

**Amendment 1 to the FY 2023-2026 Transportation Improvement Program
Public Comments**

Project Name: I-71
KIPDA ID: 3198
Project Sponsor: KYTC

Comments: "This is needed desperately."

**Amendment 2 to the FY 2023-2026 Transportation Improvement Program & Connecting Kentuckiana
2050 Metropolitan Transportation Plan
Public Comments**

Project Name: Mattingly/Old Lagrange Road Trail
KIPDA ID: 2981
Project Sponsor: Oldham County

Comments: “This is a great improvement to the area to safely connect the path along Commerce to a local park. I am excited to see this proposed.”

Project Name: East Market Street Streetscape Improvements
KIPDA ID: 2064
Project Sponsor: Louisville Metro

Comments: “I do not mind sharing the road with bicyclists but fear for those who do not obey stop signs and red lights.”

General Comments: Social Media via Facebook

“More wasted funds!”

Amendment 3 to the Connecting Kentuckiana 2050 Metropolitan Transportation Plan; FY 2023-2026
Transportation Improvement Program
Public Comments

Project Name: Reimagine 9th Street
KIPDA ID: 2733
Project Sponsor: Louisville Metro

Comments: “This is exactly what this area needs! And for minimal cost, this was a win.”

“I remember when Ninth was just a street. So we promised Old Louisville it would be a truck Route in 2003 and keep semis out of residential neighborhoods. PW lied. Ninth is screwed on both sides of Broadway and no truck resolution. Holistic thinking”

“Amazing project and low cost vs impact. Make sure the I-64 ramp is removed, and there are wide sidewalks and physically separated bike lanes on all 3 roads for the whole length. Dedicated bus lanes will reduce traffic and make it better.”

“Wow! A positive project that costs 5% of the proposed freeway expansion. This is the type of investment we need to help revitalize our city.”

“This has the potential to be a community building project transforming the 9th Street divide into a vibrant welcoming area. Please include removing the atrocious highway ramps at 9th and Main St. These unneeded monstrous highway ramps most (sic) be eliminated

“Many of these kinds of projects never come to fruition, or when they are implemented, they fall short of the original version. I challenge the people who will actually execute this plan to match the version presented.

“10% of the cost of the I65 widening project, but will lead to 100x economic impact. 5his (sic) is the best investment for the Wes (sic) Louisville

Project Name: Widening of I-65
KIPDA ID: 2616
Project Sponsor: Indiana Department of Transportation (INDOT)

Comments: “Unnecessary, limited value, not worth spending \$270 million to add an additional lane. Not enough traffic issues to be included in this plan”

“This is wasteful and unnecessary. We need to start solving our transportation problems, from potholes to pollution, and not waste money on this type of highway project that should be in our rearview mirror.”

“Widening any highway these days is a failure of leadership. Everyone knows that such projects lead to MORE congestion, pollution, noise, and environmental destruction, not less.

“This is a waste of funds. Save this money for future repairs. Don’t force us even farther into debt for an extra lane. 40,000 people are dying on our roads and 5 million are being injured. Don’t add more space for more deaths.”

“No way should we spend this much money to expand an non-urban road that will only encourage sprawl and climate change, and then have to pay to maintain it!

“What an atrocious use of funds. Do NOT widen 1-65 here. It is a poor financial decision, as it will commit the community to maintaining this section of roadway in perpetuity. Cancel this widening project now.”

“To continue to widen expressways thinking this somehow addresses whatever you think it’s going to address is straight out of the poor transportation theory of urban renewal days. The Jackson Street divide speaks volumes. Concreate chasms, street Covid.”

“How deplorable to propose widening a highway. First climate change is ravaging our planet and widening highways only worsens our CO2 problem. Second, widening highways is a bad fiscal idea as it is expensive and commits us to more money to maintain it.

“This is a waste of money. A quarter billion for two more car lanes is ludicrous. City planning should be focusing on encouraging non-car options for mobility.”

“Why would the Kentucky be worried about costs affected by the widening of Indiana side of i65? As long as I’m paying tolls I better not pay one red cent for their side of the highway.”

Project Name: I-64 Added Travel Lanes
KIPDA ID: 2899
Project Sponsor: Indiana Department of Transportation (INDOT)

Comments: “This project will increase congestion in the long-term, along with the noise, particulate, and air pollution. To widen a highway in any respect is a response to the symptoms of a larger problem and not at all a proper solution to the issue of congestion”

“This would be a huge waste of money. Adding more lanes to solve for traffic congestion is like loosening a belt to cure obesity. Give the 191 Million Dollars to the Transit Authority of River and add more bus routes with faster headways.”

“\$200m for an an extra lane is absolutely ridiculous. I think almost any other use of the funds would be better. That’s \$200m that is going to further entrench

climate change. That's 200m to continue forcing people to drive who can't or don't want to."

"Please don't spend all this tax payer money on something with no real benefit while damaging the surrounding area, property values, and our climate"

"Please do not widen this section of I-64!!! What a horrible use of our taxpayer funds. I do not want my government to spend my money this way. Instead, use this money on projects that will reduce automobile miles traveled."

“Again, widening these highways is the antithesis of healing a planet chocking on its own addiction. It’s the Fentanyl of transportation planning. And hopelessly outdated. As my urban prof noted back in 1973...”

“I think its ridiculous that yall can find this \$ for pointless renovation while there have been bridges and over passes closed for YEARS with no real fix in sight. This project is a waste of \$ until our smaller infrastructure issues have been addressed”

**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.

**Amendment 5 to the FY 2023-2026 Transportation Improvement Program & Connecting
Kentuckiana 2050 Metropolitan Transportation Plan
Public Comments**

Project Name: I-64 Hot-Mix Asphalt (HMA) Overlay

Sponsor: INDOT

KIPDA ID: 3192

Comments:

- 65 million for repaving (Hot-mix asphalt (HMA) overlay)?!
- We need to quit wasting money on paving interstates as the surface does not last long enough and is way to (sic) wavy. Concrete costs much more at the onset, but is much cheaper to maintain, lasts way longer, and is much safer.

Project Name: I-64 and Spring Street Interchange Modification

Sponsor: INDOT

KIPDA ID: 2943

Comments:

- I fully support this project

Project Name: I-64 Added Travel Lanes

Sponsor: INDOT

KIPDA ID: 2899

Comments:

- I vehemently oppose to adding highway lanes. NO WIDENING SHOULD TAKE PLACE!
- This project should focus on needed safety enhancements at ramps. The proposed additional lanes are a waste of dollars for an antiquated solution – the downtown commute is dying. Consider tolling on the bridges, park and ride, other behavioral strategies
- Do not spend a quarter billion dollars on the improved 64 project to generate noise and pollution, induce sprawl, increase car dependency, increase greenhouse gas emissions, and reduce safety by increasing speeds and rates of crashes and severe injuries.

Project Name: Widening of I-65

Sponsor: INDOT

KIPDA ID: 2616

Comments:

- I support this project. The widening is needed to carry additional traffic and allow for future maintenance without a complete shutdown of the roadway. Hopefully shoulders will be wide enough to carry traffic
- Do not widen this highway! Absolutely horrible project idea and we should suspend this proposed project to add travel lanes. I say NO to the negative externalities and consequences of a wider highway. Cancel this project!
- DO NOT spend over a quarter billion taxpayer dollars to add 2 lanes to less than ten miles of a rural expressway!

Project Name: Charlestown Road Complete Street – Multi-Use Trail

Sponsor: Floyd County Board of Commissioners

KIPDA ID: 2128

Comments:

- I fully support this much-needed bike/ped project

Project Name: One-way to Two way Conversions on 2nd and 3rd Street

Sponsor: Louisville Metro

KIPDA ID: 2625

Comments:

- Is there a good reason this plan will take 3-4 years to execute? Can it be sped up?
- Would love to see this done faster!!

Project Name: Traffic Signals Modernization in Clark County

Sponsor: INDOT

KIPDA ID: New

Comments:

- This is a long-overdue project that would reduce traffic backup for two municipalities and one interstate road. This is arguably the busiest corridor in all of Southeast Indiana, given the heavily commercialized districts on either side of this overpass.

Project Name: US 31 – Sidewalk Improvements

Sponsor: INDOT

KIPDA ID: New

Comments:

- It would be helpful if the sidewalk were converted to a multiuse path for use by multiple forms of transport, including pedestrians.

Project Name: I-64 CC TV/DMS

Sponsor: INDOT

KIPDA ID:

Comments:

- That's a lot of taxpayer money for cameras

Project Name: Salem-Noble Road From Highway

Sponsor: Clark County

KIPDA ID: 3178

Comments:

- Would like to see bike lanes added to provide for safer connections

Project Name: Charlestown Road Complete Street

Sponsor: Floyd County Board of Commissioners

KIPDA ID: 3047

Comments:

- Do not remove this important bike/ped project for the area!
- This project is of limited value without including neighboring jurisdictions to extend a bike/ped path further up 311 to Clarksville & Sellersburg

- I support the project, for bike ped projects the most cost effective way will be building in segments. If the plan is in place new segments can be added as needed and money materialize.
- Much-needed project. Southern IN could use more bike/ped paths.

Project Name: Old Lagrange Road Improvements Oldham County Bicycle & Pedestrian Trail

Sponsor: Oldham County

KIPDA ID: 2175

Comments:

- Do not remove this bike/ped project for Crestwood!

**Amendment 6 to the FY 2023-2026 Transportation Improvement Program & Connecting
Kentuckiana 2050 Metropolitan Transportation Plan
Public Comments**

Project Name: Downtown Louisville Traffic Signal Upgrades

Sponsor: Louisville Metro

KIPDA ID: 3127

Comments:

- Great project to help automate our traffic signals, most of which are from 1970s. Will allow better car flow and potential BRT bus routes.
- I support this project, I believe it opens the doors for streetscape improvements. Hoping to see this come to fruition everywhere in the urban core.
- There is no explanation in the packet justifying this expense - please supply a justification

Project Name: Bus Stop and Access Improvements

Sponsor: TARC

KIPDA ID: 1500

Comments:

- Can we do it in 2025? Waiting 25 years until 2050 is too long.
- Wonderful. So important to improve and keep these facilities excellent for all.
- I truly hope this can be implanted everywhere in the city. Please continue to fund transit projects such as this. Hoping this project improves the highest ridership corridors first.
- Please include sidewalk repair and building for bus stop access in this project.
- Investments in bus stops should include posting a system map at all bus shelters to help riders navigate the system. People on the street have no idea where buses go and maps are simple and helpful. There is ample space at all bus shelters to post maps.

Project Name: KY 1819

Sponsor: KYTC KIPDA

ID: 233

Comments:

- Should not be investing in widening roadways, streets in Louisville are dangerous enough as is and widening roadways just increase speeding opportunities. This money could be better spent improving multimodal streets elsewhere.
- We should not be investing more funding (sic) into pavement- please deny this request
- NO! DO NOT WIDEN THIS ROAD. I don't support increasing the amount of pavement we have in this community and inducing more vehicle travel.
- No do not spend \$22414910 to widen this small segment of road.

Project Name: Connection 22- Signal System Upgrade

Sponsor: Louisville Metro

KIPDA ID: 2616

Comments:

- How does this help residents? Please provide an explanation and justification of the benefits to residents- not only a benefit to telecommunication companies who are getting us to pay to install their infrastructure for them
- Thank you for creating this connectivity for future traffic lights and BRT.
- Happy to see this vision for improved transit (BRT?) in this project's outline. Continue installing fiber cables in all premium transit corridors.
- Love it! Such an important corridor and frequent bus service means so much to mode share – getting people out of their cars and riding bus instead.

Project Name: Dixie Highway Streetscape

Sponsor: Louisville Metro

KIPDA ID: 3181

Comments:

- Bicycle and pedestrian accommodations are desperately needed on Dixie Hwy
- Protected bike lanes each way, or wide enough multi use paths.
- Hoping protected/buffered bike lanes are considered. Painting lines does nothing protect cyclists from distracted drivers.
- It seems silly to not include links to visual resources in this comments piece. I hope these are protected bike lanes. We all know sharrows are unsafe and frustrate all transit users across the board.
- Can we please get plans linked in these maps? I only support spending the money here if the ped and bike facilities are high quality and meant for all ages and abilities (i.e. protected and separated bike facilities, ect).
- Protected bike lanes. Paint is not infrastructure. More and safer ped crossings.

Project Name: US 31 Concrete Pavement Restoration

Sponsor: INDOT

KIPDA ID: 3158

Comments:

- Do not invest in more pavement- we need bike and pedestrian infrastructure not road improvements
- Please don't use \$4830755 for expressway work. Use that money for sidewalks and protected bike lanes and traffic calming elsewhere.
- This should not be a priority. We waste millions in concrete restoration that is more wisely spent in traffic calming in dense areas and quality of life sites in rural places.

Project Name: I-65 Underpass Lighting and Safety Project

Sponsor: Louisville Metro

KIPDA ID: 3309

Comments:

- 2020349 is a lot of money for underpass lighting. Use this tax money for something better.
- Does anyone think these underpasses are not bright enough already? This is a waste of money and energy clearly designed to deprive our houseless neighbors of sleep. Stop harassing them!

- Safety for whom? Lighting just disturbs homeless people who are minding their own business trying to get a good nights (sic) sleep in a protected place out of the elements. I oppose this installation – instead please invest in building some actual shelters

Project Name: I-265

Sponsor: INDOT

KIPDA ID: 3305

Comments:

- No more public money on roads and asphalt. We need it for bike and pedestrian infrastructure
- Don't spend 37664977 on pavement patching. Use that for county wide bike/ped work and safety instead.
- Not a fan of the price tag for "patching" of a highway. Could better use the money improving and implementing multimodal streets elsewhere.
- Until commensurate money can be spent on transportation improvement in dense areas and opportunities to expand transit in more rural communities, we shouldn't continue burning up money in concrete restoration.

Project Name: West Louisville Streetscape Improvements to Muhammad Ali and Market Street

Sponsor: Louisville Metro

KIPDA ID: 3310

Comments:

- Please make sure green infrastructure includes canopy trees
- Ensure there are protected bike lanes, not painted buffers or sharrows
- Hope to see protected bike lanes in this project as well, they are necessary for safety. I also hope to see an outline of "green infrastructure?" Does that mean a good tree canopy or?
- Any streetscape improvements that do not include protected bike paths is (sic) a waste of resources. We know sharrows and unprotected bike lanes help no one and frustrate everyone.
- Would love to see plans with images linked in these maps. Would love to see know what is involved here. It's bike infrastructure that is protected and separated – and safe for any ability person on a bike – then great! If not, please don't waste our money.

Project Name: KY 1819 from Bluegrass Parkway to Blankenbaker Parkway

Sponsor: KYTC

KIPDA ID: 3304

Comments:

- No widening roads. The city is for people not for cars. Please deny this request.
- Only improve sidewalks and add bike facilities!
- Spending \$8935000 to widen this small road is a waste of tax money, please spend on bike/ped facilities and traffic (sic) calming instead.
- No more widening please! Concentrate fund on infrastructure that improves safety and mobility for pedestrians and cyclists

Project Name: Complete Street Improvements on West Kentucky Street

Sponsor: Louisville Metro

KIPDA ID: 3308

Comments:

- Protected bike lanes encourage people to use bikes because it makes people feel safe on the road
- Ensure bike lanes are fully physically protected, or they won't get used.
- Protected bike lanes please!!

Project Name: Monon South Trail

Sponsor: Radius Indiana

KIPDA ID: 3306

Comments:

- yes please
- It is quality of life projects like this that get the bang for their buck in improving more rural communities
- I LOVE THIS! More of this please in Kentucky too!
- Would love to see this in a more urban setting so people can use it for transportation, especially in Louisville

Project Name: Dixie Highway Streetscape – Maple to Garland

Sponsor: Louisville Metro

KIPDA ID: 3307

Comments:

- There is too much light in the city please ensure that any streetscape lighting is dark sky friendly design so that it does not harm wildlife or disturb peoples' health and natural sleep. There are approved dark sky lighting that do not add ambient light
- Ensure bike lanes have real protection please – concrete
- Protected bike lanes are needed to ensure safety and frequent use. Please ensure they are included in this project
- Protected bikes lanes and imprived (sic) ped crossings

**Amendment 7 to the FY 2023-2026 Transportation Improvement Program & Connecting
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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 30th street now, and only going to 22nd st?

Social Media Comments:

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

**Amendment 8 to the FY 2023-2026 Transportation Improvement Program & Connecting
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Public Comments**

Project Name: Purchase Three (3) Extended Range Electric Buses

Sponsor: Transit Authority of River City (TARC)

KIPDA ID: 3394

Comments:

- Would be nice to continue to increase the bus fleet in general and use electric busses. But would rather have this go to a transit hub, instead of the small \$100K currently allocated.
- Electric buses are good, but with how little money TARC has right now, it should be focused in on money for repairs and for a downtown transit hub. If a ballot measure can be passed in a couple years, then buying new electric buses would make sense.
- Electric buses are great if they're compatible with the routes they're needed for. That said, this money should go toward TARC's operational expenses unless that's explicitly forbidden.
- Where will the money come from to actually operate these buses?! TARC is in desperate need of operational funding!

Project Name: Eastern Parkway Transportation Study between Hahn Street to Concord Drive

Sponsor: Louisville Metro

KIPDA ID: 3393

Comments:

- Please make this intersection smaller and safer and easier to cross by foot or bike.
- This section of Eastern is hostile to people outside of cars. Please narrow and/or reduce the number of driving lanes and install separated, protected infrastructure on both sides for people walking and biking.
- Please prioritize bike and pedestrian infrastructure through this short stretch.
- Remove all slip lanes on Crittenden and turn them into bike lanes and pedestrian plazas. Too many students walk and bike here for cars to speed as fast as they do. This will also discourage trucks from using Eastern and getting stuck in RR bridge.
- Love to see it. Huge opportunity for traffic calming and protected bike/ped infrastructure.

Project Name: Eastern Parkway Transportation Study between Bardstown Road to Cherokee Park entrance

Sponsor: Louisville Metro

KIPDA ID: 3392

Comments:

- The road is wide enough to add parking protected bike lanes on each side of the street, and narrow the driving lanes. Shrink the roundabout lanes, beautify like a dutch roundabout, and use yield signs.
- agree with the other commenter. The road should make getting to and from Cherokee Park easy, safe, and comfortable for people outside cars. The roundabout is good but could be improved with modern single-lane design.
- I'm extremely supportive of this project!
- Love supporting pedestrian access to parks!

- At the Eastern Parkway roundabout, the vast expanse of blacktop presents an opportunity to improve pedestrian access to the park, especially on the south side of this intersection.
- Use green drainage and landscaping near curbs to reduce strain on slopes and hillside drains.
- Fantastic to see this project proposed. Significant opportunities for traffic calming and pedestrian/bike accommodation.

Project Name: Belvedere Transformation

Sponsor: Louisville Metro

KIPDA ID: 3391

Comments:

- 86 64. Make the Belvedere a train station again.
- \$125 million is a nice amount of money, but for that you can start to look at highway removal for I-64 between I-65 and 9th Street (at least)
- By the time this project is built, I-64's viaduct will be in such poor shape it'll have to go. At that point, it would be fiscally smarter to just reroute traffic onto I-264 or I-265 and let the highway fall.
- Use that \$125M instead to get rid of I-64. Please!
- A stupid waste.
- The design seems nonsensically complex. Are there going to be nets to catch all the people falling off the edge into the river? I mean, this is goofy. Fal,s(sic) Fountain 2.0.
- Unless I-64 and the elevated car-only expressway is removed, this design will have to be rebuilt in 50 years just like we are doing now. Id much rather money be spent connecting our riverfront to the city and reducing long term infrastructure costs.
- Time line too long, est. project cost likely underestimated. Project will be half done with no option to cut losses, forcing additional funds into project. I don't agree that this elaborate of a design is wise or even practical. I am not on board.
- This project does nothing to reconnect our city to the riverfront. I would rather see these funds used to remove portions of I-64, reducing our long-term infrastructure maintenance costs. Making our city more livable does not require extravagant projects.
- This project in no way will reconnect our city to its river front or permit development of the urban core. Allocation of funds and planning should go to highway removal, and master planning of a complete river front from downtown to West Louisville.

Project Name: 4th Street Redesign

Sponsor: Louisville Metro

KIPDA ID: 3390

Comments:

- Great idea, the city needs more connections to the waterfront. The map overlay is on 3rd Street though. Reduce the number and width of driving lanes throughout and install separated, protected paths for people walking and biking.
- Fantastic idea! Excited to see this plan come to life.

- Your map here shows 3rd Street highlighted, not 4th. Is that an oversight? I do like the push to improve placemaking on 4th, especially north of Market. River access from the Galt entrance is not what it could be.
- Great project! Why not extend this project one more block south because Fourth Street Live sucks...even just from the perspective of trying to ride a bike through it. Can we please fix the roadway between Muhammad Ali and Liberty?
- Consider making this similar to other major tourist routes in cities like Bourbon Street in New Orleans. Cars can cross but pedestrians and bikes are the priority. These rules can be extended through to U of L for a complete connection for students.
- Assume you meant to highlight 4th Street? Yes please improve 4th St ASAP ac (sic) make it a safe, equitable, viable, car free connection option to connect to the Belvedere and Louisville Loop on the waterfront.
- Can you ensure reducing the number and width of driving lanes throughout and install separated, protected paths for people walking and biking, and extend this south to Broadway.
- Absolutely fabulous idea since 4th St Live already cuts these few blocks off and serves as modal filter. Please consider expanding the scope of this project to also include 4th St Live itself, with a more well-defined & resurfaced bike/scooter path.

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 3389

Comments:

- This part of I-65 is really dangerous because of constant weaving from on and off ramps! Traffic flies off of ramps onto streets and enters the highway way under the speed of traffic. Maybe ramps should be consolidated to provide better spacing?
- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- At minimum, consider removing some on and off ramps. Do not build additional capacity into an urban freeway. Ideally, study removing 65 entirely north of the Watterson.
- I live with I 65 out my window by Arthur (sic). Please consider eliminating Arthur exit entirely or anything the (sic) would deprioritize the highway and prioritize the urban corridor.
- We need safer street connections where interstate exit and entrances are. Jackson street is a very risky intersection and the only area in downtown Louisville where car traffic does not stop. Arthur street is incredibly dangerous next to U of L
- Incredibly dangerous. Adjacent neighborhood's streets are used as extension to on ramps. KY 61 Preston and Jackson ramps especially dangerous.
- Any study of an urban freeway should seriously investigate the potential to remove it. It may not be feasible in the near term, but every urban highway in this country should have a plan for how to remove in some form over the next few generations.

Project Name: KY 61

Sponsor: KYTC

KIPDA ID: 3388

Comments:

- Parallel, separated, protected paths for people walking and biking should be included in any roadwork here.

Project Name: KY 61

Sponsor: KYTC

KIPDA ID: 3387

Comments:

- Do not widen a new rural road like this to increase ongoing maintenance costs we can't pay for.
- Do not add lanes to rural roads. Please do install separate, protected paths for people walking and biking to give people an alternative to driving. This will do more to reduce congestion in the long run anyway

Project Name: KY 1865

Sponsor: KYTC

KIPDA ID: 3386

Comments:

- Ensure the addition of mixed use path or protected bike lanes the entire way in both directions/sides.
- The best way to increase safety is to reduce speeds. Remove and/or narrow driving lanes along the route and install continuous, separate, protected paths for people walking and biking. Convert as many intersections to single-lane roundabouts as possible.
- I'm incredibly supportive of redesigning this road to reduce number of car lanes, be designed in a way to reduce speeds, and increase opportunities to safely cross on foot.
- This road is supposed to be 35mph, but the way it currently is, everyone goes at least 50. This road NEEDS help.
- HUGE opportunity for traffic calming and safety/accessibility improvements! Simplify, narrow, and slow down. Multimodal access to Iroquois Park would be huge improvement and amenity for these neighborhoods and city as a whole!

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 3385

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- Reconfiguring lanes and ramps is fine, but do not install any new lane-miles. Additional capacity will only increase congestion in the long run.

Project Name: KY-1934

Sponsor: KYTC

KIPDA ID: 3384

Comments:

- Narrow and/or remove driving lanes and remove all slip lanes. Convert signalized intersections to roundabouts wherever possible. Install continuous, separate, protected paths along route for people walking and biking.
- Agree with other commenter. Lots of opportunities for calming traffic at intersections which is where these kinds of roads are most dangerous. Separated MUP would be nice, but understandable if that's not the focus.

Project Name: KY 1747

Sponsor: KYTC

KIPDA ID: 3382

Comments:

- 90 million is too much to spend for this suburban area based on the number of people who live or use this per square mile around here.
- Hurstbourne in general and this section in particular are overbuilt and the surrounding area is hostile to people outside cars. Remove/narrow driving lanes, convert intersections to roundabouts, install multiuse paths along both sides

Project Name: KY 2054

Sponsor: KYTC

KIPDA ID: 3381

Comments:

- Add protected bike lanes each way or a wide mixed use path
- Bicycles need to be accommodated (sic) in this project.
- Great project. Simplify roadway configuration, add protected facilities for bikes. Consider some kind of program to encourage property owners with alley access to eliminate street curb cuts and use alley for access instead per Olmsted's vision

Project Name: US 42

Sponsor: KYTC

KIPDA ID: 3380

Comments:

- 3 lanes are not needed for cars, but a nice wide bike ped multi use path the entire way with good safe narrow crossings would improve safety and decrease car congestion.
- 3 lanes?! You must be joking.
- If by 3 lane widening you mean 2 lanes + TWLTL, then ok maybe. MUP would be great though

Project Name: US 42 (Non-Cardinal: Story Ave)

Sponsor: KYTC

KIPDA ID: 3378

Comments:

- What is the change being proposed here? A two way conversion would be great. Or wider sidewalks, or mixed use path, or protected bike lanes

- Assuming this is not a two way conversion, Story has plenty of unused road width in this section to create bike lanes against the curb, either protected by parked cars or separated by a curb.
- This could create an extension of the Beargrass Creek greenway by having connection and extending existing route from off route Greenway. Make Story and Mellwood 2 way cycle track to keep parking
- Creating a safe, protected bike lane for this section would connect north on Story to the Butchertown Greenway leading to the Botanic Gardens and new River Road mixed use path to Zorn and downtown!
- Fantastic, love to see HSIP funds put towards increasing safety of vulnerable road users.

Project Name: US 31 E Congestion Reduction

Sponsor: KYTC

KIPDA ID: 3377

Comments:

- Land use south of 265 is car-mandatory. As development continues, congestion will worsen no matter how many lanes wider Bardstown Road gets. Do not sink millions of dollars into widening a rural road. This will exacerbate sprawl and congestion.
- Excellent to see a focus on right-sizing and bringing safety improvements to suburban arterials like this. Incremental improvement is still improvement!

Project Name: US 31 E

Sponsor: KYTC

KIPDA ID: 3376

Comments:

- Do not add lane-miles. There is currently no way to cross 265 here - a 10' multi-use path would be dirt cheap compared to driving lanes

Project Name: US-31E

Sponsor: KYTC

KIPDA ID: 3375

Comments:

- Supportive of this project. Please emulate the design of Bardstown Rd to the north already completed a couple years ago.
- There is more than enough road width for a protected bike lane in each direction or a two-way track on one side.
- This segment should look like the redesigned segment north of here, but with protected bike lanes added. There is plenty of road width for a lane in each direction or a two-way track on one side.
- Keep the driving lanes to one in each direction, like on Bardstown Rd north of here. No need for 4 driving and 2 parking like in some sections now. Add curb extensions and crosswalks everywhere along the way.
- Great project, and I hope to see more of what was installed north of Eastern Pkwy in this section!

Project Name: US-31E

Sponsor: KYTC

KIPDA ID: 3374

Comments:

- This segment should look like the redesigned segment north of here, but with protected bike lanes added. There is plenty of road width for a lane in each direction or a two-way track on one side.

Project Name: KY 1819 from Bluegrass Parkway to Plantside Drive

Sponsor: KYTC

KIPDA ID: 3372

Comments:

- Only do this work if you add bike ped protected lanes or MUPs

Project Name: KY 1819 from Bluegrass Parkway to Plantside Drive

Sponsor: KYTC

KIPDA ID: 3370

Comments:

- Make each underpass easy and safe to cross by foot/bike and add noise barriers and reduce travel lanes and lane widths, add crosswalks
- Ditto the other commenter. Also consider replacing 64 with a ground level boulevard, which would do a lot to make the waterfront more accessible
- Love to see this being prioritized!!
- It is vital that we reconnect Portland with the river and develop safe and pleasant corridors to walk and bike between residential neighborhoods and the river.
- Use native pollinator plants and flowers to landscape I 64 easements and Ohio River floodplain similar to downtown
- Love to see these kinds of connectivity projects being proposed and hope they get priority. Provide safe and comfortable access to cross I-64 that doesn't involve mixing with highway ramp traffic!

Project Name: Slate Run Road Improvements Phase 2

Sponsor: New Albany

KIPDA ID: 3369

Comments:

- Good stuff! Please make sure the bike lanes are separated and protected. Most potential riders will not feel safe feet away from speeding cars. Consider making the bike lanes sidewalk height
- Great! Protected facilities will be better and more heavily utilized.

Project Name: Baylor Wissman Hilltop

Sponsor: Floyd County Board of Commissioners

KIPDA ID: 3367

Comments:

- Narrow lanes stop speeding. Please be careful not to turn this into a high speed cutthrough

Project Name: Memphis Blue Lick Roadway Improvements

Sponsor: Clark County

KIPDA ID: 3365

Comments:

- Widening this rural road will induce further development which will cause more traffic. Long commutes are the rightful price of living in a rural area

Project Name: CR-311 and Sellersburg Improvements

Sponsor: Clark County

KIPDA ID: 3364

Comments:

- Please ensure bike lanes are separate and protected from driving lanes

Project Name: Merry Way near Georgetown Elementary

Sponsor: INDOT

KIPDA ID: 3363

Comments:

- It should be safe, easy, and comfortable for local children to walk to school here. Lots more sidewalk and traffic calming will be needed

Project Name: US 31 and Eastern Blvd, intersection improvement

Sponsor: INDOT

KIPDA ID: 3362

Comments:

- Thank you for this. For such a small project, do it sooner
- Excellent! Creating safe ways to cross the highway will be great for connectivity

Project Name: North Hubbards Lane

Sponsor: Louisville Metro

KIPDA ID: 3233

Comments:

- Keep it two lanes for cars, but add very nice bike/ped/MUP facilities and trees and lighting and crosswalks with the funding.
- Please ensure paths for people walking and biking are separated and physically protected. This is a high-traffic area and painted lanes or sharrows will not draw new users.

Project Name: I-65 Bridge at E Kentucky & S Brook St

Sponsor: KYTC

KIPDA ID: 3196

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- We need to reactivate empty space under the bridge as a plaza and weatherproof event space instead of fencing it off. This makes the entire intersections unsafe as no one will see you or be able to assist if there are problems or issues. Cars speed

Project Name: I-65 Bridge at Hill, CSX RR & Burnett

Sponsor: KYTC

KIPDA ID: 3195

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- Please update this intersection. It does not feel safe to cross biking or walking
- I'm thrilled to see this spot on the docket for improvements. In particular, non-auto crossing at Preston Street is a mess. The existing pedestrian bridge has been poorly maintained, and the intersection is in great need of beautification.
- We need a safer and better connected intersection with a redesigned pedestrian bridge and better Jackson St off ramp design. Traffic must be slowed
- Improve Pedestrian and bike safety with overpasses redesign. Do not close off will (sic) walls of concrete. Redesign and rebuild pedestrian bridge.
- Better multimodal access across these railroad tracks would be a great addition to this project.

Project Name: I-65 Bridge at KFEC Gate 6

Sponsor: KYTC

KIPDA ID: 3123

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at Manning Rd

Sponsor: KYTC

KIPDA ID: 3120

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at Phillips Ln

Sponsor: KYTC

KIPDA ID: 3119

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at E Chestnut St

Sponsor: KYTC

KIPDA ID: 3117

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

- If you must spend insane amounts on repairing what has always been a terrible idea (i.e. running a loud, polluting highway through the heart of our city), I hope you will at least fix the horrible banging noises caused by each car passing over.

Project Name: I-65 Bridge at Jacob, Broadway, Gray St

Sponsor: KYTC

KIPDA ID: 3115

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- If you must spend insane amounts on repairing what has always been a terrible idea (i.e. running a loud, polluting highway through the heart of our city), I hope you will at least fix the horrible banging noises caused by each car passing over.

Project Name: I-65 Bridge at St Catherine St

Sponsor: KYTC

KIPDA ID: 3114

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: I-65 Bridge at US 60A (Eastern Parkway)

Sponsor: KYTC

KIPDA ID: 3112

Comments:

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

Project Name: Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor

Sponsor: KYTC

KIPDA ID: 3067

Comments:

- Great project. Make connections through 64 as safe and comfortable as possible for people outside of cars. Car access and LOS should not be a high priority.
- What a great way to support community building in the area!

Project Name: 2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements

Sponsor: University of Louisville

KIPDA ID: 2982

Comments:

- As a UofL student, I walk through here every day. It's a bit of a messy intersection and people run the red lights and stop signs often. If the intersection can be cleaned up and some kind of curb extensions added, that would improve safety a lot.
- It would be great to just close this section of road and pedestrianize it

- Great spot for pedestrianization
- Close Brandeis completely to car traffic and make this a pedestrian and bicycle corridor. This is one place in Louisville where pedestrian traffic vastly exceeds car traffic already (and it is NOT designed for that!)
- Close Brandeis to car traffic and only use it for bus, walking and bike/scooter. This is a direct route to dorms and is dangerous for drunk driving and tourists coming back from Churchill Downs and hitting buildings and students
- I lived in UTA right next to this street for years, it should really just be pedestrian only as it sort of once was during construction on the Ville Grille. Things worked fine and it was much safer
- Zero reason for this street to be open to cars. Establish modal filters and let it be a plaza.

Project Name: I-64 Added Travel Lanes

Sponsor: INDOT

KIPDA ID: 2899

Comments:

- \$222 million is an insane amount of money for highway widening, and accounts for a third of all the project costs in Amendment 8. Upkeep will be expensive too.
- Is this widening actually remotely necessary? This is an absurd boondoggle cost for little benefit compared to some of the other projects here.
- Additional lanes are unnecessary. Adding them would worsen congestion and air quality while locking in decades of increased GHG emissions. This is not to mention the massive construction and ongoing maintenance costs.
- This is unnecessary and will have to be perpetually maintained
- Highly skeptical that new lanes are worth the cost and maintenance burden. Highway sprawl is not a path towards prosperity but rather bankruptcy. Let's not repeat the same mistakes we've made for the past 50+ years.

Project Name: US 31W

Sponsor: KYTC

KIPDA ID: 2779

Comments:

- Look for opportunities to minimize the number of curb cuts.

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 2121

Comments:

- 264 WB: The ramps between Newburg Rd, Poplar Level Rd, Preston Hwy, and I65 are unable to handle heavy traffic. They are too close together creating excessive weaving and gridlock. Separate grade ramp crossings would be wonderful.
- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- How many times are we going to widen and blow out this interchange all for traffic to be just as bad here? Think smarter, not just adding more lanes.
- It is incredibly difficult for people to walk/bike to the airport from the fairgrounds. We need to redesign airport access to allow for better use. Not all tourists or residents use a car to get to airport/fairgrounds and are forced to rent or not go

Project Name: East Market Street Streetscape Improvements

Sponsor: Louisville Metro

KIPDA ID: 2064

Comments:

- Yes please do this ASAP. Ensure it is 2 way with only one driving lane in each direction, and protected or parking protected bike lanes or SUPs in each direction.
- Agree with other comment. 2 total driving lanes is plenty and there is abundant space for protected bike lanes, widened sidewalks, and curb bumpouts near intersections.
- Pedestrian access will be great for the business in this area
- Hell yes! Why wasn't this done a decade ago?!
- As other comments have said, this is a great project, wish it had been done much sooner, and wish it was only 2 lanes each direction (same for future Main St. reconfig) but still either way will be a huge improvement!!

Project Name: Complete Street Improvements on West Kentucky Street

Sponsor: Louisville Metro

KIPDA ID: 1863

Comments:

- Love this, just make sure all bike lanes are projected and useable by all ages and abilities.
- Street trees!!!
- Much needed! High priority!
- Critical! We need connection and two way streets for all East West thoroughfares
- Love to see it! Safe and comfortable east-west connections are needed, esp. through this very industrial area. Prioritize protected infrastructure rather than painted lanes for bikes

Project Name: River Road Extension

Sponsor: Louisville Metro

KIPDA ID: 1338

Comments:

- I like the description of two lanes and low-speed design. Please ensure this does not interfere with the existing Louisville Loop/Riverwalk path. If it does, ensure that separated pathways for people walking and biking are installed as part of this
- The project description sounds excellent! Please make this road as few cars lanes as possible and sensitive to pedestrian connections.
- It would be irresponsible not to use some of these funds to improve the existing riverwalk path through this area which is in desperate need of renovation.
- Love it, focusing on local access/connectivity and providing an opportunity to bypass the craziness of the I-64 onramps will be nice. Please ensure that the Louisville Loop along this section is incorporated/improved as part of this project.

Project Name: Ohio River Bike/Ped Connection

Sponsor: Louisville Metro

KIPDA ID: 867

Comments:

- This is a super smart idea to reuse the unused section of the bridge for bike / ped traffic. It's a fantastic idea for improving mobility and tourism, as long as it has good connections to bike lanes / trails on each side.

- Slam-dunk great idea. This could be the Big Four 2.0, especially tied into the Waterfront Park westward expansion.
- Extraordinarily great news to see this project here!!!
- INCREDIBLE opportunity to connect New Albany to Portland without needing a vehicle. Elderly residents, young parents and wheelchair users are often unable to cross I64 bridge without arranging rides and expecting delays. This is direct and needed.
- If you want to bike to New Albany, then you have to cross either the big four or second street bridge, then bike miles down the Southern Indiana trails to reach it. Making this bridge accessible would be great and spur development as well.
- Please reopen this existing bike/ped sections on each side of this bridge to people on bikes and walking. It will connect the west end waterfront park and Louisville Loop to the Ohio River Greenway and New Albany downtown businesses.
- With the resounding success of the Big Four Bridge, this project is such an obvious no-brainer.
- This connection is critical for elderly , children and non car users to connect to New Albany. I strongly urge this as number one priority

Project Name: KY 1065

Sponsor: KYTC

KIPDA ID: 436

Comments:

- Put #5 Modal Access and Choice top of the list and create shared use paths the entire way with safe crossings and reduced width and count of driving lanes.

Project Name: KY 146

Sponsor: KYTC

KIPDA ID: 428

Comments:

- 20 million is a lot for this, but spend less and just have MUP the entire way.

Project Name: KY 53 / I-71 to Zhale Smith Road

Sponsor: KYTC

KIPDA ID: 418

Comments:

- Widening an already-wide rural road will induce further development and exacerbate sprawl. Long commutes are a tradeoff of living in a rural area. All of this while there is no way to travel from here to downtown La Grange outside of a car. Start there.

Project Name: KY 22

Sponsor: KYTC

KIPDA ID: 412

Comments:

- Ensure bike ped facilities, protected

Project Name: KY 1531

Sponsor: KYTC

KIPDA ID: 411

Comments:

- Remove curbs, add shoulders/bike lane; turn lanes @ US60. Solve problem of inability in 5yrs to enter US60 due to massive volume. Tie into Spring or Highland or further west & eliminate current connection to US60
- Eliminate left turns from Johnson Rd. to Shelbyville Rd. Far too dangerous and causes traffic buildup on Johnson Rd
- Straighten blind and "hairpin" turns Remove curbs from east side of road 22' road width, PLUS ample shoulders Eliminate current access to US 60, tie into Highland Ave or Spring Dr Add bike lane for easier access to Louisville Loop/Parklands
- Johnson Road needs to be widened to at least 22' with 6' level shoulders on both sides. There is maximum traffic on the road in the morning rush hour and trucks passing each other in opposite directions are dangerously doing so due to curbs that are on b
- Johnson Rd needs to be widened to safely allow for the increased traffic with several developments in the works. Flat Rock Rd is good example of how Johnson should look. Safe access to Shelbyville Rd and Aiken Rd- need traffic lights, turning lanes.

Project Name: Grade Lane

Sponsor: Louisville Metro

KIPDA ID: 289

Comments:

- Yes please great idea, make sure they are physically protected.
- Why add a third lane to induce more cars instead of focusing on the pedestrian and cyclist route?

Project Name: Arnoldtown Road

Sponsor: Louisville Metro

KIPDA ID: 249

Comments:

- Ensure all intersections are safe to cross by foot or bike, with refuge islands and bollards.

Project Name: River Road

Sponsor: Louisville Metro

KIPDA ID: 163

Comments:

- Road does not need 4 driving lanes based on current or projected traffic counts, at the expense of safety, noise, pollution, and a barrier between the parks and waterfront. Protected bike lanes and SUP are great though.
- Does NOT need 4 lanes.
- Use native pollinators to beautify this floodplain immediately. This should not be mowed grass so close to a flooded area. Deeper roots from trees or rain gardens can help drain hundreds of acres
- Please keep it 2 driving lanes for safety and slow down drivers with pinch points and curb extensions if needed at each crossing. Add crosswalks at each crossing.
- Additional lanes don't seem necessary, and may create safety concerns with speeding and weaving.. Consider revising to 2 lanes + TWLTL. Shared use path and bike lanes are a welcome addition.

Amendment 9 to the Connecting Kentuckiana 2040 Metropolitan Transportation Plan; FY 2020-2025
Transportation Improvement Program
Public Comments

Project Name: I-64 Travel Lanes
KIPDA ID: 2988
Project Sponsor: INDOT

Comments: “I strongly, strongly object to adding these interstate lanes. No more interstate expansions! We need to reduce care dependency! We should instead fix the systemic problem of having 2 untolled bridges next to 1 tolled bridge.”

“This is an egregious misappropriation of funds. \$138 million dollars is enough to implement 10 or more miles of a Bus Rapid Transit network, and would serve c connectivity goals much better. Expensive highway expansions are counterproductive. Stop them.”

“Louisville Metro government recently released a climate action plan to eliminate emissions by 2040. Key to this is a shift towards more walking, cycling, and transit. This widening project is extremely counterproductive.”

“Do we actually believe that additional lanes will help with safety? 138 million dollars could radically change the infrastructure of Louisville and help give upward mobility to all of our citizens of Louisville, not just car owners. I-64 has enough lanes.”

“Widening I-64 is not a good use of this funding. Many studies have shown that widening projects tend to induce demand and often increase traffic over time. Additionally, since the bridge is not being widened there will continue to be slowdowns there.”

“The \$138 million dollars for this project could be better used for many KIPDA safety projects for all users. I don’t believe this widening is worth it for the taxpayer cost, and there will still be a bottleneck as drivers approach the bridge heading east.”

“Adding travel lanes to any highway in 2023 is indefensible. If carried out, this project will increase traffic, cost hundreds of millions of dollars, worsen air quality and sprawl, and do precisely nothing to decrease congestion long term.”

“How are we srsly (sic) still considering adding interstate lanes in 2023? It has been shown time and time again to achieve nothing except lighting \$ on fire. We can’t maintain what we already have. Spend \$ on getting people out of cars, not increasing dependency.”

Project Name: I-71
KIPDA ID: New
Project Sponsor: KYTC

Comments: "Please invest in inducing biking and walking first before we spend more money on infrastructure that only serves high-speed travel cars."

Project Name: I-65 Bridge at East Kentucky & South Brook Street
KIPDA ID: New
Project Sponsor: KYTC

Comments: "Remove the ramps entirely to/from E St. Catherine as part of this project! It would greatly improve quality of life in the neighborhoods the interstate has severely damaged over its decades of existence."

"As part of the project description 'increase safety for all users.' Please ensure there is complete streets work done to accommodate people walking, biking, and in wheelchairs to get to and from bus stops and other destinations."

Project Name: I-65 Bridge at Hill, CSX RR & Burnett
KIPDA ID: New
Project Sponsor: KYTC

Comments: "What does this project involve? This intersection needs to have surface street connection restored. The walking bridge is not a good urban design solution and should be destroyed and the surface street reunited."

"As part of the project description 'increase safety for all users.' Please ensure there is complete streets work done to accommodate people walking, biking, and in wheelchairs to get to and from bus stops and other destinations."

"The description for the bridge projects listed on this map are quite vague. What precisely are the proposals?"

Project Name: SR 60 & Perry Crossing Road Intersection Improvement
KIPDA ID: New
Project Sponsor: INDOT

Comments: "As part of the safety improvements, please follow the KIPDA, KYTC, and Louisville Metro complete streets guidelines to add the appropriate sidewalks, mixed used paths, crossings, ect.""

Project Name: I-65 & Veterans Parkway
KIPDA ID: New
Project Sponsor: INDOT

Comments: "Please widen the sidewalk to make it a mixed use path along Veterans Parkway under 65 to encourage and protect people walking, and make use of the proposed push buttons."

"I would love to see the sidewalk here expanded into a MUP similar to the existing configuration at the Snyder/Shelbyville Rd interchange and for the pedestrian signals to be automatic – we don't make drivers press a beg button to get a light."

Project Name: I-65

KIPDA ID: 2944

Project Sponsor: KYTC

Comments: "I wish that this was the removal of I-65 through the core of Louisville."