

# Appendix D

## Meeting Summaries

### Jefferson County I-65 Corridor Planning Study

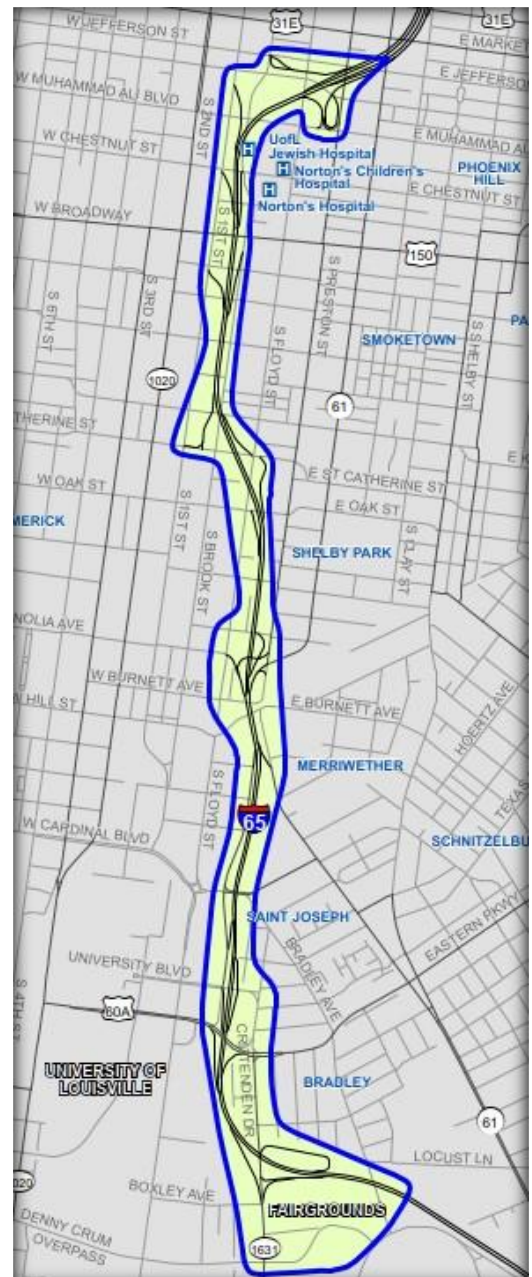
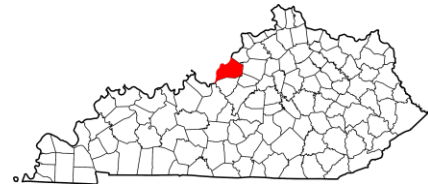
*From I-264 to Downtown Louisville*  
Item No. 5-569.00

October 2021

Prepared for:



In Partnership with:



## Meeting Chronological Listing

Meeting	Date
Project Team Meeting No. 1	October 29, 2020
Local Official/Stakeholder Meeting No. 1	December 1, 2020
Coordination with Louisville Metro	December 17, 2020
Coordination with University of Louisville	January 8, 2021
Project Team Meeting No. 2	February 16, 2021
Project Team Meeting No. 2A	March 9, 2021
Local Official/Stakeholder Meeting No. 2	May 6, 2021
Coordination with Louisville Metro and TARC	May 14, 2021
Coordination with University of Louisville	May 18, 2021
Coordination with the Kentucky Exposition Center	June 3, 2021
Traffic Modeling Discussion - Sub-area Models	June 4, 2021
Project Team Meeting No. 3	July 12, 2021



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Project Team Meeting No. 1  
Existing Conditions Report  
October 29, 2020 – 2:00 PM – Microsoft Teams Meeting

1. Welcome and Introductions – Beth Niemann welcomed everyone and started the meeting.

2. Attendees:

John Ballantyne - FHWA  
Bernadette Dupont - FHWA  
Michael Loyselle - FHWA  
Eric Rothermel - FHWA  
Andy Rush - KIPDA  
Dane Hoskins - KIPDA  
Steve Ross – KYTC CO  
Steve De Witte – KYTC CO  
Beth Niemann – KYTC CO  
Scott Thomson – KYTC CO  
Matt Lawson – KYTC CO  
Daniel Walker – KYTC CO  
Matt Bullock – KYTC D-5  
Tracy Lovell – KYTC D-5  
Stephanie Caros – KYTC D-5  
Donna Hardin – KYTC D-5  
Tom Hall – KYTC D-5  
Kevin Bailey – KYTC D-5

Larry Chaney – KYTC D-5  
Natalie House-Lewis – KYTC D-5  
Greg Groves - AECOM  
John Callihan – AECOM  
Brian Meade - AECOM  
Terri Combs - AECOM  
Craig Klusman – AECOM  
Kevin Dant - AECOM  
Vanessa Nghiem - AECOM  
Ali Azimi - AECOM  
Megan Yuill - AECOM  
Rebecca Thompson – Qk4  
Jeremy Lukat – Qk4  
Albert Zimmerman – Qk4  
Ryan Holmes – EHI

3. Meeting Agenda – John Callihan led the Project Team through the agenda and the attached slide show.

- I. Review of Study – *John Callihan*
  - A. Study Objective / Goals
  - B. Study Schedule / Tasks

- II. Existing Roadway Conditions Review – *Rebecca Thompson*

*Comments:*

- 1) *Kevin Bailey: Some of the TARC routes have been cancelled and ended – need to update that data*

<https://www.courier-journal.com/story/news/local/2020/07/16/tarc-eliminates-over-dozen-louisville-area-bus-routes/5450919002/>

- 2) Beth Niemann: Which bridge had issues last year, shutting down a portion of I-65

Natalie House-Lewis had the following information:

- a. B179 over Hill St, Burnette St, and the railroad had to close 2 southbound lanes
  - b. B183 is being inspected every 2 weeks in order to not close any lanes with temporary repair work starting the first week of November
- 3) Kevin Bailey: Remove Warnock from slides and change to University Boulevard. Changed at the request of UofL and Metro
  - 4) Donna Hardin: Planned Projects:  
Did not see 5-378.10 (Brooks Street Ramp) or the 05-470 (Metro one way to two-way conversion). They were included, but were shown with their KIPDA IDs, we will include both numbers

### III. Crash Data Review – John Callihan

### IV. Traffic Data and Analysis – John Callihan

- A. Traffic Forecast Methodology
- B. Preliminary Traffic Forecasts
- C. Microsimulation Model Review

Comments:

- 1) Scott Thomson: There is a big difference in directional traffic volumes - AM/PM. Consultant team will investigate this and respond to Project Team.
- 2) Beth Niemann: Shouldn't there be a correlation between speed data and LOS? Consultant team will investigate this and respond to the Project Team.

### V. Environmental Overview – John Callihan

Comments:

- 1) Bernadette Dupont: Don't forget to address Air Quality  
Kevin Dant: Air Quality will be addressed in the Environmental Overview.

### VI. Bicycle/Pedestrian Connectivity – John Callihan

Comments:

- 1) Daniel Walker (KYTC Bike/Ped Coordinator): UofL probably has a bike/ped plan that we should include in the bike/ped discussion. KYTC

has referred to this when doing work around the campus, and the university will adjust as needed from this plan

- a. <https://louisville.edu/sustainability/operations/bicycling-for-transportation>
- b. <http://louisville.edu/updc/master-planning/bicycle-master-plan>
- c. <https://louisville.edu/updc/master-planning>

## VII. Improvement Strategies Discussion – John Callihan

- A. Transportation Systems Management and Operations
- B. Signage / ITS
- C. Wayfinding / Aesthetics
- D. Mainline Spot Improvements
- E. Ramp Improvements
- F. Widening / Full Reconstruction

### Comments:

- 1) *Tom Hall: This is KIPDA's study. They have a list of needs on their website (top 40 collisions, etc.) It would be good to make sure that all the issues they have identified are included in this study*
- 2) *Larry Chaney: The I-65 NB to Broadway exit is the root of a lot of issues*
- 3) *Kevin Bailey: The majority of the issues are related to the acceleration and deceleration lengths of the ramp. Short acceleration lanes on a ramp that comes up from the surface street with a curve in the ramp doesn't allow the entering car to get up to speed and mainline traffic has to slow to allow them to enter and during peaks, that brings the LOS down quickly.*
- 4) *Kevin Bailey: Drainage issues especially in the median walls near St. Catherine are created by the fact that the boxes connect to manholes that actually have traps because they connect to combined sewers. These traps hold debris and sand from the roadway and when they fill-up, the drainage stops moving and with no shoulders, we have difficulty cleaning them out. We have been fighting this for years and in some places the manholes were paved over, and we stumble on them from time to time and uncover them and clean them out. Also, some of the out-fall pipes go down slopes into the bordering alleys and over the years, the trees have damaged the pipes and we just aren't able to fix them*
- 5) *Stephen De Witte: Consultant should reach out to Rob Frazier, HDR, who is doing an Active Transportation and Demand Management (ATDM) study for Northern Kentucky, on behalf of KYTC D-6, to make sure our analysis is consistent with their ATDM methodology.*
- 6) *Stephen De Witte: potential for closing some ramps, capacity, longer merges*

- 7) *John Ballantyne: While identifying improvement strategies, we should be looking at long, medium, and short-term solutions.*
  - a. *How much is congestion costing the public?*
  - b. *How much are we spending on repairing the concrete/guardrail/barrier wall?*
- 8) *Natalie House-Lewis: KYTC is moving forward with the replacement of the three poor bridges. B179, B183, and B191. The project has not been authorized yet, but it is considered critical. KYTC is aiming for 2022. There are also discussions about resurfacing I-65 from I-264 to the Kennedy/Lincoln Bridges before 2025.*
- 9) *Natalie House-Lewis: Upgrading the drainage system as well as the median barrier wall should be considered.*
- 10) *Michael Loyselle: From the discussion thus far, there appears to be no anticipation of changes in the number of lanes on the interstate mainline nor modifications to existing interchange access points. Please confirm. I would also agree/concur with Mr. Bailey's assertion on accel/decel lengths to be brought to current standards, and determine what would it be needed to do so (if there are thoughts about "tradeoffs" or having the public made aware of needs to be ascertained as part of improvements intended by KYTC from the safety and traffic operations' perspectives).*  
*John Callihan: Additional lanes, elimination or the addition of access points to the interstate may be considered as part of this study.*  
*Michael Loyselle: I am available as always to further discuss and "flesh" our FHWA involvement from the interstate access policy compliance and design end of things.*

VIII. Local Official / Stakeholder Meeting No. 1 Preparation – *John Callihan*

- A. Logistics / Scheduling / Prep Meeting
- B. Presentation & Input Tools (Story Map – Zoom)
- C. Coordination with Online / Social Media Tools

*Comments:*

- 1) *The Project Team agreed to schedule the LO/S meeting for November 19, 2020. This will be a Zoom meeting with an ESRI StoryMap used for relaying the information.*
- 2) *Donna Hardin: Requested the StoryMap have an option to allow participants to drop a "pin" to indicate a location of a comment or concern.*  
*Megan Yuill: We will incorporate that into the StoryMap.*
- 3) *Larry Chaney: For LO/S List - Add Smoketown and Schnitzelburg/Germantown neighborhoods. Maybe try to contact the Louisville Urban League.*



- 4) *John Ballantyne: Consider adding Phoenix Hill and Butchertown neighborhoods. Both were active and organized in the Louisville-Southern Indiana Ohio River Bridges Project.*
- 5) *Donna Hardin: Getting true diversity on community engagement is challenging. We need to be proactive on this project. (After the meeting, Donna sent some additional information via e-mail titled: How to achieve True Diversity in Community Involvement. This information is from a MetroQuest webinar).*
- 6) *Beth Niemann and Stephen De Witte: Develop Story map in fashion that does not overwhelm public with data but allows those interested in digging deeper to get data –Layer data*
- 7) *Stephen De Witte: When soliciting input on potential improvement strategies, pose questions to get them to prioritize by costs (low, medium, high costs) so that there are doable/affordable options (Steve said Bardstown study did good job of this-he can provide example)*  
*John Callihan: We will incorporate this suggestion into the second LO/S meeting and public engagement.*

IX. Public Meeting / Engagement Preparation – *John Callihan*

- A. Logistics / Scheduling / Prep Meeting
- B. Presentation & Input Tools (Story Map – Zoom Meeting or on-demand)
- C. Coordination with Online / Social Media Tools

*Comments:*

- 1) *Rather than an in-person meeting, the Project Team agreed to an on-demand, public engagement. This might include a pre-recorded video presentation. An ESRI based StoryMap would be the primary platform. The StoryMap will be the same or very similar to that used for the LO/S meeting.*
- 2) *Facebook boosts will be used to increase visibility of the virtual engagement.*
- 3) *The on-demand meeting should be posted very soon (if not immediately) after the LO/S meeting.*
- 4) *Stephanie Caros, KYTC D-5, will assist with social media and will post study information to the KYTC D-5 website.*
- 5) *Stephanie Caros: A couple of days is needed to post information on the KYTC D-5 website.*



X. Wrap-Up / Next Steps – *John Callihan*

*Comments:*

- 1) *John Callihan: Andy Rush should be added to the final slide and listed as KIPDA's Project Manager and Point of Contact for this study.*
- 2) *John Callihan will schedule a meeting to discuss the LO/S meeting and the on-demand virtual public engagement.*
- 3) *Andy Rush: Presenting study information before KIPDA's TPC and TTCC will not be possible until probably January. Andy will work with John Callihan to schedule a presentation for KIPDA's committees.*

XI. StoryMap demonstration – *Megan Yuill*

*Comments:*

- 1) *Beth Niemann: KYTC likes the StoryMap as the information sharing platform.*
- 2) *Beth Niemann: Has AECOM seen success in getting the public to answer demographic questions?*  
*Megan Yuill: On an ongoing project, we have seen a very good response rate. During the follow-up meeting regarding the LO/S meeting and virtual public engagement, we can discuss further.*

4. Action Items:

- a) John Callihan – Add contact information for Andy Rush to the slide presentation and to all future correspondence listing the study Project Managers.
- b) John Callihan – Schedule a meeting to discuss the LO/S meeting and the on-demand virtual public engagement. (Scheduled for Nov 5<sup>th</sup> at 3:00 PM).
- c) John Callihan – Provide answer to Scott Thomson regarding large and unexpected difference between NB and SB I-65 traffic volumes. How is the various data sets reflecting the directional split? (KIPDA Model, StreetLight data, historical counts, our study's TransModeler model)
- d) John Callihan – Provide answer to Beth Niemann regarding correlation between speed data and LOS.
- e) John Callihan – Coordinate with Rob Frazier, HDR, who is doing an Active Transportation and Demand Management (ATDM) study for Northern Kentucky, on behalf of KYTC D-6, to make sure our analysis is consistent with their ATDM methodology.
- f) Ali Azimi – Provide LOS for 2030 Baseline and 2045 Baseline for AM and PM prior to the LO/S meeting.





**Jefferson County**  
**KYTC 5-569**  
**I-65 Corridor Planning Study**  
**Local Official/Stakeholder Meeting No. 1**  
**Existing Conditions Report**  
**December 1, 2020 – 3:00 PM – Virtual Meeting (Zoom)**

1. Welcome and Introductions – Beth Niemann welcomed everyone and started the meeting.
2. Attendees:
  1. John Ballantyne - FHWA
  2. Andy Rush – KIPDA
  3. Greg Burress - KIPDA
  4. Steve De Witte – KYTC CO
  5. Beth Niemann – KYTC CO
  6. Daniel Walker – KYTC CO
  7. Tonya Higdon – KYTC CO
  8. Matt Bullock – KYTC D-5
  9. Tracy Lovell – KYTC D-5
  10. Tom Wright – KYTC D-5
  11. Stephanie Caros – KYTC D-5
  12. Donna Hardin – KYTC D-5
  13. Tom Hall – KYTC D-5
  14. Kevin Bailey – KYTC D-5
  15. Larry Chaney – KYTC D-5
  16. Patrick Matheny – KYTC D-5
  17. Shelli Venable – KYTC D-5
  18. Greg Groves - AECOM
  19. John Callihan – AECOM
  20. Brian Meade - AECOM
  21. Terri Combs - AECOM
  22. Craig Klusman – AECOM
  23. Kevin Dant - AECOM
  24. Vanessa Nghiem - AECOM
  25. Ali Azimi - AECOM
  26. Megan Yuill – AECOM
  27. Jeff Sandberg – AECOM
  28. Paul Slone - AECOM
  29. Rebecca Thompson – Qk4
  30. Jeremy Lukat – Qk4
  31. Albert Zimmerman – Qk4
  32. Ryan Holmes – EHI
  33. Rob Monsma – EHI
  34. Jeff O'Brien – Louisville Metro
  35. Mike King – Louisville Metro
  36. Dirk Gowin – Louisville Metro
  37. Amanda Deatherage – Louisville Metro
  38. Geoff Wohl – Louisville Metro – District 10
  39. Kip Eatherly – Louisville Metro – District 17
  40. Stuart Benson – Louisville Metro – District 20
  41. Angela Webster – Louisville Metro – District 20
  42. Rachel Roarx – Louisville Metro – District 21
  43. Chester Hicks – Downtown Partnership
  44. Rebecca Matheny – Downtown Partnership
  45. Aida Copic – TARC
  46. Geoffrey Hobin - TARC
  47. Brian Sinnwell – LRAA
  48. Darrell Watson – LRAA
  49. Dwight Clayton - LRAA
  50. Vince Robinson – TRIMARC
  51. Daniel Woo – TRIMARC
  52. Nathan Weldy - TRIMARC
  53. Cinnamon Jawor – Louisville Tourism
  54. Tony Marconi – Louisville MSD
  55. Mike Materna – University of Louisville
  56. Robert Newton – JCPS Transportation
  57. Mike Minniear – Audubon Park Police Chief
  58. Ann Pike – UofL Hospital
  59. Kevin McCoy – KY Venues
  60. David Beck – KY Venues
  61. Rep. Attica Scott – District 41
  62. Sen. Dennis Parrett – District 10
  63. Sen. Jimmy Higdon – District 14
  64. Mark Spivey – Norton Healthcare
  65. Ryan Jordan – Churchill Downs
  66. Gary Langston – Indiana Motor Truck Assoc.
  67. J Carlisle – Public Safety – Fire/EMS
  68. Ryan Jordan – Business Owner/Executive



3. Meeting Agenda – John Callihan led the group through the agenda. This included the attached slide show, and demonstration of the ArcGIS StoryMap and online survey.

- I. Meeting Overview – John Callihan
- II. Existing Roadway Conditions Review
  - A. Roadway Conditions - Rebecca Thompson
  - B. Bike/Ped Overview – Rebecca Thompson
  - C. Crash Data – John Callihan
  - D. Traffic Data and Analysis – John Callihan
  - E. Environmental Overview – John Callihan
- III. Survey Overview – John Callihan
- IV. Question & Answer Session – John Callihan

4. Comments and responses received through Zoom Chat:

Comment 1

Mike Minniear, Chief of Police, City of Audubon Park: *Do you know How do I get added to the I-264/I-65 project?*

Steve De Witte: *Mike - you were on the list for that one, so hopefully those emails didn't go to your spam. We have one more opportunity for feedback from local officials & stakeholders that will be going out soon - I'll follow up with you directly.*

John Callihan also e-mailed Stephanie Caros and copied Mike Minniear and asked that Stephanie add Mike to the I-265/I-65 Study distribution list.

Comment 2

Micheal Materna, Architect, University of Louisville: Responding to John Callihan mentioning that in the 3 yr period (2017-2019) that there were 1194 collisions in the study area, *"That is one collision per day."*

Comment 3

Dirk Gowin, Louisville Metro Public Works: *Isn't the LOSS based upon EEC?*

Steve De Witte: *It is - but it's easier to digest when comparing raw numbers of "excess crashes" across projects. So saying that it has a LOSS of 4 hammers home that way more crashes are occurring there than we would expect.*

Comment 4

Mike Minniear, Chief of Police, City of Audubon Park: (In response to a comment John Callihan made during his presentation.) *Rear to rear collision example: vehicle loses control and during time of spinning out of control the rear of vehicle out of control strikes rear of vehicle in front of it. FYI*



Comment 5

Micheal Materna, Architect, University of Louisville: *what are the next steps?*

John Callihan: This meeting is the start of our first public outreach effort. The StoryMap and online survey will be live and available through January 8, 2021. This effort will focus on identify needs, concerns, or issues in the study area. As the first public outreach effort concludes, our project team will start developing improvement strategies/concepts. These improvement strategies will be evaluated and in mid-Spring, we will have another Local Official/Stakeholder meeting to present the strategies. Another 30-day public outreach effort (online) will follow. Our goal is to have a recommend list of improvement strategies/concepts to present to KIPDA and KYTC by summer and then submit the final report by September 2021.

Comment 6

Rachel Roarx, Louisville Metro, District 21, Legislative Aide: *For survey promo, will there be paid digital outreach/social media?*

John Callihan: We will "boost" the survey through the KYTC District 5 Facebook page. We ask that everyone on the call help get the word out regarding this public outreach effort. Please promote the StoryMay and online survey.

Comment 7

Michael King, Louisville Metro, Office of Advance Planning: *We would love to include some of these findings and share info for Louisville Metro's upcoming Preston Corridor Master Plan*

John Callihan: We will have a follow-up meeting with Louisville Metro to coordinate efforts.

Comment 8

Aida Copic, TARC, Director of Planning: *Do you plan to include any public transit advanced solutions in the project evaluation? For example, buses on shoulders?*

John Callihan: We would like to discuss with TARC what transit strategies we should consider.

Comment 9

Micheal Materna, Architect, University of Louisville: *will there be a follow up meeting?*

John Callihan: There will be another Local Official/Stakeholder meeting in the spring to present improvement strategies/concepts being considered. After that meeting, there will be another 30-day online public outreach effort. Also, if a specific agency would like to discuss the study with the project team, please request a call or meeting.

Comment 10

Michael King, Louisville Metro, Office of Advance Planning: *Can we bury I-65?*

Chester Hicks: *Good luck with that one, Mike.*

Rebecca Matheny: *mike king....having lived thru the bid dig... rats*

Rebecca Matheny: *big dig*

Geoffrey Hobin: *It would be an interesting and perhaps illuminating to look at a cost/benefit comparison of trenching. I-65 created a very real barrier in the heart of our community. And there are all those bridges!*

John Callihan: I think that would be a very cost prohibitive solution... And we might uncover many obstacles... I don't think we will consider burying I-65, but we are happy to discuss any strategies with Louisville Metro.

Comment 11

Jeff O'Brien, Louisville Metro, Director, Develop Louisville: *Would like to discuss how this project can be coordinated w/ several Metro's projects (beyond just including findings in the Preston study) - 2-way conversions and Brook St come to mind*

John Callihan: We will schedule a meeting with Louisville Metro staff to coordinate and discuss.

Comment 12

Chester Hicks, Louisville Downtown Partnership: *Have we ruled out roundabouts? Keystone Parkway Interchange in Indiana.*

<http://carmellink.com/project.php?title=96th%20Street%20and%20Keystone%20Parkway%20Interchange>

Steve De Witte: *Chester - Indy and Carmel are famous for their roundabouts. 96th and Keystone is very cool. They can get away with different design standards since it's off the interstate.*

John Callihan: Roundabouts could be considered where ramps terminate with the surface streets, however, our primary focus will be the interstate mainline and the ramps themselves.

Comment 13

Dirk Gowin, Louisville Metro Public Works: *Consideration of removing ramps?*

Chester Hicks, Louisville Downtown Partnership: *Thank you, Dirk!*

Steve De Witte: *Dirk asked about consideration of removing ramps*

John Callihan: Ramp improvements and removing ramps will be considered. For example, there are 3 on-ramps from 1<sup>st</sup> Street. Could one of these ramps be removed? This will be considered. The earlier study considered extending Central Avenue to I-65 with the addition of a new interchange or reworking of the nearby Crittenden Drive interchange. We might also consider new interstate access points...

Comment 14

Jeff O'Brien, Louisville Metro, Director, Develop Louisville: *2 questions: 1. Are we looking at widenings? 2. Any chance we can talk about underpasses and enhancing lighting/maintenance. I realize those are technically off the mainline. If we look at widening, would really like to think about those being HOV/Transit focused*

Geoff Hobin: *Thanks for your 2nd question, Jeff. Having bicycled under every one of those overpasses, 'enhancement' is important to the non-vehicular traveler.*

Beth Niemann: *Jeff, I believe the bridge study looked at underpasses and made recommendations too.*

John Callihan: Question 1: We will at least model and analyze additional lanes or widening of I-65. We need to understand if widening would have an operational or safety benefit. Quite likely, the ROW and other impacts of widening would make it extremely difficult. We can also consider with any analysis of widening, the use of HOV or Transit dedicated lanes.

John Callihan: Question 2: Our scope does include the consideration of bike/ped connections under I-65 (from one side to the other). Enhancing the lighting and maintenance will be considered.



Comment 15

Michael Materna, Architect, University of Louisville: *how could this survey tie in with an actual project, what would that timeline look like?*

Steve De Witte: *Michael: that's ultimately up to the legislature. Quick-wins might be able to be put on the ground quickly whenever maintenance funds are available. For larger projects, it could be 6-10 years even with consistent funding.*

Comment 16

Rebecca Matheny, Director, Louisville Downtown Partnership: *I do think there needs to very strong language that any funding needs to give the cabinet the \$ they need to maintain.*

John Callihan: *Rebecca, we will make sure the study presents "best practices" regarding the maintenance of ramps in downtown locations.*

Comment 17

Robert Newton, JCPS Transportation: *... the Broadway exit ramp/is that being considered*

John Callihan: *Yes, the Broadway exit ramp is within our study area and will be considered.*

Comment 18

Jeff Obrien, Louisville Metro, Director, Develop Louisville: *Thank you John and Beth! Metro will be reaching out to the team to set a meeting and discuss our upcoming projects that could have an impact.*

Michael Materna, Architect, University of Louisville: *thanks for reaching out!*

Dirk Gowin, Louisville Metro Public Works: *Thank you.*

5. Hyperlinks:

- A. ArcGIS StoryMap: <https://arcg.is/0fGqyP2>
- B. KYTC District 5 – I 65 Corridor Study Webpage:  
[https://transportation.ky.gov/DistrictFive/Pages/I-65-Corridor-Study-\(I-264-to-E.-Jefferson-Street\)-.aspx](https://transportation.ky.gov/DistrictFive/Pages/I-65-Corridor-Study-(I-264-to-E.-Jefferson-Street)-.aspx)

6. During meeting Zoom poll results:

- A. What is your favorite Thanksgiving food?
  - 12 Turkey of course
  - 12 Dressing
  - 7 Some yummy casserole
  - 5 Mashed Potatoes
  - 4 Dessert
  - 2 Green Beans
  - 2 Ham
  - 2 Other
  - 1 Rolls/bread



- B. What category best describes the group you represent?
- 27 Study Project Team
  - 8 Local Government (Elected or staff)
  - 5 Federal or State Government (Elected or staff)
  - 2 Private Business
  - 1 Education (School/university)
  - 1 First Responder (Fire/Police/EMS)
  - 1 Healthcare
  - 4 Other (Quasi-government)
- C. What best describes your role or interest in the I-65 Study?  
(more than one answer may apply)
- 34 Transportation/Planning
  - 3 Tourism/Entertainment
  - 2 Bike/Ped Advocacy/Concern
  - 2 Elected Official
  - 1 Business Owner/Executive
  - 1 Resident or Neighborhood Representative
  - 1 School/University Official
  - 1 Truck/Freight Industry
  - 7 Other (Public Safety, Injury Prevention,
- D. How willing are you to assist in getting the word out regarding this study and our online survey?
- 29 Very willing
  - 6 Somewhat willing
7. Next Steps – During the meeting, reference was made to the schedule and an overview of the next steps. This was addressed in responses to Comments 5 and 9. For clarification, here are the next steps:
- A. Public outreach effort # 1 – (Dec 2020 -Jan 2021) - Online public outreach via the ArcGIS StoryMap and online survey will continue through January 8, 2021. Focus of this effort is to identify issues and concerns in the study area.
  - B. Concept development – (Jan-Mar 2021) - Project team will review comments/input, data gathered and analysis to develop potential improvement strategies and concepts.
  - C. Concept Reviews – (Apr 2021) – Project Team will review, evaluate, and prioritize improvement strategies and concepts.
  - D. Public outreach effort # 2 – (Apr-May 2021) - Second LO/S Meeting will start a second online public outreach via the ArcGIS StoryMap and online survey. The focus of this effort is to get feedback regarding improvement strategies and concepts to assist the project team in final prioritization.
  - E. Concept Prioritization – (May-Jun 2021) – Project team will review comments and analysis to complete potential improvement strategies and concepts prioritization.
  - F. Final Report – (Jul-Sep 2021) – Project team will draft, review, and finalize the study report.





8. Attachments:
  - A. Slide show used during this meeting.
  - B. I-65 Fact Sheet Version 4
9. Minutes prepared by:

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[john.callihan@aecom.com](mailto:john.callihan@aecom.com)



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Coordination with Louisville Metro  
December 17, 2020 – 3:00 PM – Virtual Meeting

1. Welcome and Introductions – Beth Niemann welcomed everyone and started the meeting.

2. Attendees:

Andy Rush – KIPDA  
Steve De Witte – KYTC CO  
Beth Niemann – KYTC CO  
Tracy Lovell – KYTC D-5  
Tom Wright – KYTC D-5  
Stephanie Caros – KYTC D-5  
Tom Hall – KYTC D-5  
Shelli Venable – KYTC D-5  
John Callihan – AECOM

Brian Meade - AECOM  
Megan Yuill – AECOM  
Rebecca Thompson – Qk4  
Ryan Holmes – EHI  
Thomas Benford – EHI  
Mike King – Louisville Metro  
Dirk Gowin – Louisville Metro  
Amanda Deatherage – Louisville Metro  
Sgt. Ronald Fey – Louisville Metro Police

3. Meeting Agenda – John Callihan led the group through the agenda questions, culminating in a discussion of specific improvements that could be improved.

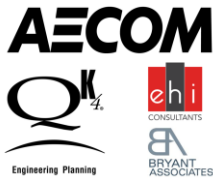
- A. After reviewing the StoryMap, are you aware of data that we haven't considered that might be important?
- B. Do you have specific concerns about how I-65 currently operates?
  - i. Safety
  - ii. Congestion
  - iii. Ramps
  - iv. Maintenance
  - v. Aesthetics
  - vi. Bike/Ped
  - vii. Transit
  - viii. East-west connections
  - ix. Freight
  - x. Way-finding
- C. Are there Metro projects that we need to be aware of or coordinate with?
- D. Are there specific locations along I-65 that Metro has identified as needing attention?
- E. What other groups should we reach out to for input?
- F. How can you help us get the word out about the study or our online tools?
- G. Are there ways that we can improve the online tools?



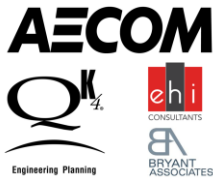
- H. Who can we contact or forward information to regarding public input/questions on Metro-specific topics that are gathered as a part of this study?
- I. Is there anything else that you would like to add?

4. General discussion items:

- The scope of the project looks at short-, medium-, and long-term improvements along I-65 mainline and its ramps between I-264 and Jefferson Street downtown. Widening could be analyzed to quantify the impact on traffic operations but KYTC expects implementable solutions as well—e.g., longer ramp tapers, ramp consolidation, ITS strategies, etc.
- In general, Metro is not supportive of widening I-65.
- Metro is very supportive of ITS strategies along the I-65 Corridor
- The ramps I-65 SB to Brook Street represent a high crash concentration and ongoing project for Metro. KIPDA has the latest plans to adjust the connection at Chestnut Street to Liberty Street.
- The left-side ramp connections preclude converting Brook Street for two-way traffic. The closely spaced ramps to Broadway and Chestnut Street could be consolidated as other options exist to access Muhammed Ali Boulevard.
- Backups entering the surface street network are a huge concern, leading to queues on ramps that back up into mainline traffic lanes. Improvements and additional storage space (e.g. two-lane ramps) should be considered. The ramp improvements at I-65/ University Boulevard and I-264/Dixie Highway installed signal detectors on the ramp to dynamically adjust timing and clear ramp queues.
- The divided configuration along Brandeis Avenue makes creating a two-way traffic pattern challenging. An improved link for commuters and/or cyclists should be considered, potentially looking at a circular intersection to integrate the different connections.
- The left-side Broadway ramp to Brook Street could be improved and possibly extended. More traditional ramp designs provide Metro better flexibility to adapt the downtown surface street network.
- Free-flow ramps at Jackson and St Catherine streets dump high-speed interstate trips into residential neighborhoods. Measures to reduce speeds and transition drivers should be considered but must be balanced with the operational performance of the exit ramp itself.
- Free-flow ramps are dangerous for bicyclist and pedestrians. The study should examine ways to improve safety at these conflict points.



- Lighting under overpasses could be improved. KYTC has a list of its specific maintenance responsibilities, otherwise the onus falls on whichever agency maintains the overpassed surface street. The study will provide costs for improved lighting where appropriate, regardless of ownership.
- Beyond lighting, the study will also assess best practices for aesthetics at ramp connections to surface streets, looking for opportunities to beautify while reducing life-cycle costs. It will incorporate recommendations from the 2019 bridge study as appropriate.
- Replacing the slanted abutments of I-65 bridges with MSE walls could increase lighting and discourage sheltering beneath overpasses.
- Survey responses to date do not represent a very diverse cross-section of the community. If there are other means to engage with traditionally underrepresented groups, please advise.
- Additional coordination with the University of Louisville will occur but has not been scheduled.
- Metro has interest in numerous two-way conversion projects downtown: Brandeis, Oak to Chestnut, Chestnut/Liberty, Muhammed Ali east from Jackson, Brook Street (if the ramps allowed), St Catherine and Oak Street, Preston/Jackson. Where interstate ramps tie into surface streets often limit the ability to convert these streets from one-way to two-way. Reconfiguring the ramps to more easily accommodate two-way streets should be but must be balanced with the operational performance of the ramps.
- The “medusa-like” ramps at Jackson and Preston streets are atypical and could be improved. Another railroad crossing at Preston Street would improve the disconnect in the network. An overpass provides some level of accessibility for pedestrians.
- The Central Avenue extension recommended in a previous study is worth examining. Ramps in the vicinity (at Brandeis Ave, Eastern Pkwy, and Crittenden Dr) are extremely close and should be consolidated.
- Metro’s TransModeler network forms the basis for the study’s capacity calculations, building from KIPDA’s model outputs and 2019 speed data.
- Environmental (air and noise) concerns for environmental justice populations aren’t shown on the StoryMap; identifying opportunities to incorporate greenery or reduce stormwater runoff would help offset these factors. Noise walls are not typically considered unless a project adds capacity.
- Improved east-west mobility for pedestrians and cyclists is very important for Metro.



- Groups to seek further input from:

- University of Louisville
- Louisville Downtown Partnership
- TARC

5. Meeting Transcript is Attached

6. Next Steps –

- A. Keep promoting the survey and StoryMap through January 8 comment deadline.
- B. Concept development – (Jan-Mar 2021) - Project team will review comments/input, data gathered and analysis to develop potential improvement strategies and concepts.
- C. Concept Reviews – (Apr 2021) – Project Team will review, evaluate, and prioritize improvement strategies and concepts, meeting with the larger stakeholder team again.
- D. Final Report (Sep 2021)

7. Minutes prepared by:

John Callihan, PE, PMP, LEED AP  
Project Manager  
M +1-502-905-1992  
[john.callihan@aecocom.com](mailto:john.callihan@aecocom.com)



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Coordination with University of Louisville  
January 8, 2021 – 2:00 PM – Virtual Meeting

1. Welcome and Introductions – Rebecca Thompson welcomed everyone, describing the study parameters and presenting the public StoryMap.

2. Attendees:

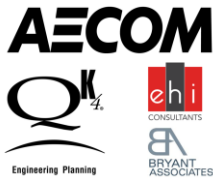
Mark Watkins – U of L  
Meg Campbell – U of L  
Sajid Mian – U of L  
Shannon Rickett – U of L  
Andy Rush – KIPDA  
Beth Niemann – KYTC CO

John Callihan – AECOM  
Rebecca Thompson – Qk4  
Albert Zimmerman – Qk4  
Rob Martin – Qk4  
Sydney Beisler – Qk4

3. General discussion items:

- The short southbound off-ramp to Arthur Street is an area of concern; motorists must come to a complete stop to turn right onto Gaulbert Street.
- With its short tapers and blind spots, the southbound off-ramp to St Catherine is a challenge.
- The northbound on-ramp from Preston Street is a concern. Southbound motorists on Preston do not realize they have to stop; northbound drivers heading to the ramp cut left in front of them. The merge onto I-65 mainline has a short taper and blind spots, complicated by the high number of trucks. Overhead lighting was suggested as another improvement at this location.
- The intersection between Preston and Muhammad Ali experiences many crashes as drivers have to turn around and merge near the on-ramp.
- The intersection of Muhammed Ali and Floyds Street was also mentioned as a location with many crashes, just west of the termination of the I-65 SB off-ramp to Muhammed Ali Blvd.
- Cleaner entry points to campus would be beneficial—improved aesthetics, lighting, and pedestrian connections.
- Mark and Sajid will share their most recent data about bicycle and pedestrian movements. There are many disjointed bike paths, particularly along Eastern Parkway near the 450-house Clubhouse complex that houses athletic students year-round. Of the 5,200 students living on/near campus, about 4,200 live on the west side of I-65 and 1,000 on the east, emphasizing the importance of the Eastern Parkway connection.





- The southbound on-ramp from University Boulevard does not provide space to get up to speed before merging. Drivers in the outside lane often have to jump into the middle lane to accommodate ramp traffic.
  - The impact of scooters on mobility and corridor needs have not specifically been considered in the study to date; John will reach out to Louisville Metro to discuss further.
  - KYTC has designated funding for upcoming bridge repairs and I-65 pavement rehabilitation. Improvements recommended from the current planning study could be incorporated. The university is concerned about construction impacts; KYTC should reach out to discuss lane/ramp closures and timelines.
  - Regarding future development plans, a 120-bed residential facility is planned within the Hahn Street circle, to be constructed by 2022. The former silo property will be developed although the type of development and timeline are undetermined.
  - Mark will promote the StoryMap to faculty, staff, and students although comments may take a few weeks with the new semester starting Monday.
4. Minutes prepared by:

John Callihan, PE, PMP, LEED AP  
Project Manager  
M +1-502-905-1992  
[john.callihan@aecom.com](mailto:john.callihan@aecom.com)



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
I-264 to Downtown Louisville  
Project Team Meeting #2 – Concept Development  
February 16, 2021 – 2:00 PM – Zoom Meeting

1. Attendees:

Bernadette Dupont - FHWA  
Michael Loyselle - FHWA  
Amanda Spencer – KIPDA  
Andy Rush - KIPDA  
Dane Hoskins - KIPDA  
Tonya Higdon – KYTC CO  
Steve De Witte – KYTC CO  
Beth Niemann – KYTC CO  
Scott Thomson – KYTC CO  
Patrick Perry – KYTC CO  
Matt Bullock – KYTC D-5  
Tracy Lovell – KYTC D-5  
Donna Hardin – KYTC D-5  
Tom Hall – KYTC D-5  
Kevin Bailey – KYTC D-5  
Grant Williams – KYTC D-5

Larry Chaney – KYTC D-5  
Natalie House-Lewis – KYTC D-5  
Greg Groves - AECOM  
John Callihan – AECOM  
Brian Meade - AECOM  
Jordan Taliaferro – AECOM  
Kevin Dant - AECOM  
Jeff Sandberg - AECOM  
Ali Azimi - AECOM  
Megan Yuill – AECOM  
Pat Johnson - AECOM  
Rebecca Thompson – Qk4  
Albert Zimmerman – Qk4  
Jeremy Lukat – Qk4  
Ryan Holmes – EHI

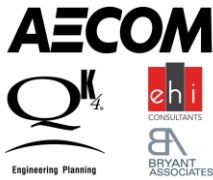
2. Discussion and presentation were guided by the KYTC 5-569 – PTM No 2 – Working Presentation that has been provided to all team members as a PDF via FTP. The information below captures the meeting agenda and comments.

- I. Welcome – Beth Niemann, Andy Rush, John Callihan
- II. Project Status – where are we in the process, schedule, meeting flow/structure – John Callihan

*John reviewed project status and schedule and proposed another Project Team Meeting, Meeting 2A, to be held around March 8 or 9. LOS Meeting will be around March 30. John will send out Doodle Polls to determine what dates work for the group.*

- III. Needs Analysis – Rebecca Thompson

*Rebecca shared how Crashes, Traffic, and Public Input all provide the team with focus within the corridor. Rebecca also reminded the group that additional information is provided on the study's online StoryMap.*



IV. Public Engagement Effort No. 1 Overview – Megan Yuill

*Megan mentioned that though we made efforts to adjust the group we were reaching; the results of the online public engagement did not hit as diverse a population as we desired. Of those completing the survey, 91% were white. We will work to reach a more diverse group during our second round of public engagement.*

*We received 315 public responses through the online survey.*

*Biggest problem reported from survey: Entrance/exit ramp length, Safety in general*

*Environmental Concerns: Air/Noise Impacts, Historic Preservation, Social/Environmental Justice*

*The Comment Map received 354 responses (this is separate from the online survey). A review of these responses suggests that 60 of the responses were duplicate comments on the map. Major comment themes: Connectivity, Ramp Issues*

V. Concept Spreadsheet/Matrix – John Callihan

*A spreadsheet has been sent to all project team members. This sheet provides some basic information and references the concepts by page number in the PDF that was distributed for the meeting. John encouraged team members to use this spreadsheet to provide input to the consultant team. John also reminded the project team of the project/study goals and objectives. John asked for responses NLT Monday, Feb 22, 2021.*

*The spreadsheet provides a general description of each improvement concept, as well as the issue or need that it addresses.*

VI. Working Concepts Discussion (Three Buckets)

As each improvement concept was presented, reference was made to the drawings provided as a PDF via an FTP site. In addition, a description can be found on the Concept Spreadsheet/Matrix that is attached.

1. Short-term or Low-cost (Bucket 1) - John, Albert Zimmerman, and Pat Johnson

A. ITS

*John mentioned that the ITS concepts were discussed with TRIMARC on Feb 8<sup>th</sup> and with Kevin Bailey and Tom Wright on Feb. 12<sup>th</sup>.*

*Pat Johnson provided an overview of the ITS concepts shown on pages 17+ of the PDF. These concepts were: Back of Queue Warning Systems (Page 17), Curve Speed Warning System (Page 18), Bridge Deck Warning System (Page 19), Active Lane Control (Page 20 – 21). Pat acknowledged that hard shoulder running is not practical for I-65, but Active Lane Control could be helpful with incident management and for maintenance activities on I-65.*

B. Drainage

*Albert discussed the known drainage issue on I-65 near Woodbine (Page 23). He also acknowledged that Tom Wright is aware of some other locations and additional coordination will take place regarding drainage issues.*

C. Signage

*Albert reviewed signage recommendations covered in Pages 25 – 28.*

D. Striping (Pages 29 – 37)

*Albert reviewed “pavement tattoo” and pavement markings, upgrades to the new MUTCD optional striping with better stripes/skip lines at ramps and cross-hatching at gore areas. Albert highlighted Pages 36-37 which using dotted lines better show the transition from ramp to mainline. These could be incorporated into the upcoming pavement rehab project.*

E. Preston (Page 39) – general description by Albert

F. Crittenden (Page 40 – 41) – general description by Albert

*Albert discussed coordination with JCPS regarding closing of Boxley at the end of the ramp from I-65 SB to Crittenden.*

G. Arthur Street – (Page 42 - 43) general description by Albert

H. Woodbine/Jackson/Preston – (Pages 44 – 45) general description by John

I. St. Catherine – (Pages 46 – 49) general description by John

J. Brook/Broadway – (Page 50) general description by John

2. Long-term – High-cost (Bucket 2) – John and Albert Zimmerman

A. Accel/Decel – (Pages 54 - 58) – general description by Albert

*Ramp volumes will be included on concept sheets for future meetings.*

*Albert highlighted the St Catherine ramp to I-65 NB as having the shortest acceleration distance in the study area. Improving this location would impact the bridge over Kentucky Street. This should be considered with KYTC Item No. 20061.00.*

B. Ramp Closures - (Pages 59 - 64) – general description by Albert

C. Crittenden – (Page 66)

*Aux lane on mainline between Crittenden and University. Could consider removing ramp to Eastern Parkway.*

D. Preston – (Page 67) – general description by Albert

E. Arthur Street - (Page 68 - 69) – general description by Albert

F. Woodbine/Jackson/Preston – (Pages 70 – 71)

*John presented concepts to create an Auxiliary Lane (Aux Lane) or Collector-Distributor Lane (CD Lane) between the Preston ramp to I-65 NB and Exits 134A and 134B to address the weave. Either would require widening of the I-65 bridge over Burnett/Hill/RR. This widening could be coordinated with KYTC Item No. 5-20061.00 that is scheduled for construction in 2023.*

*John mentioned that stakeholder and public engagement suggests we consider connecting Preston across the RR tracks with a bridge or grade separation. A drawing for this concept is not being presented today, but this will be discussed as part of “other considerations.”*

G. St. Catherine – (Pages 72-75) – general description by John

*John mentioned that a roundabout could be considered at the St Catherine and Floyd intersection. These concepts – both the roundabout and the connection of Preston Street mentioned with the “Woodbine/Jackson/Preston” discussion - may not be ideas KYTC would push, but Louisville Metro may want to push.*

H. First Street Ramps – (Page 76)

*If the middle 1<sup>st</sup> Street ramp were removed, the merge for the north-most 1<sup>st</sup> Street Ramp could be extended. This might require some widening to the bridge. This bridge is scheduled for replacement as part of KYTC Item No. 5-20061.00.*

I. Brook/Broadway – (Page 77)

*John gave a general description but mentioned that the access to the parking lot (at the northwest corner of Brook and Broadway) from the alley could be kept as a left-in only.*

*Donna Hardin mentioned that this concept doesn't show a pedestrian crossing. John mentioned that the team will consider this. John then explained that the team would conduct a bike/ped accessibility review of the concepts as they are further developed.*

*J. Brook/Chestnut - (Page 78) – general description by John*

3. Other considerations (Bucket 3) – John, Albert, Rebecca
  - A. General issues – Metro, UofL, TARC, LDP, neighborhoods, general public
    - (1) Freight in neighborhoods
    - (2) Speeds in residential areas
    - (3) Bike/Ped safety
    - (4) One-way to two-way
    - (5) Aesthetics
  - B. Reconnecting Preston
  - C. Bike/Ped
  - D. Mainline widening/Aux Lanes/CD Lanes
  - E. Eastern Parkway
  - F. Brandeis
  - G. Central Avenue
  - H. Aesthetics

*John mentioned there were only a few drawings for this section. He reviewed the study's bicycle pedestrian approach that is included as an attachment.*

*John discussed the recommendations from the Eastern Parkway Study completed by Louisville-Metro in cooperation with KYTC in 2020.*

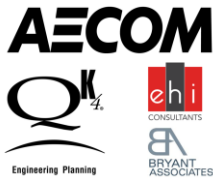
*John discussed the bike/ped review of University Boulevard and the need to look at the concepts comprehensively or for all modes of transportation.*

*Regarding aesthetics, John and Rebecca mentioned that a best practices document will be presented at the next project team meeting.*

*Reconnecting Preston will be addressed in the report as one of the "other considerations" but will be listed as something Louisville-Metro might want to further investigate.*

*John recommended that mainline widening would be referenced in the report by cataloging the impacts to homes, historic neighborhoods, and stakeholder/public comments. A high-level cost discussion could be included. A "project sheet" would not be developed. This*





*would mean that this concept would not be prioritized with other concepts considered more viable. John will draft a “mainline widening discussion” for the project team’s consideration. Beth Niemann, Andy Rush, and Matt Bullock agreed with this approach.*

*The improvement concept presented for Brandeis will not be considered further. The concept developed will be shared with Louisville-Metro. This concept can be referenced in the report, but no “project sheet” and not prioritized with other concepts in “bucket 1” or “bucket 2.”*

*The team recommended that the Central Avenue extension concept receive further consideration. This concept would enhance connectivity to KFEC, Churchill Downs, Cardinal Stadium and UofL. Matt Bullock agreed. This should move to “bucket 2”. Kevin Bailey has some ideas (drawings) that he will share with the consultant team. Andy Rush asked about vertical constraints related to the airport. There was some discussion about this. Kevin Bailey didn’t think this would be an issue, but the consultant team will check on this. Steve De Witte mentioned that there were restrictions that were considered for the I-65 and I-264 study, but he also thinks we would be OK in this area.*

*John mentioned that Kevin and Tom were concerned about crashes on I-65 near Bradley and that the consultant team will take a closer look at this.*

VII. Project Team Survey

*John reminded the team to use the spreadsheet and provide feedback NLT Monday, Feb. 22, 2021.*

VIII. Next Meeting – Project Team No. 2A – Concept Refinement – March 9 or 10

*The project team agreed that another meeting would be helpful prior to presenting improvement concepts at the Local Official/Stakeholder Meeting. John will send out a Doodle Poll to set a date for this meeting.*

IX. Local Official/Stakeholder Meeting – Concepts – March 30 or April 1

*John will send out a Doodle Poll to set a date for this meeting.*

*---After the meeting, it was decided to move the Local Official/Stakeholder Meeting to the first week of May---*



3. Attachments:

Study Bicycle and Pedestrian Accessibility Approach

Concept Development and Evaluation Spreadsheet used for feedback

Comments received by chat during the meeting are attached with responses.

4. Minutes prepared by John Callihan, AECOM, [john.callihan@aecom.com](mailto:john.callihan@aecom.com), 502-905-1992



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
I-264 to Downtown Louisville  
Project Team Meeting #2A – Concept Development  
March 9, 2021 – 2:00 PM – Zoom Meeting

Participants:

Andy Rush – KIPDA  
Greg Burress – KIPDA  
Steve De Witte – KYTC CO  
Scott Thomson – KYTC - CO  
Tonya Higdon – KYTC CO  
Beth Niemann – KYTC CO  
Matt Bullock – KYTC D5  
Shelli Venable – KYTC D5  
Tracey Lovell – KYTC D5  
Stephanie Caros – KYTC D5  
Tom Wright – KYTC D5  
Kevin Bailey – KYTC D5  
Donna Hardin – KYTC D5  
Larry Chaney – KYTC D5  
Greg Groves – AECOM  
John Callihan – AECOM

Brian Meade – AECOM  
Darrell Smith – AECOM  
Patrick Johnson – AECOM  
Brett Rice – AECOM  
Megan Yuill – AECOM  
Kevin Dant – AECOM  
Ali Azimi – AECOM  
Craig Klusman – AECOM  
Jeff Sandberg – AECOM  
Jordan Taliaferro – AECOM  
John Edwards – AECOM  
Rebecca Thompson – Qk4  
Albert Zimmerman – Qk4  
Jeremy Lukat – Qk4  
Michael Peak – EHI  
Rick Storm – BA Engineers

- I. Welcome – Beth Niemann, Andy Rush, John Callihan
- II. Project Status

*John Callihan discussed the agenda for this meeting. John then covered the study's schedule. The slides that cover the agenda and schedule are attached to these meeting minutes. Project Meeting 2 was held on February 16, 2021. Today is Project Team Meeting 2A. John mentioned that the Local Official/Stakeholder (LOS) Meeting was tentatively scheduled for March 30, 2021. This LOS Meeting's date was discussed as an agenda item later in the meeting.*

### III. Concept Spreadsheet/Matrix and other feedback – John Callihan

*John Callihan briefly discussed the input from the Project Team provided via the Concept Spreadsheet, by e-mail, and by meeting chat from Project Team Meeting 2. The improvement concepts presented during today's meeting reflect this input.*

### IV. Working Concepts Discussion (Five Tiers) – John Callihan

*John Callihan provided an overview of each of the improvement concepts below, showing drawings as appropriate. The drawings have been provided to the Project Team via FTP.*

1. All concepts being considered
  - A. Drainage
  - B. Striping
  - C. Signage
  - D. ITS
  - E. Preston – striping and signage
  - F. I-65 SB to Crittenden – close access at Boxley
  - G. Arthur Street – see drawings
  - H. Eastern Parkway – T intersection
  - I. Woodbine/Jackson/Preston – 2-way Preston, remove I65 NB ramp to Woodbine and remove ramp from Preston to I-65 SB
  - J. I-65 NB to St. Catherine– T intersection
  - K. St Catherine to I-65 NB – extend accel
  - L. Brook/Broadway – remove access at Jacob, adjust median
  - M. Brook/Chestnut – 2-lane ramp
  - N. 1<sup>st</sup> Street to I-65 SB –remove middle ramp/extend accel for north-most ramp
  - O. Crittenden to I-65 NB – without bridge and/or ROW work
  - P. Crittenden to I-65 NB – with bridge widening
  - Q. Crittenden to I-65 NB – with ROW and relocation of curve
  - R. Central Avenue
  - S. NB Aux Lane – Crittenden to University
  - T. NB CD Lane – Preston to Jackson
  - U. NB Aux Lane – St Catherine to Brook/Broadway [no drawing]
  - V. New I-65 SB Eastern Parkway Ramp
  - W. Widen I-65 NB to Brook/Broadway

2. 5-20061.00 (Tier 1) – 2023 – Immediate (*possible*)

- A. Drainage
- B. Striping
- C. Signage
- D. ITS
- K. St Catherine to I-65 NB – extend accel
- M. Brook/Chestnut – 2-lane ramp
- N. 1<sup>st</sup> Street to I-65 SB–remove middle ramp/extend accel for north-most ramp

*John Callihan explained that a group met on March 2, 2021 with KYTC to discuss coordination between this study (5-569) and the project to replace three bridges and improve the pavement along I-65 from Phillips Lane to downtown Louisville (5-20061). KYTC staff involved in this meeting were: John Moore, Matt Bullock, Royce Meredith, Beth Niemann, Steve De Witte, Tracy Lovell, Mikael Pelfrey, Natalie House-Lewis. From KIPDA: Amanda Spencer and Andy Rush. From the consultant team: Greg Groves, Brian Meade, John Callihan, Craig Klusman, Darrell Smith, John Edward, Rebecca Thompson, Albert Zimmerman. Separate meeting minutes have been prepared and distributed for the meeting held on March 2, 2021.*

*John explained that this list of projects would be considered Tier 1. Traffic modelling will not be conducted for Tier 1. The projects that will ultimately be part of Tier 1 and part of project 5-20061 will primarily be at the discretion of KYTC.*

*John discussed the 5 primary data sources that would inform the Project Team in the evaluation of the improvement concepts. These data sources are:*

- *Safety - Crash Data*
- *Geometric Requirements and/or Recommendations*
- *Stakeholder/Public Input*
- *Traffic Operations – Level of Service and Travel Time*
- *Cost Estimates – Benefit Cost Analysis*

*At this time, the team has Safety, Geometric, and initial Stakeholder/Public Engagement data. John indicated that the consultant team would like to conduct the traffic modelling, based on*

*the tiers discussed during this meeting, and prepare initial cost estimates before going back to the LO/S and public. Later in the meeting there was additional discussion about the LO/S meeting date.*

*John Callihan attempted a Zoom poll to seek the Project Team's concurrence with this list of projects. Due to some technical issues, the Zoom poll was not used. John instead asked for the Project Team to provide verbal response to indicate concerns or approval to the list of projects in each Tier presented.*

*John explained that as the remaining tiers are presented, he would ask for the Project Team's concurrence verbally or through the chat. These tiers (Tier 2-5) would be used for traffic modelling. After the initial model runs, the consultant team would determine if there were any improvement concepts that caused a negative impact on traffic operations. If so, the consultant team would consider if that improvement concept would need to be removed or reconsidered.*

*Beth mentioned that if Concept N were to jeopardize or delay the other concepts in this Tier or project 5-20061, then it should be dropped from consideration for Tier 1 (5-20061).*

*The Project Team concurred with Tier 1, and with Beth's comment above noted. Beth will lead the Project Team's coordination efforts with KYTC's 5-20061 team.*

### 3. 2030 – Modest (Tier 2) – Short Term

- C. Signage
- D. ITS
- E. Preston – striping and signage
- F. I-65 SB to Crittenden – close access at Boxley
- H. Eastern Parkway – T intersection
- J. I-65 NB to St. Catherine– T intersection
- K. St Catherine to I-65 NB – extend accel
- L. Brook/Broadway – remove access at Jacob, adjust median
- M. Brook/Chestnut – 2-lane ramp
- N. 1st Street to I-65 SB–remove middle ramp/extend accel for north-most ramp
- O. Crittenden to I-65 NB – without bridge and/or ROW work



*John Callihan clarified that the Drainage, Striping, Signage, ITS improvement concepts don't affect the traffic model, but are listed in the tiers to indicate how, regarding schedule, they might be implemented.*

*Tom Wright expressed concerns about closing Boxley and closing entrances along Crittenden. Albert Zimmerman stated that the consultant team would further examine this and coordinate with JCPS, with Louisville-Metro, and with property owners if appropriate.*

*The Project Team concurred with the list of projects above as Tier 2. Traffic modelling will be conducted for Tier 2. This will be the 2030 Modest scenario.*

#### 4. 2030 – Robust – (Tier 3) – Medium Term

C. Signage

D. ITS

G. Arthur Street – see drawings

I. Woodbine/Jackson/Preston – 2-way Preston, remove I-65 NB ramp to Woodbine and remove ramp from Preston to I-65 SB

P. Crittenden to I-65 NB – with bridge widening

Q. Crittenden to I-65 NB – with ROW and relocation of curve

*John Callihan explained that the consultant team has already conducted a traffic model run on this 2030 Robust (Tier 3) scenario.*

*John Callihan clarified that each tier presented includes concepts that were presented in the previous tier.*

*John clarified that this scenario would include either P or Q. Not both.*

*Tom Wright asked about the auxiliary lane between Crittenden and Warnock (now University). Tom mentioned that the crash cushion at the ramp is hit very often. John Callihan mentioned that concept is in the next tier, Tier 4.*

*Andy Rush asked if the Arthur Street improvements have independent utility? Could some of the concepts be implemented and others not?*

*John Callihan stated that the Arthur Street improvement could be*

*implemented as individual pieces, but for traffic modelling, they would be considered as a package.*

*The Project Team concurred with the list of projects above as Tier 3. Traffic modelling will be conducted for Tier 3. This will be the 2030 Robust scenario.*

- 5. 2045 – Modest – (Tier 4) – Long Term
  - C. Signage
  - D. ITS
  - S. NB Aux Lane – Crittenden to University
  - U. NB Aux Lane – St Catherine to Brook/Broadway
  - W. Widen I-65 NB to Brook/Broadway

*The Project Team concurred with the list of projects above as Tier 4. Traffic modelling will be conducted for Tier 4. This will be the 2045 Modest scenario.*

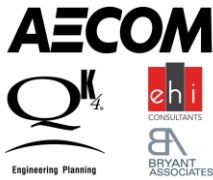
- 6. 2045 – Robust (Tier 5) - Ultimate
  - C. Signage
  - D. ITS
  - R. Central Avenue
  - T. NB CD Lane – Preston to Jackson
  - V. New Eastern Pkwy ramp over Crittenden to 65 SB

*The Project Team discussed eliminating Concept V and adding to Concept R. Matt Bullock expressed pessimism about Concept V and whether the BCA would support it.*

*John Callihan recommended that the consultant team be given a week to develop a Concept R that shows a full interchange and eliminates the ramps at Crittenden Drive. Tom Wright indicated his concurrence with this approach.*

*As part of Concept R, the consultant team was directed to remove most, if not all of the ramps at Crittenden Drive.*

*---After this meeting, Kevin Bailey and Andy Rush provided some conceptual drawings for the "new" Concept R. Albert Zimmerman then*



*developed a “new” Concept R that was distributed to Beth Niemann and Andy Rush for their concurrence before the consultant team moved forward with traffic modeling. The consultant team has, as of March 22, 2021, preformed the modeling to include this “new” Concept R.---*

*Tom Wright asked Matt Bullock if there was still a push from UofL to swap “ownership” of Central Avenue (Metro) with Eastern Parkway (KYTC). Matt said nothing has been discussed recently.*

*The Project Team concurred with the list of projects above as Tier 5 with the elimination of Concept V and the revision as discussed to Concept R. Traffic modelling will be conducted for Tier 5 as revised. This will be the 2045 Robust scenario.*

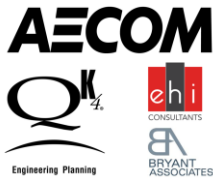
## V. Other considerations

### A. Reconnecting Preston

*John Callihan reminded the Project Team that reconnecting Preston was an issue brought up during stakeholder and public engagement. Notably, Lou-Metro, TARC, and a representative from Smoketown all expressed support. Additionally, online public comments expressed favor of this connection across the RR tracks near Hill and Burnett. Louisville Metro made reference to this concept during a recent pre-proposal conference for their Preston Corridor Master Plan RFP. John reiterated that this study's report would acknowledge the interest of stakeholders and the public in this concept, but the concept would not be in any of the traffic modeling scenarios, nor would the concept be documented on a project sheet and prioritized. This concept seems beyond the primary scope of this study. The Project Team agreed that this concept should be addressed in the study's report, but not prioritized with other concepts.*

### B. Mainline widening

*John Callihan mentioned that the final report will also address mainline widening of I-65 and why this concept is not recommended. Preliminary traffic modeling does show some benefit, but compared to the anticipated cost, this is not a viable concept. The consultant team will present draft language for the Project Team's consideration in coming weeks.*



#### C. Brandeis

*Like the re-connecting of Preston, this concept would not be in any of the traffic modeling scenarios, nor would the concept be documented on a project sheet and prioritized. This concept seems beyond the primary scope of this study. The Project Team agreed that this concept should be addressed in the study's report, but not prioritized with other concepts.*

#### D. Aesthetics

*John Callihan explained that a draft document addressing aesthetic recommendations/considerations is ready for review and would be distributed later in the week to the Project Team. John emphasized that this document is not intended to be aesthetic design guidelines for the I-65 corridor. The purpose is to identify common best practices and identify aesthetic considerations than future project in the I-65 corridor should consider.*

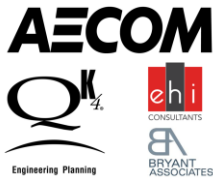
*---After this meeting, on March 16, 2021, the aesthetics guideline document was sent via e-mail to the Project Team for review.---*

#### VI. Draft Project Sheet Template – Ryan Holmes

*John Callihan stated that Ryan Holmes has drafted a project sheet template that is being reviewed by Tom Hall. Once Tom has approved, the template will be sent to the entire Project Team for comments.*

#### VII. Scenario Modeling Preview – 2030 Robust – Tier 3 – Medium Term – Ali Azimi

*John Callihan showed the Level of Service results of the 2030 Robust – Tier 3 traffic model run and animation of a “sub-models” at the Woodbine interchange. These items were shared with the Project Team as examples of how the results of the traffic model runs for would be displayed and used in our analyses.*



## VIII. Modeling discussion – Sub-models

*John Callihan indicated that there would likely be “sub-models” for Woodbine, Arthur Street, and the 1<sup>st</sup> Street Ramps. Beth mentioned that ideally, this kind of analysis, with animation would help the team at each location where a ramp is proposed to be removed.*

*John mentioned that the sub-models become less effective as we move further from I-65 where the team has good traffic volume information. John cited the Arthur Street area as a concern. The data that we have on surface streets around Arthur Street is limited. The data near First Street is probably better. In some cases, we may need to lean on StreetLight data and understand the limitations of the data. Andy Rush said KIPDA is ready to support this effort with the StreetLight data.*

*Beth asked about sharing analysis or getting approval through FHWA. Tracy Lovell indicated that this would occur during preliminary design.*

## IX. Local Official/Stakeholder Meeting – Concepts – March 30 – 2:30 PM

### Recommendation – Move LOS Meeting to May 5 or 6 (the week after Derby)

*The Project Team agreed to move the LOS Meeting to May 5 or 6 to allow time for traffic modeling and cost estimating. John Callihan will send out a Doodle Poll to see which date is preferred.*

*John mentioned that the rest of the project schedule may also need to push out about 30 days as well.*

*Beth asked about next steps. John said that the consultant team would do the modeling and if some concept has a negative impact on traffic operations that would be flagged, and the consultant team would bring that back to the larger Project Team. The consultant will also do cost estimating and start considering the benefit costs of each. All of this will be presented to the Project Team through some method – likely another virtual Project Team Meeting prior to the LOS Meeting.*

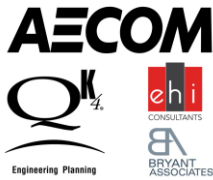
Meeting Minutes prepared by:

John Callihan, AECOM, [john.callihan@aecom.com](mailto:john.callihan@aecom.com), (502) 905-1992.



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Local Official/Stakeholder Meeting No. 2  
Improvement Concept Overview  
May 6, 2021 – 4:00 PM – Virtual Meeting (Zoom)

1. Welcome and Introductions – John Callihan welcomed everyone and started the meeting.
2. Attendees:
  1. Amanda Spencer - KIPDA
  2. Andy Rush – KIPDA
  3. Steve De Witte – KYTC CO
  4. Beth Niemann – KYTC CO
  5. Sadie Middleton – KYTC CO
  6. Karl Sawyer – KYTC CO
  7. Matt Bullock – KYTC D-5
  8. Tracy Lovell – KYTC D-5
  9. Tom Wright – KYTC D-5
  10. Stephanie Caros – KYTC D-5
  11. Donna Hardin – KYTC D-5
  12. Kevin Bailey – KYTC D-5
  13. Patrick Matheny – KYTC D-5
  14. Shelli Venable – KYTC D-5
  15. Greg Groves - AECOM
  16. John Callihan – AECOM
  17. Brian Meade - AECOM
  18. Brett Rice - AECOM
  19. Craig Klusman – AECOM
  20. Kevin Dant - AECOM
  21. Vanessa Nghiem - AECOM
  22. Jeff Sandberg - AECOM
  23. Megan Yuill – AECOM
  24. Jordan Taliaferro – AECOM
  25. John Edwards - AECOM
  26. Darrell Smith - AECOM
  27. Rebecca Thompson – Qk4
  28. Jeremy Lukat – Qk4
  29. Albert Zimmerman – Qk4
  30. Ryan Holmes – EHI
  31. Michael Peak – EHI
  32. Jeff O'Brien – Louisville Metro
  33. Mike King – Louisville Metro
  34. Dirk Gowin – Louisville Metro
  35. Amanda Deatherage – Louisville Metro
  36. Stacy Keith – Louisville Metro
  37. Jason Yeager – Louisville Metro
  38. Pat Johnson – Louisville Metro
  39. Shalanna Taylor – Louisville Metro – District 6
  40. Geoff Wohl – Louisville Metro – District 10
  41. Chanelle Smith – Louisville Metro – District 19
  42. Rachel Roarx – Louisville Metro – District 21
  43. Bobby Coper – Louisville FD
  44. Chester Hicks – Downtown Partnership
  45. Rebecca Matheny – Downtown Partnership
  46. Carrie Butler - TARC
  47. Aida Copic – TARC
  48. Geoffrey Hobin - TARC
  49. Steve Bartley - PARC
  50. Brian Sinnwell – LRAA
  51. Dwight Clayton - LRAA
  52. Vince Robinson – TRIMARC
  53. Stephanie Laughlin – Louisville MSD
  54. Meg Campbell – University of Louisville
  55. Sajid Mian– University of Louisville
  56. Mike Minniear – Audubon Park Police Chief
  57. Nathan Mulvey – Fern Creek FD, Chief
  58. David Pearl – City of Lynnview
  59. Ann Pike – UofL Hospital
  60. Kevin Moore – KY Venues
  61. Kevin McCoy – KY Venues
  62. David Beck – KY Venues
  63. Rep. Lisa Willner – District 35
  64. Rep. Attica Scott – District 41
  65. Sen. Jimmy Higdon – District 14
  66. Mark Spivey – Norton Healthcare
  67. Jody Dahmer - Smoketown.
  68. Derrick Pedolzky – Old Louisville
  69. Chuck Anderson – Old Louisville
  70. Thomas Woodcock – Old Louisville
  71. R. C. Webber – Old Louisville



3. Meeting Agenda – John Callihan led the group through the agenda. This included the attached slide show, and demonstration of the ArcGIS StoryMap and online survey.

- I. Welcome and Introductions – John Callihan
- II. Study Schedule – John Callihan
- III. Public Engagement Period 1 Overview – Megan Yuill
- IV. StoryMap Update – John Callihan
- V. Improvement Concept Overview – John Callihan
- VI. Online Survey – John Callihan
- VII. Digital Resources – John Callihan
- VIII. Next Steps – John Callihan
- IX. Questions – John Callihan

4. Comments and responses received through Zoom Chat:

Comment 1

Jody Dahmer: very interested in ROW maintenance using native plants instead of mowing

Comment 2

Jody Dahmer: <https://www.beargrassthunder.com/post/tarc-linc-analysis>

Comment 3

Rebecca Matheny: In terms of flyers, brown school

Comment 4

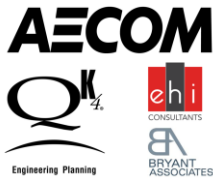
Geoffrey Hobin: Forgive me if this was answered previously, but was the impact of the anticipated advent of autonomous vehicles considered in the scenario modeling? I ask because LOS F should be much more safe if a substantial percentage of traffic is autonomous.

Response

Steve De Witte: Widespread adoption of autonomous vehicles are either right around the corner or decades away depending on who you talk to. As of right now, it's more of a "wait and see" attitude. You're right, if they do come online, things will be better. But the important thing with this project is that there are problems out there that need addressing today, let alone how bad it might be in 2030 or 2045 with or without autonomous vehicles.

Geoffrey Hobin: Thanks Steve. That's helpful.





Comment 5

Thomas Woodcock : John, thank you for discussing unsafe on and off ramps. If they cannot be made safe and meet current guidelines, why are we not removing them?

Comment 6

Derrick Pedolzyk: In this current survey there is no mention of the SB St. Catherine off ramp, or the Oak St. on SB on ramp, the fix listed (Improvement J) for the NB St. Catherine ramp is a T intersection? Won't that T traffic just back up into the highway? The last LOS meeting we discussed removal of ramps, which would address the heavy freight traffic in the historic Old Louisville District.

Comment 7

Thomas Woodcock: John, we've got to expand scope of study. I65 and ramps forced a huge number of one way and unsafe streets intersections onto our neighborhood. These ramps allow for heavy truck traffic and speeding cars to harm our neighborhoods. The geographic scope is too small compared to harm caused throughout surrounding neighborhoods

Comment 8

Geoffrey Wohl: I'm sorry I had a conflict and could not join earlier. Will this presentation be available later? Thanks.

Response

Rebecca Thompson: G Wohl, the bulk of the content John's shared so far is available on the project's website, linked in from the KYTC District 5 website.

Rebecca Thompson: <https://arcg.is/0fGqyP2>

Comment 9

Rep. Lisa Willner: If we were inclined to do some door to door canvassing with this info, is there printed material available that we could leave with people?

Response

Rep. Scott: Good question, Rep. Willner! I'd go canvass with you.

Beth Niemann: The flyer that was shown can be distributed. please let us know if you need copies.

Comment 10

Meg Campbell: UL is interested in viewing that diagram.

*///This refers to the sub-area model. A follow up meeting will be held with UofL///*

Comment 11

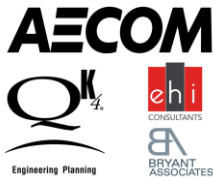
Rep. Lisa Willner: Many thanks to all for this update.

Comment 12

Rebecca Thompson: The AECOM team will follow up about the breakdown between passthrough and local I-65 trips.

Comment 13

Beth Niemann: Rep. Willner and Scott - our team will reach out to you and coordinate getting you some flyers. Thanks very much for helping us get the word out.



Comment 14

Derrick Pedolzy: I would love to schedule a meeting with just old lou stakeholders and maybe Councilman James and Rep. Scott. to discuss specifically on the St. Catherine and OakSt. corridors. It's interesting to me that one of the largest issues related in the open ended themes was heavy truck traffic. I am focusing on including these streets in an existing city ordinance restricting heavy truck traffic in the event these ramps are not removed. I know there will be some hurdles at the state level on getting this done and would love to talk to your more about these issues in front of the constituents.

///AECOM will follow up with the Old Louisville Neighborhood Association///

Comment 15

Annabelle Pike: John--This is Annabelle from UofL Hospital. I have heard many ambulance services, especially those coming from outlying counties bringing us trauma patients, complain about that median. Would love to shorten that for them!

Comment 16

Rep. Lisa Willner: Great, Beth!

5. Hyperlinks:

- A. ArcGIS StoryMap: <https://arcg.is/OfGqyP2>
- B. KYTC District 5 – I 65 Corridor Study Webpage:  
[https://transportation.ky.gov/DistrictFive/Pages/I-65-Corridor-Study-\(I-264-to-E.-Jefferson-Street\)-.aspx](https://transportation.ky.gov/DistrictFive/Pages/I-65-Corridor-Study-(I-264-to-E.-Jefferson-Street)-.aspx)

6. Next Steps – During the meeting, reference was made to the schedule and an overview of the next steps. For clarification, here are the next steps:

- A. Public outreach effort # 2 – (May 2021 -June 2021) - Online public outreach via the ArcGIS StoryMap and online survey will continue through June 4, 2021. The focus of this effort is to get feedback regarding improvement strategies and concepts to assist the project team in final prioritization.
- B. Concept Prioritization – (June-July 2021) – Project team will review comments and analysis to complete potential improvement strategies and concepts prioritization.
- C. Final Report – (July-Sep 2021) – Project team will draft, review, and finalize the study report.

7. Attachments:

- A. Slide show used during this meeting.
- B. I-65 Study Update Flyer

8. Minutes prepared by:

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[john.callihan@aecom.com](mailto:john.callihan@aecom.com)



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Coordination with Louisville Metro and TARC  
May 14, 2021 – 4:00 PM – Virtual Meeting

Welcome and Introductions – John Callihan welcomed attendees, describing the study, proposed improvement concepts, and the ongoing public survey effort. Materials were shared via the public StoryMap.

Attendees:

Jeff O'Brien – Louisville Metro  
Dirk Gowin – Louisville Metro  
Amanda Deatherage – Louisville Metro  
Michael King – Louisville Metro  
Stacy Keith – Louisville Metro  
Jason Yeager – Louisville Metro  
Carrie Butler – TARC

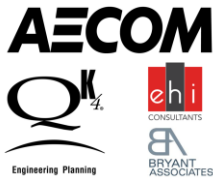
Aida Copic – TARC  
Geoffrey Hobin - TARC  
Steve De Witte – KYTC Planning  
John Callihan – AECOM  
Brian Meade – AECOM  
Ryan Holmes – EHI

Discussion items are summarized below:

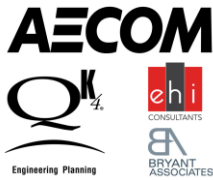
- Adding a lane to I-65 northbound and southbound.  
John explained that traffic modeling was completed on the addition of a lane for both northbound and southbound. The modeling does show a modest improvement over this study's preliminary build scenarios, but in discussions with the project team (KYTC, KIPDA, FHWA, and consultant), the decision was not to move forward with this as a study recommendation. The impacts to the community, specifically the right of way impacts are too great in comparison to the modest operational improvements that additional lanes would provide. Additionally, the project team acknowledges that Louisville Metro is not supportive of the addition of lanes to I-65 along the entire study corridor. The addition of lanes for the entire corridor will not be documented as an improvement concept recommended. It will therefore not be shown in the report as a "Project Sheet" and will not be considered by the project team when they evaluate and prioritize concepts. There will be a discussion that details this decision in the narrative of this study's final report. It will document the planning level construction only cost estimate, the number of parcels potentially impacted, and the number of potential "total takes".
- Brandies Avenue  
John explained that the consultant team considered improvements to Brandies under I-65 to enhance bicycle and pedestrian safety and presented these ideas and a conceptual drawing to the project team. The project team decided that all improvement concepts should directly impact the operations or safety of I-65 mainline or the related ramps. Improvements to

Brandies were therefore considered outside the scope of this study and it will not be shown in the report as a “Project Sheet” and will not be considered by the project team when they evaluate and prioritize concepts. There will be a discussion that details this decision in the narrative of this study’s final report and the conceptual drawing will be included for future reference.

- **I-65 at St. Catherine Street (St. Catherine and Floyd Street)**  
John mentioned that there are two improvement concepts, J and K, are proposed to the ramps at I-65 and St. Catherine Street. These concepts are shown on the StoryMap and will be evaluated and prioritized by the project team. The consultant team also developed some roundabout concepts for the St. Catherine Street and Floyd Street intersection. The project team decided that improvements to the St. Catherine Street and Floyd Street intersection didn’t directly address issues on I-65 mainline or the associated ramps. Improvements to this intersection were therefore considered outside the scope of this study and it will not be shown in the report as a “Project Sheet” and will not be considered by the project team when they evaluate and prioritize concepts. The roundabout concepts will probably not be included in the study’s final report, however, John offered to share the conceptual drawings with Louisville Metro upon their request.
- **I-65 Southbound Ramp to St. Catherine Street**  
John explained that the consultant project team considered options to bring the I-65 Southbound traffic to a stop condition at the intersection with St. Catherine Street. The goal would be to improve bicycle and pedestrian safety along the north side of St. Catherine. Doing this might however cause backups on the ramp. Also, bicyclist and pedestrians would still need to cross the on ramp from St. Catherine Street to I-65 Northbound. This study will not be recommending any change to the I-65 Southbound Ramp to St. Catherine Street.
- **Old Louisville Neighborhood and Removal of St. Catherine Interchange**  
Jeff O’Brien mentioned that Louisville Metro and the Metro Council Members have heard from Old Louisville Neighborhood residents, their desire to have the St. Catherine interchange completely removed. Jeff asked if the project team had heard similar concerns and if so, how those concerns were being addressed. John said the team had heard from the Old Louisville Neighborhood about this issue and the Secretary Gray and Matt Bullock had also been approached by that group. KYTC asked that the Old Louisville group put their concerns in writing to KYTC. John said that KYTC would then draft an official response. John also stated that the consultant team and discussed the removal of the entire interchange with the project team and the team didn’t believe that it made sense. The removal would not improve operations or safety of I-65 mainline or the associated ramps. John mentioned that it is important to also provide access to the neighborhoods along I-65. Jeff expressed general support for ramp improvements and some reservation about removal of an entire interchange like St. Catherine Street.



- Ramp Removals currently being recommended  
John then mentioned that the consultant team is recommending the removal of the following ramps:
  - 1<sup>st</sup> Street (middle ramp) from near Jacob to I-65 SB (Concept N)
  - I-65 NB ramp to Woodbine (Concept I)
  - Preston Street ramp to I-65 SB (Concept I)
  - Arthur Street area – reconfiguration of on and off ramps (Concept G)For these locations, sub-area traffic models have been developed and will be available for review in a few weeks if Louisville Metro, TARC, or another group would like to review. These sub-area models examine the impacts the removal of the ramps would have on the adjacent street network.
- Transit – Shoulder Running  
John addressed that hard shoulder running was considered, but due to the existing shoulders being too narrow and the dismissal of additional lanes or widening along the entire corridor, using shoulders for transit in this corridor will not be recommended.
- Ramp Metering  
John explained that due to the short acceleration and deceleration areas for the ramps, as they are currently, and with most on ramps in the study area going upgrade, ramp metering was not considered appropriate in this corridor. John also mentioned that ideally, strategies like ramp metering would be looked at across the greater interstate network.
- Roadway Capacity Limitations and Transit  
Carrie Butler asked John if the LOS maps for 2045 PM, as shown on the StoryMap could be interpreted to suggest that, there is little that can be done in a constrained corridor like I-65 in this study area to increase capacity or reduce congestion. John acknowledged that there would be only modest congestion improvements associated with the concepts being recommended. Steve De Witte and John both emphasized that the concepts being recommend should provide safety improvements. Carrie and Aida then suggested that the study's report should acknowledge that we can't "build our way out of congestion" by simply widening. They recommended that the report should suggest that improvement or establishment of parallel transit could be a viable mitigation measure for future anticipated congestion. John and Steve De Witte agreed to reflect this idea in the report.
- I-65 NB Ramp to Brook St./Chestnut Removal  
Dirk Gowin suggested that we remove the I-65 NB Ramp to Brook St./Chestnut. He mentioned the ongoing design of the I-65 SB Ramp to Brook Street project will recommend changing Brook Street from one-way to two-way, south to Muhammad Ali Blvd, but that ideally Brook Street would be two-way to Chestnut. Currently, the I-65 NB Ramp to Brook St./Chestnut precludes this form consideration, since the ramp traffic, going northbound would face the southbound Brook Street traffic, if Brook was two-way to Chestnut. John acknowledged that Dirk had mentioned this conflict during the meeting with Metro earlier in the study, but John had not understood that Dirk was suggestion complete removal of the ramp. John said that he would consult with the project team and determine if the removal of the ramp is something the project team wants the consultant team to investigate. Dirk



mentioned that the I-65 NB Ramp to Muhammad Ali Blvd seems to be underutilized. John mentioned that if we proceed with this as a concept, then we will not be able to get it out in time for our public engagement that is ongoing and the team would request Metro's assistance in discussing this concept with the hospitals.

Participants were encouraged to promote the survey and submit other comments via the public survey or to email the project team. The comment period runs through June 4.

Minutes prepared by:

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Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Coordination with University of Louisville  
May 18, 2021 – 3:00 PM – Virtual Meeting

Welcome and Introductions – Rebecca Thompson welcomed attendees, describing the study, proposed improvement concepts, and the ongoing public survey effort. Materials were shared via the public StoryMap.

Attendees:

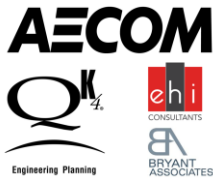
Mike Materna – U of L  
Mark Watkins – U of L  
Meg Campbell – U of L  
Sajid Mian – U of L  
Steve De Witte – KYTC Planning  
Tom Hall – KYTC D5

Larry Chaney – KYTC D5  
Andy Rush – KIPDA  
John Callihan – AECOM  
Rebecca Thompson – Qk4  
Albert Zimmerman – Qk4

Proposed spots were presented south-to-north along the corridor, with general discussion items summarized below.

- Spot S (add northbound auxiliary lane, Crittenden Dr to University Blvd) will shift more traffic to University if the Eastern Parkway Ramp is closed. While more analysis will be needed to fine-tune future operations on surface streets in the build scenario, the concept should work at a planning level.
- Spot H (realign northbound off ramp to Eastern Pkwy) provides safety benefits and could be implemented quickly while longer term Spot S was under development. It also fills a missing gap in sidewalk connectivity, providing value even if eventually the ramp is proposed for removal.
- Spot G (consolidate Arthur St ramps) proposes a number of changes adjacent to campus, reconfiguring Arthur Street to separate interstate/ramp and local traffic. Businesses that rely on Arthur Street for access today may not support proposed changes to their access/mobility. The university representatives will consider the proposal further before responding. A subarea traffic model is being developed; John will provide a microsimulation video of the results next week.
- A roundabout could be considered at the Brandeis/Arthur Street intersection. Other improvements along Brandeis were initially considered but dismissed as beyond the scope of the study, which focuses on I-65 and its ramps.



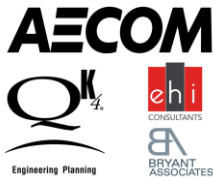


- The highest density of public comments in January were received about the disconnect along Preston Street. Louisville Metro is about to conduct a planning effort for this corridor; ultimate-term Spot T proposes a collector-distributor system northbound over the railroad tracks to provide additional capacity and safety improvements for this movement.
- Two improvements are proposed at the northbound Brook St/Broadway ramp: Spot L stripes for two lanes short-term, shifts the median and crosswalk, and closes off the access to Jacob Street while Spot W adds width longer term.
- The Brook St/Chestnut St intersection is confusing today; the proposed short-term improvements with Spot M could help.
- Was ramp metering considered? With the ramps traveling up grade and ending with short merge areas, ramp metering was not recommended as a feasible improvement.
- What growth rate was assumed? Traffic analyses are based on KIPDA's travel demand model, which shows modest growth along I-65 due to capacity constraints but does reflect planned developments and other transportation improvements throughout the metro region.

Participants were encouraged to promote the survey and submit other comments via the public survey or to email the project team. The comment period runs through June 4.

Minutes prepared by:

Rebecca Thompson  
Deputy Project Manager  
Qk4  
502.352.2197  
[rthompson@qk4.com](mailto:rthompson@qk4.com)



Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Coordination with the Kentucky Exposition Center  
June 3, 2021 – 10:00 AM – Virtual Meeting

Welcome and Introductions – John Callihan welcomed attendees, described the study, proposed improvement concepts, and the ongoing public survey effort. Materials were shared via the public StoryMap. The primary focus was Improvement Concept R, the extension of Central Avenue and new interchange with I-65.

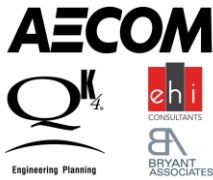
Attendees:

Kevin McCoy – Ky Exposition Center  
Kevin Moore – Ky Exposition Center  
Andy Rush - KIPDA  
Beth Niemann – KYTC Planning  
Tom Hall – KYTC D-5

Larry Chaney – KYTC D-5  
John Callihan – AECOM  
Brian Meade – AECOM  
Rebecca Thompson – Qk4

Discussion items are summarized below:

- Primary study focus  
Operation and safety improvements to I-65 mainline and associated ramps from I-264 to downtown Louisville
- I-65 Ramp Modifications Study (KYTC Item No. 5-8102.00)  
This study, completed in 2008, recommended the extension of Central Avenue and a new partial interchange with I-65
- Improvement Concept R  
Our study is recommending the extension of Central Avenue with a new I-65 interchange accommodating all movements and the removal of the Crittenden Drive interchange.
- Online Survey – Improvement Concept R not included  
Concept R is available for review on the study's StoryMap at:  
<https://aecomky.maps.arcgis.com/apps/MapSeries/index.html?appid=de0c3e6cce704dfb99fd8ee6188d1715>  
However, the related online survey didn't not ask the public to prioritize Concept R. This was a deliberate decision by the Project Team since Concept R does not directly address the primary study focus. Concept R will be considered by the Project Team during the next Project Team



meeting, but it is recognized that it is primarily a concept focused on improving access and connectivity.

- Kentucky Exposition Center comments regarding Concept R as presented
  - Overall, the Exposition Center believes Concept R would have a positive impact on their operations.
  - Queuing or stacking for Gate 4 would be greatly reduced. Could the approach to the gate be increased by shifting the alignment of the proposed Central Avenue extension?
  - The Central Avenue extension would separate the Exposition Center maintenance/storage lot adjacent to the National Guard facility from the main Exposition Center property. Is there a way to mitigate this, perhaps with a grade separate crossing?
  - The proposed new interchange on I-65 would construct a new ramp onto I-65 NB through the Exposition Center storage building on the Northeast side of I-65. Perhaps that loss of property could be offset by the property that would become surplus with the removal of the loop ramp from Crittenden Drive to I-65 NB.
  - The proposed new interchange on I-65 would run a new ramp to I-65 NB under I-65 along the existing Bradley Avenue. There are two concerns. 1 – Bradley currently floods under I-65. 2 – Could the ramp and an access road both be accommodated under I-65? If so, this would allow access to the Exposition Center storage lot on the Northeast side of I-65.
- Improvement Concept R – future coordination  
John Callihan indicated that the comments expressed by the Exposition Center would become part of the study's official record and that the drawing shown for Concept R is preliminary. If Concept R were to be funded, KYTC would work closely with the Kentucky Exposition Center to adjust the concept to addresses as many of the Exposition Center's concerns as possible.
- Other Concepts discussed.  
John Callihan gave a brief overview of Concepts O, P, Q, and F. Concepts O, P, and Q related to the Crittenden Drive on-ramp to I-65 NB. Concept F relates to the closing of Boxley Avenue where the I-65 SB off-ramp connects to Crittenden Drive.

Participants were encouraged to promote the survey and submit other comments via the public survey or to email the project team.

Minutes prepared by:

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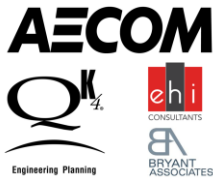
Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
Traffic Modeling Discussion - Sub-area Models  
June 4, 2021 – 9:00 AM – Virtual Meeting

Attendees:

Andy Rush - KIPDA	John Callihan – AECOM
Beth Niemann – KYTC Planning	Brian Meade – AECOM
Scott Thomson – KYTC Planning	Ali Azimi - AECOM
Jayalakshmi Balaji – KYTC Planning	Rebecca Thompson – Qk4
Tom Hall – KYTC D-5	
Larry Chaney – KYTC D-5	

Discussion items are summarized below:

- Three sub-area models have been developed to examine impacts that proposed improvement concepts will have on the surface streets adjacent to I-65. There locations are:
  - First Street between Jacob Street and Liberty Street (related to Concepts L, M, and N)
  - Woodbine/Jackson/Preston Interchange (related to Concept I)
  - Arthur Street between Gaulbert Avenue and Eastern Parkway (related to Concept G)
- Study goals and objectives  
The focus of the study has been to improve operations and safety on the mainline of I-65 and the related on and off ramps. Some of the improvement concepts related to the mainline and/or ramps have impacts on surface street traffic. The sub-area modeling is meant to examine those impacts and determine if the impacts are a “fatal flaw” to the improvement concept or if any mitigation efforts are need regarding these impacts.
- Assumptions for sub-area model inputs.
  - Sub-area models were “clipped” from the I-65 Corridor Study TransModeler models simulating 2030 baseline and 2030 robust scenarios.
  - Sub-area models were supplemented with:
    - Traffic signal timing plans (from Louisville-Metro Traffic Engineering)
    - StreetLight data used to estimate turning movements (from KIPDA)
    - Surface street traffic volume data (from Lou-Metro and KYTC)
  - Flat growth was assumed for surface street volumes for 2030 forecast
- Sub-area modelling results  
Surface streets and related intersections operated adequately in all three sub-area traffic simulations for the 2030 robust scenario.



- I-65 NB off-ramp to Eastern Parkway  
The 2030 Robust scenario models this ramp as a stop condition where the ramp intersects with Eastern Parkway rather than the existing, free-flow movement onto Eastern Parkway going east. This is Improvement Concept H. This change is considered in the Arthur Street sub-area modeling. Improvement Concept S, which is a Long-term concept and part of the 2045 Modest modeling scenario, removes this ramp and constructs a CD lane between Crittenden Drive and University Blvd on I-65 NB. Concept S and the removal of the Eastern Parkway ramp is not incorporated into the Arthur Street sub-area models which is based on the 2030 Robust scenario.
- Further study during design  
This sub-area modeling effort is based on information easily available (existing traffic count data and StreetLight data). The sub-area modeling completed does determine that there are no “fatal-flaws” on the surface streets as a result of this study’s proposed improvement concepts. However, during the design of these Improvement Concepts, current turning movement counts, and related data should be gathered and further modeling should be completed.
- Coordination with other agencies/groups  
The results of this sub-area traffic modeling and related visualization/animation is considered an internal project team analysis tool.
  - UofL  
Stakeholders with the UofL requested that the project team share the sub-area traffic modeling results with their team. KYTC and KIPDA agreed that the AECOM team can share the animation of the Arthur Street sub-area traffic model with UofL, but with the understanding that it is only for discussion during a follow-up meeting and that further analysis would need to be completed if Concept G (Arthur Street reconfiguration) were to move forward.
  - Louisville Metro  
No further meetings are scheduled with Louisville-Metro. If they request to the results of the sub-area modeling, the AECOM team will coordinate with KIPDA and KYTC.
  - Old Louisville Neighborhood Council  
This group has expressed an interest in the removal of the St. Catherine Street interchange. Our study is not recommending this and none of the three sub-area traffic models address this. At this time, there is no intent or need to share any of the sub-area modeling results with this group.

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**Jefferson County  
KYTC 5-569  
I-65 Corridor Planning Study  
I-264 to Downtown Louisville  
Project Team Meeting #3 – Concept Evaluation  
July 12, 2021 – 10:30 AM – Zoom Meeting**

**Participants:**

Andy Rush – KIPDA  
Steve De Witte – KYTC CO  
Scott Thomson – KYTC CO  
Karl Sawyer – KYTC CO  
Sadie Middleton – KYTC CO  
Beth Niemann – KYTC CO  
Kim Irwin – KYTC CO  
Matt Bullock – KYTC D5  
Tracey Lovell – KYTC D5  
Kevin Bailey – KYTC D5  
Donna Hardin – KYTC D5  
Tom Hall – KYTC D5

Larry Chaney – KYTC D5  
Grant Williams – KYTC D5  
Greg Groves – AECOM  
John Callihan – AECOM  
Brian Meade – AECOM  
Kevin Dant – AECOM  
Ali Azimi – AECOM  
Rebecca Thompson – Qk4  
Albert Zimmerman – Qk4  
Jeremy Lukat – Qk4  
Ryan Holmes – EHI

- I. Welcome – Beth Niemann, Andy Rush, John Callihan
- II. Project Status

*John Callihan discussed the agenda for this meeting. John then covered the study's schedule. The slides that cover the agenda and schedule are attached to these meeting minutes.*

- III. Public Engagement Period # 2 Overview

*John Callihan briefly discussed the input from online Public Engagement Period # 2. The slides summarizing the public engagement are attached to these meeting minutes.*

- IV. Concept Spreadsheet/Evaluation Matrix - Polling

*John Callihan presented each of the 18 improvement concepts using the Concept Spreadsheet/Evaluation Matrix and the online study Story Map. Each*

*concept was discussed, and online polling was used to allow KIPDA and KYTC members of the Project Team to prioritize the concepts. The Concept Spreadsheet/Evaluation Matrix with polling results is attached.*

*The following table summarizes the Team's participation:*

Andy Rush	18
Donna Marie Hardin	18
Elizabeth Niemann	16
Grant Williams	9
Karl Sawyer	18
Kevin Bailey	15
Kim Irwin	17
Larry Chaney	13
Matt Bullock	16
Sadie Middleton	18
Scott Thomson	11
Steve De Witte	17
Tom Hall	2
Tracy Lovell	12

*A summary of the Project Team's priorities, based on the polling is below:*

1. Concepts to be implemented with maintenance activities and to be considered with KYTC Item No. 5-20061.

(Not included in polling)

- A. Drainage – not included in polling
- B. Striping – not included in polling
- C. Signage – not included in polling
- D. ITS – not included in polling

2. High Priority Concepts

- E. Preston – striping and signage
- F. I-65 SB to Crittenden – close access at Boxley
- G. Arthur Street improvements



- H. Eastern Parkway – T intersection
- I. Woodbine/Jackson/Preston – 2-way Preston, remove I65 NB ramp to Woodbine and remove ramp from Preston to I-65 SB
- J. I-65 NB to St. Catherine– T intersection
- K. St Catherine to I-65 NB – extend accel
- L. Brook/Broadway – remove access at Jacob, adjust median
- O. Crittenden to I-65 NB – without bridge and/or ROW work

### 3. Low Priority Concepts

- M. Brook/Chestnut – 2-lane ramp
- N. 1st Street to I-65 SB –remove middle ramp/extend accel for north-most ramp
- R. Central Avenue extension to I-65
- S. NB Aux Lane – Crittenden to University
- T. NB CD Lane – Preston to Jackson
- W - A. Widen I-65 NB to Brook/Broadway to 2 lanes and close Jacob Street connection

### 4. Not Recommend Concepts

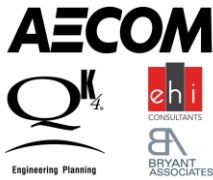
- P. Crittenden to I-65 NB – with bridge widening
- Q. Crittenden to I-65 NB – with ROW and relocation of curve
- U. NB Aux Lane – St Catherine to Brook/Broadway
- W. Widen I-65 NB to Brook/Broadway

## IV. Comments related to specific Improvement Concepts

### G. Arthur Street improvements

*John Callihan mentioned that UofL expressed reservations about this concept has currently depicted in the drawings. They asked that the project sheet note that the current drawing is just one concept that could be considered during design. Specifically, concern was expressed about eliminating the ramp from I-65 SB to Arthur Street near Gualbert and also concerns about the addition of a cul-de-sac on Arthur between Eastern Parkway and University Blvd. This concern will be noted on the project sheet.*

- L. Brook/Broadway – remove access at Jacob, adjust median  
*Kevin Bailey commented that closing Jacob Street would require traffic to take a much longer route to access the JCTC parking lots under I-65 at Jacob Street. If a left turn from Broadway WB to 1st Street could be introduced as part of any project initiated from Lou-Metro's Broadway study this might alleviate this concern.*
- M. Brook/Chestnut – 2-lane ramp  
*Kevin Bailey and Andy Rush raised concern about the high cost of this concept. John Callihan noted the cost is high due to bridge and retaining wall work that would be required. Kevin asked if a more modest project could be considered that didn't widen the bridge. John noted that Kevin's suggestion would likely not meet AASHTO guidance. A note will be included on the project sheet that lower cost alternatives should be considered if this concept moves forward into design. After the meeting Kevin provided a concept drawing that will be included in the final report.*
- N. 1st Street to I-65 SB –remove middle ramp/extend accel for north-most ramp  
*Kevin Bailey asked if cost could be reduced if this concept only removed the ramp and did not extend the acceleration for the north-most ramp. John noted that it would be hard to quantify the benefit of only removing the ramp. A note will be included on the project sheet that Kevin's alternative concept should be evaluated further if this concept moves into design.*
- W. Widen I-65 NB to Brook/Broadway  
*Many team members expressed concerns about this concept's left turn lane onto Jacob Street. The consensus was to eliminate Concept W and to recommend a modified concept, identified as Concept W-a, as a low priority concept in the final report. Concept W-a would widen the I-65 NB off ramp to Brook/Broadway to 2 lanes and close Jacob Street connection. The revised project sheet should also note that during the design phase, whether an appropriate pedestrian crossing of the ramp can be accommodated will need to be investigated.*



#### IV. Closing Comments

John Callihan thanked the Project Team for their participation and stated the goal is to provide a draft report to KIPDA and KYTC for review on August 11<sup>th</sup>. The Project Team will then have 30 days to review and provide comments. A final report would then be issued at the end of September 2021.

Beth Niemann expressed appreciation to the Project Team and indicated she felt the polling had went well.

Meeting Minutes prepared by:

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