

Appendix H:

LOCAL OFFICIALS AND STAKEHOLDER MEETING MINUTES



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TO: Judi Hickerson
Tom Hall
Mikael Pelfrey
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: January 6, 2014

SUBJECT: I-265 Programming Study
Minutes of Stakeholder / Elected Officials Meeting #1

The first Stakeholder / Elected Officials Meeting was held at 5:30 PM (EST) on Monday, January 6, 2014, at Ramsey Middle School in Louisville, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Adriane Hoffman	KYTC – District 5	adriane.hoffman@ky.gov
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Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
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Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
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Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
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Andy Rush	KIPDA	andyh.rush@ky.gov
Kevin Bayens	Highview Fire Department	kbayens@highviewfire.com
Kevin Groody	Worthington Fire Department	kgroody@worthingtonfire.com
Andy Longstreet	Middletown Fire Department	alongstreet@mfpd.org
Jeffrey Riddle	Middletown Fire Department	jriddle@mfpd.org
Ed Vermillion	Louisville-Jefferson County Emergency Management	edward.vermillion@louisvilleky.gov
Jim Joseph	Fedex Ground	james.joseph@fedex.com
Richard Hancock	Worthington Fire Department	rhancock@worthingtonfire.com



Sen. Jimmy Higdon	Kentucky State Senate	jimmy.higdon@lrc.ky.gov
Stacy Keith	Louisville Metro	stacy.keith@louisvilleky.gov

Tom Hall with KYTC welcomed everyone to the meeting and introduced the study to those in attendance. Representatives from the Kentucky Transportation Cabinet (KYTC), the consulting firm (Parsons Brinckerhoff), and various stakeholders were present. The stakeholders present represented a variety of interests in the community. Tom turned the meeting over to Shawn Dikes, the Project Manager for Parsons Brinckerhoff. Shawn then went through the presentation providing a general overview of the existing conditions.

After the presentation, stakeholders were divided into two groups, with emergency / first responders in one group, and the remainder of attendees in the other group.

A summary of the points of discussion from the emergency / first responders is listed below:

- I-71 Interchange – The following hazards were noted:
 - I-71 SB to I-265 SB – Trucks leave the road as a result of the high speed exits, curvature of the ramp; a truck speed / roll over warning sign would be beneficial
 - The signage on I-71 results in the through traffic staying in right lane exacerbating the short merge / weave area; additional signage to keep them to the left lanes would be beneficial;
 - There are a high number of rear end crashes on I-265 NB approaching I-71;
 - A flyover from I-265 NB to I-71 SB might be a solution.
- I-71 to KY 155 experiences backups in the PM (stop and go conditions from Westport Road to Taylorsville Road)
 - One explanation often given is the sun in the driver's eyes
- Cable barriers near Billtown Road have eliminated the ability for emergency vehicles to cross over easily but have reduced head on collisions
 - Additional breaks in barriers are needed between:
 - Smyrna / Preston Highway
 - Beulah Church Road / Bardstown Road
 - Centrally located between each interchange from I-65 to I-71
- Design of crossovers is not firetruck friendly and a better design is needed to accommodate:
 - Load
 - Geometry / turning radius of various pieces of equipment
- Fire trucks come from multiple locations within the study area while EMS come from a central location
- The existing tire grip surface at on the I-64 EB / I-265 NB cloverleaf ramp should be extended
- There was concern about I-64 EB to I-265 SB ramp backing up to Blankenbaker
- Along I-265, the attendees noted a great deal of weaving from Westport Road to I-71

- With respect of the East End Bridge, there were concerns about future HAZMAT being carried through East End tunnel and bridge (expecting major incident increase)
- Increased signage would be helpful, including road names at bridges and overpass roads
- The attendees suggested adding more 1/10 mile markers to ramps and the mainline
- Fire hydrants need identification markers as well
- A general recommendation was made to synchronize signals on arterials as they approach I-265
- KY 864 – Residential development expansion should be considered
 - At the KY 22 Goose Creek intersection, the left turn arrow off KY 22 WB at Goose Creek creates problems. A suggestion was made to add hash marks “No Stop in Box” in front of fire house

A summary of points of discussion from the second stakeholder group is below:

- FedEx noted will have a new facility at Plantside Drive in August 2016
 - It is estimated that there will be 300 trucks that will start the day at 8:00 AM and end at 9:00 PM
 - The addition of a Rehl Road Interchange – would help distribute that truck traffic. Otherwise, the impact will be on Blankenbaker at I-64
 - FedEx is still conducting business between 4:00 PM and 7:00 PM and must fight against commuter traffic trying to get home
 - Louisville Metro expressed concern that Plantside at Blankenbaker FedEx would add a lot of traffic in a location where signal block spacing is not very good
- Louisville Metro noted to make sure there is an ITS / signal communication component on every project;
- According to this group, the three worst locations in the corridor are:
 - Bardstown Road
 - I-64 / I 265 interchange
 - Taylorsville Road
- The group discussed the proposed Gilliland Interchange along I-64. It was noted that there have been a lot of studies on this interchange but no recent movement. Senator Higdon noted his support of the project.
- Senator Higdon also asked about the progress of the Taylorsville Road at Taylorsville Lake Road intersection improvement.
- Louisville Metro noted that potential benefit of ITS technology at the I-64 / I-265 interchange. This system would provide alerts – overhead sign beyond Watterson as a way to communicate issues so as not to burden Blankenbaker specifically
- FedEx is currently on both sides of the Ohio River
 - There is some concern about the I-71/I-265 interchange, but not as much concerns as the I-64 / I-265 interchange

- When asked about the future tolling on the East End Bridge, FedEx is more concerned about time than tolls
- Louisville Metro also mentioned:
 - The timing of the completion of Billtown Road
 - That a signal may be added to the Old Henry Road interchange
 - There are continued issues for providing access to Bates Elementary on Bardstown Road next to I-265



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TO: Judi Hickerson
Tom Hall
Mikael Pelfrey
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: September 25, 2014

SUBJECT: I-265 Programming Study
Minutes of Stakeholder / Elected Officials Meeting #2

The second Stakeholder / Elected Officials Meeting was held at 2:30 PM (EST) on Thursday, September 25, 2014, at Teamsters Local 783 Hall in Louisville, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Adriane Hoffman	KYTC – District 5	adriane.hoffman@ky.gov
Andrea Clifford	KYTC – District5	andrea.clifford@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Beth Jones	KYTC – C.O. Planning	beth.jones@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Eileen Vaughan	KYTC – C.O. Planning	eileen.vaughan@ky.gov
Anne Warnick	Parsons Brinckerhoff	warnick@pbworld.com
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Amy Thomas	Parsons Brinckerhoff	thomasaj@pbworld.com
Andy Rush	KIPDA	andyh.rush@ky.gov
Rob Dwyer	High View Fire Department	rdwyer@highviewfire.com
Kevin Groody	Worthington Fire Department	kgroody@worthingtonfire.com
Richard Caple	Jefferson County Public Schools	richardcaple@jefferson????
Larry Clark	46 th District Representative	-
Ed Vermillion	Louisville-Jefferson County Emergency Management	edward.vermillion@louisvilleky.gov

Tom Hall with KYTC welcomed everyone to the meeting and introduced the study to those in attendance. Representatives from the Kentucky Transportation Cabinet (KYTC), the consulting firm (Parsons Brinckerhoff), and various stakeholders were present. The stakeholders present



represented a variety of interests in the community. Tom turned the meeting over to Shawn Dikes, the Project Manager for Parsons Brinckerhoff. Shawn then went through the presentation that included the overview of the study and existing conditions. Lindsay Walker discussed the crash analysis as well as the traffic analysis. The main concerns from the stakeholders were with regards to safety and capacity.

- It was noted that capacity and design are some of the biggest contributors to accidents near the I-71 interchange.
- With the opening of the East End Bridge, additional truck traffic should be considered as potential projects are evaluated.

Three large boards, each showing the locations of potential projects in the different study area segments, were displayed, and the attendees were given ranking sheets to prioritize the given projects, and provide feedback on any projects that they believe should be included.

The meeting officially adjourned at 3:10 PM. Some attendees remained to review the display boards and fill out their ranking sheets.