

KIPDA ID 2979

While I appreciate the creation of a shared use path to allow children, people walking and biking the ability to move between 42 in Prospect and the bridge, this route will be mostly used for recreation only. It would more impactful to create the same shared use path for \$9 million along 42 itself through Prospect in front of businesses, shopping centers, and neighborhoods, where there is currently few sidewalks and only fast moving car traffic allowed in 4-5 driving lanes. If this is part of the Louisville Loop, what are people supposed to do once they reach 42?

Michael Schnuerle

KIPDA ID 1922

This project has grown by 60% in cost, from 68 to 108 million. That is the largest project in this TPC, and it is just for a mile and a half of expressway widening. This large amount of funding could be used better elsewhere - maybe the scope of this could be decreased to save tax money.

Michael Schnuerle

Downtown transit center planning study

With changes coming to the TARC system which increase bus frequency downtown and encourage bus transfers, a Louisville Downtown Transit Center is a welcome and needed project that can reduce car congestion, road wear, maintenance costs, and increase safety by allowing more people to take a bus instead of driving.

Michael Schnuerle