

**Amendment 7 to the FY 2023-2026 Transportation Improvement Program & Connecting  
Kentuckiana 2050 Metropolitan Transportation Plan  
Public Comments**

**Project Name:** I-64 Added Travel Lanes

**Sponsor:** INDOT

**KIPDA ID:** 2899

**Comments:**

- **NO MORE HIGHWAYS LANES PLEASE!** Stop inducing more travel on highways by adding more lanes. We must stop spending tax dollars to support more automobile and truck traffic. Strongly object to this project.
- 228 Million in tax dollars seems like a lot for inducing demand and increasing maintenance costs, when a fraction of that could have big impacts elsewhere in the region.

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

**Sponsor:** KYTC

**KIPDA ID:** 3236

**Comments:**

- Any off ramps should include bump outs, neck downs, rumble strips, and elevated crosswalks, along with adequate barricades & lighting for said crosswalks.
- Jacob Street is used by pedestrians to cross under I-65. Please make sure to place adequate crosswalks, lighting and SAFE pedestrian crossings to avoid being hit by speeding traffic.

**Project Name:** I-65 St. Catherine St. On-Ramp

**Sponsor:** KYTC

**KIPDA ID:** 3238

**Comments:**

- Remove the St. Catherine ramp all together. It encourages reckless driving and endangers everyone, especially pedestrians and cyclists. Lengthening an on ramp will further decimate much needed housing and encourage speeding in our neighborhood. I do not support this idea.
- As someone who lives in this neighborhood: I want this ramp removed completely. There are too many on and off ramps in Old Louisville. Increases heavy truck cut-through and speeding.
- \*For [Amendment 7 public comment](#), the Woodbine and St. Catherine I-65 ramps have been changed to "Remove TIP funding, project will remain in the MTP."  
Does this mean that the projects will no longer be completed during the TIP 2023-2026 window, but are still on the schedule for sometime in the 2050 MTP?  
Is there still an opportunity for the complete removal of these ramps?  
We have residents, including some who did not live in the neighborhood during the I-65 corridor study in 2021, who would like to see the full removal. We want to encourage them to submit this feedback if removal is still a possibility. \*(Answered via email by KIPDA Staff)

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

**Sponsor:** KYTC

**KIPDA ID:** 3234

**Comments:**

- Make a traffic circle near Brandeis off ramp so that people and careening through the neighborhood (west of i65) to speed and get back on at Preston. Concentrate the traffic and you will slow it down.

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

**Sponsor:** KYTC

**KIPDA ID:** 3237

**Comments:**

- Add bump outs at off ramps to neck down traffic and force merging and slow downs.
- allow native plants to take place in lieu of herbicide and mowing. All ramps should look like that on i-64 near botanical gardens. Trees or native grasses and flowers.
- Make Woodbine a 2 way street.
- Jackson Street off ramp should have traffic calming measures in place. Drivers exiting highway speed through stop signs & are encouraged to continue driving interstate speeds on local roads because of the design. Add rumble strips to elevated ped crosswalk.
- Rebuild/repair pedestrian walking bridge to make more welcoming. Design is very hostile. Light underpass under I-65 to encourage markets and vibrant activity. This underpass connects to ped friendly neighborhoods.
- The very worst part about this whole interchange is the fact that there is no stop sign at the bottom of the northbound Jackson Street exit ramp. Cars enter the neighborhood going at freeway speeds. PLEASE fix this.
- With the removal of the Woodbine off-ramp, there is no need to have Woodbine run one way. Woodbine makes much more sense as a two-way street.
- Removing the Preston southbound on-ramp will be a tremendous benefit for the many residents of that street. Thank you
- We have heard from KYTC Maintenance crews that it is cheaper to use chemical herbicide instead of mowing the right of way area. We aske that native wildflowers be used similarly to I-64 downtown. The herbicide used is carried by wind into homes and gardens.
- The Jackson Street ramp is the ONLY off ramp that exits immediately into a residential with no slowdown in speed or signage to limit dangerous speeding across Preston. Any pedestrians crossing here are risking their life crossing two slip lanes.
- With the Woodbine Exit Closing, the space from Woodbine Sidewalk to Jackson On Ramp can be reconverted to public use or greenspace as a memorial to the oldest Jewish Cemetery in KY that was demolished and dug up to make room for this ramp 70 years ago.
- As someone who lives in this neighborhood: I want this ramp removed completely. There are too many on and off ramps in Old Louisville. Increases heavy truck cut-through and speeding.
- Would love to see this off ramp and on ramp removed entirely.

**Project Name:** Main Remade – Central

**Sponsor:** KYTC

**KIPDA ID:** NEW

**Comments:**

- I love this project and would love you to do it sooner than 2028. Want to emphasize the need for all ages and abilities bike infrastructure – meaning it is protected and separated!
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

**Project Name:** Main Remade – West Phase 2

**Sponsor:** KYTC

**KIPDA ID:** NEW

**Comments:**

- Wonderful project! Thanks for removing signals where unwarranted – which is hoping quite a many of the intersections.
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

**Project Name:** Main Remade - East

**Sponsor:** KYTC

**KIPDA ID:** NEW

**Comments:**

- I fully support this project! Want to see the design reduce the number of vehicle travel lanes (given designs I've seen publicly)
- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

**Project Name:** Main Remade – West Phase 1

**Sponsor:** KYTC

**KIPDA ID:** NEW

**Comments:**

- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown.

**Project Name:** Main Remade

**Sponsor:** KYTC

**KIPDA ID:** NEW

**Comments:**

- Love you are doing this, can't come soon enough. Room for protected bike lanes each way, bus lanes and islands, and narrowed ped crossings. ADT is less than Baxter/Bardstown

**Project Name:** One-Way Street Conversion to Two- Way Phase 2

**Sponsor:** Louisville Metro

**KIPDA ID:** 1810

**Comments:**

- Are you no longer going to 30<sup>th</sup> street now, and only going to 22<sup>nd</sup> st?

**Social Media Comments:**

- **Stay out of the small towns. You're killing us.**
- **More political kickbacks and tax funded, frivolous projects.**