

# **APPENDIX F: TIER 1 STAKEHOLDER SURVEY**

The Tier 1 survey for the Statewide Interstate and Parkway Plan (SWIPP) utilized the MetroQuest online survey platform to engage KYTC personnel, planning partners, and grasstop stakeholders from across the state. The survey was distributed to approximately 1,700 stakeholders via a Mailchimp email and was active from January 14 through 31, 2022. Survey recipients were provided a brief description of the SWIPP project and its purpose, a link to the MetroQuest survey, and a map of the SWIPP corridors.

The MetroQuest link had 704 visitors during the survey period. 371 participants completed the survey, for a response rate of nearly 22%.

All MetroQuest surveys consist of five screens: a welcome screen, three screens with varying questions and formats, and a wrap-up slide. The Tier 1 survey was formatted as follows.

1. **Welcome/Introduction** screen.
2. **Priority Ranking** for improvement factors. **Table F.1** shows the number of responses by ranking each improvement factors.
3. **Trade-offs** for evaluating sub-factors. **Table F.2** shows the number of responses by making trade-offs between sub-factors under each improvement factor.
4. **Comments.** **Table F.3** lists the original comments collected from the Tier 1 stakeholder survey.
5. **Wrap Up** for participant demographic information.

**Table F.1 – Improvement Factor Ranking (# of Responses)**

Improvement Factor	Ranked 1 (top)	Ranked 2	Ranked 3	Ranked 4	Ranked 5
Safety	191	39	29	26	14
Congestion	29	83	50	66	59
Connectivity	31	54	61	66	77
Travel Time Reliability	29	57	78	75	53
Freight & Logistics	19	62	74	56	80
Other	4	2	3	3	6

**Table F.2 – Sub-Factor Trade-Offs (# of Responses)**

Trade-Off	Congestion	Travel Time Reliability	Freight & Logistics
	X <sub>1</sub> =Current Congestion X <sub>2</sub> =Future Congestion	X <sub>1</sub> =Auto Time Reliability X <sub>2</sub> =Truck Time Reliability	X <sub>1</sub> =Truck Volume X <sub>2</sub> =Freight Tonnage
Far Left (X <sub>1</sub> )	57	76	84
Left	52	41	71
Neutral	46	60	52
Right	106	83	60
Far Right (X <sub>2</sub> )	78	57	52

**Table F.3 – Original Comments from Tier 1 Stakeholder Survey**

No.	Comments
1	Due to increased number of freight trucks on the interstates in Ky, I would suggest truck designation lanes on I 75.
2	Traffic is biggest problem.
3	Highway 86 in Breckinridge county from highway60 to Hardin county lines needs to be redone for the safety of all people.
4	I work in Brandenburg, KY. Our roadways have seen a massive influx in the last 2 years. This is just going to increase freight traffic with the opening of Nucor Steel in Dec. and a new grain facility in Mauckport causing increased semis over the Matthew Welsh bridge. Since we are a direct route from 65 to 64 along via Elizabethtown to Indiana we are in despite need of new traffic counts. It wouldn't be out of the question to see another by passor secondary way to filter traffic in the future.
5	Logan co needs US79 South turned into a 4 lane highway. It's a major traffic route and with the increase of more lanes for commercial traffic it will increase growth.
6	U.S. routes that need to be turned to modern 3lane systems, i.e. us 51 in west ky connects I-69 to I-57/55 and a nice u.s. 45 four lane from Fulton Ky to Tupelo Mississippi in just 50 miles of corridor that need upgrades...be nice to look at these projects as well.
7	Build a new Brent Spence Bridge.
8	Big trucks do not remain in the right lane. People drive in the passing lanes causing unnecessary congestion and safety risk to everyone driving. This congestion leads to aggressive drivers and road rage incidents between big trucks and small cars. Start writing tickets to individuals who drive in the passing lane and big trucks who will drive the same speed as the truck beside of them for miles at 1 mph faster before they pass.
9	Until we have flying cars, the quality and reliability of the "backbone" interstate and parkway system is the key to Kentucky's future economy.
10	I think the overall quality of the interstates and parkways is extremely important. Appearance correlates to tourism, pavement quality (smoothness) could have a bearing on safety and freight. Overall quality of maintenance (drainage, etc.) is something we should always consider for the future (it ain't going to get any cheaper to fix) :)
11	OUR DEPARTMENT WORKS A LOT OF VEHICLES ACCIDENTS, WHEN IT RAINS, FROM POOLING WATER.
12	more maintain to roads.
13	What is the timeline to have the mountain parkway finished? Improving the snow removal on district 12 roadways.
14	Linking eastern Kentucky better. Even though progress has been made, much more needs be done.
15	Designed exit ramps for emergency road closures.
16	Four lane us79 between Russellville and Clarksville.
17	Connecting rural eastern Kentucky to interstateI75 in some way. This will open up the region to commercialize to the industry market more. No commercial business wants to build in eastern Kentucky due to the roads and connectivity to a major city such as Lexington.
18	Give U. S. 460 Hwy a true honest unpolitical review for four lane east west corridor.

No.	Comments
19	Any improvements that could be made to allow vehicles to merge onto the interstate more safely without slowing down traffic already on the interstate would be fantastic. Also, getting traffic safely off of the interstate without backing up into the interstate is a big concern of mine. Double left turns lanes on exits where applicable should be considered.
20	Kentucky 15 between Jackson and Hazard. This needs to be updated to a 4 lane roadway.
21	Interstate 71 from Interstate 75 to Louisville area is a joke. To congested and a single accident shuts it down for hours as it is only 2 lanes. Needs to be widened all the way through.
22	Better signage and maybe start painting on roadways like where 64-75 interchange is
23	need to make sure we protect our investment and plan for the future
24	Louisville and Lexington have alternate cross county highways which connect Interstates and major highways. Northern KY has one that sees heavy passenger and truck volume. There is no alternative southern route that can relieve volume and to use if 275 is slow or closed.
25	Managed lanes is something that has been implemented in a handful of States. It helps with travel time reliability as well as serve as a potential revenue source. No matter the vehicle driven (gas/electric).
26	Every time we convert a parkway to an interstate we give communities along those routes a big leg up in economic development. Industries want easy interstate access. Upgrading and rebranding Kentucky's parkways as interstates is a cost-effective way to do that.
27	Additional services such as food and fuel would be beneficial since the existing set up has limited options. recruit businesses that specialize in interstate commerce to branch out to the parkway system. commercial traffic and recreational travel is not getting less.
28	Destination and tourism.
29	Economic impacts to surrounding cities by diverting traffic patterns.
30	Roads need to be keep in better shape.
31	Just fix them. Some majors highways are in awful shape!
32	Road construction.
33	Long term funding plans for maintenance and growth.
34	Here in southeastern Kentucky, the coal fields of Harlan county, one major issue is the coal trucks that travel on our highways. The deterioration happens quickly even after repairs have been made, they are covered with coal dust and the road sinks and cracks, especially when drive up on bridges. Our back roads, which is some of the most beautiful scenic routes of any states, seem to be neglected. In this area we have to travel to shop, hospitals, dr, etc.
35	It's worth the investment to transition all parkways to be eligible for an interstate designation.
36	The infrastructure of roads in our community are not prepared for the progression that is happening. The roads are not wide enough for the trucks and trailers that are traveling and yet we are still growing bigger.
37	Road conditions and construction delays.
38	maintenance of road (pot holes, drainage).
39	Future electrification (EV) for national and regional EV connectivity.
40	Highways connecting. Also, side roads in critical areas where traffic continues on parallel highways in stop and go traffic when an interstate is stalled.
41	improving repair projects with less impact to residents and locals.
42	Safety should be the number 1 priority. Freight loading limits, non-commercial vehicles with poor towing and hauling practices as well as smaller commercial vehicles like landscape companies and the like.

No.	Comments
43	I 24 congestion Eddyville to Nashville.
44	The state of the roads themselves. Most roads need a lot of repairs.
45	Raising the speed limits.
46	Again, it seems our most important need is maintaining and repairing the travel surface of any and all our roads. (Interstates, parkways, US highways, State roads, etc.) Thank you.
47	Keeping the roads safe to motorist.
48	Age of roads and need for resurfacing.
49	Keep roadways paved and in good repair. Keep roadsides clear of trees that can fall onto roadways. Keep signage up to date and in good repair for help with navigation. Be sure bridges have enough clearance and roadways are wide enough for traffic/freight.
50	Please don't ignore small projects that will save lives, like improving 341 in Midway at I-64. It'll be a relatively cheap fix on a corridor that is producing a lot of tax revenue for local and state government. Thank you.
51	If no reasonable alternate route then that road should be prioritized, such as HWY 44 in Bullitt County.
52	Some crews are in the roadway not concerned about their safety it seems. Safety for everyone should be priority.
53	Faster care of current interstate and access roads and always looking for more corridors.
54	Maintenance and preservation of pavement.
55	maintenance of bridge and pavements.
56	Road shoulders need to be clear and open.
57	Better quality blacktop for lasting qualities.
58	The condition. It's horrible to spend millions of dollars on an insufficient infrastructure. An infrastructure that is soon outdated shortly after completion or that is built sub-par and is in horrible shape shortly after. Take all the culvert and bridge repairs in the western end of the state. The approachments are horrible. And sinking within months of completion.
59	Reconsider bypassing of communities, in many cases this can negatively impact many of the rural areas that make up the bulk of Kentucky cities.
60	Lowering the Speed on big trucks and strictly enforcing it.
61	None.
62	Planning for FUTURE traffic congestion. Impact of vehicles requiring additional maintenance of roadways. Better planning for dollars needed for estimated regular maintenance. Holding contractors responsible to properly complete maintenance.
63	Good road to drive on.
64	Emergency Call Stations.
65	For eastern Ky our main Hwy 15 needs 4 lanes.
66	Being more diligent with enforcing left lane restrictions. Traffic flow is affected greatly by drivers camping out in the left lane causing congestion and even road rage possibilities.
67	Connecting those counties with direct routes tour Interstate and Parkway systems who currently have none. This inequity keeps economic growth stifled in those counties.

# STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)



No.	Comments
68	Access for emergency responders.
69	Safety for all is paramount-bridges, overpasses and road conditions.
70	Ability to maintain speed and safety.
71	Construction during times when traffic is lower.
72	Disruption of existing traffic while improvements are made. complete the widening of I-65.
73	Bridge repair and pot hole repair.
74	We have 10 miles of I69. every time it rains hard, we work several wrecks, due to hydroplaning.
75	Consider widening the footprint to accommodate adequate emergency lanes on both inside and outside lanes for emergency vehicles and disabled vehicles.
76	A study should be conducted to tie Interstate 26 to Interstate 75 in London. Interstate 26 currently runs from Johnson City, Tn. to Charleston, SC.A connection of these two arteries through Southeastern Kentucky and Southwest Virginia would have a major economic impact and improve safety. A highway of this magnitude would open up Southeastern Kentucky to economic development opportunities and provide a thoroughfare through the region for tourists from the North. This would be transformative!
77	Making areas for semi-tractor/trailer to park for rest.
78	Overall I think safety is priority.
79	speed limit enforcement.