

# **Appendix I:**

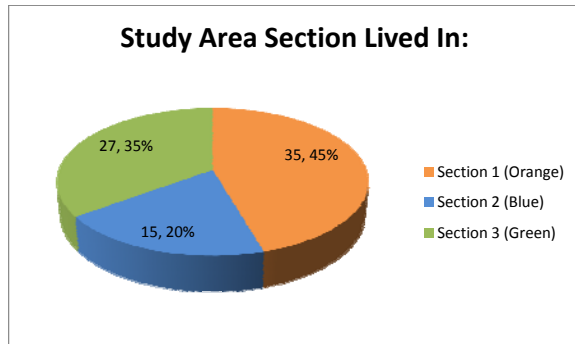
## **PUBLIC MEETING SUMMARY**

# I-265 Programming Study Public Meeting Summary

Two public meetings were held in September 2014 for the I-265 Programming Study. The first one was held at the southern end of the study area at the Teamsters Local 783 Hall on Beulah Church Road on Thursday September 25, 2014. The second public meeting was held at Chancey Elementary School on Murphy Lane, near Westport Road on Tuesday September 30, 2014. The purpose of these meetings was to provide the public with information on the study, gather public feedback on the projects being considered, and to use the feedback to develop a public prioritization for the projects. A pre-recorded video providing background information on the study area, played during the meeting. Each attendee was given a Frequently Asked Questions sheet, as well as a ranking sheet, on which they could provide their prioritization of potential projects in the study area, as well as provide feedback on any additional projects they felt were missing. The ranking sheet was also made available on Survey Monkey at <https://www.surveymonkey.com/s/I265Study> for two weeks after the meetings. Below is a summary of the feedback received.

## 1. Background Information

What portion of the study area do you live in?

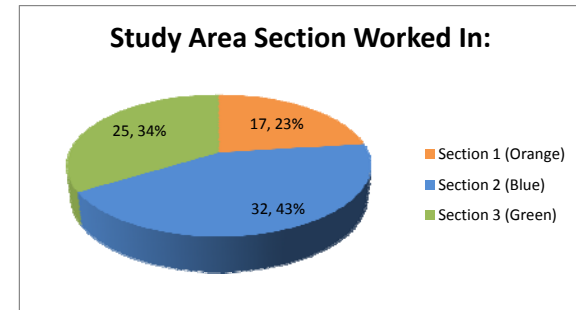


Section 1 (Orange) = I-265 from I-65 to Billtown Road

Section 2 (Blue) = I-265 from Billtown Road to Old Henry Road

Section 3 (Green) = I-265 from Old Henry Road to I-71

What portion of the study area do you work in?

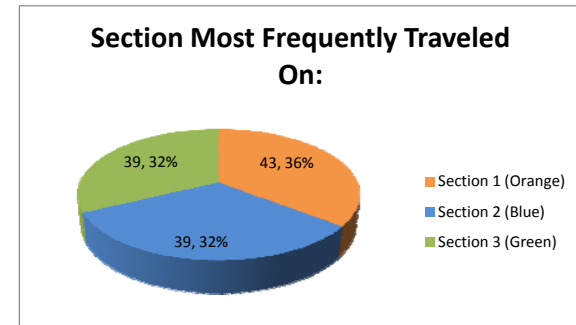


Section 1 (Orange) = I-265 from I-65 to Billtown Road

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What study area roadways do you travel most frequently?

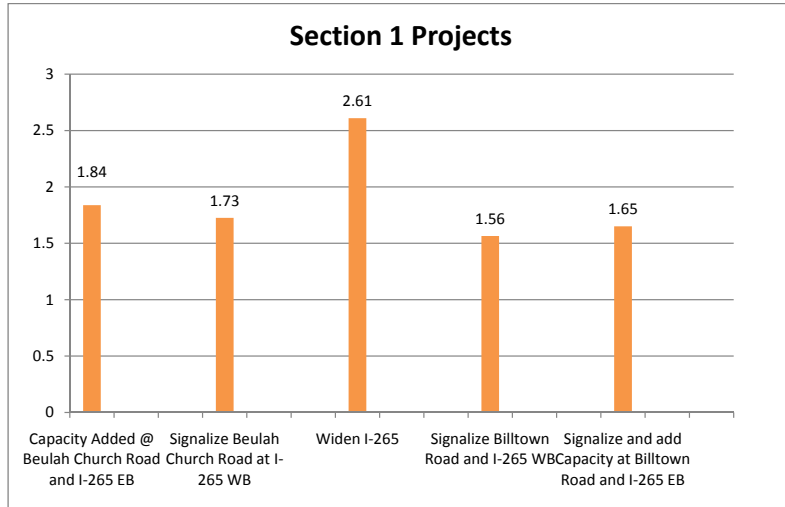


Section 1 (Orange) = I-265 from I-65 to Billtown Road

Section 2 (Blue) = I-265 from Billtown Road to Old Henry Road

Section 3 (Green) = I-265 from Old Henry Road to I-71

**2. Rank the following projects in Section 1.**



**Section 1 (Orange) Projects Average Ranking (Low =1, Med =2, High=3)**

**Are there any projects that have not been listed in Section 1 (Orange) that should be? (Comments noted as they were written in the fill-in portion.)**

- I-265 Off ramp at US 31E (EB off ramp to US 31E North) there is not enough room for the dual lefts between median and edge line barrier wall. Can this center median be cut back a few feet? (see drawing)
- Bardstown Road exit in both directions. Ramps were improved at Bardstown Road but still only one lane up to Bardstown Road still causes backups onto Freeway.
- Additional sound walls.
- Smyrna Ramps need to be widened.
- Rush hour flow on both east and WB 265 between Smyrna Road and I-65
- Bardstown Road between Fern Creek and I-265 needs widening.
- Bardstown Road still not good. Potential SPUI (or other interchange alternative) possible?
- Interchange from I-65 SB to I-265 EB and I-265 WB from Preston Hwy to I-65 NB. Both of these are gridlocked at peak times and both have accident concerns.
- Object to the addition of extra turn lanes at Beulah Church exit - currently traffic coming off the freeway will use the center turn lane to pass those in the driving lane - it makes NO SENSE to dump two "off ramp" lanes of traffic into ONE through lane - especially with residential driveways along this section of the road.
- More TRIMARC Signs
- Preston Highway (61) and 265 interchange. 20 minute bottleneck every day at rush hour.

That's priority #1. Lanes need widening from 65 to Beulah Church or at least Smyrna

- My high is from 65 ramp to 265 East in the evening (work time)
- Widening of I-265 needs to be highest priority. The ramp to get on I-265 south at Bardstown Road is very congested and hard to merge over to with traffic that is trying to turn in and exit from Wal-Mart. Seems to be poorly planned ramp.
- Bardstown Road ramp from freeway East traffic backs up on freeway because Bardstown Rd is bumper to bumper from Glenmary to Hurstbourne Lane south bound lots of days at 6:00 pm - 6:30 need to complete Cooper Chapel Road from Preston to Bardstown Road to help get traffic off Bardstown Rd so ramp won't be backed up Eastbound freeway that a safety concern nothing can help it until Bardstown Rd sees improvements there's no way to travel East-West south of freeway county road
- There definitely needs to be a signal added at the Billtown Road Ramps
- Widen I-71 North from 264 all the way to Exit 22 and south as well
- I have not traveled the area during rush hour. Did not rank projects.
- Primary concern on the widening is the EB I-265 from I-65 to Bardstown Road. It may be possible to restrict WB widening to the Preston to 65 zone with a Preston relief to WB I-265 to avoid people crossing over quickly to avoid getting on 65 N
- Expand the lanes SB prior to Billtown Road. The sharp incline slows down truck traffic drastically, even before reaching the exit.
- Suggestion - if more lanes are added to I-265, prohibit trucks over 8 tons from using left lane. I-44 in Missouri is like this, and it makes traffic flow much more smoothly.
- 1) Possible interchange at Seatonville Road, even if exit ramps only. 2) Additional work at I-265 and Bardstown Road. Most days traffic backs up on ramps (both directions) onto I-265 for 1/2 mile. Some days this gets very dangerous. 3) Possible interchange at Old Heady Road. 4) Advance warning signal for back up at Bardstown Road, similar to that for Lagrange Road.
- Note that signals at Beulah Church Road and possible signals at Billtown Road should change to flashing yellow/red lights outside of rush hour. (10 am - 3 pm and 8 pm to 6 am) = flashing lights.
- Coordinate the WB exit ramp signal (at Beulah Church and I-265 WB) with the signal from EB exit ramp so thru traffic is impacted less.
- Improve flow eastbound from I-65 to Beulah Church. Why does it back up every afternoon?
- Add capacity to the EB exit ramp at Bardstown Road.

**2. Rank the following projects in Section 2.**



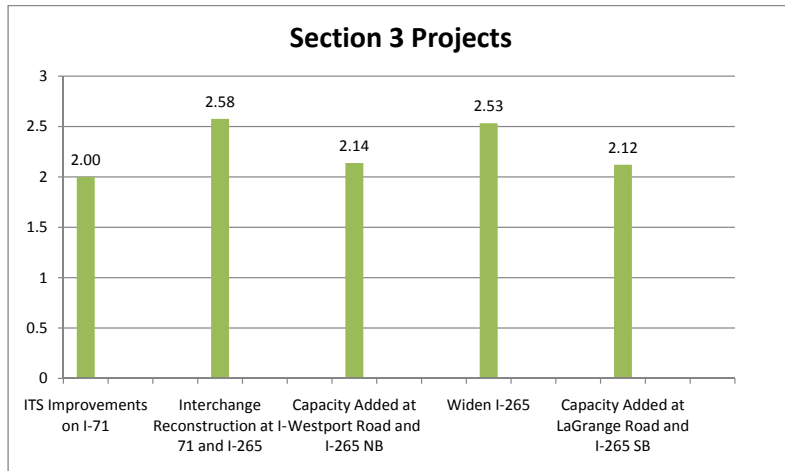
**Section 2 (Blue) Projects Average Ranking (Low =1, Med =2, High=3)**

**Are there any projects that have not been listed in Section 2 (Blue) that should be? (Comments noted as they were written in the fill-in portion.)**

- Need street lights at 265 155 EB
- Add a light at SB 265 and Old Henry Rd
- More TRIMARC Signs
- There needs to be a traffic signal on Nelson Miller and Old Henry
- The hair pin curve right before the 3 way stop at Old Henry / Factory Lane is too dangerous. Traffic gets backed up coming North on 265 and getting off at Old Henry. That should have been a clover leaf with the amount of traffic.
- Easier access to 265 North and South from Factory Lane and LaGrange Road. Bottleneck with only 2 lanes during rush hour.
- When will the section of 265 be re-paved????
- Shelbyville Rd on ramp to Southbound I265 needs a 2nd lane, and a better way to merge directly onto I-64 West without interfering with I-265 South
- 64/I265 interchange desperately needs flyover from 64 E to 265 N. With flyover from 265 N to 64 W, it's unlikely that widening is necessary in this section Northbound. Widening should focus on SB to deal with the uphill elevation change that requires trucks to slow considerably.
- 1) Bypass ramps to take I-265 and Shelbyville Road traffic off of main I-265 lanes (collector/distributor lanes). 2) Eliminate cloverleaf at I-64 completely.
- This section (blue) is most crucial as most traffic issues during rush hour are in this section.

- The problem with the KY 155 area is the signal at KY 155 / Taylorsville Lake Road outside of this study's scope - but FIX THIS FIRST!!!! DO NOT PUT New Interchange at Rehl Road. Fix the Taylorsville Lake Road and KY 155 problem and half the traffic issues there will go away.
- 1) Hopefully 5-21.00 provides for a longer SB I-265 ramp decel. Lane to Taylorsville Road. Often the SB I-265 grade contributes to the SB backups that extend back through the I-65 interchange and beyond. Ramp-destined vehicles slow down approaching the exit and slow through vehicles SB. South of Taylorsville Road, SB I-265 returns to free flow operation. 2) Consider converting the I-265 at Taylorsville Road interchange to a double crossover diamond.
- If the I-64 reconstruction project is delayed due to the large cost, consider an advance contract to construct only the frontage roads and outer directional ramps. That short-term fix would help traffic tremendously and would not impair the ultimate interchange.
- Add additional ramp lanes from I-64 W to I-265 S...that backs up to standstill daily for a mile!!!

**2. Rank the following projects in Section 3.**



**Section 3 (Green) Projects Average Ranking (Low =1, Med =2, High=3)**

**Are there any projects that have not been listed in Section 3 (Green) that should be? (Comments noted as they were written in the fill-in portion.)**

- Improve the whole Brownsboro Rd / 265 / 71 interchange
- Coming from Factory Lane and trying to get on Northbound 265 is a major problem in the mornings. You have people getting off 265 in the same spot people are trying to get on. The Bridge project will change the makeup of the stretch of highway from Shelbyville Rd to 71. There will be increase traffic, increase trucks. The noise level will be increased. Sound barriers are need for every community that backs up to the Snyder from Shelbyville Rd to I71. Don't think it was fair that was not part of the bridge project.
- We are concerned about the sound barriers. We need them in section 3 from the Paddock Apartments thru Pinnacle Garden Patio Homes.
- In favor of wide to 4 lanes each way to separate traffic at 71 N & S and 22 - E. W. Place concrete barriers and force all that traffic into the Rt two or three lanes to exit only. Add two lanes from I-64W to I-265 N from I64 to Shelbyville Rd to improve traffic flow.
- I-265 N add an additional exit lane to I-71 NB to include extension of on ramp from 22 EB to I-71 NB, so that vehicles do not have to merge with through traffic on I-265 NB. Do this as an immediate, temporary, just extend and connect the ramps. Do the same thing from I-65 WB to the 265 NB to Shelbyville Road EB
- Revise the 22/I-265 interchange for easier access onto I-71 North without having to fight through traffic going to I71 South
- Add cameras along the length of I-265 from bridge to I-65. Enhance to publish traffic counts for developers to write apps against.

- More TRIMARC cameras are needed on I-71 between I-265 and I-264. Also need cameras on I-265 between I-71 and I-64
- 1) Eliminate cloverleaf at I-71. 2) Add collector/distributor lanes for I-71 and KY 22.
- It needs to be 6 lanes all around.
- Add a traffic light at Nelson Miller and LaGrange.



# I-265 Programming Study Project Ranking Survey

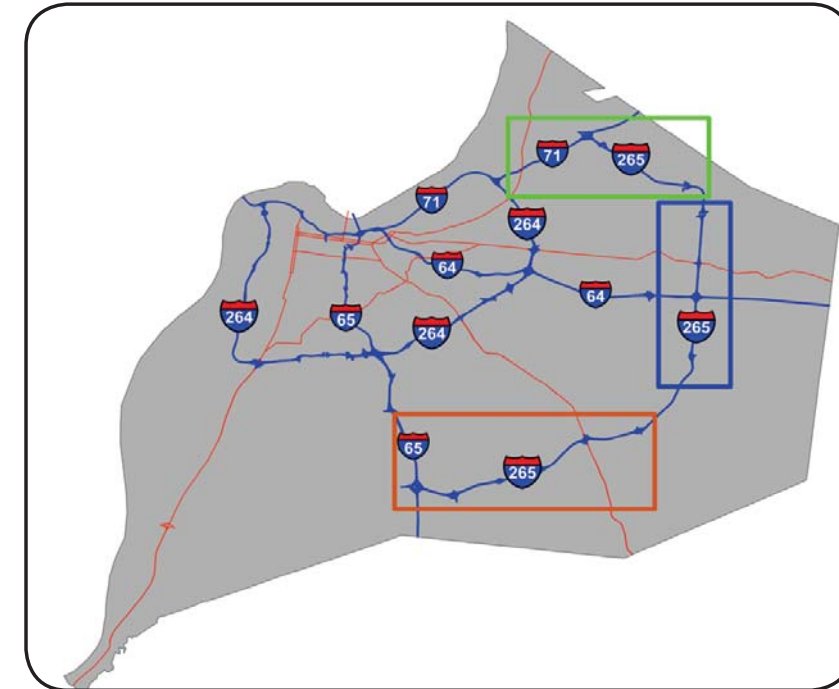


Name \_\_\_\_\_

What portion of the study area do you live in? \_\_\_\_\_

What portion of the study area do you work in? \_\_\_\_\_

Which study area roadways do you travel on most frequently? \_\_\_\_\_



**Rank the following projects in Section 1 (Orange). Please circle High, Medium or Low:**

| Priority     | Project Description                                                                                                                                                                                                            | Cost        | Priority     | Project Description                                                                                                    | Cost         |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------|------------------------------------------------------------------------------------------------------------------------|--------------|
| High Med Low | Capacity Added: At the Beulah Church Road and I-265 EB Ramp intersection, add SB left turn onto I-265 EB entrance ramp and additional EB left turn lane on I-265 EB exit ramp; add NB thru lane through the I-265 intersection | \$1,200,000 | High Med Low | Roadway Widening I-265                                                                                                 | \$91,800,000 |
|              |                                                                                                                                                                                                                                |             | High Med Low | Signalize Billtown Road and I-265 WB Ramp intersection                                                                 | \$100,000    |
|              |                                                                                                                                                                                                                                |             | High Med Low | Signalize and add SB and EB left turn capacity, and a NB thru lane at the Billtown Road and I-265 EB Ramp intersection | \$1,500,000  |
| High Med Low | Signalize the Beulah Church Road and I-265 WB Ramp intersection                                                                                                                                                                | \$100,000   |              |                                                                                                                        |              |

Are there any projects that have not been listed in Section 1 (Orange) that should be? \_\_\_\_\_

\_\_\_\_\_

**Rank the following projects in Section 2 (Blue). Please circle High, Medium or Low:**

| Priority     | Project Description                                                                                                                                                                                                                  | Cost         | Priority     | Project Description                                                                                                                       | Cost          |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| High Med Low | Capacity Added: Add EB thru and NB left turn at KY 155 and I-265 NB Ramp intersection                                                                                                                                                | \$2,100,000  | High Med Low | New Interchange: Rehl Road                                                                                                                | \$31,600,000  |
|              |                                                                                                                                                                                                                                      |              | High Med Low | Roadway Widening I-265                                                                                                                    | \$115,000,000 |
| High Med Low | Interchange Reconstruction: 5-21.00 - Reconstruct I-265 interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp and auxiliary lane; also includes WB auxiliary lane on I-65 from I-265 to Blankenbaker Parkway | \$60,300,000 | High Med Low | Interchange Improvement: 5-474.00 - Reduce congestion and improve safety at the Old Henry Road interchange                                | \$3,250,000   |
|              |                                                                                                                                                                                                                                      |              | High Med Low | Roadway Improvement: 5-367.00 - Construct a new 4-lane route from Old Henry Road interchange at I-265 to KY 22 in the vicinity of KY 329B | \$45,600,000  |

Are there any projects that have not been listed in Section 2 (Blue) that should be? \_\_\_\_\_

**Rank the following projects in Section 3 (Green). Please circle High, Medium or Low:**

| Priority     | Project Description                                                                                                                             | Cost         | Priority     | Project Description                                                                                                                                                                                                                                         | Cost         |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| High Med Low | ITS Project: 5-48.9 - TRIMARC improvements on I-71 from near the Kennedy Interchange to I-265                                                   | \$6,730,000  | High Med Low | Roadway Widening I-265                                                                                                                                                                                                                                      | \$66,700,000 |
|              |                                                                                                                                                 |              | High Med Low | Capacity Added: At the I-265 SB Ramp and LaGrange Road intersection, add a second SB left turn lane onto I-265 entrance ramp, a second WB right turn lane on the I-265 exit ramp, and a third NB thru lane from Nelson Miller Pkwy through the intersection | \$1,200,000  |
| High Med Low | Interchange Reconstruction: 5-48.3 - Reconstruction of the I-71 / I-265 interchange including a possible fly-over ramp from I-265 NB to I-71 SB | \$19,300,000 |              |                                                                                                                                                                                                                                                             |              |
| High Med Low | Capacity Added: Add EB left turn at Westport Road and I-265 NB Ramp intersection                                                                | \$200,000    |              |                                                                                                                                                                                                                                                             |              |

Are there any projects that have not been listed in Section 3 (Green) that should be? \_\_\_\_\_