

# APPENDIX E:

## Meeting Minutes

## **FINAL Meeting Minutes**

**Project:** I-64 Corridor Study; Story Avenue to I-264  
**Subject:** Project Team Meeting No. 1  
**Date:** Friday, December 6, 2019, 9:00 AM EDT  
**Location:** KYTC District 5 Office - Conference Room A - Louisville, Kentucky

### **Attendees:**

Beth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Steve Ross*	KYTC Central Office, Division of Planning
Jacob Huber*	KYTC Central Office, Division of Planning
Jayalakshmi Balaji	KYTC Central Office, Division of Planning
Scott Thompson	KYTC Central Office, Division of Planning
Tonya Higdon*	KYTC Central Office, Division of Planning
Amanda Spencer	KYTC Central Office, Director of Planning
Tim Foreman*	KYTC Central Office, Division of Environmental Analysis
Patrick Perry	KYTC Central Office, District 5 Location Engineer
Matt Bullock	KYTC District 5, Chief District Engineer
Tracy Lovell	KYTC District 5, Project Development Branch Manager
Tom Wright	KYTC District 5, Project Delivery and Preservation Branch Manager
Carl Jenkins	KYTC District 5, Design
Patrick Matheny	KYTC District 5, Design
Russell Whatley	KYTC District 5, Utilities
Tom Hall	KYTC District 5, Planning
Kim Irwin	KYTC District 5, Planning
Brennan Niehoff	KYTC District 5, Planning
Donna Hardin	KYTC District 5, Environmental
John Ballantyne *	FHWA, Environmental, Planning, and System Performance Team Leader
Andy Rush	KIPDA
Kevin Dant	AECOM
Brad Johnson	HMB
Mike Hancock	HMB
Michael Leathers	HMB
Mitch Green	HMB
Jarrold Johnson	HMB

*\* denotes attendee participated in meeting via videoconference from KYTC Central Office.*

## **Agenda:**

To facilitate the meeting, an agenda was provided as a handout and is included as an attachment to these meeting minutes.

## **Meeting Comments / Summary:**

Beth Niemann of KYTC began the meeting with a brief overview of the study followed by introductions. Beth then turned the meeting over to HMB to begin the discussion which was facilitated by a PowerPoint presentation. The following are comments / discussion items for each agenda item.

### **I. Project History**

- HMB covered the study background, study area, Cochran Hill Tunnel significance, and prior 2009 KYTC Correspondence between former Secretary Joe Prather and the Olmstead Park Conservancy relating to the tunnel and the study language used by the Kentuckiana Regional Planning and Development Agency (KIPDA).
- HMB explained that the corridor's beginning point was changed from the I 64/I-65/I-71 Kennedy Interchange to Story Avenue to better reflect the study's area of need along I-64 due to the improvements recently made to the Kennedy Interchange.
- KYTC commented that the Cochran Hill Tunnel was originally constructed by boring holes without disturbing the existing park above it. A picture showing images of this original tunnel construction was provided by KYTC to highlight this.
- HMB explained that the project description in the KIPDA Long Range Plan was amended by KIPDA and KYTC after correspondence in 2009 from then-Secretary Prather with the Olmstead Park Conservancy resulted in KYTC stating that there were no plans to expand the Cochran Hill Tunnel.
- HMB discussed the letters and explained that widening I-64 wasn't on KYTC's radar at the time.
- KYTC commented that once SHIFT was enacted, this project shot towards the top of the priority list, and thus the need for the study was intensified.
- The following question was posed - Should the project team seek legal guidance regarding the commitments stated in the correspondence noted above? The KYTC Division of Planning advised that it was working to seek answers to legal questions relating to this study.
- With regard to the range and type of strategies evaluated, it was discussed that the study should examine all strategies that are feasible and prudent first, then bring in a widening strategy for additional lanes at the conclusion if warranted.
- KYTC commented that the concerns regarding the disturbance of the tunnels have existed for several years even before the referenced exchange of letters above. KYTC stated that the public should be involved.
- KIPDA stated that the project description has not been changed in the long-range plan since the change was made in 2009 after the KYTC (Prather) Letter noted above. KYTC District 5 stated that the KYTC project description has also not changed but it had recently been adjusted to reflect the study's new beginning point at Story Avenue for the upcoming Highway Plan.

## II. Study Purpose

- At this meeting, the study purpose was noted as: “Identify and evaluate potential options to improve the safety and congestion along I-64 between Story Avenue and I-264 through the completion of a Planning and Environmental Linkage (PEL) study.”
- HMB explained the PEL concept and that this study is essentially a Kentucky pilot for the concept. FHWA commented that the project team should refer to this study as a “PEL Study” since all of the formal requirements of NEPA do not yet apply.
- HMB presented the study goals as follows: reducing congestion, accommodating transportation demand, addressing roadway deficiencies, and balancing environmental effects.

## III. Crash Summary

- HMB presented an overview of the crash history of this corridor including the statistics for collision type, severity, hourly crash totals, and high crash spots using the Critical Rate Factor methodology. Crash density maps for the highest percentage type of collision crashes were shown. Excess Expected Crash (EEC) data provided by the Kentucky Transportation Center (KTC) was also presented. It was noted that there was a high density of crashes near the Cochran Hill Tunnel.
- HMB noted that there was a strong correlation between congestion and crashes.
- KYTC asked if the EEC’s used the same date range as the crash history (three-years). It was noted by KYTC District 5 that it is usually five years since federal reporting requires five years of data. KTC evaluates EECs based on a five year window, but they only run the analysis once per year (around April). Current numbers are based on January 1, 2014 – December 31, 2018. A new analysis will be ran in April 2020 and will be for January 1, 2015 – December 31, 2019 to incorporate the new year of data.
- It was noted that construction of the LSIORB project may have an effect on some of the crash data. The LSIORB project was opened to traffic in December 2019.
- The consultant should request from KYTC any detailed reports for fatal crashes and for crashes in critical locations.

## IV. Traffic Summary

- HMB presented traffic data for the corridor including the AADT and AADTT for each segment of the corridor, typical weekday traffic, traffic volumes by hour and direction, and a preliminary traffic forecast example for one of the corridor segments.
- KYTC noted that the segment numbers on the traffic figure do not correspond with the EEC segment numbers. HMB responded that this is due to the exclusion of the original segment that encompassed the Kennedy Interchange before moving the beginning to Story Avenue. HMB will update the segment numbers to be consistent.
- HMB noted that the segment between Story Avenue and Grinstead Drive was last counted in 2011. It was suspected the Automatic Traffic Recorder (ATR) may be broken. KYTC will look into this and request a current count.
- KYTC commented that the new fly-over ramp widening at the I-64 WB / I-264 WB interchange ramp opened recently and has shown an improvement to traffic. HMB will take this into account when evaluating traffic.

- KYTC suggested that traffic may be throttled at constriction points, which is potentially suppressing volumes. They also expressed concern for the viability of reversible lane concepts. KYTC commented that the directional distribution presented (as high as 56% in the predominant direction) would not meet federal recommendations to implement reversible lanes, however, KYTC noted that there are examples of active reversible lanes in Kentucky where the recommendations are also unmet (e.g. Nicholasville Road in Lexington), so there is some flexibility. KYTC noted that there are no records indicating what the directional distribution was on these routes prior to the implementation of reversible lanes.
- HMB asked KIPDA what the assumptions were for committed projects in their traffic modeling and specifically I-71 projects. KIPDA responded that all corridors are included as if they were all built according to the KIPDA Long Range Plan. HMB noted that even with all those improvements factored in, demand is still seen for the study corridor and further demonstrates the need for improvements.
- KYTC asked what the travel time penalty would be for someone traveling via I-71 instead of the study corridor. HMB will evaluate travel times relating to the study and evaluate how different strategies affect travel times.

#### V. Existing Conditions Review

- HMB presented an overview of the existing conditions which includes typical sections for the corridor's normal sections as well as the tunnels. The Environmental Overview map will be created by the consultant and presented at a later date.
- KYTC asked about a seminary next to the corridor. It was noted that there is one near it with a golf course in-between. HMB will consider this in further review of the existing conditions.
- KYTC asked if the necessary five feet of width in the existing tunnels between the tunnel wall and the jersey barriers is for utility access. HMB responded that there are utility insets at these locations within the tunnels and that it is likely also used for drainage.
- KYTC commented that the tunnels were recently rehabbed and asked that if the tunnel eventually needs to be replaced, could that be justification for modifications of the tunnel. HMB responded that HDR is doing tunnel inspections and will ask HDR if they have identified an estimated remaining life for the tunnel.
- KYTC noted that there are other unique existing bridges (particularly between the Cochran Hill Tunnels and the Cannons Lane interchange). Review should occur to determine if these bridges are also considered to be of historical significance.
- KYTC noted that ADA regulations may also warrant updates in the tunnel. Further review should be given to the typical sections. KYTC also mentioned that a portion of the land may be part of the Lady Bird Johnson Conservancy. HMB will take this into account in further existing conditions inventorying.

#### VI. Preliminary Discussion of Alternatives

- HMB presented a preliminary list of alternative concepts including a "no-build" alternative, alternate modes, traffic management options, and capacity adding options. Other concepts were presented as well including peak hour use of shoulders, ramp metering, extended merge/diverge lanes, ITS, HOV/Bus lanes, and reversible lanes to reach the goal of finding high value, low impact, and low-cost improvements to safety and congestion.

- HMB discussed a concept that would provide reversible lanes in the tunnels using a median barrier. However, it was noted that given the existing dimensions, geometric requirements would not be met due to the physical constraints of the tunnel.
- KYTC asked if HMB had considered adding a third tunnel to implement reversible lanes as an option. HMB has looked at geometric requirements only and found that one of the existing tunnels would still need to be altered due to dimensional requirements. HMB raised the concern about emergency vehicle access if a median barrier were added in the tunnels. At this point, all such discussions are very preliminary and HMB will continue to focus on low cost-high value options for the project.
- Additional discussion ensued about potential use of the existing tunnels and HMB will consider appropriate possibilities as this study evolves.
- KYTC asked if the corridor would be evaluated as if six lanes would be provided throughout the corridor without excluding the tunnels. As noted previously in the meeting, with regard to the range and type of strategies evaluated, it was discussed that the study should examine all strategies that are feasible and prudent first, then bring in a widening alternative for additional lanes at the conclusion if warranted.
- A team member from AECOM noted that Oldham County has a text alert system that they see as beneficial and that they have seen ITS work well. HMB will evaluate ITS and other Transportation System Management and Operations (TSMO) strategies as part of this study. KYTC asked if there were any criteria regarding the tunnels such as maximum lengths, ventilation, rebuilding, etc. that would impact making modifications to the tunnel. It was noted there are criteria, and this is the third longest tunnel in the state. HMB will check the necessary criteria for tunnels as they evaluate strategies involving the tunnels.

#### VII. Planning and Environmental Linkage

- HMB explained the PEL concept and how it would be incorporated into this study given the number of environmental resources located within the study limits.
- KYTC asked FHWA to clarify how environmental regulations would impact the study. FHWA explained that due to Section 106 and 4(f) requirements, all other options would need to be examined and determined not to be feasible and prudent before justifying disturbances to the Cochran Hill Tunnel. This also includes adding a third tunnel, which may cause an “adverse effect” to features including the existing tunnels or associated parks by changing the looks, etc. If the park land atop the Cochran Hill Tunnel was not directly impacted, there may not be a Section 4(f) issue at this location. HMB will give substantial environmental consideration when studying strategies.
- FHWA commented that the project team should refer to this study as a “PEL Study” since the requirements of NEPA do not yet apply. HMB will continue to refer to this study as a “PEL Study”.
- KYTC asked KYTC Division of Environmental Analysis to provide input on the environmental guidelines relating to this study. KYTC Division of Environmental Analysis stated that the key issues would be Cherokee Park and the tunnel, and that the project team needs to study all other feasible and prudent strategies before considering widening or disturbance of the tunnels.

- FHWA suggested that the project team examine the national FHWA performance measure rules (PM1-Safety, PM2-Pavement and Bridge Condition, and PM3-System Performance, Freight, and CMAQ) during this study and to compare strategies based on how the performance measures would be affected by each. FHWA suggested that HMB contact Gretchen Sanford of KYTC to assist with this task. KYTC has provided HMB with the PM2 measures at the time of these minutes. HMB will continue correspondence with KYTC to further investigate the FHWA performance measures as part of the study.

VIII. Communication Plan

- HMB began discussion on the study's communication plan by presenting the proposed schedule including two local official / stakeholder meetings, two public meetings, online public engagement, and resource agency mailing.
- HMB asked if the project team had any reservations about seeking public input at this stage of the study. KYTC commented that both doing and not doing public input would have implications. HMB reminded the project team that this study is in the KIPDA long-range plan, so the public is aware that KYTC plans to evaluate traffic congestion in the corridor. KYTC advised that the project team should gather input from all users of the corridor, and not just the stakeholders and environmental groups, so that a true representation of public sentiment is captured. Stakeholders will need to be identified by the project team.
- KYTC wants the public to be involved, but only with a solid analysis in hand before doing so.
- There was a discussion about how public input should be obtained. KYTC District 5 stated a preference for having a focused meeting based on preliminary congestion management options. HMB commented that a strong evaluation of environmental implications should be done before going to the public to ensure that potential issues are understood. HMB will conduct a comprehensive environmental inventory of the study area and develop some preliminary congestion management options before meeting with the public.
- KYTC stated that the need for the study should be substantiated (such as using travel time data) before meeting with the public. Furthermore, KYTC added that travel times can be evaluated without doing any microsimulation or modeling, and that microsimulation can be performed later as the study evolves. It was noted that new technologies such as Bluetooth and location data can be used in these efforts. HMB will coordinate with KIPDA and KYTC to analyze this and other mobility data to further evaluate the needs and strategies of the study. After the meeting, KIPDA revealed that KIPDA has recently acquired a license to use StreetLight Data, a mobility data collection and analysis tool. It was not clear if this could be used for this study but would be discussed between KIPDA and HMB.
- HMB stated their approach will seek to dismiss options that aren't feasible, present findings, not recommendations, and summarize next steps if a project is to move forward. KYTC added that the goal of the study is find a list of strategies that could work to improve the needs of the corridor.
- KYTC advised the project team to communicate with project teams of other nearby studies including I-65/ I-264 and I-71 so that this study can be prepared in a manner that is consistent with the others. KYTC and HMB will work to ensure consistency among current studies.

- KYTC suggested that the project team develop a robust communication plan early to be prepared for any questions from the public. The plan should avoid any “blank canvas” public meetings. They inquired about the budget, and whether it would be worth adding a communications firm to assist due to the significant public involvement component of this study. KYTC noted that a proposed Statewide Communication Contract is on hold and, therefore, those services will not be available for this study. HMB noted they do not have a communications subconsultant on this contract. KYTC stated that at a minimum, the project team should have a standard response to any public inquiries. HMB will develop a standard response for any public inquiries and will begin to develop a more in-depth plan for communicating with the public.
- KYTC requested that words such as “concepts” or “alternatives” be replaced with “strategies” in order to mitigate confusion with the public about the purpose of the study. Strategies should also be classified as either near-term or long-term. HMB will henceforth use “strategies” when discussing the study.

IX. Next Steps/Schedule

- HMB summarized the project schedule and key dates.
- KYTC stated that the first public meeting and local official / stakeholder meeting should be delayed until May 2020 due to the concerns raised during the discussion of the communication plan shown above. The date of the first public meeting and local official / stakeholder meeting will replace the date of the second public meeting and local official / stakeholder meeting in May. A second round of meetings will be held in the latter part of the summer.

The meeting adjourned at approximately 11:05 AM EST.

**List of Follow-Up / Action Items by Responsible Party:**

- KYTC will set up a meeting to seek answers to legal questions relating to this study.
- HMB will confirm the EEC data year range with KTC.
- HMB will update the segment numbers to be consistent with the EEC segment numbers.
- KYTC will provide HMB an updated count for the segment between Story Avenue and Grinstead Drive.
- HMB will ask Jon West of HDR if they have “estimated remaining life” information for the Cochran Hill Tunnel.
- KYTC will provide the HPMS performance data to HMB.
- HMB will develop a standard response for any public inquiries.
- HMB will ensure that the I-64 PEL Study is performed in a manner consistent with other nearby studies.
- KIPDA will evaluate possibilities for sharing StreetLight data with HMB.
- HMB and KYTC will finalize a scope of work, fee proposal, and schedule for KYTC review and approval.

Note: KYTC Items are noted in Red.



## **FINAL Meeting Minutes**

**Project:** I-64 Corridor Study; Story Avenue to I-264

**Item No.:** 5-553.00

**Subject:** Project Team Meeting No. 2

**Date:** Thursday, June 4, 2020, 2:00 PM EDT

**Location:** Virtual Meeting via Microsoft Teams

### **Attendees:**

Beth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Jayalakshmi Balaji	KYTC Central Office, Division of Planning
Scott Thompson	KYTC Central Office, Division of Planning
Tonya Higdon	KYTC Central Office, Division of Planning
Matt Lawson	KYTC Central Office, Division of Planning
Noah McCauley	KYTC Central Office, Division of Planning
Matt Bullock	KYTC District 5, Chief District Engineer
Stephanie Caros	KYTC District 5, PIO
Tracy Lovell	KYTC District 5, Project Development Branch Manager
Carl Jenkins	KYTC District 5, Design
Russell Whatley	KYTC District 5, Utilities
Tom Hall	KYTC District 5, Planning
Donna Hardin	KYTC District 5, Environmental
John Ballantyne	FHWA
Eric Rothermel	FHWA
Andy Rush	KIPDA
Kevin Dant	AECOM
Brian Meade	AECOM
Brad Johnson	HMB
John Meyer	HMB
Lindsay Walker	HMB
Michael Leathers	HMB
Mitch Green	HMB
Jarrod Johnson	HMB
Brad Gregory	HMB
Joey Mosley	HMB

### **Agenda:**

To facilitate the meeting, an agenda was provided digitally and is included as an attachment to these meeting minutes.

## Meeting Comments / Summary:

Brad Johnson at HMB began the meeting with a roll call of participants. HMB facilitated the meeting using ArcGIS StoryMaps. The following are comments / discussion items for each agenda item.

### I. Review of Study

- HMB presented the agenda and a status update. This included the latest version of the schedule.

### II. Public Engagement Meeting Review

- HMB noted the public engagement plan was shared with participants prior to the meeting and will provide a guide as the project moves into the public engagement phase.

### III. Crash Data Review

- HMB revisited the crash data presented at the first project team meeting and provided some additional details including providing two charts illustrating the crashes by direction and time of day. On a percentage basis, crashes occurred at a significantly higher rate for the peak direction. HMB noted they would take this into consideration in the development of the spot improvement strategies.

### IV. Additional Data and Analysis

#### A. Speed Data / Google Traffic

- HMB presented speed data provided by KYTC. This data was presented in a series of graphs and illustrated the 5<sup>th</sup> percentile, 50<sup>th</sup> percentile and 95<sup>th</sup> percentile speeds for cars and trucks across three time periods (7 AM – 9 AM, 9 AM – 3 PM, 3 PM – 6 PM). Of significance was the low speeds along the entire corridor during the AM peak in the westbound direction and the lower speeds in the western half of the corridor (milepoint 6.2 to milepoint 9.2) during the PM peak. This corresponded with Google Traffic maps presented at the first project team meeting.
- KYTC asked if there is a correlation between the speed data and crash data. HMB noted there are a higher number of crashes in congested areas. KYTC noted it is appropriate to make spatial correlations but shouldn't make causation conclusions. Furthermore, they pointed out the crash data and speed data represent different years.

#### B. KIPDA's Streetlight Data

- Using Streetlight data provided by KIPDA, HMB presented four example charts and a summary matrix. The primary purpose of the data is to illustrate trip origins and destinations but can also be used to estimate traffic volumes and, more importantly, provide data broken down into user specified time periods. This is particularly helpful given the KIPDA travel demand model can only provide daily volume projections.
- The first Streetlight chart that HMB highlighted was for westbound trips along I-64 for the AM Peak, while the second showed eastbound trips along I-64 for the PM Peak. The other

two charts illustrated destinations for eastbound and westbound daily trips at the Cochran Hill Tunnel. HMB also presented a matrix that showed all the defined origins and destinations for the entire day. Conditional formatting was applied to show the highest origin-destination pairs. KYTC suggested common origins and destinations be “zeroed out”, which would allow the conditional formatting to be more informative. HMB will continue to coordinate with KIPDA and KYTC to determine applicability of the data and determine the best way to present the information.

- KYTC asked if HMB had seen any issues with traffic queuing along I-64 when exiting. HMB noted they didn’t have enough traffic data at this time to answer that question. While turning movement data could be derived from Streetlight, it is not anticipated that a detailed analysis of Grinstead Drive or other local streets will be conducted as part of the current study. A mainline traffic analysis using Highway Capacity Software will be conducted once the traffic forecast is completed and will show LOS and delay for the off-ramp.

#### C. Preliminary Traffic Forecasts

- HMB presented a preliminary table summarizing the traffic forecast, but noted it is still being developed and will be provided to KYTC in the next couple weeks for review.
- HMB noted there is limited truck data available for the corridor. KIPDA noted Streetlight does report trucks and could explore the potential to use this as supplemental data. KIPDA noted Louisville Metro collects 12-hour turning movement counts and may contain truck data. KYTC asked how many truck classifications were included and KIPDA noted they would confirm but felt it was a limited number.

#### D. Environmental Data

- HMB discussed environmental resources within a 250-foot buffer of the existing I-64 roadway. Resources were identified by reviewing available mapping, databases, and other available data. Corn Island Archaeology is preparing a cultural resources overview and has provided information within this 250-foot buffer.
- Businesses, Social and Areas of Interest – There are numerous hospitals on the western end of the study area near the Watterson Expressway. Just east of these hospitals is the Big Spring Country Club and Bowman Field airport. There are no cemeteries, schools, or farmland within the study area.
- The study area has seven tracts and eleven block groups within the buffer area. An early look at the US Census data shows that only one tract has a significant difference in minority population when compared to the Jefferson County average. There was no significant difference in low income households when compared to Jefferson County.
- Properties listed on the National Register of Historic Places include the Butchertown Historic District, Clifton Historic District, Cherokee Park, and the James Brown/Wildwood Historic District. In addition, the Cochran Hill Tunnels are listed on the Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. The Bowman Field Airfield Historic District is outside the project study area, however, airspace over

adjacent areas may need to be considered. There are other resources in the study area that will also need to be considered and may be eligible for listing.

- There are seven archaeological sites identified within the study area, and there is a moderate-to-high probability of additional sites being discovered.
- Along with the NRHP listed sites, there are several parks that are considered Section 4(f) resources. These include the Story Avenue Park, Clifton Park, Beargrass Creek Greenway at Irish Hill, Cherokee Park (including Cochran Hill Dog Run), Seneca Park, Seneca Golf Course, and Brown Park.
- Portions of Cherokee Park and Seneca Park are considered a Section 6(f) resource for having received funds from the Land and Water Conservation Fund Act. The exact location of these areas is not known at this time.
- To determine the potential for noise impacts, HMB ran a straight-line model using the existing lane lines and traffic volumes. This model showed potential impacts (67 dB(A)) at 310 feet from the edge of pavement. Once future traffic volumes are determined, HMB will update this distance. However, with multiple noise receptors (homes, parks, etc.) within this distance, noise barrier walls will likely be found reasonable and feasible for the project.
- Jefferson County is within the 8-hour ozone non-attainment area. Conformity usually comes through the project's listing within the MPO's TIP.
- No hazardous material sites have been identified at this time. The areas surrounding existing interchanges would be their likely location.
- The federal list of threatened and endangered species includes three bats, ten mussels, and one plant. The majority of the buffer area is within the "Known Summer 1" bat habitat polygon. There is no critical habitat in the study area. There are 12 migratory birds mentioned.
- Streams in the study area include South Fork of Beargrass Creek, Middle Fork of Beargrass Creek, and their tributaries. Middle Fork runs parallel to I-64 for the majority of the project and flows in and out of the 250-buffer. There are no Exceptional Use Waters although the project is within a priority watershed.
- There is 1 NWI wetland in the study area located along South Fork of Beargrass Creek.
- Much of the project is within the 100-year floodplain associated with Middle Fork of Beargrass Creek.
- KYTC asked if the Lady Bird Johnson easement locations had been identified. HMB noted they are working to determine these locations but have been difficult to locate. They may need to conduct deed research. KYTC suggested HMB follow-up with Tom Boykin (D5 Right of Way) who may be able to assist with locating these easements.

#### V. Improvement Strategies

HMB presented an improvement strategy matrix that is being developed to compare all improvement strategies.

A. Transportation Systems Management and Operations (TSMO)

- HMB noted TSMO strategies will likely need to be implemented at a larger scale than just this corridor. TSMO strategies being considered include enhanced traveler information, reversible lanes, ramp metering and HOV/bus lanes.
- HMB noted reversible lanes might not be feasible because there isn't a significant split in directional traffic. KYTC asked what will happen if a crash occurs along a single lane section. While the shoulder could be temporarily used, this scenario is one of the challenges with the reversible lane strategy particularly in the tunnel where narrow shoulders exist.
- KYTC noted ramp metering should be a corridor wide application but requires adaptive systems and is complicated to implement at system interchanges.

B. Spot Improvements/Widening with No Impact to Tunnels

- HMB noted the spot improvement strategies were developed to address congested and high crash locations.

C. Full Reconstruction

- HMB presented several full reconstruction strategies. Given limited time remaining for the meeting, the strategies were quickly reviewed. Google Earth KMZ files and typical sections for most strategies developed, but only a couple were presented.
- HMB noted one single tunnel would not likely be feasible to construct. KYTC asked why building one large tunnel to accommodate six lanes of traffic was not an option. The consultant explained it was primarily due to the rock cover and height that would be required to construct an arch tunnel. The consultant will explore the feasibility of a "box culvert" type solution.

VI. Local Official / Stakeholder Meeting No. 1 Presentation

A. Logistics

- The LO/S meeting is anticipated on or after July 20<sup>th</sup>.
- The LO/S invite list needs to be determined in the coming weeks to allow time to distribute invites. HMB will coordinate with KYTC and KIPDA to determine the invite list. Invites need to be sent out approximately three weeks prior to the meeting.

B. Presentation & Input Tools

- KYTC and FHWA reiterated the focus of the LO/S and public meetings should be presenting the existing conditions and needs, educating the public and seeking input. If strategies are discussed, they should be presented as a "menu of options" and only in concept.
- To engage the LO/S during the virtual meeting, it was recommended to take periodic pauses throughout the meeting providing an opportunity for comments. HMB will also explore

using live polling to further solicit feedback. This is an option in Zoom, which is the preferred virtual meeting platform for the LO/S meeting.

- FHWA further emphasized the importance of fully understanding and being able to describe all the environmental resources along the corridor, particularly those related to the Cochran Hill Tunnels and Cherokee Park.
- The online virtual public meeting will launch a couple days after the LO/S meeting. Project 5-559 should be used as a guide.
- Presentation materials will need to be provided to KYTC early enough to review and make adjustments. KYTC recommended running through the presentation in advance with the project team acting as an audience to ensure a smooth and effective meeting.

C. Coordination with Online/Social Media Tools

- The public meeting will be online via KYTC's District 5 website. Materials need to be provided to KYTC in advance to ensure enough time to develop and test the website.
- Social media resources will be used as needed to advertise meetings and distribute information.

VII. Wrap Up / Next Steps

- The meeting adjourned at approximately 4:20 PM.

**List of Follow-Up / Action Items by Responsible Party:**

- HMB will distribute presentation materials to the project team. It should be noted some materials are housed in a private ArcGIS StoryMap platform that can't be fully shared as presented without making the information publicly viewable. HMB will share as much information as feasible.
- HMB will continue to coordinate with KIPDA on the Streetlight data analysis.
- HMB will provide KYTC a draft of the traffic forecast spreadsheet for review and comment prior to developing the draft traffic forecast report.
- HMB will coordinate with KIPDA and Louisville Metro to determine if any additional turning movement counts within the study area are available.
- HMB will follow up with Tom Boykin at KYTC to discuss the Lady Bird Johnson easements.
- HMB will coordinate with KYTC and KIPDA to develop the LO/S meeting invite list.
- HMB will send out a doodle poll to assist with scheduling the LO/S meeting.

**Attachments:**

*Meeting Agenda*

# AGENDA

## I-64 Corridor Study; Story Avenue to I-264

Item No. 5-553.00

Project Team Meeting #2

June 4, 2020, 2:00 PM EDT

Virtual Meeting via Microsoft Teams

- I. Review of Study
  - A. Study Objective / Goals
  - B. Study Schedule
  - C. Study Tasks
- II. Public Engagement Meeting Review
- III. Crash Data Review
- IV. Additional Data and Analysis
  - A. Speed Data/Google Traffic
  - B. KIPDA's Streetlight Data
  - C. Preliminary Traffic Forecasts
  - D. Environmental Data
- V. Improvement Strategies
  - A. Transportation Systems Management and Operations
  - B. Spot Improvements/Widening with No Impact to Tunnels
  - C. Full Reconstruction
- VI. Local Official / Stakeholder Meeting No. 1 Preparation
  - A. Logistics
  - B. Presentation & Input Tools
  - C. Coordination with Online/Social Media Tools
- VII. Wrap-Up / Next Steps



## **FINAL Meeting Minutes**

**Project:** I-64 Corridor Study; Story Avenue to I-264  
**Item No.:** 5-553.00  
**Subject:** Local Officials / Stakeholder Meeting No. 1  
**Date:** Wednesday, July 29, 2020, 2:00 PM (Eastern Time)  
**Location:** Virtual Meeting via Zoom

### **Attendees:**

Representative Attica Scott	Kentucky State House – District 41
Rick Tonini	City of Saint Matthews, Mayor
Lucy Heskins	City of Norbourne Estates, Mayor
Brandon Coan	Louisville Metro Council, District 8
Bill Hollander	Louisville Metro Council, District 9
Dirk Gowin	Louisville Metro Public Works, Transportation Engineering Manager
Lt. Arnold Rivera	Louisville Metro Police Department, Operations Traffic Unit Lieutenant
David Johnson	Louisville Metro Metropolitan Sewer District (MSD), Chief Engineer
Cynthia (Johnson) Elmore	Louisville Metro Historic Landmarks and Preservation, Metro Historic Preservation Officer
Cinnamon Jawor	Louisville Tourism
Aida Copic	Transit Authority of River City (TARC), Director of Planning
Troy Creasy	CSX
Todd Hood	TRIMARC, Systems Administrator
Brian J Sinnwell	Louisville Regional Airport Authority, Vice President of Planning & Facilities
Nicole Konkol	Kentucky Heritage Council
Beth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Jayalakshmi Balaji	KYTC Central Office, Division of Planning
Tonya Higdon	KYTC Central Office, Division of Planning
Matt Lawson	KYTC Central Office, Division of Planning
Patrick Perry	KYTC Central Office, District 5 Location Engineer
Tim Foreman	KYTC Central Office, Division of Environmental Analysis
Matt Bullock	KYTC District 5, Chief District Engineer
Stephanie Caros	KYTC District 5, PIO
Tracy Lovell	KYTC District 5, Project Development Branch Manager
Carl Jenkins	KYTC District 5, Design
Russell Wheatley	KYTC District 5, Utilities
Tom Hall	KYTC District 5, Planning
Donna Hardin	KYTC District 5, Environmental
Kevin Bailey	KYTC District 5, Traffic
Larry Chaney	KYTC District 5, Planning
John Ballantyne	FHWA
Eric Rothermel	FHWA



Andy Rush	KIPDA
Brian Meade	AECOM
Kevin Dant	AECOM
Brad Johnson	HMB
Michael Leathers	HMB
John Meyer	HMB
Lindsay Walker	HMB
Jarrold Johnson	HMB
Mitch Green	HMB
Nathan Long	KSWA
Kathryn McGrath	Corn Island Archaeology

**Attachments:**

- *Meeting Agenda*

**Agenda:**

To facilitate the meeting, an agenda was provided digitally and is included as an attachment to these meeting minutes.

**Meeting Comments / Summary:**

HMB began the meeting by introducing key project team members and provided a brief introduction to the study. They then turned the presentation over to Matt Bullock Chief District Engineer for KYTC District 5 who also provided some history on the study and explained the goals and objectives. Matt turned the meeting back over to HMB to begin the presentation. An online interactive presentation using the ESRI ArcGIS StoryMap tool was used to present information on the study background, tasks and schedule, existing conditions, and potential improvement strategies.

Six survey polls were conducted throughout the meeting to provide opportunities for interaction along with question and answer periods at the end of each topic. The following summarizes the discussion for each agenda item:

I. Study Review

HMB presented the study purpose, goals, and the schedule. No comments were received. HMB asked three initial poll questions. The results are summarized below along with any related comments entered through the *chat* screen.

- Do you think improvements are needed in this section of I-64?
  - 65% responded major improvements are needed including adding capacity.
  - 31% responded minor improvements are needed.
  - 4% responded no improvements are needed.
- How often do you travel on this section of I-64?
  - 65% responded occasionally.
  - 23% responded multiple times per week.

- 10% responded every day.
- 3% responded never.
- Lt. Arnold Rivera (Louisville Metro Police) clarified in the chat that he travels the I-64 corridor 5 days a week.
- Dirk Gowin (Louisville Metro Public Works) asked if this question was meant to be answered based on Pre Covid-19 conditions or since. No response was provided prior to closing the poll, but a clarifying statement will be provided in the public survey to request responses consider pre Covid-19 conditions.
- Why do you travel on this section of I-64? (multiple responses were permitted)
  - 72% responded they make shopping and recreational trips.
  - 53% responded they make local trips for work.
  - 28% responded they makes trips for “other” reasons.
  - 25% responded the make regional trips for work.
  - No one responded they make school trips or don’t travel on I-64.

## II. Existing Conditions Overview

### a. Roadway Information

HMB presented the existing roadway information collected including roadway geometrics, roadway characteristics, and an overview of information gathered on the Cochran Hill Tunnels. No Comments were received.

### b. Crash History

HMB presented the crash history overview for the study area. No comments were received.

### c. Traffic

HMB presented the traffic overview for the study area. Dirk Gowin asked if widening of I-71 would result in diverting traffic off I-64? HMB responded that programmed roadway projects are considered in KIPDA’s future year model. As a result, any diversion of traffic from I-64 to other interstates, including I-71, should be accounted for in the 2045 forecast volumes.

HMB asked one poll question related to traffic. The results can be seen below as well as any related *chat* comments.

- When travelling on this section of I-64, do you experience congestion?
  - 44% responded yes! I have to leave early to deal with the additional delay.
  - 40% responded it’s a little busy.
  - 12% responded it’s busy but I can drive the speed limit.

- 4% responded I can drive as fast as I want (or the posted speed limit).
- Dirk Gowin suggested we should have split the question by AM and PM. He noted PM is obviously busier than the AM. HMB's response: This will be taken into consideration when preparing the public survey. He later clarified it would be beneficial to also break out by direction. He noted it is much easier coming in (to town) than going out.

The following comments were received in the *chat* relative to traffic:

- Bill Hollander (Louisville Metro Council, D9) made the following comment, "Any particular ideas for the Grinstead exit? I hear a lot of complaints about getting off there coming into town in the evening. There's also concern about how the One Park proposed development will potentially add more traffic there."
- Brandon Coan (Louisville Metro Council, D8) also commented: "Following up on Councilman Hollander's question - will this project improve bike/ped accessibility under, through and across the Grinstead intersection? Many neighborhoods are cut off from each other due to the current built environment there."
- HMB responded this study is primarily focused on I-64 and less on the crossroads. They noted they do not have recent turning movement counts at crossroads such as Grinstead Drive and Cannons Lane and it would be difficult to collect at this time due to the ongoing pandemic.
- Kevin Bailey (KYTC D5) gave the following response to one of Councilman Hollander's questions, "KYTC District 5 Permits has told One Park we will be looking at their TIS and impacts on the area, including the ramp from I-64 westbound. We have warned them there may be improvements required once they have a final plan."

d. Environmental

HMB presented the environmental overview. Following that discussion, HMB asked a follow-up poll question. The results can be seen below.

- KYTC is aware of the significance and sensitivity of the Olmsted Parks (Cherokee and Seneca) and of the Cochran Hill Tunnels. Other than these well-known features, what other environmental categories are you most concerned about? (multiple responses were permitted)
  - 58% identified both air/noise and parks and recreational lands categories.
  - 47% identified the historic preservation category.
  - 42% identified the visual impacts category.
  - 37% identified the water resources category.
  - 21% identified each of the following categories: businesses and areas of interest, social/environmental justice, hazardous materials and threatened and endangered species.

### III. Improvement Strategies

HMB presented an overview of the potential improvement strategies. Following that discussion, HMB asked a follow-up poll question. The results can be seen below.

- What types of improvements are you / your group most supportive of for I-64? (multiple responses were permitted)
  - 72% identified transportation systems management and operations strategies.
  - 64% identified safety strategies.
  - 60% identified spot improvements and widening strategies.
  - No one identified that no improvements were needed.

### IV. Wrap-Up

#### a. Next Steps

HMB presented the next steps of the study. No comments were received.

#### b. Questions / Comments

HMB provided an opportunity for additional comments or questions and gave contact information for the KYTC D5 project manager (Carl Jenkins) for further comments or questions after the presentation.

### V. Public Outreach Survey

HMB completed the meeting by demonstrating the online public outreach survey developed to collect feedback on the study. They encouraged participants to complete the survey once it goes live early next week. A link to the public outreach StoryMap and survey will be sent via email following this meeting.

## **AGENDA**

**I-64 Corridor Study; Story Avenue to I-264**

**Item No. 5-553.00**

**Louisville, Kentucky**

**Local Official / Stakeholder Meeting No. 1**

**July 29<sup>th</sup>, 2020, 2:00 PM**

**Virtual via Zoom**

- I. Study Review
  - A. Study Purpose / Goals
  - B. Schedule
- II. Existing Conditions Overview
  - A. Roadway Information
  - B. Crash History
  - C. Traffic
  - D. Environmental
- III. Improvement Strategies
- IV. Wrap Up
  - A. Next Steps
  - B. Questions/Comments

# FINAL Survey Summary

**Project:** I-64 Corridor Study; Story Avenue to I-264

**Item No.:** 5-553.00

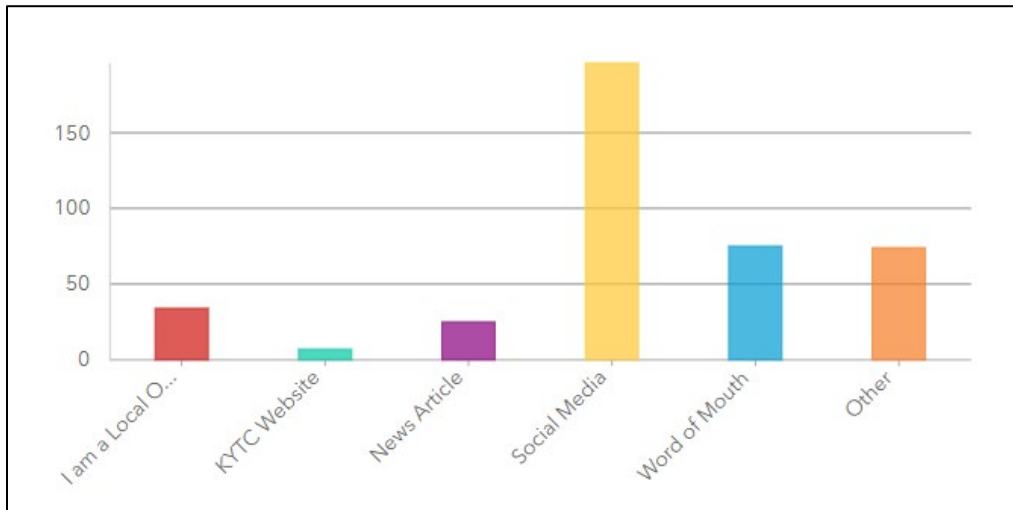
**Subject:** Public Outreach Effort No. 1

**Date:** August 5, 2020 to September 2, 2020

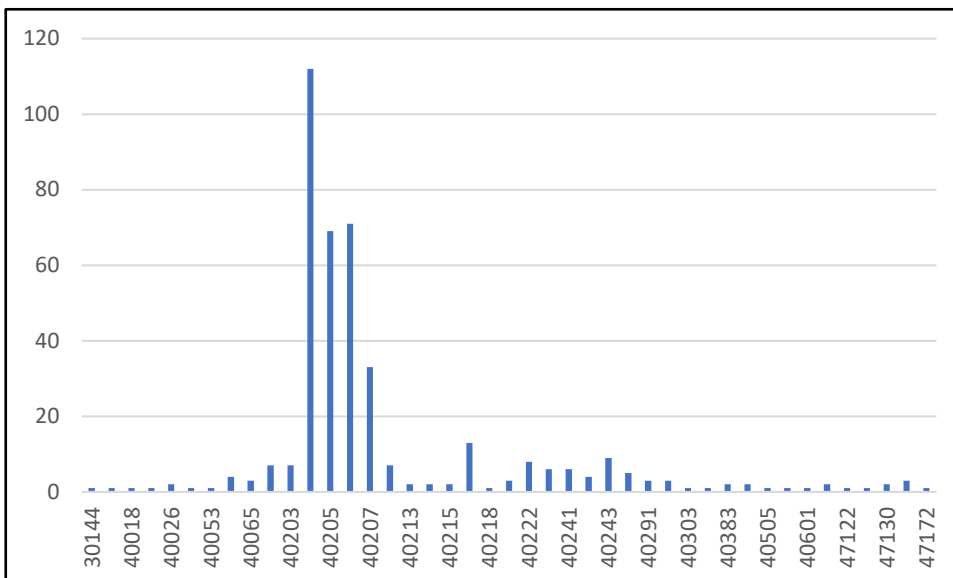
**Location:** Virtual via ArcGIS StoryMap

The Public Outreach Effort No. 1 was conducted virtually due to health and safety concerns resulting from the COVID-19 pandemic. A presentation and survey were provided in the form of an ArcGIS StoryMap. A total of 412 responses to the survey were received and are summarized below.

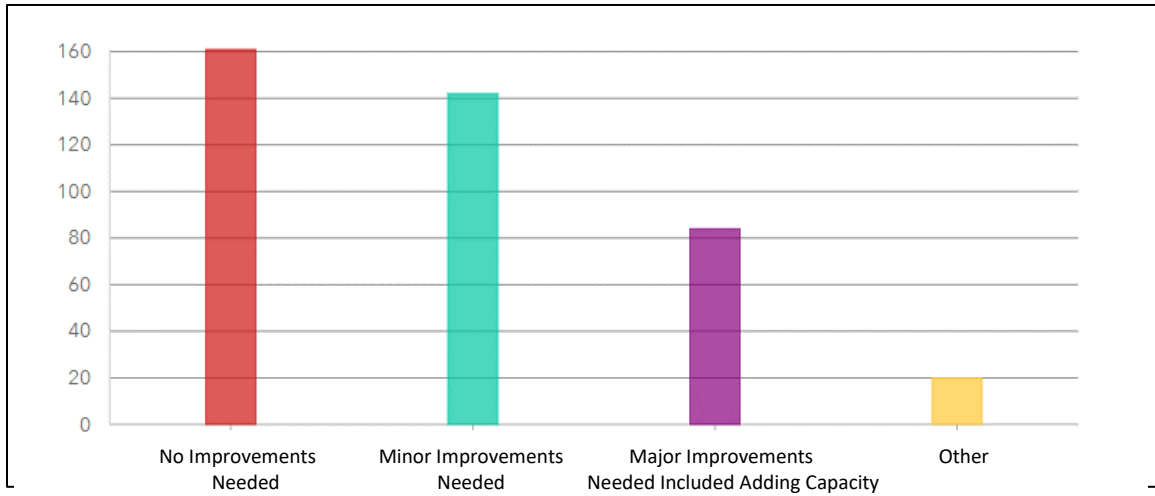
## How did you hear about this study?



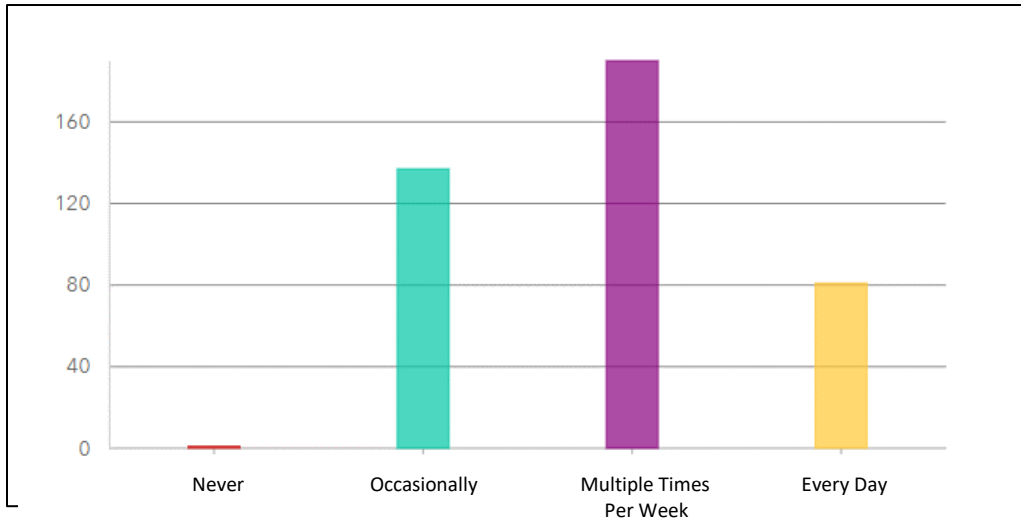
## What is your zip code?



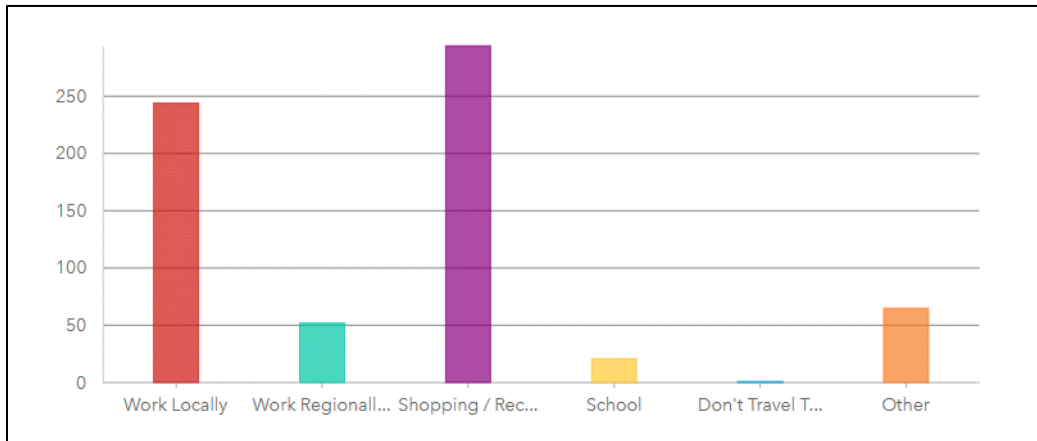
### Do you think improvements are needed on this section of I-64?



### How often do you travel on this section of I-64?

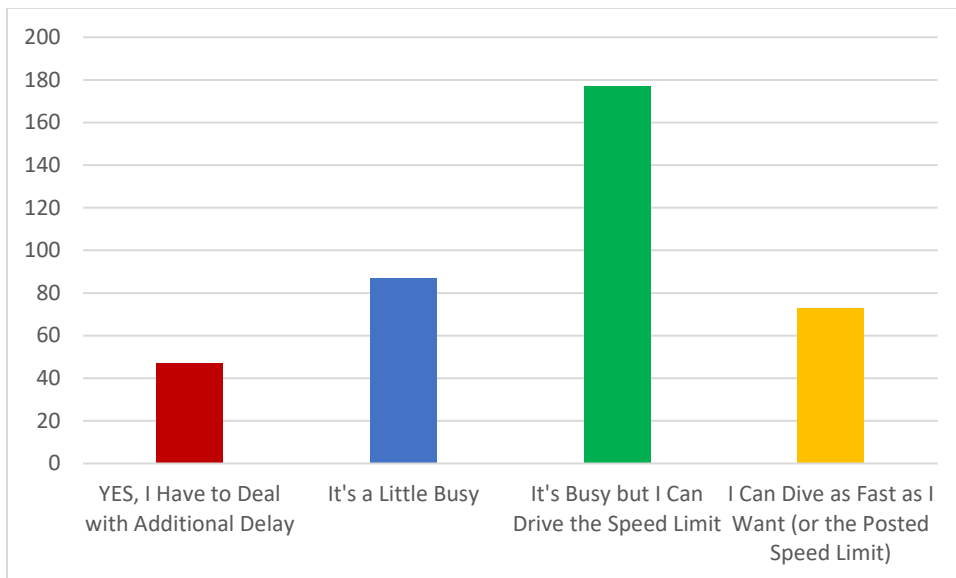


**Why do you travel this section of I-64? (Multiple Responses Permitted)**



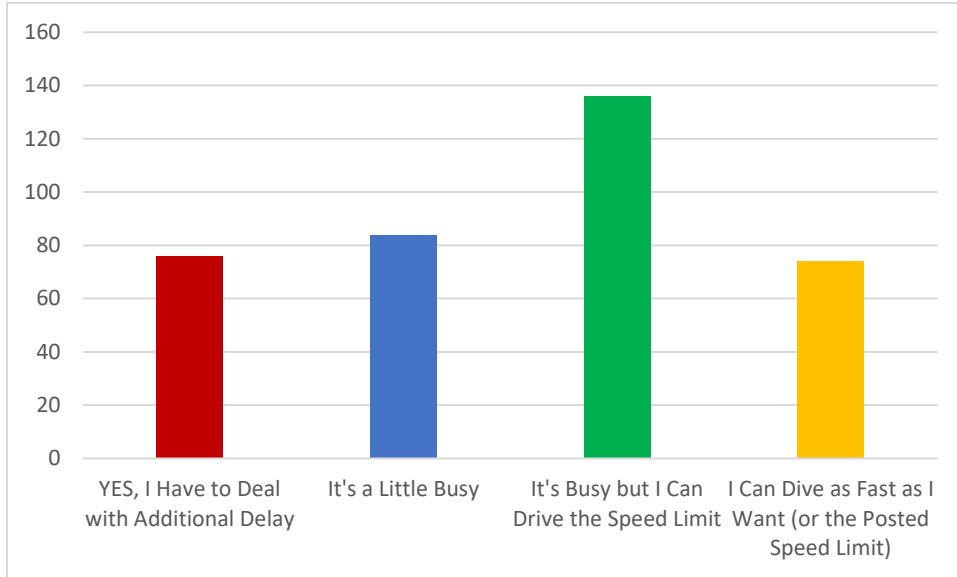
**When traveling on this section of I-64 do you experience congestion?**

**Entire Corridor:**

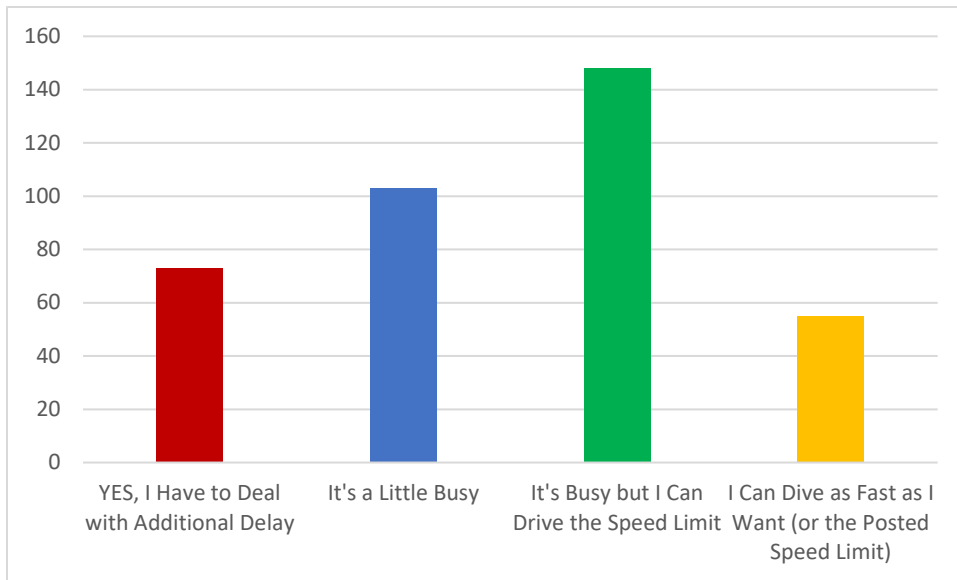




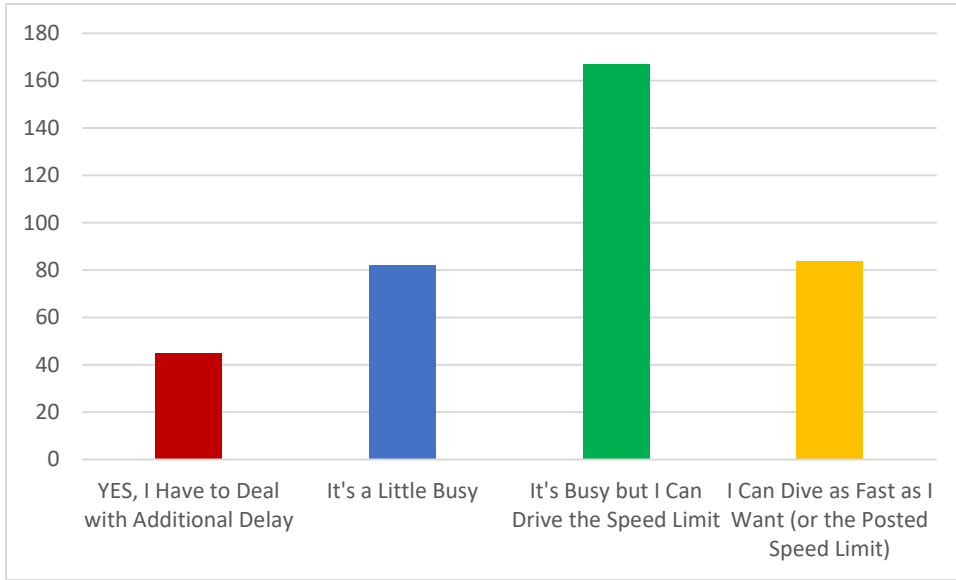
**Story Avenue to Grinstead Drive Section:**



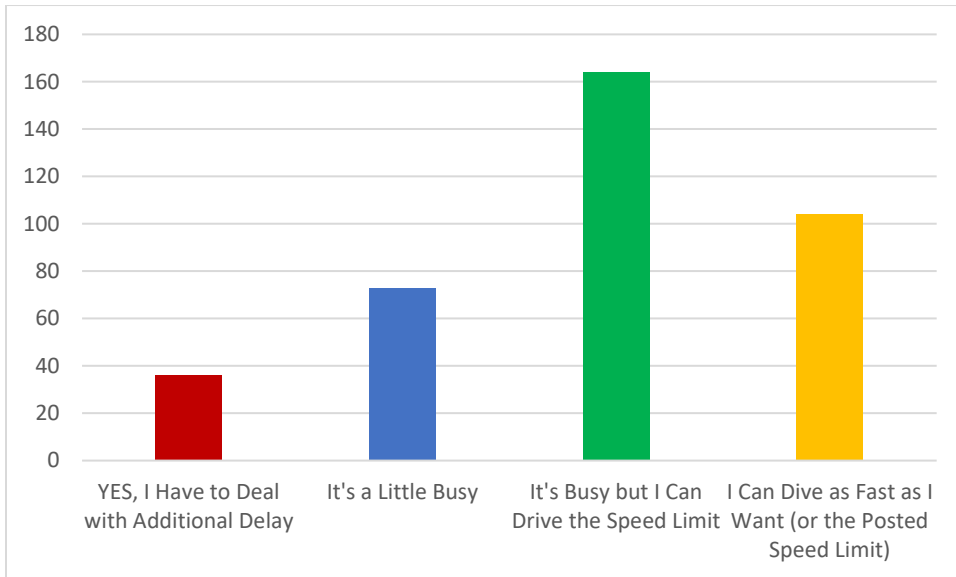
**Near the Cochran Hill Tunnels:**



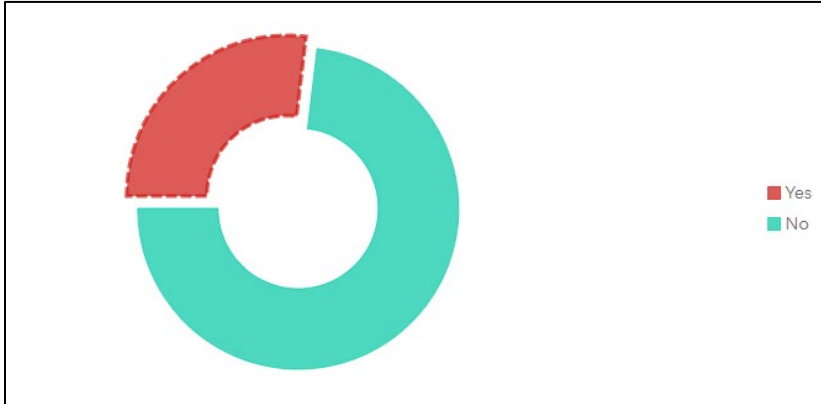
**Grinstead Drive to Cannons Lane Section:**



**Cannons Lane to I-264 Section:**

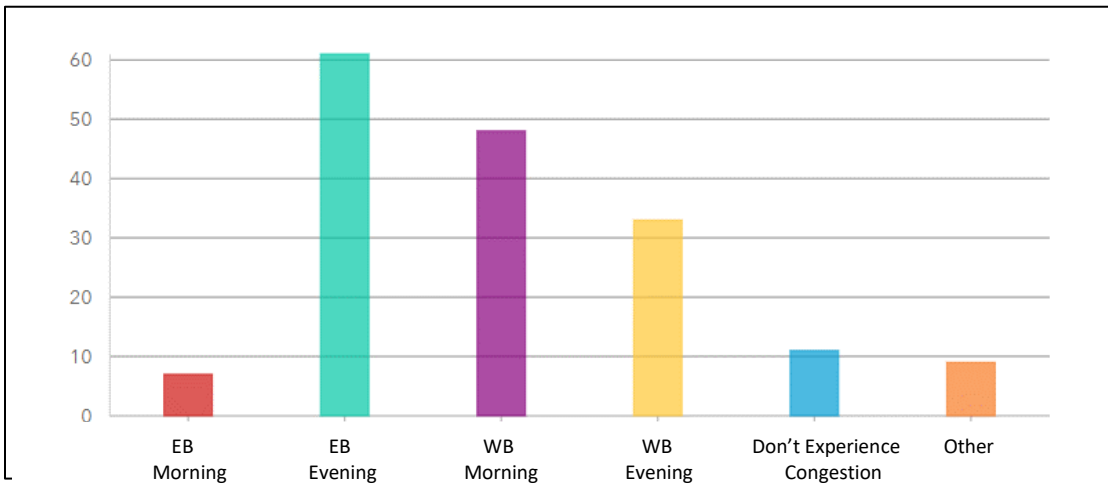


**Do you have any specific times or directions you experience congestion that you would like to share?**

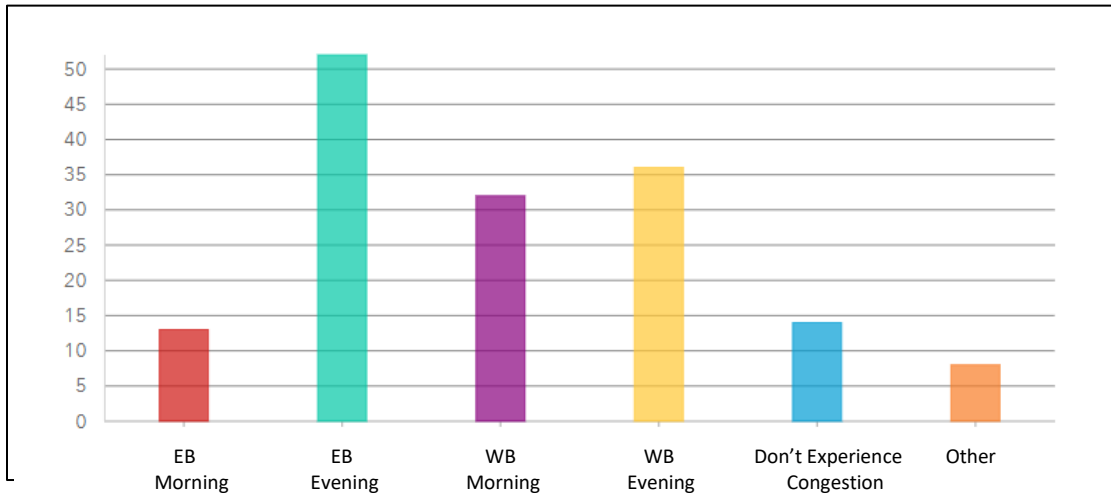


Answers	Count	Percent
Yes	107	25.97%
No	291	70.63%

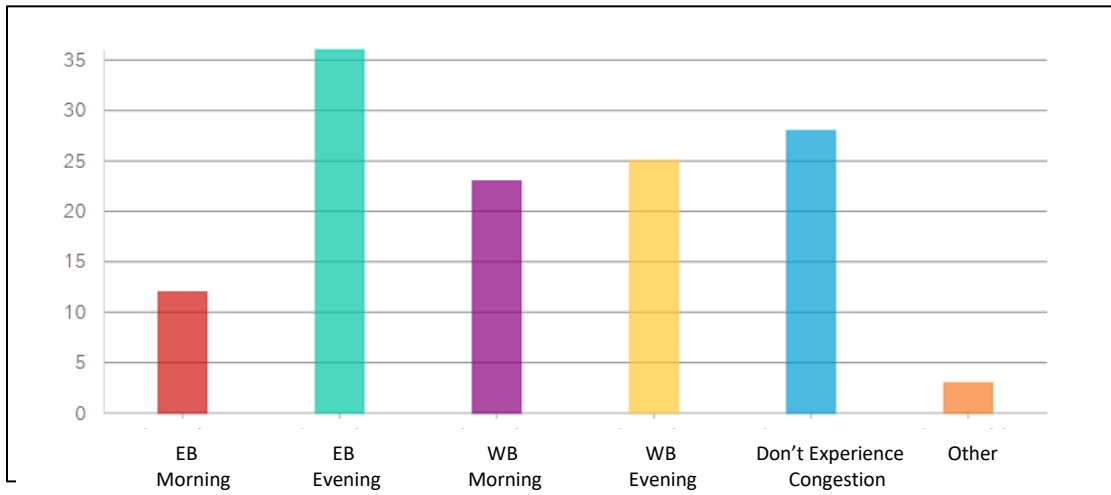
**Between Story Avenue and Grinstead, which scenarios do you experience congestion? (Multiple responses permitted, 106 responded)**



**Between Grinstead and Cannons Lane, which scenarios do you experience congestion? (Multiple responses permitted, 103 responded)**



**Between Cannons Lane and I-264, which scenarios do you experience congestion? (Multiple responses permitted, 95 responded)**



**Additional Traffic related comments are as follows:**

- Several responses recommended enhanced transit, encouraging carpool, and providing bus only lanes and/or HOV lanes.
- Several suggested adding auxiliary lanes between interchanges and another response suggested widening the shoulders.
- Several respondents recommended improvements at the Grinstead Drive interchange including lengthening ramps, in particular the westbound off-ramp, and adding intersection capacity. Dual lefts onto Grinstead Drive were recommended.
- Several respondents suggested lengthening the merge and diverge lanes.
- One respondent noted traffic slows when traveling through the Cochran Hill Tunnels.
- Some respondents suggested more bike lanes and better bike connectivity.
- One respondent suggested converting I-64 to an at-grade facility and another suggested removing the tunnels.
- Some respondents suggested better speed enforcement.
- More than one suggested diverting truck traffic away from this section of I-64.

**Do you feel comfortable driving this section of I-64?**



**For each response, the opportunity to provide additional comments was permitted. Responses for “No” and “Depends” are summarized below:**

**No**

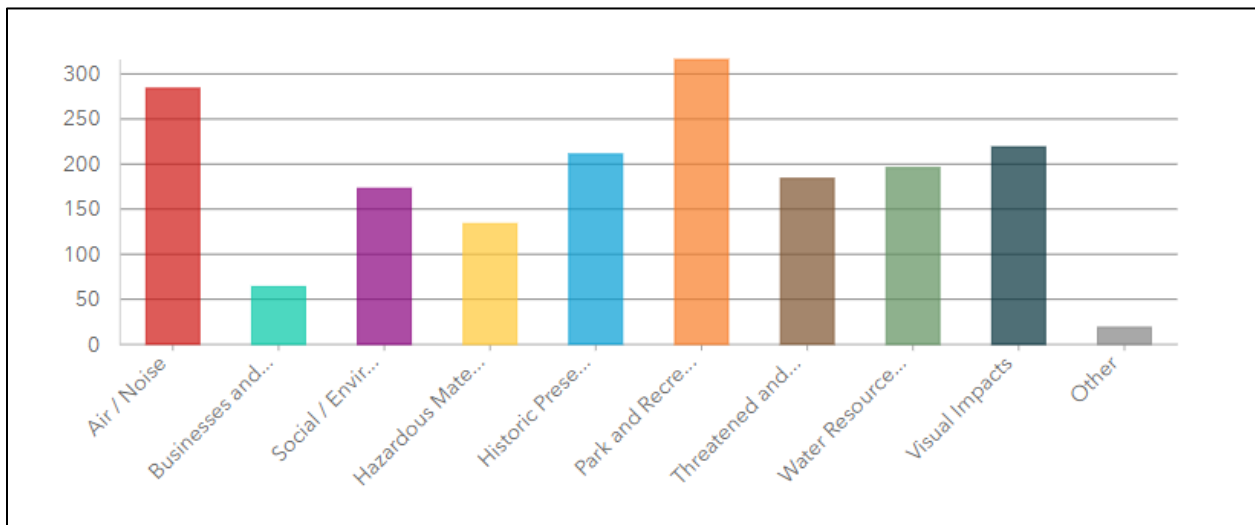
- The corridor was noted as too narrow.
- Multiple responses noted aggressive drivers.
- A blind spot exiting the tunnel in the westbound direction was noted as dangerous, particularly when traffic is backed up from the exit ramp.
- Stop and go congestion was noted as a concern by several respondents.

**Depends**

- Several respondents recommended speed enforcement and noted concern for aggressive drivers.

- Several respondents noted the Grinstead Drive westbound off-ramp backs onto the interstate, while others noted congestion at the eastbound on-ramp.
- Multiple responses mentioned brighter lighting is needed inside the tunnels and others noted the tunnels feel narrow, particularly when beside a large truck.
- Both the Cannons Lane and Story Avenue ramps were also noted as problematic. The Story Avenue off-ramp is not well marked as an exit only lane.

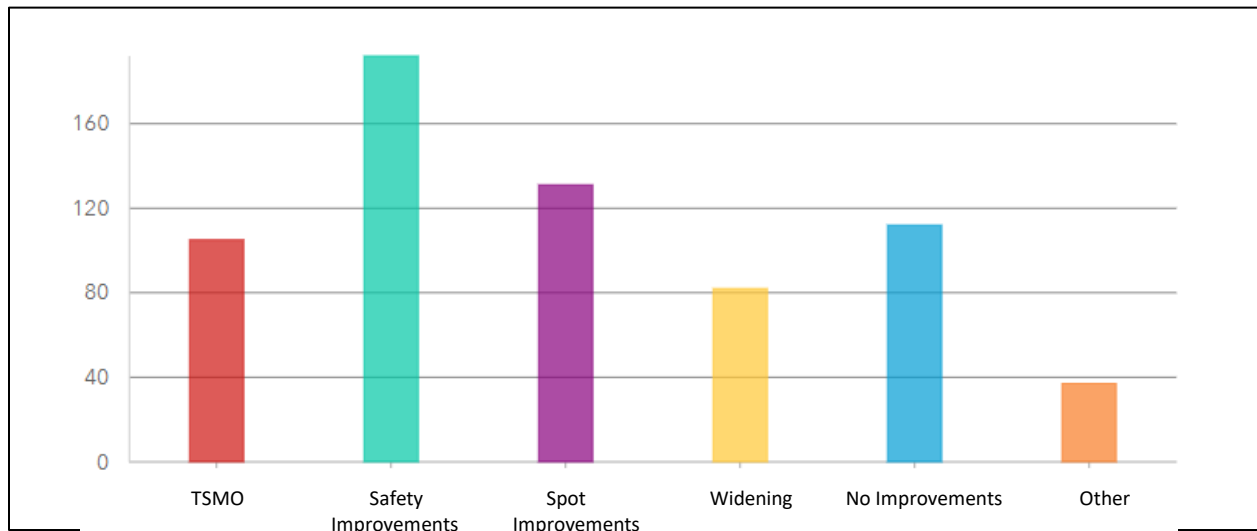
**Other than these well-known features, what other environmental categories are you most concerned about? (Multiple responses permitted, 383 responded)**



**Additional Environmental related comments are as follows:**

- Several respondents reiterated not to impact the parks along the corridor.
- Several noted concerns for further impacting Beargrass Creek.
- Several respondents noted the presence of graffiti on the tunnels and other structures and requested it be removed.
- Several noted the beauty of the corridor given the trees and vegetation while others noted some of the vegetation should be removed.
- One respondent noted the billboards along the corridor should be removed.
- Multiple respondents requested noise mitigation, particularly if the corridor is widened.

**What types of improvements are you/your group most supportive of for I-64? (Multiple responses permitted, 399 responded)**



**Other improvement suggestions included:**

- Converting I-64 to a boulevard or thoroughfare.
- Providing improved bicycle and pedestrian connectivity, including a bike path along the corridor.
- Providing transit down the median.
- Restricting trucks along the corridor.
- Reducing speeds.

A final question allowed provided each participant one final opportunity to provide additional comments. Most responses have already been covered as part of other questions (including don't widen, restrict trucks and improve lighting in the tunnel), but a couple unique responses included recommending demand based tolling and providing regional driver notifications on congestion along their commuter route.

## **FINAL Meeting Minutes**

**Project:** I-64 Corridor Study; Story Ave to I-264  
**Item No.:** 5-553  
**Subject:** Project Team Meeting No. 3  
**Date:** Monday, October 19, 2020, 1:30 PM (Eastern Time)  
**Location:** Virtual Microsoft Teams Meeting

### **Attendees:**

Beth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Scott Thomson	KYTC Central Office, Division of Planning
Jayalakshmi Balaji	KYTC Central Office, Division of Planning
Tonya Higdon	KYTC Central Office, Division of Planning
Matt Lawson	KYTC Central Office, Division of Planning
Tim Foreman	KYTC Central Office, DEA
Patrick Perry	KYTC Central Office, D5 Location Engineer
Matt Bullock	KYTC District 5, Chief District Engineer
Tracy Lovell	KYTC District 5, Project Development Branch Manager
Tom Hall	KYTC District 5, Planning
Larry Chaney	KYTC District 5, Planning
Carl Jenkins	KYTC District 5, Design
Stephanie Caros	KYTC District 5, PIO
Donna Hardin	KYTC District 5, Environmental
Russell Whatley	KYTC District 5, Utilities
Eric Rothermel	FHWA
Andy Rush	KIPDA
Mikaela Gerry	KIPDA
Brad Johnson	HMB
Michael Leathers	HMB
John Meyer	HMB
Brian Meade	AECOM
Kevin Dant	AECOM
Vanessa Nghiem	AECOM
Nathan Long	KS Ware



## Meeting Comments / Summary:

HMB began the meeting by providing a brief introduction where the project schedule was revisited and the progress to date was discussed.

### I. Survey Results

HMB presented the survey results from the first round of Local Officials/Stakeholders and public meetings. The results of the survey were previously sent out to the Project Team for review, and not all results were discussed in detail. HMB highlighted two questions in particular that aided in improvement strategy development:

- Do you think improvements are needed on this section of I-64?
- What types of improvements are needed on this section of I-64?

The majority of the Local Officials/Stakeholders who responded to the survey (65%) said that major improvements were needed on this section of I-64, while the majority of the public who responded (40%) said that no improvements were needed. When answering what type of improvements were needed, the responses in favor of each type of improvement were as follows:

- Local Officials/Stakeholders
  - TSMO – 18
  - Safety – 15
  - Spot – 14
  - Widening – 15
- Public
  - TSMO – 105
  - Safety – 192
  - Spot – 131
  - Widening – 82

HMB noted that survey participants could select more than one type of improvement when prompted with the second question. KYTC CO asked how the TSMO improvements were presented to the public. The concern was that the public may not have fully understood what the TSMO improvements entailed. HMB pointed out that there were several examples of TSMO improvements given in the Story Map.

### II. Traffic

HMB then lead the discussion of the traffic data available throughout the corridor. Most of the traffic information in the presentation had not changed, but additional preliminary traffic analysis performed since the last Project Team Meeting was presented. As a part of this traffic analysis, four scenarios were considered: No Build, Build (Full Widening), Build (Partial Widening), and Build (Modified Partial). HMB explained that each Build traffic analysis scenario can be defined as follows:

- Full Widening – Three lanes in each direction throughout the corridor.
- Partial Widening – Three lanes in each direction from Story Ave. to Grinstead Dr. and Cannons Lane to I-264. The lanes would be dropped and added with the interchange ramps.
- Modified Partial – Three lanes in each direction from Story Ave. to Grinstead Dr. and Cannons Ln. to I-264. The lanes would be dropped and added beyond the interchange.

HMB and AECOM presented the results of the traffic analysis for each scenario. Of the Build scenarios, the Full Widening improved Level of Service the most, the Modified Partial saw the second greatest improvement, while the Partial Widening improved the Level of Service the least of the build scenarios. It is worth noting that both the Modified Partial and Partial Widening caused certain segments to perform worse than the No Build scenario during some peak periods. HMB pointed out that while those partial widening scenarios increase capacity towards the ends of the corridor, dropping those additional lanes in the middle of the corridor creates two new choke points.

HMB mentioned that the Grinstead Dr. interchange may need additional traffic analysis done because the I-64 westbound off ramp backs up onto the interstate. HMB has been in contact with the traffic engineer that conducted a traffic impact study for a nearby development. From that conversation, they gathered that the problem may partially lie with a malfunctioning loop for the traffic signal where the I-64 westbound off ramp meets Grinstead Dr. HMB suggested that for the purposes of this study, Streetlight data could be obtained to complete further traffic analysis at this interchange. KYTC CO noted that they are not as comfortable with using Streetlight data for turning movement counts at this time.

### III. Environmental

HMB briefly discussed updates to the environmental findings throughout the corridor. They noted that the HMB Right of Way team spent several days searching for any deeds throughout the corridor that may reference the Highway Beautification Act of 1965. Based on this research, there were no deeds discovered along the corridor that referenced the Highway Beautification Act. HMB provided an update on Section 6F noting they are coordinating with Jessica Hill, Department of Local Government Federal Program Specialist for the Land and Water Conservation Fund. HMB also mentioned the Cultural Historic Report was submitted to KYTC for comment.

### IV. Geotechnical Findings

KS Ware presented the findings of the preliminary geotechnical report. KS Ware noted that the embankment slopes throughout the corridor were generally 2:1 or flatter, but the rock cut slopes were near vertical. The bridge foundations through this section of I-64 consist of piles driven into bedrock, except at the west end of the project where friction piles were used. Near the Cochran Hill tunnels there is a medium to high karst potential based on the geological information available. The preliminary geotechnical report will be submitted to KYTC following the meeting.

Based on the findings of the preliminary geotechnical report, AECOM will consult with their tunnel specialist who will assess feasibility and develop a low to high range of costs for any modification to the existing tunnels or construction of a new tunnel through this area.

V. Improvement Strategies

HMB then discussed the improvement strategies. Based on discussions with AECOM's tunnel specialist, all options proposing to make the two Cochran Hill Tunnels into one larger tunnel could be eliminated due to feasibility concerns. That still left quite a few improvement strategies to consider. In the interest of time, the Project Team decided to take additional time to review each improvement strategy on their own time following the meeting and give input to help narrow the field.

KYTC CO suggested that once input is received from the project team on proposed improvement strategies, further analysis will be performed on approximately three improvement strategies to hone in on their impacts to the area surrounding the corridor. Once this process of elimination and analysis is complete, those improvement strategies will be presented to the Local Officials/Stakeholders and the public for additional feedback.

VI. Next Steps

The Project Team will review the improvement strategies for one week following the conclusion of the meeting. Once adequate feedback has been obtained, HMB and AECOM will finalize the traffic analysis and refine the improvement strategies, as needed, that will be presented to the Local Officials/Stakeholders and the public. It is anticipated that invitations will be sent in late October and the meeting will be held prior to Thanksgiving.

HMB will develop recommendations based on input received from these meetings. A draft report will be submitted in early 2021.

## **FINAL Meeting Minutes**

**Project:** I-64 Corridor Study; Story Avenue to I-264  
**Item No.:** 5-553.00  
**Subject:** Local Officials / Stakeholder Meeting No. 2  
**Date:** Tuesday, December 08, 2020, 2:00 PM (Eastern Time)  
**Location:** Virtual Meeting via Zoom

### **Attendees:**

Rick Tonini	City of Saint Matthews, Mayor
Layla George	President/CEO of Olmsted Parks Conservancy
John Launius	Acting VP of Regional Economic Development for Greater Louisville Inc.
Jason Canuel	Louisville Parks and Recreation
Major Waltman	Olmsted Parks Conservancy
Brandon Coan	Louisville Metro Council, District 8
Bill Hollander	Louisville Metro Council, District 9
Daniel Tegene	Louisville Water Company
Dirk Gowin	Louisville Metro Public Works, Transportation Engineering Manager
Stuart MacLean	Transit Authority of River City (TARC)
Cynthia (Johnson) Elmore	Louisville Metro Historic Landmarks and Preservation, Metro Historic Preservation Officer
David Thomas	Representing Tim Williams, Louisville Presbyterian Theological Seminary
Jamie Conti	Cherokee Triangle Association
Beth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Jayalakshmi Balaji	KYTC Central Office, Division of Planning
Matt Lawson	KYTC Central Office, Division of Planning
Tim Foreman	KYTC Central Office, Division of Environmental Analysis
Patrick Perry	KYTC Central Office, Location Engineer
Matt Bullock	KYTC District 5, Chief District Engineer
Stephanie Caros	KYTC District 5, PIO
Tracy Lovell	KYTC District 5, Project Development Branch Manager
Carl Jenkins	KYTC District 5, Design
Russell Wheatley	KYTC District 5, Utilities
Tom Hall	KYTC District 5, Planning
Donna Hardin	KYTC District 5, Environmental
Larry Chaney	KYTC District 5, Planning
John Ballantyne	FHWA
Eric Rothermel	FHWA
Andy Rush	KIPDA
Brian Meade	AECOM
Kevin Dant	AECOM
Vanessa Ngheim	AECOM
Brad Johnson	HMB

Michael Leathers	HMB
John Meyer	HMB
Matt Bullens	HMB

### **Meeting Comments / Summary:**

HMB began the meeting by introducing key project team members and provided a brief introduction to the study. They then turned the presentation over to Matt Bullock, Chief District Engineer for KYTC, District 5 who welcomed everyone. He broadly highlighted the improvement strategy categories that will be discussed by the project team and added that there is no additional funding in the highway plan for this project beyond finishing the planning study. Matt turned the meeting back over to HMB to begin the presentation. An online interactive presentation using the ESRI ArcGIS StoryMap tool was used to present information on the study background, tasks and schedule, existing conditions, and potential improvement strategies.

Two survey polls were conducted throughout the meeting to provide opportunities for interaction along with question-and-answer periods at the end of each topic. The first poll question asked if the attendees had attended the first Local Officials / Stakeholder Meeting and the response showed the majority had attended.

The following summarizes the discussion for each agenda item:

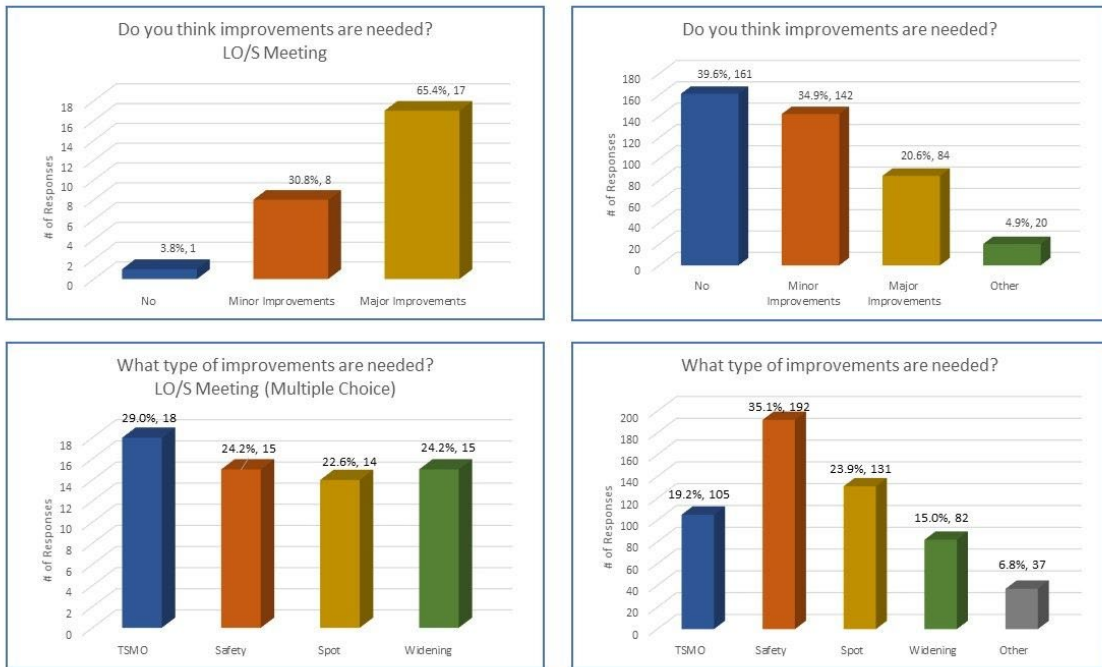
I. Study Background

HMB reviewed the study purpose, goals, and the remaining schedule. No comments were received.

II. Public Feedback

A summary of the first Local Officials / Stakeholder Meeting and the first Public Outreach Effort was outlined in the StoryMap. The first LO/S Meeting was held on July 29, 2020 followed by the Public Outreach Effort No. 1, which was held from August 5<sup>th</sup>, 2020 to September 2<sup>nd</sup>, 2020. The graphics on the following page summarize the results from this outreach effort.

There was a large percentage of the public (40% of respondents) that felt no improvements were needed along the corridor. Some reasons given included: would rather promote other modes of transportation; major widening is too expensive; and concerned about environmental impacts. Some respondents also gave specific recommendations for improvements. A number of these were considered in the process of refining the improvement strategies and were presented in this meeting. During this discussion, HMB clarified what Transportation Systems Management and Operations (TSMO) strategies were and noted they would be covered in more detail later in the meeting. No other comments were received.



III. Roadway Information and Crashes

HMB noted the roadway information and the crashes tabs have not changed since the first public outreach effort. This information remains in the StoryMap for reference when reviewing the improvement strategies. No Comments were received.

IV. Traffic

HMB presented the traffic overview for the study area. The level of service (LOS) for the following scenarios was presented:

- No Build
- Build – Full Widening
- Build – Partial Widening

By clicking on each link, LOS for each corridor segment was highlighted on the map and could be used to compare different scenarios. HMB did note that the current pandemic could affect the forecasted traffic volumes that may result in a different LOS than what is shown in the traffic analysis conducted for this study. However, it is too early to know how the pandemic will impact future traffic patterns; therefore, it was not directly accounted for in the forecasting process.

V. Environmental

HMB presented the environmental overview and noted there were no changes in this tab since the first meeting. Dirk Gowin, Louisville Metro Public Works Transportation Engineer Manager, asked a question in the meeting chat during this discussion, “Are you sure about the Highway Beautification Act (HBA)? My understanding is that it did apply at the MSD Basin project.” HMB addressed this question and said that they have researched all along the study area trying to

find deeds/ROW that have been purchased under this act and have not found any. Mr. Gowin responded that he thought there was a specific location, behind the now demolished, Jim Porters, that had been purchased under the act. KYTC responded there was a deed restriction, but it was not tied to the Highway Beautification Act.

Following the meeting, HMB did find one area that was deeded for the Highway Beautification Act. This location is between Beargrass Creek and Lexington Road, approximately 0.5-miles west of Grinstead Drive. The environmental tab of the StoryMap was updated prior to release to the public.

## VI. Improvement Strategies

HMB presented an overview of the potential improvement strategies. A summarized list of these improvement strategies can be found below.

- a. Traffic System Management and Operations (TSMO)
  - i. Enhanced traveler information
  - ii. Advanced warning system (Grinstead Dr. interchange)
  - iii. Ramp metering
  - iv. HOV / bus lanes
- b. Spot and Safety Improvements
  - i. Extending acceleration / deceleration lanes
  - ii. Widen only certain sections of the corridor
  - iii. Adding auxiliary lanes between ramps
- c. Major Widening
  - i. Widen to the inside to provide three lanes in each direction; existing tunnels widened on center
  - ii. Widen to the inside to provide three lanes in each direction; construct third tunnel to the South to accommodate EB traffic; existing EB tunnel will be dedicated to traffic in peak direction.
  - iii. Widen to the inside to provide three lanes in each direction; construct third tunnel to the North to accommodate EB traffic; existing WB tunnel will be dedicated to traffic in peak direction.
  - iv. Construct one express / reversible lane between Story Ave. and I-264; Construct new tunnel to the North or South
  - v. Construct two express / reversible lanes between Story Ave. and I-264; Construct new tunnel to the North or South

During this section, there were a few questions asked by attendees. Mr. Gowin asked if we considered a roundabout at Grinstead Drive exit ramp. HMB responded that we do not have enough information at this interchange to evaluate a proposed roundabout in this area and that the project team hadn't explored this option as a part of this study. Mr. Gowin also asked if we considered an express lane, would it be tolled or managed in other ways. HMB addressed this question by saying that it will be up to KYTC District 5 and the City of Louisville to determine how express lanes would be handled but in other states that have express lanes, some are tolled.

A second survey question was asked, which read as follows: what types of improvements are you / your group most supportive of for this section of I-64? Multiple responses were permitted. The following summarizes the results:

- 58 percent selected Transportation Systems Management and Operations Strategies
- 58 percent selected Spot and Safety Strategies
- 33 percent selected Major Widening

VII. Wrap-Up

a. Survey Review

HMB presented the survey to be completed by attendees and the public after the meeting. Mr. Hollander, Louisville Metro Council – District 9, asked when the public survey will go live and will it be open for 4 weeks again. HMB responded that it will be open for four weeks after it is released to the public and anticipated the presentation and survey would go live by the end of the week.

b. Next Steps

HMB gave the next steps for the study, which include analyzing and documenting the stakeholder / public feedback from the survey, and beginning the report writing process.

c. Questions / Comments

HMB provided an opportunity for additional comments or questions and gave contact information for the KYTC D5 project manager (Carl Jenkins) for further comments or questions after the presentation.



## FINAL Survey Summary

**Project:** I-64 Corridor Study; Story Avenue to I-264

**Item No.:** 5-553.00

**Subject:** Public Outreach Effort No. 2

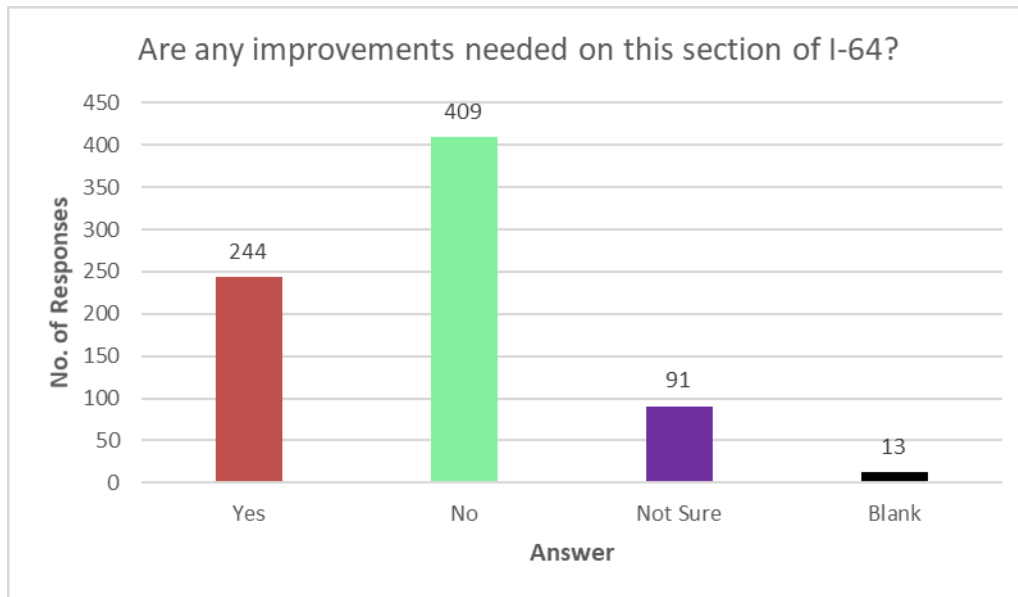
**Date:** December 10, 2020 to January 10, 2021

**Location:** Virtual via ArcGIS StoryMap

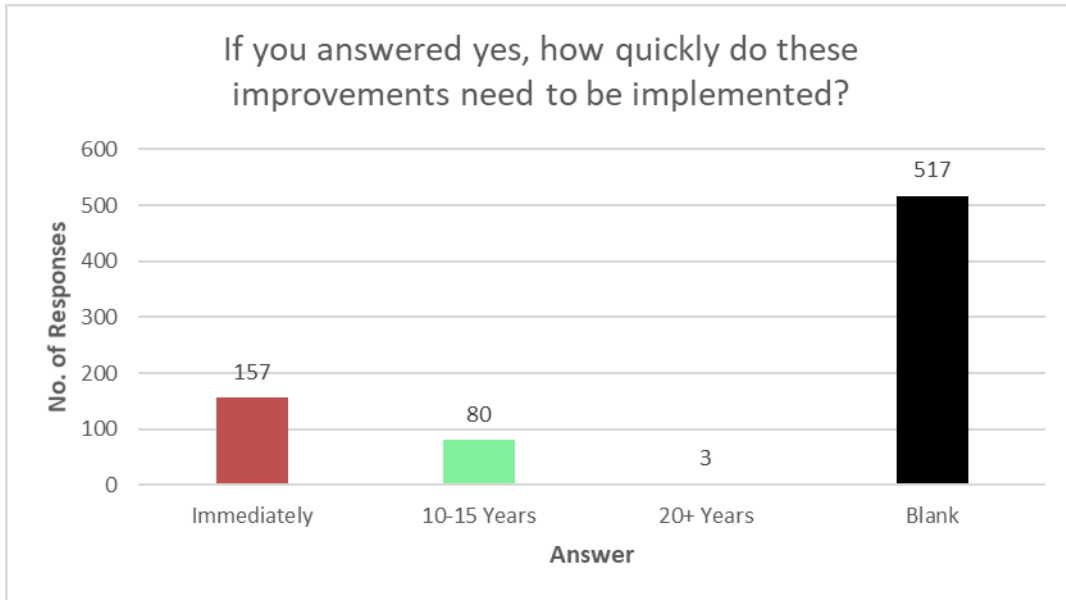
The Public Outreach Effort No. 2 was conducted virtually due to health and safety concerns resulting from the COVID-19 pandemic. A presentation and survey were provided in the form of an ArcGIS StoryMap. A total of 757 responses to the survey were received and are summarized below.

### Improvement Strategy Evaluation

**Are any improvements needed on this section of I-64?**

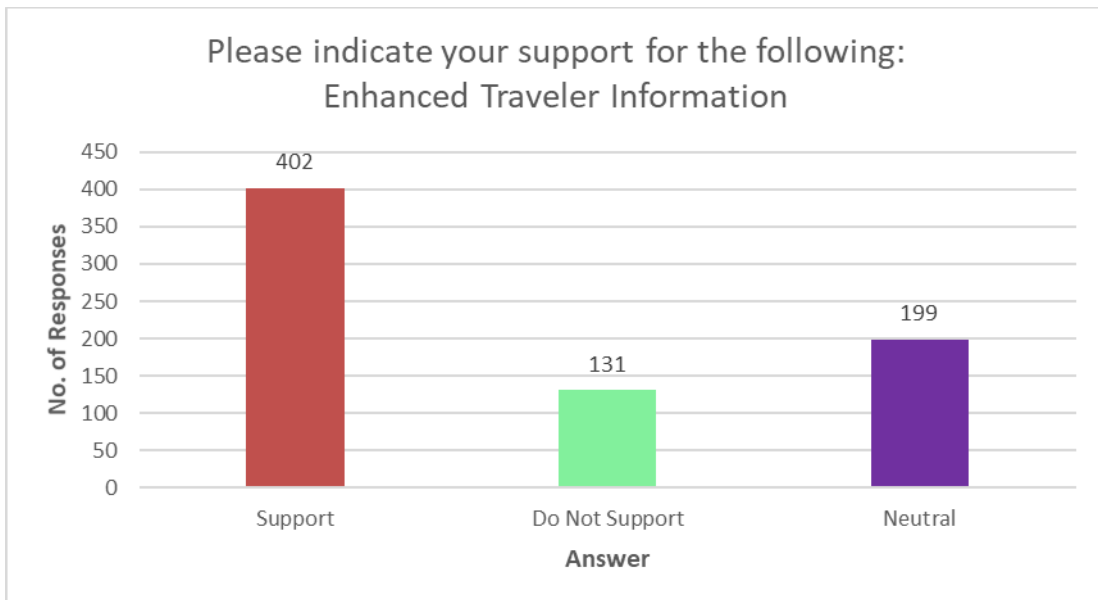


**If you answered yes, how quickly do these improvements need to be implemented?**

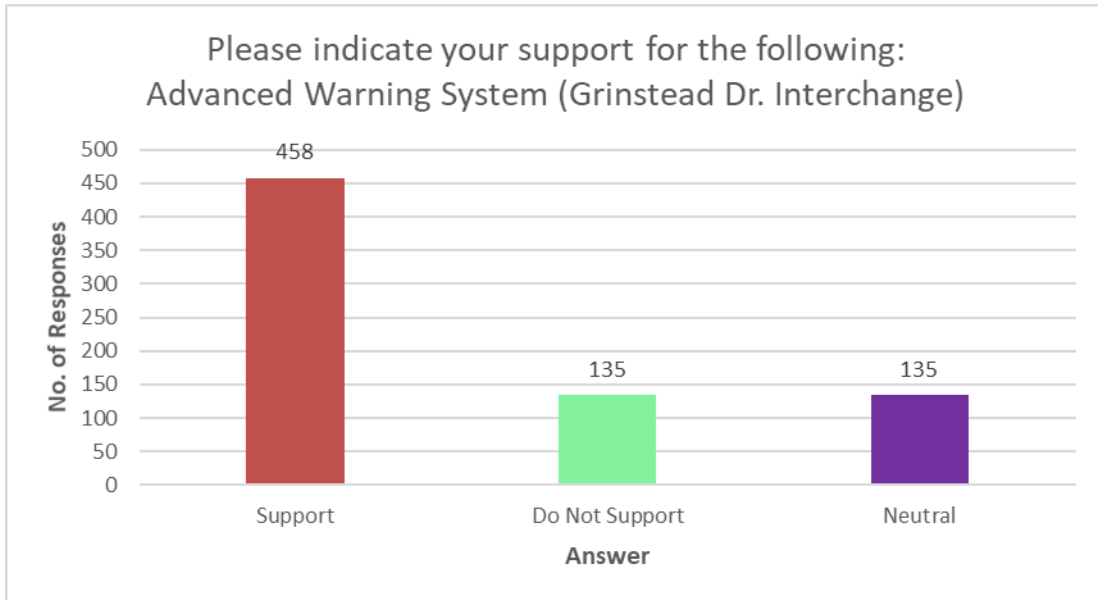


## Transportation Systems Management and Operations (TSMO)

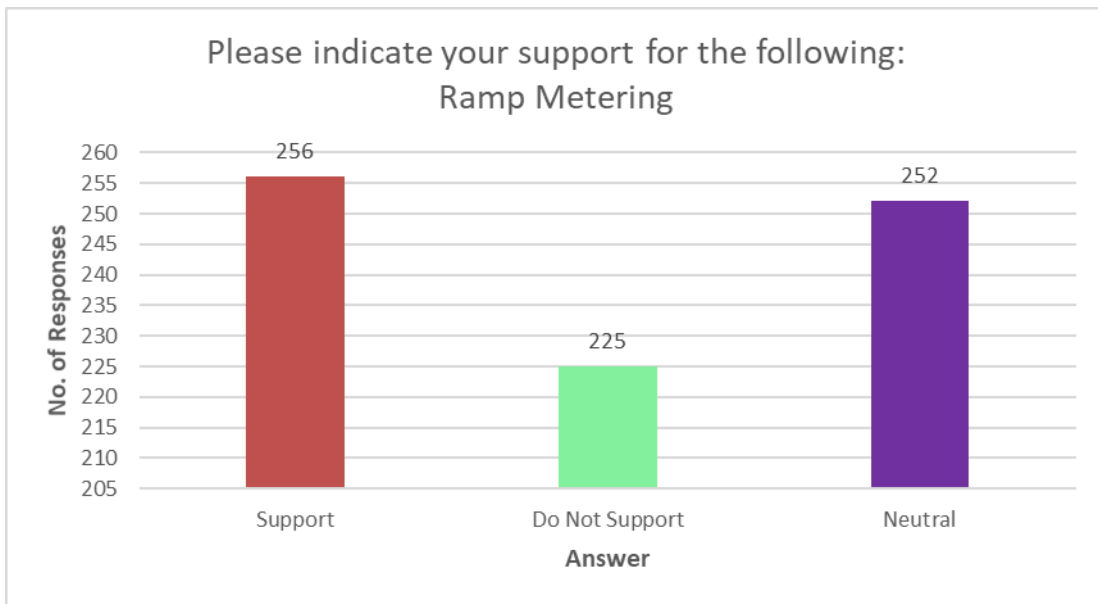
### Enhanced Traveler Information



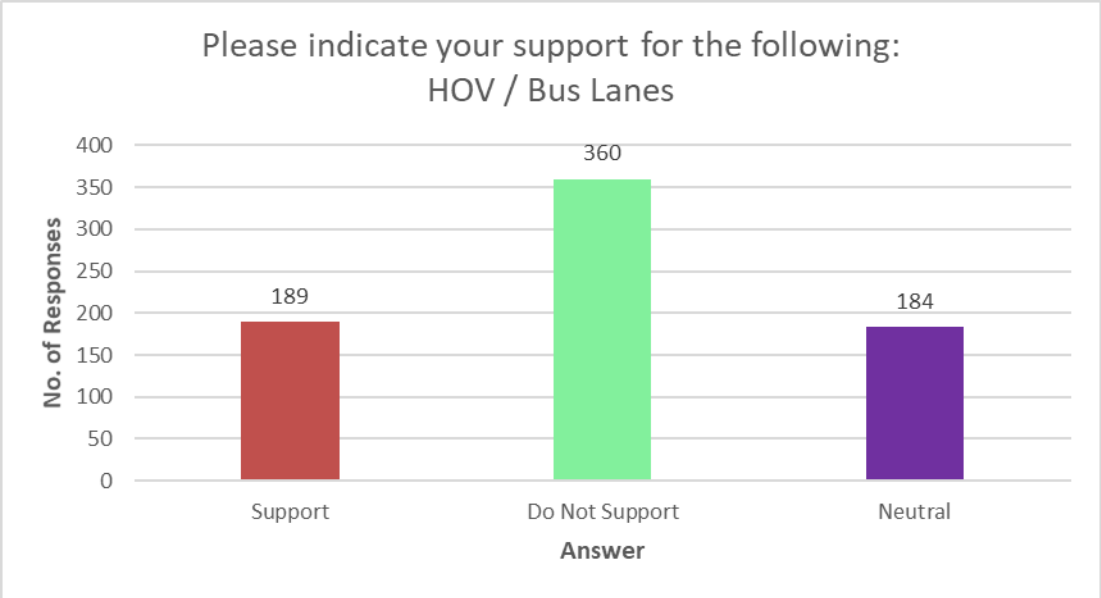
### Advanced Warning System (Grinstead Dr. Interchange)



### Ramp Metering



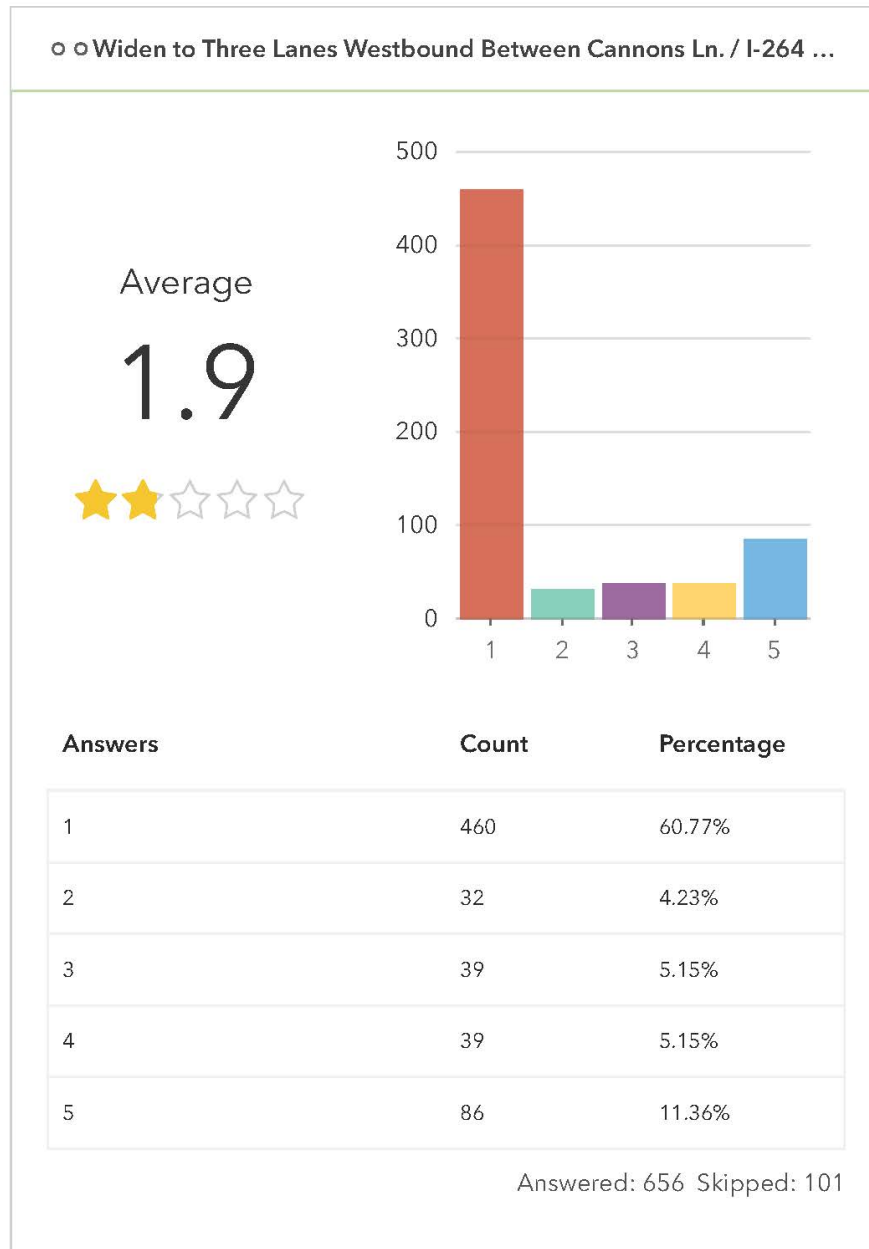
**HOV / Bus Lanes**



## Spot and Safety

Several improvement strategies have been identified that may address congestion and safety issues without resulting in major widening of I-64. Please rate each scenario (rated from 1 to 5 stars).

### Widen to Three Lanes Westbound Between Cannons Ln. / I-264 and Eastbound Between Story Ave. / Grinstead Dr.

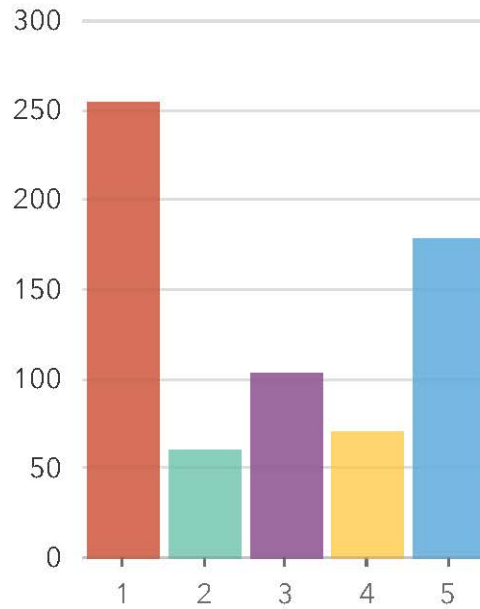


## Extend Acceleration and Deceleration Lanes at Grinstead Dr. and Cannons Ln. Interchanges

○ ○ Extend Acceleration and Deceleration Lanes at Grinstead Dr. an...

Average

2.8



Answers	Count	Percentage
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1	255	33.69%
2	61	8.06%
3	104	13.74%
4	71	9.38%
5	179	23.65%

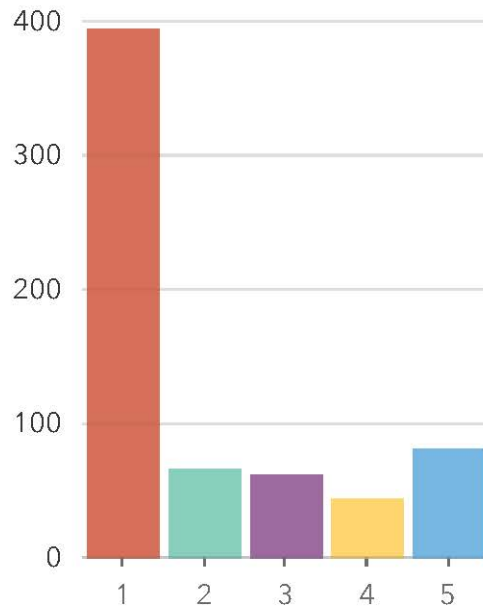
Answered: 670 Skipped: 87

**Develop Auxiliary Lanes Between Mellwood Ave. / Grinstead Dr. and Cannons Ln. / I-264**

o o Develop Auxiliary Lanes Between Melwood Ave. / Grinstead Dr. ...

Average

2.0



**Answers**                      **Count**                      **Percentage**

1	395	52.18%
2	67	8.85%
3	63	8.32%
4	45	5.94%
5	82	10.83%

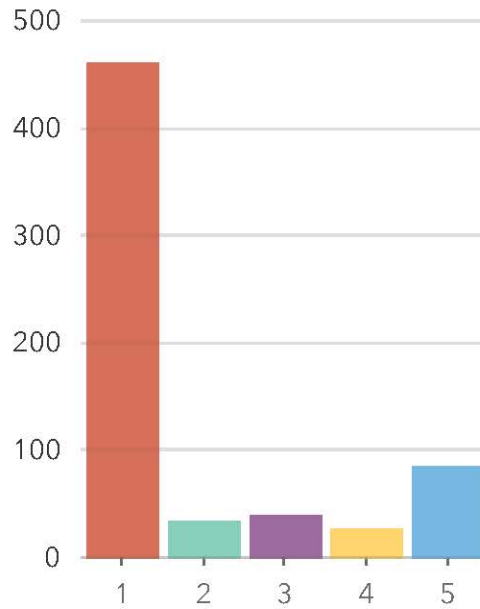
Answered: 652 Skipped: 105

## Widen to Three Lanes in Each Direction West of Grinstead Dr. and East of Cannons Ln.

o o Widen to Three Lanes in Each Direction West of Grinstead Dr. an...

Average

1.8



Answers Count Percentage

Answers	Count	Percentage
1	462	61.03%
2	35	4.62%
3	40	5.28%
4	28	3.7%
5	86	11.36%

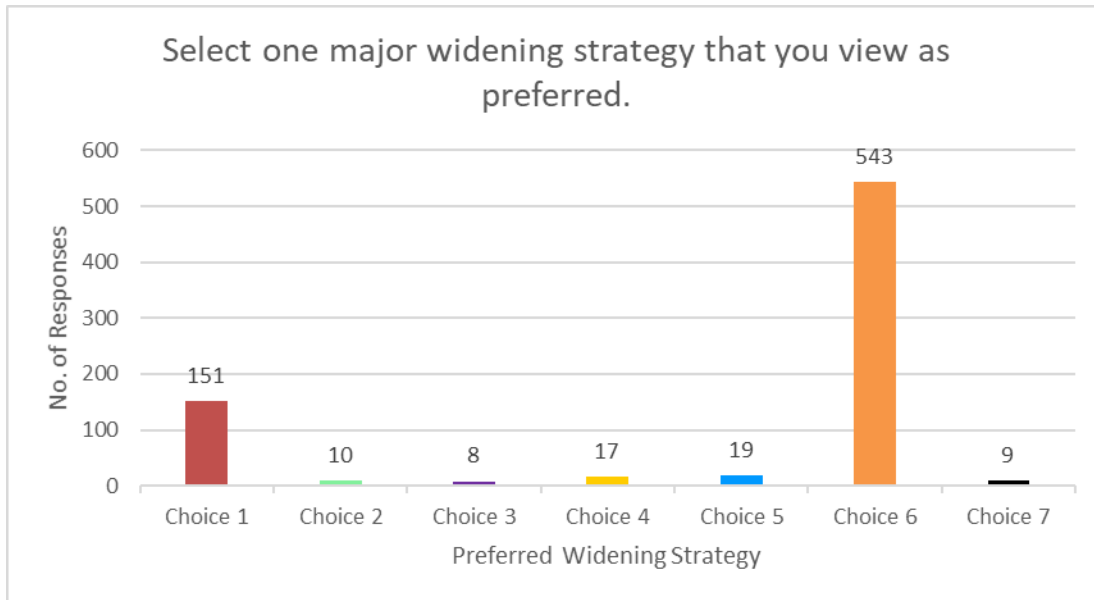
Answered: 651 Skipped: 106



## Major Widening

Several major widening improvement strategies have been identified that may address congestion and safety issues long term. Please review each option and select your preferred one.

**Select one major widening strategy that you view as preferred. Please review the presentation to compare each improvement strategy.**



Choice 1: Widen to the Inside to Provide Three Lanes in Each Direction; Existing Tunnels Widened on Center

Choice 2: Widen to the Inside to Provide Three Lanes in Each Direction; Construct Third Tunnel to the South to Accommodate Eastbound Traffic; Eastbound Tunnel Will Be Dedicated to Traffic in the Peak Direction

Choice 3: Widen to the Inside to Provide Three Lanes in Each Direction; Construct Third Tunnel to the North to Accommodate Westbound Traffic; Westbound Tunnel Will Be Dedicated to Traffic in Peak Direction

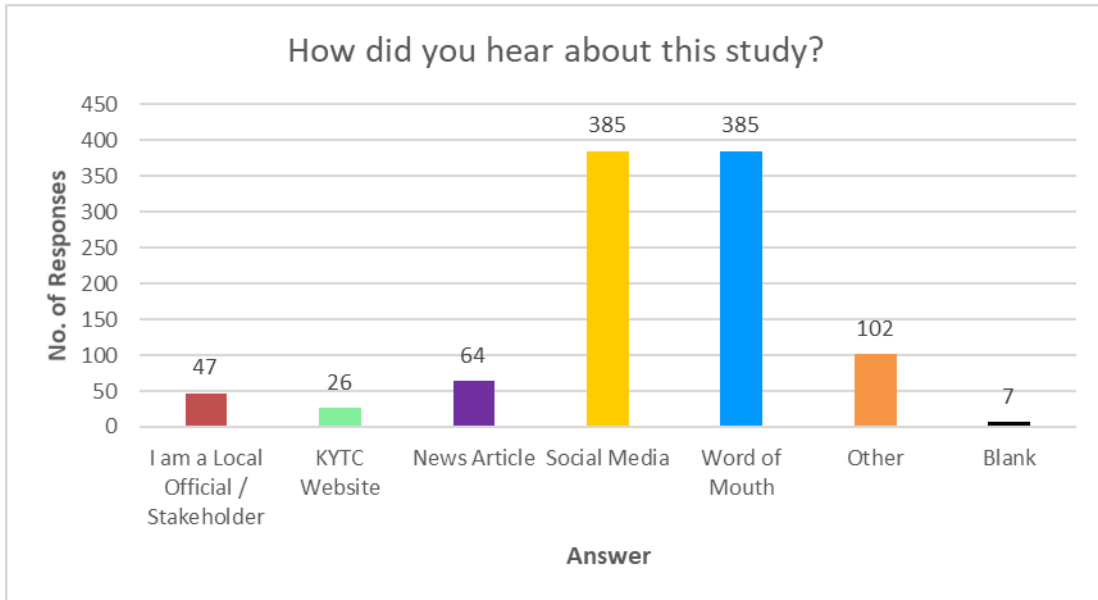
Choice 4: Construct One Express / Reversible Lane Between Story Ave. and I-264; Construct New Tunnel to the North or South

Choice 5: Construct Two Express / Reversible Lane Between Story Ave. and I-264; Construct New Tunnel to the North or South

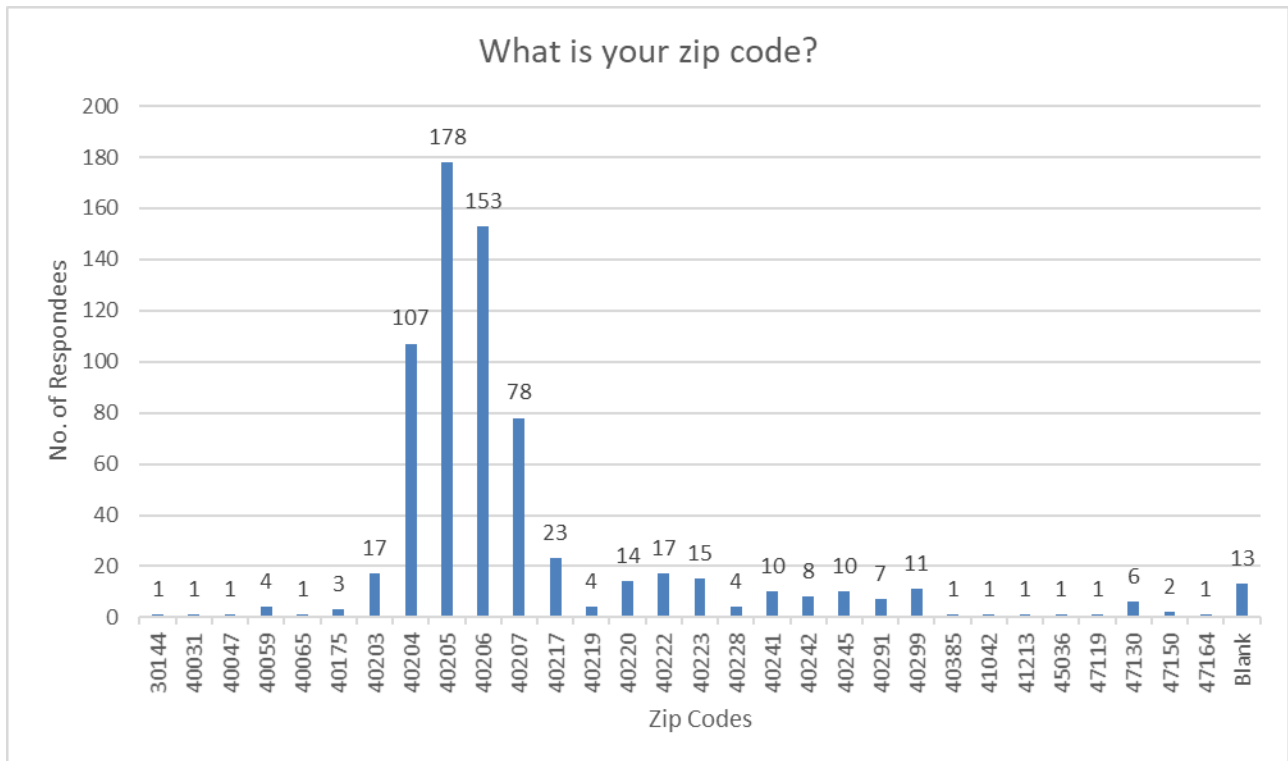
Choice 6: None of the Above

Choice 7: Blank

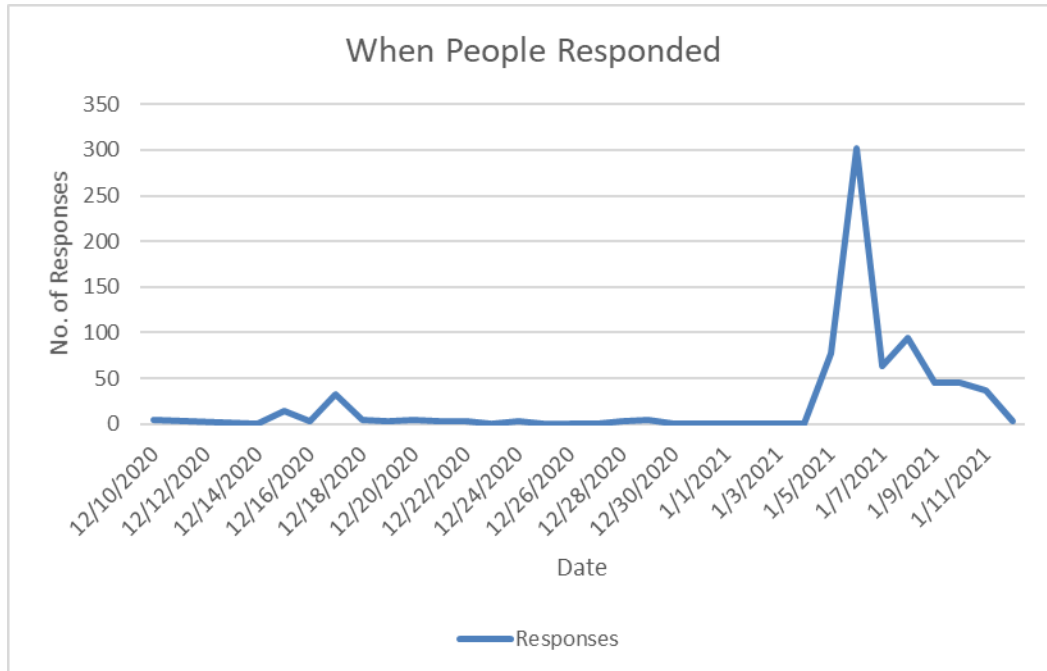
### How did you hear about this study?



### What is your zip code?



## Date Survey was Completed



**Do you have any additional comments? (Note: The following are all the additional comments received from the survey. The comments have not been modified except to remove inappropriate language.)**

- I think strategic safety improvements like ramp metering, electronic message boards and ramp accel/decel lanes. Am not in favor of major widening, especially through the parks and tunnel. If widenings are pursued, HOV/bus lanes should be prioritized over just more lanes for cars.
- I definitely think something needs to be done to create better traffic flow from Downtown to I-264. Louisville continues to grow and the situation will only get worse. I do not think waiting 10-15 years is a good idea.
- Consider additional environmental impacts of reducing the mowable areas of grass along I64; mowing is expensive and unnecessary, and other native plant options will benefit our city.
- Center lanes that change direction with time of day reminds me of Chicago, and makes me excited to view my hometown of Louisville as a big city. "
- I know the tunnels were put on historic list but they need imploded... They are a hinderence, eye sore, vandlized ugly mess that is keeping I-64 from progressing. IMplode THEM PLEASE!
- Safety improvements involving better messaging and better transitions on/off are preferred over those which increase the footprint of I-64 to the detriment of the area around it. We don't need \*more\* highway, we need better/smarter highway design.
- I strongly oppose widening of I-64.
- As a resident of the area, the most pressing transportation need in the corridor is safe bicycle accommodation under the I-64 overpass at Grinstead Drive. There's a bike lane on Grinstead to the east and to the west, but only sharrows in mixed traffic under the intersection. And what's

taking so much space there? Concrete traffic islands. KYTC needs to find a way to complete the Grinstead bikeway.

- Also the intersection at Lexington and Grinstead is too open and too exposed with very long stop light cycle times. It's a 5+ minute endeavor to cross that intersection diagonally on foot.
- Remove the highway and it will be done with. take our neighborhoods back to the way they were originally. reconnect Cherokee Park. take the space back to just a surface road. make all the trucks go around the city with a new west end Ohio River bridge.
- Preserve Cherokee Park
- I have lived here for 8 years and this particular area has never been all that congested in my experience, at least compared to other major cities I have lived in. Louisville's traffic flows really very steadily so I do not support extra tunnels or lanes in this area that would damage the tree canopy.
- no
- Invest in alternative transportation modes for folks who work downtown. Don't widen the road- studies have shown it only increases traffic. Road widening will negatively impact the adjacent park, the environment, air quality and won't have positive long-term impact on commute times.
- We need to stop building more infrastructure for cars and focus on a human-scale city with better mass transit options and support for pedestrians and bicycles. We have too many massive roads slicing through the city already and it's not solving the transportation problems. It is wasting valuable space with mandatory parking lots and massive under-utilized roadways. If we invested in trains, electric buses and walking/bike paths we can create a city where people will want to be. Instead everyone keeps moving further and further out of the city, destroying density and dismantling what was a cohesive city.
- There has been enough research to support the "bumper sticker wisdom" that: 'Adding lanes to address traffic congestion is like getting a longer belt to deal with obesity.'
- Improving traffic flow on I-64 is not going to be a project for only that corridor. It has to be part of addressing the idiocy of urban sprawl and dependence on single-occupant motor vehicles."
- There is no need to waste time and resources for this project. There are many other areas of the interstate road system that suffer from traffic backups here in the city, like the hospital curve corridor of I-65.
- Story ave and Mellwood ramps need to be modified for two way traffic on both streets. Streets need widened to accommodate an alternative traffic flow for the neighborhood (implement turning lanes and possible traffic lights).
- I am disappointed that there has not been serious consideration of improvements outside of the highway to reduce congestion.
- This interactive map is incredible! Thanks for breaking down some really complicated information.
- Include plans for enhanced bike lanes on surface roads that run parallel to I-64 in this area, such as Beargrass Creek Trail.
- Some law enforcement and basic driver's education may also help. Too many people in too big a hurry leads to many tailgating accidents, and road rage is an issue.
- Acceleration lanes aren't long enough to allow some vehicles to get up to typical traffic speeds, which normally run 10-15MPH over posted limits. Deceleration lanes aren't long enough when drivers being tailgated are forced to travel at higher rates of speed in order to prevent being run

over on the road, while also slowing down for congested off ramps. Turn signal usage is minimal, leading drivers into uncertainty.

- Coordinate signals at the Grinstead interchange better with Lexington Rd., add extra dedicated right and left turn lanes east and westbound.
- Yes, I do. I will upload file.
- Stupid survey. Grinstead/Lexington Cogan building project should never have been approved until the 64 interchange is totally reworked. It was designed in the 1960s and is totally obsolete for the additional traffic. I am ashamed of government for approving the Cogan project. Infrastructure first; development second! This interchange will be a nightmare when the Cogan project goes in.
- I-64 is not the most significant problem in the region. The study has not explored alternatives to expanding I-64...for instance, could access to the I-71 corridor be improved so that it is a viable alternative? Creating access from I-64W to I-71N provides new options. Similarly I-71S to I-64E would also provide options.
- Make the Exit Westbound to Grinstead two lanes. Very easy to do. Take Stop sign down at the end of Story going West and close one lane on Story. Same thing coming from the East and don't allow this traffic to turn Left at the light. Make them go down one block and circle around
- I commute along this stretch of I-64 so I experience the congestion, but widening the road will only create more traffic long term. Improving transit options such as a Park & Ride would be a better long term idea.
- studies have shown widening highways does not address congestion. please use alternative methods.
- Prefer as little damage as possible to the tunnels. Is it not possible to have a truck route around that part of I-64? That might lessen the congestion...
- I am clueless to understand why nothing refers to the real issues of one way story Ave and one way Mellwood!
- Why we need to expend funds on a study to make worse an expressway that never should've been built. Widen?? More lanes?! Meanwhile urban neighborhoods remain enslaved by archaic surface street systems whose only purpose appears to serve the master of the Highway!! It's also curious we should all of a sudden care about the Grinstead exits-as if a major unneeded development in the shadows might need some PR enhancement..... and finally- zero discussion about trees and replacing the hundreds and hundreds of mature canopy already removed for development and no doubt more will die for any widening..... these "improvements " catering to sprawl are unneeded and unwanted. Keep living in the 1950's!! These nodes are highly unwalkable and unsafe now. How about reopening the bike paths ? How about making the Grinstead
- Pedestrian Nightmare go away?! This is as wrongheaded as widening 65 at Jackson and then doing a study about how to improve 65!!! Break it then fix it?! These Highway projects usurp monies that could be devoted to a rail
- Lane instead of acres of asphalt. Living in the Bubba State is just becoming absurd."
- Widening of the tunnels and/or adding existing tunnels would do irreversible damage to Cherokee Park and to the surrounding neighborhoods. From the interactive map, it appears that one strategy has a lane from the new tunnel precariously close to my house. I can't believe that

adding new tunnels is even being considered. Do something about the exit ramp to Grinstead a lot of the congestion can be resolved.

- Leave tunnels alone
- Consider dealing with traffic on the interstate by taking the pressure off by improving the ramps to accommodate traffic and move traffic (Story and Grinstead, specifically).
- Adding lanes would be a waste of money. It would only temporarily reduce congestion because it would induce more traffic. And it would be detrimental to Seneca Park and the environment in general.
- Travel demand management to reduce congestion while moderating speeds may be worthwhile.
- Widening of any type would be cost-prohibitive and not justified due to upcoming changes in car and truck use nationwide.
- Continuing the merging lane from eastbound story Ave all the way to Grinstead exit would help.
- More lanes for single occupancy vehicles does not reduce congestion, it just makes the congestion bigger.
- Additional Lanes for the SOLE purpose for Buses and other High Occupancy Vehicles (15+ people) makes more sense. Other transit options besides single occupancy vehicles.
- Spending money to reduce single occupancy vehicle congestion is a boondoggle that has never worked and will never work. "
- Yes, please stop the ADA game - ADA=another damned acronym, see what I did there? I told you what the acronym means! It's so tiring to have to try to figure out what lazy people are trying to communicate with acronyms when with a little effort we could easily understand the data you're trying to convey to us.
- Promote an electric light rail.
- No structural changes are needed. Congestion is not a real issue here, just send through traffic around town if needed for peak or accidents.
- Graffiti on bridges, tunnels and overhead signs is a big issue on this stretch of freeway. Add lighting in and approaching tunnel to detract vandals, find new overhead sign structures that vandals cannot climb and stop hanging signs from bridges where the signs can be easily reached.
- Definitely need to widen it. It should have been done 30 years ago. The tunnel isn't historic or significant at all. I get that the park is important, but you can widen the interstate and keep the park above. If it actually happens, how about you make it 3 lanes in each direction with a shoulder that's the width of a lane. This way, if we ever get significant growth (although a lack of projects like this have held us back for decades-the obstructionists) then we can simply add another lane in each direction (4 each) at that time, and you wouldn't have a deal with the tunnel issue again.
- Widen it now and plan for the future.
- It's unbelievably sad that 64 and 71 as both 2 lanes in each direction. It should have happened decades ago. We should be discussing adding a fourth lane each way for both now, not discussing a third. "
- I urge officials to study other researched cities experiences with widening roadways, adding lanes, focussing on cars. For example, Nashville is a disaster. Portland Or is a resounding success. People will use public transportation if it is efficient and available and easier (and less costly) to use than a car. More lanes increases congestion and car usage. Reducing parking

options, raising gas taxes, providing mass transit that is efficient and lower cost will result in less congestion. People (especially Millennials and the 'empty-nester' demographic) move closer to a city that is walkable and bicycle friendly.

- Some short term improvements needed ASAP:
  - extend I-64 westbound on ramp from Canons Lane as far as possible. Longer merging opportunity is needed.
  - Extend eastbound on-ramp at Grinstead as far as possible. Need longer merging opportunity.
  - Increase speed limit on I-64 to 65mph from I-265 to I-264.
  - Install diamond lane markings east and west bound from Tunnels to I-265.
- Widen to 3/4 lanes in each direction. Extended ramp length. Remove tunnels.
- The biggest problem is the tunnels are visually narrow, which causes traffic to slow as inattentive drivers feel they are speeding up as the road appears to narrow. Widening the tunnel shoulders alone would alleviate a lot of the problem, adding an additional lane would correct most of it.
- Noise abatement barriers need to be installed where residential areas are located. Park needs to not be impacted by any changes made.
- Ban compression brakes immediately.
- Properly mark the exit-only lane on I-64 West at Story Ave., again immediately.
- Most of the daily afternoon traffic congestion seems to stem from East bound cars slowing after exiting the tunnel causing a wave of backups all the way to Spaghetti Junction. Traffic flows fine UNTIL drivers slow after exiting the tunnel. Changing the section just East of the tunnel so that drivers don't feel the need to slow down would fix most of the problems. I've seen it every day for years. The traffic jam opens up a few hundred yards past the tunnel with no apparent cause for the slowdown. Try improving the sight lines by removing the tall rock in the median. Maybe tweaking the curves too. "
- Completely opposed to any widening to the outside impacting Cherokee/Seneca parks and or the Beargrass creek watershed.
- Mellwood is spelled with two Ls. The exit from WB 64 to Mellwood needs more clearance when exiting onto Mellwood. Parking blocks the view looking west to see oncoming traffic. Also, the state signage of US42/60 needs updating and correcting. The only time this ever happens is when there is construction and even then it isn't correct. The sign on EB Mellwood at EB 64 has been incorrectly marked for almost ten years.
- I strongly oppose widening the Grinstead Tunnels.
- I strongly oppose constructing new tunnels north or south of existing Grinstead Tunnels.
- I like the option to charge tolls.
- It's time to widen the tunnels! How is I-64 not 6 lanes through all of Louisville? It is in various parts of the state that are much less congested
- I really think y'all need to keep the strategy simple and just widen I-64 to 6 lanes (including the tunnels) from Cannons lane and through the I-264 interchange so that there are 3 lanes in each direction and an extra auxiliary lane in each direction between I-264 and Hurstbourne Parkway to avoid a bottleneck issue in the future. Also raise the speed limit from 55 to 65 but with much more emphasis on the "keep right except to pass" laws, which honestly is needed statewide anyway.

- Do NOT destroy any more farmland or forest!! Especially through Bernheim Forest!!
- Are there any plans to add sound damping for the expanded traffic? Sound barriers etc? Matt Fowler 502.727.2384 1709 Payne St Louisville, KY 40206
- Noise is a big concern as i live near I-64
- Do not make any changes to I 64. Instead, improve public transportation. Reduce pollution and save our parklands
- We should be determining the best ways to reduce vehicle traffic and the impacts those vehicles have on our environment. We should be creating HOV lanes, and dedicated bus lanes while reducing the single pax vehicle options. Increase tree canopy investment to all possible areas.
- At a minimum lanes should be added East of the tunnels going eastbound and West of the tunnels going westbound. That seems to be the causes for congestion and would not require the tunnels to be expanded (more time and money); I'm not against widening the entire stretch or the tunnels (which I believe will eventually be necessary) but that could be Phase 2 if the above is deemed not enough.
- Excellent, progressive study... thank you! What about a Traffic Circle @ Grinstead/Lexington Rd to help with traffic Flow off interstate (I-64)?
- I really question whether the cost/time involved with a major widening of I-64 would yield serious, sustained improvements. Managing traffic flow using some of the strategies noted above is a much better solution.
- Don't cut into our parks! Anything that involves doing so I am against.
- If it is deemed that a third tunnel is needed, I would prefer that it be placed on the north side of the interchange to reduce interruption to parklands and wet lands located immediately to the south of the existing tunnels.
- Widening roads will alleviate congestion initially, but then will lead to more traffic and recurrent congestion. This will aggravate air pollution issues and environmental justice issues.
- Widening is definitely NOT the answer. It hasn't worked in other parts of town and will just reduce the quality of life for people who live in the area. The capacity of the freeway is fine however congestion seems to be a problem at ingress and egress points. The solution should be to reduce or eliminate those points. If people are traveling short distances then they should use the surface streets and avoid the freeways.
- Widening the highway in any form would be wasteful and destructive. it is wholly unneeded and unnecessary.
- Be careful when widening only portions of the stretch. Lane reduction (going from 3 to 2 lanes) along a highway can make traffic far worse than being only 2 lanes the whole way. If it isn't 3 lanes along the entire stretch, there should not be any widening
- It's ridiculous how much time and money is spent on "improvements" which are nothing more than widening effort that cause the traffic problem to get worse over the long-term. Your traffic models are complete trash. Did they predict downtown bridge traffic would go down by half? NO. Do they ever predict traffic will stay the same or go down? NO. We don't have the resources to support a corrupt system. Invest in 2-way street conversions and bike infrastructure to improve jobs, racial equity and help to address climate change.
- Please do not destroy the natural habitat on either side of the corridor. I really love how wooded this area is!
- Please do not reduce any of the green spaces along I-64 near the Olmstead parks.



- I drive this corridor daily and rarely see more than one person in each car. While I applaud efforts to encourage car pooling, I find it difficult to change current behavior. Widening just parts of the corridor will result in bottle necks entering into the 2 lanes from three.
- I've lived in Louisville for over ten years and drive I64 daily at various times. Not once have I thought to myself, "You know what this drive could use? An extra lane!" It's completely unnecessary. The money can be spent elsewhere. Potholes galore on all major expressways in this city, missing interstate signs, etc. Leave the canopy trees and wildlife alone and stop trying to create an issue that doesn't exist.
- As part of "distracted driving" it would be a good idea to make it much more difficult for graffiti to show up on highway overhead signage as well as the tunnel entrances.
- I'm opposed to any widening or additional lanes being added to this section of I-64. I take this route regularly and believe that the congestion is not bad enough to warrant further destruction of the natural environment surrounding the area.
- Try all available technologies before considering road widening. Widening I64 through the Parks will be too intrusive and other means and methods need to be investigated.
- DO NOT widen the tunnels at Cherokee Park. You need to be specific on what safety issues you are talking about. Whatever there is to do, stop spending money you do not have. Maybe remove some of the curbs you have recently put in place on surface roads, and open those roads back up. As, bring some large employers to Louisville, KY. Please, whatever you do, stop being stupid.
- Would like to see traffic calming measures, reduced speed limit along this entire stretch, and a car pool + bus lanes in one of the existing lanes each way.
- I oppose the encroachment of the Louisville Parks.
- There are other things that can be done that will not hurt our park systems. Recently a lot of work was done on Lexington road reducing to one lane of traffic. This has caused more congestion and decreased overall traffic on Lexington forcing vehicles onto 64 and in backups. Why aren't we thinking about fixing this mess first? Cherokee and Seneca park are what make this area beautiful and desirable.
- There has been, and continues to be, less traffic during COVID, and I suspect, even after COVID as more employees work from home. It would be useful to study what impact this has on some of the more significant proposed changes, to see if they are even necessary.
- Stop this. We don't need bigger roads. Under no circumstances should I 64 be widened.
- As a lifelong resident of Louisville and the Highlands neighborhood, I vehemently oppose widening interstate 64 in the study area. Increasing lanes is shown to have no effect on traffic congestion, and actually leads to more volume and congestion problems. Moreover, widening I64 would have profound negative impacts on the neighboring Olmstead Parks, and result in loss of vital tree canopy and deleterious effects on water quality in the Beargrass Creek watershed. I support the other enhancements to help mitigate congestion issues, but strongly oppose any proposal to widen or increase the number of lanes on I64 in the study area.
- If KYTC put as much effort and energy into public transit and affordable housing inside city limits as it does to widening highways through minority and working class neighborhoods, this would be a different (and better) city and state.

- Please do not widen these lanes that will affect the parks system. The KY government has done enough to us enough this year, you shouldn't be trying to harm a place of refuge for Louisville's citizens.
- Maybe instead of widening lanes, provide better drivers tests and education, as well as require car inspections for all of the cars falling apart in the road."
- No
- We do not need to make this road wider. Support public transit and get more drivers off the roads instead!
- Don't do more damage to this absolutely gorgeous and badly needed park system.
- The public parks should not be affected by this. The wildlife and social impact would be highly negative.
- Widening I-64 will not improve safety and will severely impact surrounding parks and neighborhoods. In fact, widening freeways most commonly creates a situation where we have induced demand - if you build it, they will come.
- Do not cut into our beautiful park system please.
- Adding more lanes does not decrease congestion. Add more public transit and get more cars off the road.
- Absolutely no widening! The parks that would be affected are historic. The interstate has done enough damage to them as is.
- Widening this stretch of 64 is unnecessary. Ever since the new bridge opened there is absolutely no congestion. On top of that this area is cherished by local residents and is a valuable asset. Destroying nature for a unneeded major project is unacceptable.
  - Any work that reduces the mature tree canopy must not be done.
  - Any work that consumes more of Cherokee or Seneca Parks must not be done.
  - The social and environmental costs of widening I-64 between Cannons Lane and Grinstead Drive are too great for any of those options to be considered."
- Do not encroach on park and greenways around it.
- Don't widen I-64
- do not destroy our parks. they are used and loved by many.
- Do NOT touch our public parks! We need more green space and less highways!
- STOP RUINING OUR PARKS WITH THIS INSANITY
- Seneca and Cherokee are gems. Always have been. Let's protect our gems. And wildlife. I have driven 64 all of my life. Never have had an issue. Find something else better to do and is not a waste of money just to puss the vast majority of our community off.
- I don't support widening the tunnels - we need to protect our parks
- Please don't mess up park. 64 is fine. Please leave it alone and save money.
- Stop spending endless tax dollars to give motorists a 45 second shorter commute into downtown.
- Save our parks.
- Widening urban highways is never a solution. We need to invest in infrastructure that is not car-centric, particularly public transportation and protected bike lanes.

- Widening highways is unnecessary and backwards. If you want to improve transportation in our state you need to think beyond cars. Single occupancy vehicles are not going to be the future of transportation. Ask any young person in Louisville who takes scooters everywhere.
  - Additionally, Cherokee and Seneca Park and unparalleled gems in our city and should be preserved without compromise. Thousands and thousands of Kentuckians use those parks daily for exercise, community, mental health, and just enjoying Kentucky. Do not interrupt these parks and the species that live there.
- What a stupid idea!!! Let's take highway and widening our beautiful parks!
- Leave the parks alone and don't spend the money.
- Do NOT widen I-64 to take over any of the lands currently designated as parks. Those parks are valuable to our community, our neighborhood, and our city as a whole. Removing any part of them to deal with traffic issues is unacceptable.
- Any improvements should be done in away to minimize impact to Cherokee Park and green spaces in the area. Louisville and the State need to start to focus on alternative means of travel such as mass transit. The more roads the more traffic.
- Only minor safety improvements are needed for this section of I-64, the Pandemic of 2020 will impact travel patterns for many years to come. The induced demand of adding lanes will only put us in the same spot years from now.
- As a regular commuter daily thorough this route, ruining the integrity of Cherokee Park or threatening the wildlife is not worth the time saved.
- I do not support any improvements that affect Cherokee Park, Seneca Park, or Beargrass Creek.
- Shouldn't have moved to Middletown or Shelby County if you work in Louisville. The good old days of 30-40 commutes are over for those folks. The proposed major changes will lead to nothing but higher speeds
- Cherokee and Seneca Parks are already damaged by the existing I-64 corridor. Do NOT widen the disruptive and destructive highway corridor at the expense of vital recreation facilities. Cherokee Park in particular was designed by Frederick Law Olmsted to simulate an escape from urban life by providing a greenspace large enough to shut out urban sights and sounds. It is shameful that you are considering destroying park space to save time for some commuters. For every acre of parkland paved over, you should have to purchase and add 3 contiguous acres to the existing parks
- I think there are several approaches to this issue without a major widening that would result in permanent negative environmental impacts to the parks and neighborhood.
- Clean up the road way. Replace the lights and clean inside the tunnel. We do not need more Hway. Maintain what we have. No more Hway. People working at home. No one going downtown. Economy and patterns changed forever.
- This will disrupt Cherokee Park and the surrounding neighborhoods.
- Please do not widen these lanes or the tunnel at Cochran Hill. We should be protecting our parks not reducing acreage and affecting wildlife
- I oppose any major construction to widen I-64 because of the resulting damage to the surrounding area and to Cherokee Park.
- I support the Olmstead Parks Conservancy's position and I support our parks. Our parks are our heritage and we must not damage them.
- Expanding I-64 has been needed for ages; please move this along.

- My street, North Charlton will be adversely affected by this. Please, we already have a decibel level that was tested years ago and found to be unacceptable. The pollution off 64 is incredible, coating our cars and homes with thick oily dust. Plus it's wrong to endanger the park environments in any way, something so precious. I don't want this.
  - Do not widen anything. Implement a lower speed limit, disallow semi trucks on this section, and maybe implement a toll for non local travelers that use this section.
  - I do not support any additional work in the area at this time. This will not be accepted by the residents of the areas you propose to effect.
  - I am against anything that removes trees and/or encroaches on the parks
  - Do not widen this section in any way shape or form!!!! I repeat, do not widen anything at all!
  - As a heavy user of Cherokee and Seneca parks (on the trail systems of both), I would hate to see our parks squished because of the highway.
  - I-64 cuts through a large park, one that makes Louisville a unique place to live. The construction alone would destroy parts of the park, not to mention the harm that the pollution from widened lanes and increased traffic would cause to the nearby residents. Why not invest more in public transportation to reduce cars on the road? Maybe a regular commuter bus or (gasp!) train line between Louisville, Frankfort, and Lexington?
  - The widening of I-64 would be huge loss to the area and in an area that traffic isn't a chronic issue. I would suggest looking at ways to get flow of traffic onto 264 or around the east end bridge already constructed. The environmental impacts along the beargrass creek and surrounding habitats of the Olmstead parks would be greatly impacted at an unnecessary time. I live within 10 miles of the area and don't have significant issues on I-64. In fact I look to take 64 because of the lack of traffic. Grinstead LN (both ways) on ramp might be extended but other than that don't see any major improvements needed.
- 
- Widening the lanes would have a direct and negative impact in the wildlife, green space and neighboring residents.
  - Stop widening highways. You can't pay for the pavement we already have.
  - It is already too noisy in the neighborhoods near I-64. Please do not add additional lanes. We should be reducing traffic rather than trying to encourage more.
  - I use Cherokee Park frequently as well as travel through the area on I-64 and see no reason to make changes that will cause detrimental effects to the Olmstead park system and natural areas including Beargrass Creek.
  - This has been a major traffic choke point since I started working in downtown Louisville in 1987. Long overdue.
  - There are no traffic problems on I64. None of this would improve our lives and the money should be spent elsewhere, like paying off the Kennedy Bridge and abolishing the toll.
  - Do not encroach on the parks/green space leave the park system out of this. more lanes never help. it just causes more sprawl. i lived outside DC in sprawl. but loved my train commute.
  - please don't widen the highway or construct a new tunnel. the TSMO strategies and extended ramps would be sufficient. thank you!
  - Please do not damage or consume additional Olmstead park areas.

- Oppose any impact on parks or the Cochran Tunnel
- Please do not widen 64 under any circumstances. It will be bad for the community and the parks system, and studies show widening highways generally does not alleviate traffic issues.
- The improvements do not address the current and the future noise issues caused by the I64. would be nice to see improvements there, potentially offsetting some of the negative impact of this "improvements"
- Some of the terms used in this survey are not commonly used among people who are unfamiliar with transportation and development, so answers will likely be more varied than accurately portrays opinions. Regardless, I am strongly opposed to widening the expressway and would prefer smaller streets be made more efficient instead. As a society, we need to move toward solutions that welcome widespread public transportation and reduce the necessity of a personal vehicle.
- Thank you for your time! I hope all of you are staying safe and sane during these trying times.
- I think federal law forbids KYTC from taking anymore park land than it has.
- Widening roads is a temporary "solution" that always results in more traffic. I'd rather invest in demand-side management via public transportation for local commuters since they're the ones creating the congestion. Suburban developers should pay impact fees to help pay for busses to and from their developments.
- No. Leave Cherokee park alone
- Stop building highways you idiots. I'm an AICP professional Planner in Louisville Metro I understand the issues. For @\*^%s sake invest in anything but more highways in Louisville. We need pedestrian infrastructure, mass transit, bike infrastructure. Doing nothing and saving the money is better than building highways. Fix existing infrastructure and stop inducing demand. Don't do what the oil and automotive industries want think of the future. Our car centric culture is killing the planet. I know nobody reading this cares but Jesus Christ our priorities are #^&\*ed and KYTC is a major part of the problem.
- Do not alter this section of road because of the historic value of the tunnels and the park has already suffered and should now be left alone.
- Do not widen roads. Do not widen highways. Widening roads and highways does not alleviate traffic, it induces it. Spend the money on public transit and protected bike lanes, on which Kentuckians will receive a much higher return on investment. And for the love of god, do not widen roads through Cherokee Park.
- Save the parks that are very few in our city
- Invest in public and alternative transportation. Not more interstates. Also, arrest the cops who killed Breonna Taylor.
- No more lanes
- Please do not widen the highway. Research shows it does not help traffic congestion.
- We should be directing more traffic off of 64, not widening it to allow more traffic.
- Stop widening expressways. Find means to reduce traffic and demand.
- Spend money on developing public transit and bike lane networks to reduce vehicle traffic on roads.
- I travel on I 64 often from Grinstead to Portland 22nd street for work and back. It surely doesn't seem like there is any need for lane expansion west of the tunnels. How is this being paid for? There surely are better uses of available funding, like maintaining existing infrastructure

- In this historic time with work at home becoming so popular it seems to not be the time to anticipate additional traffic that may never appear. Also the 71 widening may solve much of the congestion problem.
- Transportation planner who got her degree from U of L here. Increased paving NEVER helps traffic congestion, look at TRB literature. In this day & age, we are tearing down urban interstates, not widening them. This is a regressive plan and I know KYTC can do better than this. –Julie Donan Black, AICP, U of L MUP '06 Jrb@julierblack.com"
- Please do not widen 64! There is absolutely no need. I live in the highlands and use 64 every day, and have rarely been stuck in traffic. The tunnels in particular are not a choke point. Please spend this money elsewhere!
- Wish No disruption to Cherokee Park. -Joseph Osborne
- Do not widen the interstate. Particularly not near Cherokee Park
- It would be a crazy to build another tunnel.
- Do not widen any highways or destroy parkland for tunnels. The hundreds of millions of dollars required and the beautiful park that helps make Louisville what it is does not make the undeniably minuscule amount of traffic flow improvement worth it. Please focus on smart traffic solutions and looking to poise Louisville and Kentucky to be leaders to tackle congestion using 21st century solutions.
- I categorically oppose all widening projects on this corridor. The way to reduce traffic is to disincentivize driving, not artificially induce demand.
- The focus should be on developing mass transit and other modes of transportation rather than increasing highway capacity which will only lead to more traffic.
- No additional lanes are needed in these interstates. Widening would be a waste of taxpayer resources. Maintain the surface of existing interstate roadways and focus funding on maintenance on local highways, realigning state controlled local 1-way streets to two way, and complete streets integration both urban and rural.
- I have lived in this area my entire life. I do not see any need to expand 64 in the areas you were looking at widening. Especially with the change in our world less people are going to be going to work in an office and more from home. Even after Covid things are going to change with peoples work habits. I would like to see the money that you have allotted for this widening to go to Repairing our broken streets the potholes are horrific. And every single man hole in the city needs to be raised up to be flush with the streets.
- The environmental impact on waterways with the runoff from construction ;we do not need to pollute our creeks anymore. Not to mention displacing wildlife and upsetting the natural ecosystem in the area . Widening the expressway is not what we need to spend money on for our roads repairing and maintaining what we have is what we need . -Cindy Carcione
- Please do not disrupt the current Cherokee Park or the neighborhood. Both will result in decades of lawsuits before anything is actually done like we've seen before every time a major highway project has been taken on in the city.
- Are you guys kidding lol, no.
- Let's not waste money on large scale construction like major widening
- Highway widening is a terrible idea in almost every scenario, especially in urban areas. KYTC needs to think outside the box and find ways to work with Louisville Metro to support forward thinking infrastructure and investments that would actually solve the root of traffic issues, which

is too much private automobile dependence. Any solutions that does not address the lack of pedestrian, bicycle, and transit infrastructure and investments in Louisville will never be anything more than a short-term band-aid. Widening highways and inducing and entrenching even more automobile dependence is socially, environmentally, and financially irresponsible.

- Adding lanes or a new tunnel would be harmful to Seneca Park and to wildlife. Because of induced demand, it would only reduce congestion in the short term.
- HOV does not mean two people. HOV means 15+. One more lane on urban interstates does not relieve congestion, it just makes the congestion bigger. Induced demand is real. This money could be better spent elsewhere.
- I'm very cautious of these plans interfering or disrupting the surrounding Seneca/Cherokee park areas.
- Any projects that negatively impact Cherokee Park should be vanished.
- Stop widening the roads. We don't need more stinkin' interstates in Louisville. Demolish the interstate.
- I do not want encroachment of Cherokee or Seneca park by I-64. I do not agree with widening the tunnel or building another tunnel. I also do not want the expressway moved closer to residential homes. The Acceleration lane at Grinstead drive going east and Deceleration Lanes at Grinstead Dr going west need to be extended.
- Some will argue against this due to the impact to the park, but the impact is negligible compared to the backups that occur in this corridor on a very regular basis, and every time there is a crash.
- I'm still disappointed with the mess of concrete downtown 8664 still makes sense to me. Louisville needs a mass transit system that works. It needs high speed rail connecting to Frankfort, Cincinnati and north to Indianapolis. Depress car usage is what needs to happen.
- More lanes create more traffic. Widening any part of I64 will induce more traffic, not alleviate it.
- Another tunnel is a waste of money. The roads do need to be repaved though. I use I64 several times a week, and there is basically never any traffic.
- No widening please. Unnecessary and induces more cars.
- Evolve faster. Throw out all these tired and pathetic pro-auto ideas and develop light rail mass transit.
- Invest in public transportation.
- Please leave the park alone.
- Please don't expand the highway. One of Louisville's best features is its parks. Expanding the highway could potentially hurt Cherokee and Seneca Park. Leave it as is.
- I64 does not need widening and any attempt to do so will cause irreparable damage to Cherokee Park. Find alternative solutions to reduce traffic
- None of this is necessary. Stop manufacturing road projects to line the pockets of the contractors. The traffic is manageable both directions at all times of day.
- Concerned that widening will just increase traffic speed, so any widening needs to keep traffic speeds at safe levels.
- Please don't widen the road. People speed too much as it is and there isn't any serious congestion. If anything we need to 86 64.
- Please do not widen I-64 . ...it will impact the environment and the park system negatively
- Need to minimize any impact to Parks

- Please fund one honest study about redundancies in the Kentucky transportation system.
- I do not want the park area or surrounding neighborhoods or trees disturbed. Preserving those are more important than the 10 extra Minutes I may have to be in traffic.
- Keep 64 away from Cherokee park.
- This is unnecessary. More roads always mean more congestion. Why are we locked into such narrow thinking? Why aren't alternatives being explored? Better mass transit? Mixed use zoning? Smarter civil engineering? Why is more asphalt the ONLY solution?
- Widening the road and impacting the park will not make people better drivers. Driver education and accountability is what's needed to make roads safer and less congested. Invest the money in educating drivers about how their driving habits impact traffic. Watterson Expressway has 4 to 5 lanes that get backed up every day. Widening the road is not the solution.
- Against interstate widening. Invest in long-term projects with healthier impact on environment. Sustainability. Bike lanes, public transportation, etc
- We can not let this happen in parkland areas.
- Please do not disturb the natural environment of the park system for this highway.
- Not only are these tunnels and Cherokee Park both staples to being in Louisville, these places hold memories that will be destroyed by expansion. Personally, the idea to deface beautiful park land to make way for more highway is despicable and nauseating; doing the opposite of park lands by increased pollution is such a slap in the face.
- Stop the construction of these luxury apartments!! Act in more accountable ways that make sense NOW. SAVE our parks, take care and focus on HELPING homelessness, STOP eviction rates, END food deserts, FIX social injustices, just to name a few. Further and most importantly focus efforts for pandemic relief.
- Environment effects have to be considered and presented to have a clear understanding of what is best for the community . The park system has to be a priority and the noise pollution could be harmful . Has the east end bridge done its job to alleviate the traffic traveling on 64/ 65.
- There are upgrades that would benefit safety through this corridor, there is no question. That said, and while the study here appears to be thoughtful and balanced, we do not trust you. We do not trust that KYTC (and KIPDA, FHWA, etc.) will not eventually or inevitably destroy this corridor which is vital to the city in terms of livability and marketability. We're already painfully aware that KYTC's application of highway standards to state-controlled surface streets persists in keeping our downtown and core neighborhoods in a stranglehold of one-way, high-speed, devitalizing roadways. Additionally, KYTC, when tasked with integrating the new interchanges and overpasses with Waterfront Park, made assurances that instead resulted in the barest of concrete and deadest of medians with nary a suggestion of the herculean effort and expense at beautification of the East End tunnel and crossing. Cross-river bicycle lanes promised and deleted, then restricted on the pedestrian bridge that was never any consolation. Heavy thru-truck traffic unrestricted through downtown then across the 2nd St. bridge, a vital local link rendered little more than a hazardous expressway on-ramp. An expressway overpass shadowing the Great Lawn without the slightest of consideration for its landmark location, instead befitting the junkyards that once littered the riverfront. Broken promises, deception, and insult. Despite this, we know you must have some very bright minds at KYTC. I'm impressed, shocked even, by the consideration given to some of the current I-64 proposal. But Louisville knows that so often their wisdom and sensitivity apparently is discarded once projects



reach their final stages. Witness as another example, the planted median along I-64 between I-265 and I-264, which adds such richness to this gateway to our city, but which we're told KYTC has endeavored to eliminate over the years. These medians should be a crucial aspect of I-71 widening, for that equally-important gateway to our city. But we do not trust KYTC to acknowledge the value of such enhancements to our city's marketability or vitality. And why should we? We have ample reason not to trust KYTC. And, so much like the Chenoweth Lane proposal, when given the option, we'd rather you leave us and our city alone. Take your federal highway funding and route heavy traffic around the core city, if you must. It was workable for the bridges project, and it will be workable for other projects, like this. But, again, we do not trust KYTC, and thus I must oppose even the least impactful enhancements in this proposal. Eliminate the large scale proposals, do your tunnel feasibility studies, and don't hide behind those unknowns as a pretense to sudden and significant encroachment into our parks and into this corridor. Again, if you want our trust, you'll have to earn it. And that's a long ways down the road.

- I am opposed to any efforts that would take more land from Cherokee Park or remove more tree canopy in that area.
- Our community transit initiatives, especially inside the Watterson Expwy, should be designed around reducing volume of traffic in favor of alternative methods of transportation. The widening game is a loser because it only ends one way: more widening, more volume of traffic, more widening, more volume of traffic. We have to be smarter than this.
- Additional comments?? I was thirteen when you butchered the park for the tunnel. I was 20 when the tornado ravaged the park. Our house backed up to Cherokee. The continued push to sprawl for the helluvit has resulted in the disaster known as Pasta Pointe, our wondrous entry to downtown via a warren of roping highways..... we need locate infrastructure dealt with not how fast somebody can exit for Lexington!!! We imagine the car as god. It has destroyed everything in its path. This also seems like a strangely timed effort to make a giant interchange out of Grinstead for a certain latent developer's pipe dream. How about walkable Lexington Towd to downtown?! How about restore our bike paths decimated along with and hundreds of mature trees? This survey and these proposals are so tone deaf! It's like the Grande Harrodsburg exchange that developed into nothing but wide wide roads going nowhere. For decades. How about we focus on wildlife and habitat and actual meaningful ways to address transportation. This is in no way any such effort.
- Please do not invest in any informational signage and spend that money elsewhere. People have and get that information on their phones and they will continue to utilize that as their first resource for routing and information. Informational signage turns into BUCKLE UP KENTUCKY and AIR ACTION DAY signs very quickly that do not provide any tangible benefit to people already in their cars.
- I don't think any option that involves changing Cherokee Park should be considered.
- Info not support this project due to encroachment on established Cherokee and Seneca parks. Our natural and green spaces are more important now more than ever. Important flora and fauna habitats will be severely damaged unnecessarily. Please consider these extremely important adverse effects while conducting this study of expansion.
- Completely remove this section of interstate and make it a surface level complete street.
- Need to allow more time for the public to review.

- The major build scenarios are radial, destructive, expensive, and induce more traffic. If widening and tunnels are an option how about no build on the highway and put energy into a median running bus rapid transit down the middle? Also, it is critically important to the community that more time be given to comment on these studies
- As a resident and frequent traveler via this corridor I do not support any widening of 1-64 through Cherokee park. Minor improvements to the Cannons and Grinstead interchanges could be beneficial, but I see no reason for large scale widening of the interstate. Our tax dollars for transportation issues could be much better used on other road projects that make our streets safer for drivers, pedestrians, and small businesses.
- Route traffic via other routes - I265 and I264 to bypass inside I264
- WHY IS THE CURRENT STATE OF THE TUNNELS ALWAYS UNKEMPT....Dark...Dingy...trash/graffiti ridden...NOT TAKEN CARE OF AT ALL. Sad as it a reflection of the city/state and transportation office. Get on it KY TRANSPORTATION!
- Short-term planning and profit, like the downtown bridge, hurts Louisville. Do better.
- Please consider in this planning process the impacts that widening would have on the surrounding areas and not merely on the interstate itself. Widening in the proposed areas would have profound and deleterious impacts on wildlife, on our parks system, and on the experiences of residents from around the city who frequently enjoy and visit Cherokee Park. Such widening would also negatively impact Beargrass Creek, which is not only a key part of how this area of the city copes with high rain events but also is a critical conduit for wildlife. Louisville already experiences a great deficit of urban nature and, specifically, has a rapidly vanishing urban tree canopy. As a scholar focused on socio-environmental urban governance, I encourage you to listen closely to community concerns about the park and impacts on urban nature in your planning processes. Please reject the widening proposals.
- Improve bicycle infrastructure to decrease car traffic. I would love to ride bike to work (middletown > Highlands) but I cannot due to no safe way to do so.
- I drive this stretch a lot and the number one issue I see if no enforcement of speed. I default to 10 over the speed limit and I still get consistently tailgated and passed by only going that fast. If I went under that it would turn dangerous. Rarely have I sat through traffic in that area, and when I do it sets me back maybe a few minutes tops.
- Why do we need more lanes added to an already very fast interstate where clearly people have enough space to speed 10-20 miles over limit?"
- An expansion of capacity is needed on this major artery. Noise from the expressway is an issue I would like to see addressed as a part of this project.
- I am completely against any plan to add lanes or widen the existing tunnels. Also disagree with any plans to build new tunnels.
- HOV means buses not two people in a car. One more lane has never worked for Urban expressways. Induced demand ultimately creates more congestion not less. Other forms of mass transit and other trip reduction tactics should be pursued.
- Please support buses instead of widening the road into the park
- Any improvements \*must not\* infringe on the Olmsted Park system. This should not be a concern given the lack of traffic we have seen and will see on this road. People love this city for it's beautiful and expansive parks... not it's wide roads.

- Any widening or construction that impacts our already limited natural resources is unacceptable. We continue to reduce parks and green space in the name of progress and safety - however we are not thinking long term. Long term reduction of these vulnerable and valuable spaces will not only make the city an inhospitable place to live and work, it will reduce the city's overall health. Increasing pollution and urban warming. Killing of species that clean out water and our air. Progress of this kind will only lead to our demise and is irresponsible and short sighted.
- I OPPOSE any widening that will impact our natural areas including Cherokee and Seneca Parks and Beargrass pkwy. We need the trees, less pollution and more protection against invasive species.
- Do not encroach on our parks system. The parks are right against that part of the highway. Traffic is not that bad, leave it alone.
- Our city needs better highways to allow for growth in the area.
- I'm not sure what a lot of this stuff is proposing tbh, but I know that the grinstead tunnel does not need to be widened. Doing so would have an unequal negative impact on Cherokee park disproportionate to any positive impacts of having an additional lane. What we need is investments in public transit to encourage less single rider driving not more space to encourage more cars.
- I do not support widening of I-64. While there may be some benefit to traffic and safety the net negative impact to the communities and spaces through which the interstate runs and the net negative impact on the environment and the encouragement of vehicle transportation instead of public transportation far outweigh the benefits of a wider interstate, particularly a section situated in the urban core of a city.
- I oppose the expansion of the I-64 at the Cochran Tunnel. Widening the I-64 corridor would dramatically alter Cherokee and Seneca Parks and certainly involve the clear cutting of trees. We need to be planting more trees, not cutting them down for an expressway. Beargrass Creek traverses along the interstate and widening I-64 would significantly impact the health of this important urban waterway and all of the wildlife that depend on it. Wildlife travel up and down the Beargrass Creek corridor will be impacted more than ever. Please take time to consider the environmental damage this would cause.
- Leave the parks alone. We have taken enough land from wildlife - people just need to learn how to drive, put down their phones and pay attention. Ruining the parks is not the solution to this one.
- Do not widen
- I do not agree with widening of I64. I believe the environmental impact, especially to Cherokee Park would be detrimental.
- There are certain parts of Louisville that make who Louisville is and part of that is our parks system. If anything we need more parks and less highways.
- Widening a highway is the least effective way to reduce traffic congestion. All it does is provide more space for cars to sit in traffic.
- Under no circumstance should any lanes or widening occur within this area. Louisville's absolute obsession with highway widening through historic districts, including downtown, the waterfront, and now, Cherokee Park, is wasteful spending of money that fails to achieve the goal of improving traffic flow. The traffic in that area isn't even bad. I would support a light on the

Grinstead entrance ramps to slow / meter traffic merging on the freeway - that's all that needs to be done.

- Not impressed at how this plan was developed. This type of development without considering the parks is a big mistake to the area.
- Do not under any circumstances alter Cherokee Park or Beargrass Creek in order to build more expressway. We need less asphalt in this city not more. Encourage carpool and alternative modes of transportation. Invest more in our bus system. Will traffic return to the same levels after Covid? I would guess more people will continue to work from home but I am not sure and neither are you, so do not waste more money on widening roads.
- Major widening of any interstate in the metro area should no longer be a consideration. TSMO improvements and focusing on reducing VMT should be the main focus of transportation planning efforts.
- Widening the tunnels or adding another tunnel will irreparably damage Cherokee park. I am opposed to any plan which would cause any damage or harm to Cherokee and or Seneca park.
- I understand the need for this study and appreciate the thorough nature of it. I AM NOT IN FAVOR of anything related to tunnel expansion. I think adding an eastbound lane from Story to Grinstead is fine. I'm less excited about adding a westbound lane between I-64 and Cannons, but I do think that would help. Both of those elements are relatively minor in cost, so let's do it. There's no justification for modifying the road between Cannons and Grinstead. The cost to do so is extreme, and the impact on the parks and neighborhoods is detrimental. Don't do that!
- I am strictly opposed to any widening project. Cherokee Park and it's surrounding areas would be affected if widening occurred. This would be a negative local impact in many ways. We moved from Atlanta recently & do not see the current traffic as an issue.
- As a concerned citizen of Louisville, I wholeheartedly oppose the widening of the I-64 in accordance to this proposal. Multiple studies and analysis have proven that widening interstates does not end up improving traffic conditions, because it just pulls in more drivers. It would be a waste of tax payer dollars in a time when that is at a premium and there are other projects that would be more beneficial to all citizens of Louisville. It would also have a drastic environmental impact on Cherokee Park, one of the crown jewels of the city. It would be a detriment to Louisville to have the Park negatively affected just for the possibility, not a guarantee, of better traffic flow in one area of roads.
- This data is pre-pandemic and dated. No decisions should be made on this data. The pandemic has affected commuting patterns with many people working at home. After the pandemic ends we will find out if commuting patterns have changed that result in less congestion on I64. After the pandemic is over studies can be done to evaluate commuting patterns and the impact on I64.
- I DO NOT SUPPORT THE Expansion or construction. 2020 hurt the environment with the use of masks gloves and hospital overload. More now than ever people are not commuting and the stress of protecting our environment has been heightened. Outside activities increased, thus presenting a need for more outdoor areas to destress and recharge.
- I am against any action that would negatively impact Cherokee Park. I am in the park daily and would rather this funding be used to limit car traffic rather than promote it.
- Start a mass transit system other than busses. This city used to have one back in the day.

- The answer is to reduce traffic, not make allowances for more. Force through traffic around the new bridge route - that is what is there for. We should be focusing on making it more difficult to get into the city to discourage added traffic downtown.
- I strongly oppose the expansion of I-64 AT THE COCHRAN HILL TUNNEL FOR BOTH HISTORIC AND ENVIRONMENTAL REASONS
- Widening highways has been shown to increase congestion. We need to focus on highway removal not expansion.
- As a long time resident (30 years) in and around the study area, I object to the widening of I-64 in our area, the construction of a third tunnel thru Cochran hill and any other tunnel modifications you may promote. Cherokee park is our back yard, its where we recreate (where we re-create ourselves) in an oasis within our urban environment. It's why most of us live here. Don't re-create I-64 to encroach on that. Instead, let's focus on the issue at heart, safety on the interstate. Let's slow people down and encourage safer driving. Lets promote alternative transportation like light rail and car pooling. Too many people take other peoples lives, homes and parks for granted. Let's respect each other, our homes, our activities and Olmstead parks for ensuring that we and the generations ahead will have this place to enjoy without trying to pack our interstates with even more cars than we have already.
- Despite what they say, KYTC has numerous resources and needs to utilize other ideas and methods to fix the under-maintained I64 corridor. Our park system is just as important (and even more important in many instances) as the traffic circulation and congestion in our city. While improvements need to be done, disturbing the HISTORIC Cherokee Park and the tunnels are NOT the way to do them.
- Louisville has rich history with Fredrick Law Olmsted (the father of modern Landscape Architecture in the the USA) that is undervalued, under-educated and under-utilized! Much like New York City would not put a new roadway through Central Park or Prospect Park in Brooklyn, Louisville and KYTC should not put another road (or interstate lane) through or beneath Cherokee Park!
- Not only does KYTC need input from the public, their team also needs to involve other professionals! When studying an area as sensitive as Cherokee Park and other Olmsted parks, not only do Traffic and Civil Engineers need to be involved, but Planners, Landscape Architects, Preservationist, Botanist, Arborists and members of the Olmsted Parks Conservancy of ALL AGE RANGES needs to be involved as well!!!! The people making this decision are people that won't be affected by the Urban Heat Island, the loss of plant material, the loss of green space, and the introduction of non-native plant species in the next 10-50 years. Others need to be involved as well.
- Do not widen! We will protect the parks!
- This action would directly encroach on Cherokee Park, Seneca Park, and Beargrass Creek, creating a host of issues for wildlife, potentially reduce park acreage, as well as open up the park to unmanaged and aggressive invasive species that threaten native plants. Think more about your actions in the future
- I drive this route every day to work and do not see the need to widen 64
- Cherokee Park needs to be protected greatly. It is a hallmark landmark of our city.
- Widening just encourages more traffic and sprawl. It's not worth it.
- Do not add or widen the highway

- Widen existing ramps and clear brush so the entrances are easier to see. (mostly the Mellwood/64 onramp.
- Please, please support housing density and not urban sprawl! No new lanes, no more support for more driving. Support alternative means of trans!!! -Scott
- Remove the Tunnel completely...
- Any action that would impact the surrounding natural areas is a mistake. There are too many environmental impacts. It would be much better the control the flow of traffic with some of the mentioned ideas (traveler info, warning systems, etc), or promote alternate means of travel.
- It could help to add a third lane at the end of the westbound grinstead exit to allow for the local access to sit at the light while people wishing to go north on grinstead can do so.
- Maintain the existing roadway. Barring accidents or lane closure due to roadway repair, the traffic runs smoothly. If its not broken don't fix it!
- Highway widening projects do nothing for congestion or further the aims of regional mobility. LOS is an outmoded metric on which to base decisions. Traffic modeling and projections are often problematic and never more so than during a pandemic and economic crisis which means fewer are traveling. We need projects that don't break the bank. We need buffered bike lanes. We need dedicated transit lanes. We need housing. We need to treat Louisville with dignity and improve the more efficient means of transporting people and goods: trains and trains priority.
- If at all possible, please do not touch Cherokee park. It may be more expensive to work out alternatives, but an Olmsted park is priceless. We can't build another one!
- I'd prefer that you do not take any land away from the nearby park systems. The are a treasure for our city. I do not want to see them changed. I think the state tends to think they can use this land because it belongs to the city. Leave our parks alone.
- Widening 64 is a terrible idea. It has been proven over and over that building wider roads ultimately doesn't reduce congestion. It is time to stop repeating the mistakes Americans have made a over the last +/- 40 years.
- Yes. I do not agree with widening the lanes.
- Don't ruin Cherokee Park any more than you already did when you put the initial freeway in. Leave it how it is.
- There's no need to really widen the section. 71 has more traffic and 65 north and south. 64 east isn't necessary
- Please do not harm the park!
- It's disappointing that money is spent planning and proposing such drastic changes with the significant list of severely impacted steak-holders. Similar to the 65 and 264 studies, solutions to several issues are likely solved in some of the basic design flaws in the existing infrastructure- such as exit and entrance ramps- that do not require major widening. I hope in the future that kytc looks at these issues more efficiently and explores alternative methods to what has been exhibited this year. Alternative proposals and transportation methods to solve what looks to be projected at crippling traffic in the future would be appreciated. Thanks
- To eliminate congestion, Install rapid overhead rail or subway service to downtown, airport and fair grounds from major living areas of Jefferson County. Construct in such a manner as other adjacent counties can easily attach their systems to Jefferson County systems.

- Interstates should not run straight through cities. Progressive, healthy cities do not have major interstates cutting across parks and neighborhoods. Wasn't the East end bridge built to alleviate the traffic going through downtown? 86-64 was still the better option for a cleaner city and now we're stuck with congestion and constant widening of ugly interstate roads. Widening the tunnels is a terrible and likely crazy expensive idea. The trees, rocks and land above are fascinating in that you can almost forget there are thousands of cars below polluting your air while enjoying the park in the summer. In the winter you can see the trash thrown out by motorists, including a white hard hat tossed from the recent jacked-up tree trimming on 64.. What a mess of traffic to contend with (for one measly lane) if this stupid idea passes. The concrete is always encroaching on living things, forced by the hands of humans. At the cost of nature and the serenity the park brings to the thousands of people who use it daily, I am opposed to the widening of the corridor through the tunnels on I-64.
- Increase the speed limit from 55 to 65 or do a study of the speed people actually are driving there. Most do 70+ in the section between Melwood and Grinstead.
- I believe that every effort needs to be made to limit the environmental impacts of traffic. Major widening along the Bear Grass Creek/Cherokee Park corridor will have a detrimental impact to the livability of our city. The fact that so much urban sprawl has occurred without creating a workable mass transit system is shameful. Finally, I feel that all decisions need to be tabled until the long term impacts of telecommuting due to the COVID-19 pandemic on the traditional office work model are fully understood.
- If you could widen I-64 to three lanes from Story Ave to I-264 it would be very helpful for my daily commute! This is probably the most congested part of I-64 on weekdays and it makes the drive not worth it sometimes.
- PLEASE WIDEN TO THREE LANES
- Louisville tree canopy is already in an abysmal state. We don't need to start taking out our parks too. Maybe if we had a half way decent public transit system we wouldn't need more traffic lanes. Unfortunately Ford Motor Company won't let that happen in our city.
- I support HOV and bus lanes but only insofar as to help public transit. However, widening lanes into Cherokee park would prove disastrous for conservation efforts.
- no
- There's been numerous studies showing that widening and expanding roadways does not help congestion, it only adds more capacity which is immediately filled with more cars. Not to mention by creating additional lanes the maintenance costs and pollution increases. Can KyTC use existing studies and research to research more sustainable and modern approaches to improving our highways and interstates? The Federal Highway Administration, in their report on Traffic Congestion and Reliability discuss increasing the capacity of our highways IN CONJUNCTION with providing more transit and Freight Rail Service. What other measures are we taking in addition to looking at widening the road and creating a higher capacity for congestion? FWA – "In those locations where the lack of physical capacity is the greatest contributor to congestion, addition of new capacity is critical. In such locations, the addition of new capacity is critical. Further, the addition of new capacity presents an excellent opportunity to combine it with other types of strategies. This often means that highway designers must think "outside the box" and find creative ways to incorporate new designs and travel alternatives that accommodate the concerns of diverse groups and a variety of system users. Since the worst

highway bottlenecks tend to be freeway-to-freeway interchanges, advanced design treatments that spread out turning movements and remove traffic volumes from key merge areas have been developed, often by using multilevel structures that minimize the footprint of the improvement on the surrounding landscape."

- I have traveled all these roads at all times of all days. Yes, during rush hour there can be congestion around the Grinstead Drive exits, in both directions. Since the congestion is so limited to geographic area and time of day, I think that the least impactful modifications should be taken. I believe that the worst problems are caused by bottle necks going east right around the Story Avenue exit at rush hour.
- Do not destroy the tunnel or Dog Hill!! Both of these landmarks are valuable to the people of Louisville, and there haven't been any problems with current traffic flow in that area, and I take that route almost daily year round, and at various times of day.
- The westbound exit from 64 onto Grinstead is a hazard. It often backs up into a blind curve through the existing tunnel. THis should be a top priority.
- This effort should be tabled until we can study the "new normal" congestion with high reduction of commuting traffic due to switch to work from home. The community meetings indicated 40% of people said no improvements were justified and thought it too expensive. This is not the right time to undertake expensive improvements for uncertain future conditions.
- I do not support any construction that would result in loss of land in Cherokee Park. The traffic isn't even that bad in this spot. There are many worse traffic areas in the city of Louisville.
- The fact Cherokee Park itself is on the national historic register is enough to raise plenty of questions about possibly increasing the width of I-64 through park property. The view through Cherokee along Beargrass Creek, which was so important to Frederick law Olmsted, was forever changed by the I-64 corridor. Adding more lanes through the park will only exacerbate the negative impact of the road on the park.

#### ENVIRONMENTAL IMPACT

- Widening the I-64 corridor would dramatically alter Cherokee and Seneca Parks and certainly involve the clear cutting of trees; Louisville suffers from one of the worst urban heat island effects in the country. We need to be planting more trees, not cutting them down for an expressway.
- Widening an interstate such as I-64 would have significant negative impacts on the current tree canopy through this corridor, leading to CO2 sequestration and increasing noise pollution.
- Loss of more canopy trees could result in the loss of habitat.
- More deleterious impacts to Beargrass creek are inevitable as the interstate traverses adjacent to the stream bed.
- More air pollution from more cars could definitely cause harm to the trees in the area and will be unwelcome by the residents in the area.
- Wildlife travel up and down the Beargrass Creek corridor will be impacted more than ever. This will be an important consideration if this project moves forward.
- Just the increase in noise pollution alone may be completely intolerable.
- I do not support widening of this roadway. The parks are irreplaceable and invaluable to the animals that rely on the area. I do not support impacting this historical park in any way.
- Leave the tunnels alone.



- Do not take any parkland whatsoever. Do not mess with the tunnels.
- Please no.
- I do not think that adding additional lanes will reduce congestion as more lanes will pull more traffic from other routes. Adding lanes has been shown to increase traffic, not decrease it.
- Please investigate other ways to decrease traffic than widening the road and negatively impacting the environment and our wallets. Perhaps better public transit?
- I STRONGLY OPPOSE WIDENING I-64!!!! Don't do it!!!
- leave the parks alone!
- I used this stretch of 64 for work for 15 years. You can keep local traffic off 64 with good warnings at entrances //ramps, so people can avoid getting on 64. It is incredibly easy to avoid the congested areas if you know not to get on.
- I am totally against having any lanes that reverse at different times of day. Drivers will hesitate when checking time of day and that will cause a problem and accidents.
- Traffic on I-64 is not an issue that warrants in any possible way to jeopardize the beautiful parks of Louisville that make the city so great. Those living in the subdivisions and commuting to work downtown should not have their voices and preferences valued above those that actually live in the city of Louisville. These parks are the backbone to the community.
- Having lived in the area for many years, and having taken this route of I-64 for nearly 10 years of commuting to and from work, I've very rarely experienced congestion, except for instances where there is an accident blocking a lane or multiple lanes. I think it is also inappropriate to expand the highway into any areas that may affect Cherokee or Seneca Parks.
- Consider an economic solution such as congestion pricing, instead of widening
- Reduce the number of cars, don't widen the interstate. Induced demand is real! Don't waste millions of dollars to widen a road and have no impact on travel time or safety. STOP! Where could we put this money to greater use?
- I support additional conversations around mass transportation support, but I oppose any changes that are intended to provide more throughput for single occupancy and commuter vehicles.
- Would oppose the widening I-64 to three lanes
- I oppose any widening of I-64 between downtown and I-264 due to adverse impacts on Cherokee Park, Seneca Park, Beargrass Creek, and the surrounding neighborhoods.
- your survey is not clear. Does granting one star mean that I disapprove of the plan because I do. VEHEMENTLY. You will destroy our park.
- As a frequent I-64 driver and park user:
  - I don't think that stretch of I-64 is badly congested.
  - Our parks are the city's treasure. To destroy them with increased highways, noise and pollution would be a tragedy that we could not undo. The world is moving away from increased car traffic and enhanced use of parks. So should we.
- The one thing this city has going for its self is its parks system. Leave them alone or improve them
- It seems somewhat absurd to spend the money it will take to widen I-64 in a place that will require new/additional tunnels. I think simply lengthening the off and on ramps at Grinstead would elevate much of the backup on 64. I drive this daily and that seems to be the major point of congestion.

- There is plenty of room in the middle to add enough lanes to cut down on traffic.
- please do not construct a new tunnel traffic isn't that bad; your data shows very little congestion even at rush hour the TSMO strategies around Grinstead will help
- Leave Cherokee park, Seneca Park and Beargrass Creek alone.
- Expansion of highways does not improve their effectiveness. Induced demand means that any new lanes built will just cause more congestion. Destroying more land for a taxpayer-subsidized road does not serve the local or state community well. You need to address overall planning goals in order to reduce the necessity of personal car traffic, which would allow for more creative solutions to traffic congestion besides "Just build more lanes."
- I lived in the area adjacent to the tunnel for 35 yrs. My family took advantage of all the parks that would be affected by widening this road. In our desire to get places faster and more often, there is a tendency to forget the need for rejuvenation and relaxation in our lives. Lord knows there is more than enough stress to make these places of respite almost mandatory to maintain mental health in this community which is eroding daily! We don't need to be removing trees from our canopy; rather, we need to be PLANTING more trees. Widening this road is the lazy, unimaginative way to deal with traffic. Surely, there are more creative strategies that protect the environment and protect these sacred spaces! Please try to identify best practices and find better solutions! Thank you, Kathryn Mershon, MSN, RN, CNAA, FAAN
- There is no need to expand I-64
- Widen I-71 instead. It is essentially a parallel route and does not have the adverse environmental impacts.
- Have projected traffic volumes been adjusted for the post-COVID world?"
- This is a terrible idea. Not only are you encouraging more motorists which has a severe negative environmental impact but you will also be destroying parts of Cherokee Park. Hiking and biking trails run on top of the tunnels and these would be closed off and potentially eliminated during construction. Mitigating the need for expansion by improving alternative modes of transportation, having early signals, additional lanes at the Grinstead off ramp, etc would greatly minimize the need for this. Wasn't the east end bridge supposed to minimize traffic going through downtown? Would suggest smaller changes before making a massive, disruptive, and destructive road expansion. Your committee should really look at what other cities (especially Portland Oregon) are doing - road expansions are very rarely implemented in favor of other options.
- There isn't a need. I thought this is why the bridges were built.
- All other measures should be implemented first - warning systems, reducing/eliminating commercial traffic - prior to any consideration of widening 64. There will be too much environmental impact.
- Full Widening is needed, not pieces because the tunnels will cause backup. Thinking "outside the box" needed to minimize the environmental impact that will be overblown to stop any widening. Too much of parks lost already, so plans should focus on widening between current lanes seems to be a must. Another consideration---long haul truck traffic routed away from the widening area. Send E or W at Snider or Watterson. Watterson may be best but avoid getting on I-65 at Watterson. Truck changing would be big help.
- if possible, adding lane(s) within the current roadway 'footprint' would be optimal

- Surrounding neighborhoods are already impacted negatively by the highway's noise pollution. Construction and an expanded highway would only compound that. In addition, a highway widening would encroach on Cherokee and Seneca Parks as well as Beargrass Creek. Although transportation is important and there are surface improvements needed on I-64, preserving other vital community resources such as access to a safe place to connect to nature is also just as important. The park systems here in Louisville are key to attracting more, valuable community members, and they provide a means for the community to maintain mental, physical and emotional well being. This is something that few places see as a valuable resource to provide to people, and chipping away at this community asset is not a positive direction for the community to take. What sort of message do we, as a community, want to send to others by placing more value in one over the other?
- I strongly oppose any projects that will negatively impact our environment, our parks, or our creeks and waterways - including Beargrass Creek.
- Less traffic will continue for the foreseeable future with people working remotely and business downtown being decimated by poor decision of city government. Extra congestion in and out of downtown on I-64 will not help attracting business back downtown. This proposal helps those passing through our city but not the overall health of the city in the current environment.
- I am disappointed that mass transit is not developed/enhanced & encouraged to be the primary mechanism to prevent congestion on our streets & highways. The more you make it speedy & comfortable for automobiles, the more you will encourage autos to increase their usage on our streets & highways
- I am opposed to any widening that will increase the noise and vibration in Cherokee Park. I-64 is already a distraction in a large portion of the park. It is our get-away from the congestion and stress of city living, as it was designed to be. But increasing the presence of the city by widening the lanes going through Cherokee defeats the purpose of building the park in the first place. Provide alternate routes or allow a bottleneck at the park. The value of the park is worth the inconvenience of slowing down near it.
- DO NOT WIDEN I-64 -- KEEP the INTEGRITY of CHEROKEE PARK! Stop widening interstates! Adding traffic volume capacity only makes traffic worse! Stop the giveaway of tax dollars to road construction contractors, and start working towards alternative modes of transportation, including public transportation, for ALL KENTUCKIANS!"
- I cannot support any form of new tunnel that affects Cherokee Park.
- Would construction of a tunnel to the north be less harmful to Cherokee park than tunnel to the south? Beargrass Creek?
- I do not support any scenario that would impact any part of the Olmsted Parks System
- Widening a road only leads to more traffic and more pollution. ENOUGH! Better utilize what we have.
- I'm concerned that increasing road capacity will lead to more traffic. See, for example, this article which discusses research on the topic. <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/> Thank you for taking the time to ask for input!
- Our parks are important to the community and are well-utilized. Don't take any of them away.
- Seneca Park was ruined when I-64 was originally constructed (I know, our house backed up to the Cannons Lane entrance ramp). I can remember how beautiful the land was and all the birds

and other wildlife that resided in the area. Please leave it (and Cherokee Park) alone--NO WIDENING.

- If this section of I-64 is indeed over-crowded, then truck traffic should not be allowed on it. There are alternative routes for most trucks. I am extremely concerned about the cost of the construction and equally, the harm it would inflict on our parks, natural resources, and communities.
- I am staunchly against any widening strategies that impact the green or park space in our city. No traffic improvement is worth the loss or disruption of our parks.
- There are more important ways to spend our money right now--- West Louisville; enhanced bus service; enforcement of traffic laws (Louisvillians don't seem to understand the meaning of a red light!).
- Cherokee Park should not be affected whatsoever. It is a National Register Historic Site. IF widening lanes affects the park, it should not be considered AT ALL.
- Widening lanes and increasing volume capacity does not reduce volume, it increases it long term. This means more people will find convenience in living outside of Louisville and Jefferson County and commuting in, instead of living inside the city and contributing to the local Jefferson County economy. The congestion problems we are experiencing are a symptom of greater housing and economic problems at hand in our city and solving these traffic symptoms will neither solve or improve the main problems of housing and transportation. Given the I64 corridor is a main economic thoroughfare, I would like to see the safety of the roads improved but only by adding measures that do not affect the total volume of traffic that it can handle. We need to make it easier for people to LIVE INSIDE our city, not drive THROUGH AND OUT of it. Expansion would undermine the neighborhoods, density, and quality of life of our city. Also don't you dare touch the parks— they are a cornerstone of the short list of things that make this place bearable to exist in. Highways are exactly the antithesis.
- I think that some of the proposals here are not anticipating future trends. I think that in 3 years most people will receive traffic status in their cars and will not need it from exterior signage. WAZE already delivers a lot of the information you're discussing.
- While I am not sure that widening is necessary due to future driving trends (safe, efficient autonomous vehicles, etc). If this is necessary. I think we need to consider a subterranean tunnel from the Story Ave interchange all the way to Cannons lane. This would provide a huge opportunity to build a green-way along Beargrass creek near that connects Crescent Hill with the Highlands/Cherokee Triangle. We would need to fill in and landscape to the Cannons Lane area, expanding Cherokee Park and fixing the damage that was done 50 years ago when I-64 was created.
- We moved here from California. The last thing this area needs is bigger highways. Having experienced true L.A. and Bay Area traffic (bumper-to-bumper, 30 minute commutes turning into 2+ hour long commutes), I find my I-64 drives to be pleasant and congestion-free.
- Widening I-64 is a terrible idea. Transportation dollars should be designated to areas that encourage shared transportation and public transit. Bigger interstates lead to bigger traffic problems. Why devote Kentucky money to making it easier for people to get out and away from the city? I definitely support Bus/HOV lanes as a part of a broader public transportation plan that creates dedicated bus lanes throughout the community and increases funding to TARC while NOT widening the interstate.

- Preserve as much of the parks as possible.
- Please try alternatives to major construction to preserve the existing park/natural areas surrounding the interstate. An increase in funding for better public transportation would take cars off the road and decrease congestion. Thanks for your consideration.
- I am a member of the Olmstead Park Conservancy and a donor that uses Cherokee Park almost daily. It would be a disgrace to disturb the park, its plants and wildlife, not to mention public access during construction. Please reconsider any plans to construct that disturbs the parks and its inhabitants.
- Tunnels and parks are historic, wildlife and beargrass Creek will be impacted with these changes. How about promoting Alternative forms of transportation instead.
- There is no traffic issue necessitating the widening or adding of lanes to I-264 or I-64, especially not any stretch that cuts through Cherokee Park.
- While some aspects of the Expressway need to be improved such as the on ramps at Grinstead being the most critical The expressway does not need widening and small adjustments need to be made. Now I am not an engineer and if the best way to improve the ability to merge on to I-64 is to widen the tunnels towards the center I do not know but there is no way I would ever be convinced of a new tunnel being needed.
- That area is fine. It doesn't need any bigger footprint
- West of Grinstead exit would be acceptable. Other changes create too many negative outcomes for Cherokee Park, Seneca Park, Beargrass Creek and the environment from increased car pollution through a wooded area.
- Do not widen the interstate around the Cochran Hill tunnel. It will have lasting consequences on Cherokee Park, Seneca Park, and Beargrass Creek.
- I have driven through that tunnel forever and have never encountered congestion or backed up traffic.
- The map you show indicates how the park system was severely damaged by the I64 corridor years ago. We should not allow that incision to be worsened.
- I am strongly opposed to any widening of I-64 that would encroach upon the area currently occupied by Cherokee Park.
- widening 64 using the center area may make some sense, but I support the Olmstead Parks and don't want anything more that disturbs the parks. I've never seen 64 as something that is outdated or overrun by cars and trucks.....but I have lived close to it .....raised on Chamberry Circle when it was first constructed and would visit my mother who stayed in the house, we could hear the sound of 64 in backyard....then later moved close to it 15 yrs ago ---on Park Hills Court in Park Hills neighborhood, and the noise is much worse now than 55 yrs ago.
- The damage is already done to our wonderful parks by constructing I64 through them. Increasing that damage is unthinkable.
- Please do not widen the highway and encroach on Cherokee Park. The park is a sanctuary for all people and hundreds of animals. We need the park more than ever!!!
- NO MORE CONCRETE!!! Enough of destroying our very limited green!
- I don't support any plan that impinges on Cherokee Park
- No widening, no new tunnels, no expansion of existing tunnels, NO ENCROACHMENT to the Parks!!

- I believe the public feedback included good suggestions, including limiting truck access to 64 during peak times -- or at all times. This is done in DC/Northern Virginia where trucks are not permitted inside the beltway [I-264] for safety and traffic control. Longer travel for truckers, yet a simple, cost-free solution.
- A small thing -- trees need to be trimmed by the westbound Grinstead Drive exit. It is difficult to read the sign until you're upon it. "
- I do not support any widening of the interstate that would impact Cherokee Park.
- The ecological integrity of historic Cherokee Park and adjacent Seneca Park can not be violated.
- Survey platform crashed over and over. Huge technical issues. Please provide information on non-highway solutions to congestion such as Public transit, alternative transportation, etc.
- Easy solution to start process: remove I64 designation of being a major thoroughfare for commercial trucking. Such vehicles should use I264 or I265 to either go around the metro area or to access I65. To make such sweeping changes to benefit such traffic is not appropriate. (Other streets within the metro area - such as Bardstown Road and Eastern Parkway - should also be restricted use as well.)
- I am strongly against any changes that would disrupt Cherokee Park, which includes any widening of the tunnels or building new tunnels.
- This original study occurred before Covid. Before any decision is made at expanding or altering this road, and additional studies should be performed to determine how the effects of working from home long-term are affecting traffic. I suspect traffic has subsided considerably and will continue to not be problematic with the increase in people who will not be traveling during rush hour on a daily basis
- I've lived for thirty years in the area and believe the money required to do this could be better spent elsewhere. This looks destructive to Cherokee Park, and the beauty of that park is the main reason most of us live around here.
- This is a corridor which should not be widened. The amount of traffic that can be accommodated by the overall system of roads is now adequate especially with the east end bridge and the negative environmental impact inside the Watterson is not acceptable.
- This road passes through historic parks with a waterway that needs to be protected. People can choose to travel via I-71 or I-65, and Gene Snyder Freeway. Destroying segments of the parks, Beargrass Creek, and the urban forest that is needed to mitigate heat and air pollution and that provides habitat is not acceptable.
- I do not support any work to change the tunnels. I see the traffic daily and do not think the cost benefit scenario is positive to our community and Kentucky.
- I work as a volunteer in Cherokee Park each week. The area where I work is bordered by I-64. The damage to this fragile parkland is heartbreaking. The loss of canopy and erosion have created a jungle of vines and non-native invasive plants. Volunteers have worked valiantly for the past 15 years to combat this encroachment. Further development will only exacerbate the problem. The noise and air pollution from the Interstate and tunnels desecrate the very concept of the woods and parkland as a respite for citizens. Widening the road will further deteriorate our beautiful, but again, very fragile Cherokee and Seneca Parks. Destroying even more trees and creating more erosion to pollute Beargrass Creek will further add to Louisville's heat island problems, the loss of habitat for aquatic and woodland animals, and the loss of a woodland area. Woodland areas have been proven to be necessary to the health and happiness of citizens,

especially those of us living in a city environment. I-64 destroyed many beautiful neighborhoods near the park and widening will be a further blight on our city. We need to protect this place. Put the entire road and tunnel system underground through our parks and once beautiful neighborhoods or leave it alone. Before going any further with these plans, take a walk along the trails in Cherokee Park and see for yourself the fragility of this small woodland area.

- It's time to relook at a light rail corridor from downtown to Oxmoor and beyond. Adding more traffic lane to expressways just adds more traffic until it's time to add the next lane.
- The Olmsted Park system needs to be protected from any road construction. These parks are used by many people and must be preserved for all Louisvillans to enjoy.
- This will destroy much of the canopy in the area. 64 has already hurt Cherokee Park and surrounding neighborhoods by causing horrible invasive species of plants throughout the corridor. Wildlife struggles as well. All that these improvements will do is make it easier for developers to continue building more suburban neighborhoods, creating more traffic on 64 which will increase pollution and detract from the quality of life in a beautiful part of the city.
- The proposed widening is an environmental calamity and will irreparably harm Cherokee Park, Seneca Park, and Beargrass Creek. Post COVID traffic patterns may be dramatically different than the patterns of pre-COVID traffic. The emptying out of downtown office space and increased telecommuting will cause significant changes in your traffic data. Improved mass transit on existing roadways is a better solution and can be more dynamically allocated than a massive, expensive construction project.
- I do not think that any widening should occur that will take up land from the existing park system.
- It would help to see detailed plans before voting in this survey. How much of the parks and other land will be lost?
- Please do not take away or destroy any more of Cherokee Park. It is a much needed escape from the urban madness and traffic that surrounds it. Cutting more trees down will not help the city for many reasons.
- Restrictions on thru truck traffic within the Wattersom/Snyder freeways should be enacted.
- Removing trucks esp at Grinstead. Maybe remove trucks in the inner city that Ninth st was supposed to reroute 17 years ago! Instead of making the road better for the exurbs how's about making the inner city better first?! These widening plans STR simply pre Covid tone deaf ideas to foment sprawl.
- Please do not do anything detrimental to our local parks or waterways.
- "I live on top hill road and the existing noise level is horrible. It interferes with my sleep even with closed windows. It also prevents full enjoyment of using my back yard or having windows open in good weather. I further believe that air pollution along the current route is already affecting the air that I breath.
- I am a supporter of Olmsted parks and believe further widening of I 64 will damage the environment and negatively affect wildlife within Cherokee park.
- I advocate barring any truck traffic from using I 64 between 264 and downtown Louisville, or at least between the hours of 6:00 p.m. and 7:00 a.m."
- This widening would do irreparable damage to Cherokee and Seneca Parks and Beargrass Creek. This is a problem and alternate means should be explored.

- No new highways. No widened highways. Spend the money on something that will actually improve the lives of the neediest among us instead of these kinds of projects that only further spoil us well-off folk.
- Am in Cherokee Park about 4-5 times every week. This is a very special place in the middle of one million people.
- Widening I-64 at the Cochran Hill would directly encroach on and impact Cherokee Park, Seneca Park, and Beargrass Creek. This will create a host of issues for wildlife, potentially reduce park acreage, as well as open up the park to unmanaged and aggressive invasive species that threaten native plants. Please do not disturb the Cochran Tunnels.
- Widening 64 will only lead to more traffic and to more pollution and other negative environmental impacts. It is an expensive and short-sighted "solution". Improved public transportation systems along with better management of existing traffic flows (traffic-light coordination in congested areas like Grinstead Drive, for example) are smarter, more sustainable, and more economically feasible solutions.
- Protect the tunnel and Cherokee/Seneca Parks
- Please develop strategies to discourage individual use of cars propelled by internal combustion engines (gas).
- Do nothing that infringes on Cherokee Park. Leave Cherokee Park alone!!!!
- "I would prefer no changes at all around Cherokee and Seneca Parks. If you must do something, do it on the inside of the road. Do not extend beyond the existing footprint.
- This will tear up huge parts of Cherokee and Seneca Parks. I do not agree with this plan. Please do not destroy one of our city's jewels!!!
- I certainly would prefer we all drove less and had more access to public transportation. Since I don't think that will happen anytime soon in Louisville, I feel the best approach is the short term items of advance warning for congested ramps and better communication. Then add the third set of express lanes and a third tunnel. Assuming the current tunnels are in good shape, this will preserve the historic nature of the tunnels while allowing for more traffic by adding a third tunnel. Express lanes are better for traffic that is not exiting at Story, Grinstead or Cannons, which I think is most of it. Thank you for asking for my opinion! :-)
- Surprised to hear about this survey so late in the game. More distribution would have allowed greater participation
- Louisville's Olmsted Parks are valuable - do not disturb them!
- Every effort should be made to minimize impact to Cherokee and Seneca Parks.
- The subject section of I-64 should never have been built as a major national highway truck route, but rather as a limited access parkway. Few businesses are served by this section of roadway and much better alternatives of I-264 (where most businesses are located) around the city both to the north and south are available. Truck traffic through the area contributes significantly to environmental impacts, including noise, pollution, and tree canopy damage. Our home is completely within the 250 foot impact zone on the south side of the highway. Many trees have been lost between the house and the highway and we have spent thousands of dollars in removal and replacement cost. Part of the nationally recognized Olmsted Cherokee Park next to our property is a bird and wildlife sanctuary. We regularly observe more than 25 different species of wildlife on our property. Highway noise is a significant factor for us which makes it impossible to hold a conversation outside without shouting. The fact there is a cliff face



next to the highway does not mitigate the noise level. Trucks using engine brakes prior to the tunnel add significantly to the sound intensity. If Louisville is to grow, and I believe it will, the value of our parks and natural areas will aid significantly in the desirability of the city for new and expanded businesses. We cannot continue to add more miles of concrete to accommodate largely single occupant cars. The median space between east and westbound lanes of I-64 would be an ideal location for a mass transit overhead monorail system. For future growth Louisville needs both a north/south and an east/west rapid transit system. I don't believe these options are even being considered by Kentucky transportation planners. It seems the answer is always more highway which degrades the livability of our communities. Fortunately there are some hopeful options for the future. Within the timeframe of constructing potential improvements to I-64 through Louisville, the trend to electric cars and trucks is very likely to accelerate. This will help with the environmental and noise constraints of existing vehicles. Implementation of self driving vehicles and enhanced sensor technology will allow greater traffic density on the existing roadways without adding more lanes. Highway planning should take both of these factors into consideration. Living next to the highway as we do, we have observed the decrease in traffic volume along with reduced accident frequency and traffic backup in the past year. Construction of the improved spaghetti junction and the impact of COVID 19 on commuting are the major contributing factors. I believe this trend of reduced volume will continue. In summary, I believe minor safety enhancements to the existing highway and a future focus toward mass transit are what Louisville needs now, not additional highway lanes. I would be happy to discuss these issues and other options with planners or officials at any time. Respectfully submitted, Gary King 2777 Maple Road, Louisville, KY 40205 502 721-8786

- I oppose anything that will negatively impact the parks and lead to destruction of more trees. Widening the roads means narrowing the parks and is not an acceptable solution
- I do support the widening of I 64.. it needs to be done because traffic is only going to increase and I believe that it can be done to get along with any consideration of the local parks
- There is absolutely no reason for I-64 to be widened. There is not enough traffic to warrant it; it would damage the Park. Please do not consider widening it.
- More lanes does not equal better transportation. Transportation options and smarter interchanges made for better transportation. I am vehemently opposed to ANY encroachment on the park system by road widening.
- Widening doesn't fix congestion  
[https://en.wikipedia.org/wiki/Induced\\_demand#Effect\\_in\\_transportation\\_systems](https://en.wikipedia.org/wiki/Induced_demand#Effect_in_transportation_systems)
- You shouldn't ask opinions of different proposals unless you reveal the associated cost for each.
- The effect that this project will have on Cherokee Park is completely unacceptable.
- the invasive vines and junk trees between cannons lane and grinstead drive are awful looking. please address them as part of the overall project.
- We need to be moving away from accommodating cars, and lane widening is the opposite of that. It also doesn't work! Sacrificing parts of one of the greatest urban parks in the world so that more people can drive cars to work doesn't make a lick of sense. If people are tired of the traffic, we need to improve public transportation options and build better cycling infrastructure. Hurting city dwellers for the sake of suburb dwellers is wrong. Hurting parks for the sake of roads is wrong. Hurting the environment for the sake of convenience is wrong.

- It would be better for our community and the environment if the funds went to public transportation to alleviate congestion instead of widening roads. Louisville should invest in transportation of the future.
- Having frequently commuted on this section of I-64 over the last 30 years, I do not believe the amount of traffic justifies any construction that could potentially encroach on Cherokee and Seneca parks, or increase traffic noise for those using the parks or their trail systems.
- After reviewing the story board, I urge you to consider placement of signage alerting drivers of traffic delays at locations that will enable drivers to exit the freeway, to minimize traffic backups on the freeway and allow drivers to keep moving toward their destinations. For example, an alert board on eastbound 64 east of Cannons Lane that tells drivers of an accident near the Grinstead exit will not allow drivers to exit at Cannons. Thank you.
- Do not widen the I-64 corridor. We are so lucky to have Cherokee Park, and widening I-64 would put the park in jeopardy. It is a short sighted idea that will negatively impact the community and the environment.
- We do not need more freeway lanes. What we need is more advanced management of traffic. Within the next 20 years, we will see cars with advanced traffic management systems become common on our roads, allowing more cars to safely share the existing roads.
- I wonder if better timing of the traffic lights at the entrances and exits (specifically at Grinstead) could help with the traffic flow. I'd like to see the KYTC property cleared of invasive plants (honeysuckle). I don't think the tunnel should be altered or lanes expanded. Perhaps through-traffic (semi-trucks) could be diverted elsewhere.
- Please include me on communications regarding widening the Kentucky River bridge portion of I-64.
- As a resident in the Highlands, I do not favor widening road and increasing the flow of traffic on 64. We have alternative routes (71) that can be utilized should there be congestion on 64. Since most new residential/business/commercial construction is occurring in the East end of town, why concentrate on the downtown areas? The increase of ambient noise from highway traffic and air congestion has increased significantly in the Highlands and Lexington Road neighborhoods over the last few years. This has made a negative impact on the quality of life in some of the most beautiful park and living areas our city has. Please do not ruin it even more.
- I am deeply concerned about the impact any widening, particularly major widening, would have on Cherokee and Seneca Parks, wildlife habitat and Beargrass Creek, along with its tributaries. In addition, I am concerned about the increase in noise, both as a homeowner who already hears the interstate trucks and heavy traffic and how the additional noise would further compromise the ability of our renowned parks to provide respite for all of us. I remember the impact when I-64 originally cut through our park system...a great loss to our community. We should not repeat that mistake and should find every means possible to mitigate it. Parks are not meant to be open space in waiting for easier development. They are to be treasured and protected.
- Planning to 2045 should not be done by looking at I-64 in isolation. More alternative transport modes need to be considered. What are the assumptions driving increased traffic loads? Would the loads increase less if fewer people commute to downtown, since Covid 19 is demonstrating increased interest in remote working both by employers and employees.
- Please don't widen I-64.

- Do not add more lanes to I-64. This will only lead to more noise, more pollution, and more ongoing costs just to save motorists a few seconds. This money should be spent on alternative forms of transportation or pollution/heat island mitigation.