

**Amendment 8 to the FY 2023-2026 Transportation Improvement Program & Connecting  
Kentuckiana 2050 Metropolitan Transportation Plan  
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.