
- An extremely important project for the safety and livability of the neighborhood! We are elated that these will be closed! Please depave (sic) the ramps and plant all of the area with a diverse forest of native tree species for noise and pollution abatement.

**Project Name:** I-65 Northbound Brook Off-ramp

**Sponsor:** Kentucky Transportation Cabinet (KYTC)

**KIPDA ID:** NEW

**Comments:**

- Changes to the intersection configuration should have better pedestrian signalization, longer crossing times at Broadway. Pedestrian crossing infrastructure (RRFB?) at Jacob is essential. Ramp and median limit cross access without lengthy ped. detours.
- Ditto on the commenter on 9/27. In addition, if it was judged prudent to close 1 of the 3 grouped entrance ramps on 65S, why is KIPDA not investigating closing 1 of the 3 corresponding exit ramps on 65N? The Muhammad Ali exit, to name just 1, is a mess.
- Widening this off-ramp is a recipe for disaster. Speeds are already far too high and widening will exacerbate. Jacob Street is an important alternative to Broadway for vulnerable road users like bicycles and pedestrians, so a safe crossing is vital.
- I agree with all commenters on this project. It's vital that we continue to protect ALL road users. Would like to see improvements to pedestrian and bike infrastructure in this area before ramp improvements.

**Project Name:** I-65 on and off ramps on Arthur Street

**Sponsor:** Kentucky Transportation Cabinet (KYTC)

**KIPDA ID:** NEW

**Comments:**

- I worry that this will increase unsafe speeds in an area with heavy pedestrian traffic. Crossing signals are a must.

- Brandeis Ave is a key corridor for bicycles and pedestrians between UofL and neighborhoods. The current configuration is a nightmare. Change to two-way from Bradley to Preston & remove extra, separated east bound lane under I-65, replacing with bike lane.
- Any new configuration should decrease driver speed both coming off and onto the ramp. Where ramps meet Arthur St. consider adding pedestrian signals and ways to decrease speed when approaching University Blvd.

**Project Name:** North Hubbards Lane

**Sponsor:** Louisville Metro

**KIPDA ID:** 384

**Comments:**

- Seems like an excessive cost to add a center turn lane. Could you please post a direct link to the plans in each of these projects on this public comment map?
- This seems like an absurd amount of money to make a turn lane on 0.6 miles through a neighborhood. What worse, there are already turn lanes at Westport, Shelbyville, and into the shopping centers, which is about 25% of the length of this project.
- As with the Manslick project, road widening should not be carried out if it will increase overall VMT or GHG emissions. If it cannot, the lane addition part of this project should be scrapped. Bike infrastructure must feel safe enough to encourage use.