

Appendix I

New I-64 Interchange and a Connector Road

Summary of Key Person Interviews

Interviews Conducted May–July 2006

The bulleted items below in bold italic type are the talking points/questions used by the three interview teams to discuss the proposed project with the key persons interviewed. The text following each bulleted item is a summary of the comments received. The following paragraph is the project description provided to each key person interviewed.

A new I-64 interchange is being proposed between the Gene Snyder Freeway (I-265, Exit 19) and Simpsonville (KY 1848, Exit 28) in the vicinity of Gilliland Road, with a connector road extending from Taylorsville Road (KY 155/KY 148) in the south to Shelbyville Road (US 60) in the north. Gilliland Road is a reference point, and not a firm location. The preliminary typical section is a 4-lane divided roadway, probably on new alignment with restricted access; and includes provisions for bike lanes/pedestrian paths.

• ***Before this meeting, did you know about this proposed project? What did you hear?***

Most had at least heard of a project involving a new I-64 interchange, even if it was only mentioned in casual conversation. However, less than half were familiar with this specific study, and few knew of specific details. Some elected officials were very familiar with the project, and had been actively engaged in lobbying with colleagues for it.

• ***Do you know of any sensitive land uses or environmental sites in the study area we ought to know about (e.g., USTs, abandoned dumps, family cemeteries, former homesteads, etc.)?***

Most were unaware of any specific sites. Some mentioned surface waters and wooded areas, the Floyds Fork park corridor, and other parks located outside the study area. One life-long resident suggested an area along Gilliland Road, between Eastwood and I-64, where the west side has property with potential connections to African American history, and the east side a church with African American connections.

• ***What are the most important transportation issues and/or locations in this area that concern your constituents/your office?***

- Traffic congestion, especially on: US 60; the I-265 interchanges at US 60, I-64, and KY 155; US 60 in the vicinity of Christian Academy; and US 60 when I-64 traffic is diverted onto it due to a traffic incident.
- Emergency response access to the interstate, especially if I-64 is widened with a concrete median barrier. [Currently, emergency response access to I-64 is only at the I-265 or KY 1848 interchanges. A median barrier would prevent crossing over to the opposite lanes to render aid, and require traveling to the next interchange to turn around.]
- Access to the major interstates for residents, businesses, and commercial truck traffic. As Bluegrass Industrial Park, other planned business/industrial parks, and subdivisions develop, additional interstate access will become critical.
- Shelby County officials were concerned residents would not be afforded the opportunity to comment on the project.
- Protect the rural character and view sheds of existing roadways, especially in Eastwood village area.
- Use Context Sensitive Design (CSD).
- Maintain the Eastwood village center as pedestrian oriented, and not route a connector road through it.

- A good north-south roadway/corridor between Taylorsville Road and Shelbyville Road. Additional east-west connections may also be needed.

• ***What do you think of, or have you heard about, traffic conditions on US 60, I-265, KY 1848, and Taylorsville Road (KY 155/KY 148) in the study area?***

Heavy traffic congestion on all listed roads and their interchanges is already a concern and a growing problem. Frequent, if not daily, backups occur. US 60 and the interchanges at I-64/I-265 and I-265/US 60 were the most commonly mentioned problem areas. Shelby County officials did not perceive traffic flow on Shelby County roadways to be a problem, but acknowledged it is a problem/concern in Jefferson County.

• ***Do you think new access to I-64 is needed in east Jefferson County? Why or why not?***

Yes. Nine miles between interchanges is too long given the current extent of development. This is a rapidly growing area and will continue to grow. Improved access to the interstate system is needed to facilitate peoples' access to employment, educational, healthcare, and retail centers in Louisville Metro and Shelbyville. Traffic congestion will only increase. Emergency responders need better access to I-64. Several stated the project is already ten years overdue.

• ***If built, what should the road look like? / What design features should be considered?***

- Generally, no particular preference was expressed, other than visually pleasing and economical.
- The proposed preliminary typical section seemed acceptable (*i.e.*, 4-lane, restricted access, with pedestrian and bicycle considerations). A suggestion was made for a 3-lane rural arterial roadway, with a 45-mph speed limit; and enough right-of-way acquired for future improvement to a 5-lane.
- Implement on new alignment, minimizing impacts to existing residential property, with access management to prevent drivers taking short cuts through residential neighborhoods.
- Prefer an interchange design that encourages free flowing traffic movements rather than stop conditions.
- Grass medians require additional maintenance efforts and costs.
- Ensure interchange includes the capability for bicycle/pedestrian travel through the interchange (*i.e.*, good transitioning).
- Consult Louisville Metro's new Streetscape Manual.
- Consider bus stop accommodations (see the Streetscape Manual).

• ***If this project were built, what are your biggest concerns?***

- Generally "none" with implementing the project itself. Funding and timing were the big concerns. Many people interviewed were concerned that any more delay in implementing the project would allow the area to continue developing, resulting in increased property, farm, and/or residential impacts, thereby generating higher implementation costs and potential public opposition.
- Minimize residential dwelling impacts. Follow property lines as much as possible to avoid splitting properties and farms.
- Shelby County officials were concerned that, if the project were implemented in Shelby County it would stimulate residential and commercial growth and development in far western Shelby County. Such growth would be contrary to their comprehensive land use plan and require services (*i.e.*, fire, water, sewer, police) in an area the county is not yet prepared to provide.
- Louisville Metro Planning and Design staff were concerned a change in the land's rural character would occur, and encourage future development. They recommended no commercial property/development be permit in the new interchange area, and identifying village center locations relative to the new connector road.

- Include provisions for traffic to/from new interstate interchange to have access to Eastwood (i.e., encourage commercial activity in the town).
 - Shelbyville Road could require major improvements with the increased traffic.
- ***If no improvements are made, what do you think will happen in the next 10 to 20 years?***
- The study area and surrounding area will continue to grow and develop, and traffic congestion will become even worse, especially on US 60 and Taylorsville Road. Extreme congestion could occur, jeopardizing the ability of the existing interchanges to function. The roads will become even more unsafe. The project will eventually have to be built. If not implemented now, then the project will subsequently encounter even more delay, which will result in increased property impacts and increased costs. In 10 to 20 years the area will be “completely built out,” with potentially a densely populated “Middletown like” area spanning the I-64 corridor, which would have no interstate access.
- ***What kinds of transit services and facilities should be considered as part of this study? Why or why not?***
- Most answered none at this time. Car pool/park-n-ride facilities were suggested as a consideration. Some stated transit/TARC service should be implemented on US 60 to Eastwood and any other activity center (e.g., Lake Forest). TARC representatives expressed an interest in the project because a north-south connector road linking Shelbyville and Taylorsville Roads would enable any bus service to use the connector to make a loop route.
- ***Do you know any other individuals/groups that we should contact about this project?***
- Drive Smart US 60 Corridor Team
 KIPDA RTC
 Doug Yates, President, Eastwood Village Council
 Deb Godshaw, President, Eastwood Neighborhood Association
 Eastwood Village Association
 Derbyshire neighborhood association
 Heidi Sanner, a property owner south of I-64
 MSD
 Louisville Water Company
 Spencer County officials
- ***List the most important goals for this corridor:***
- Reduce traffic congestion.
 - Improve local access to the interstate and major roadways.
 - Improve safety.
 - Improve emergency response times.
 - Economical roadway/alignment that minimizes property impacts.
 - Implement quickly, or preserve an alignment corridor for implementation.

Discussion Notes:

The majority of key persons interviewed preferred the new interchange and connector road be located in Jefferson County. A few initially expressed a preference for the project to be located near Gilliland Road (west side of Eastwood). However, a subsequent examination of the existing constraints near Gilliland Road convinced them a location east of Eastwood and west of the county line was more feasible.

Louisville Metro Planning and Design staff recommended consulting the recent draft of *Eastwood Village Transportation Planning Study*, dated January 2006 by Quest Engineers, Inc.