

APPENDIX K: TIER 2 STAKEHOLDER SURVEY

Similar to the Tier 1 survey, the Tier 2 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 1,600 stakeholders via three rounds of Mailchimp emails and was active from May 24 through June 7 in 2022.

The MetroQuest link had 458 visitors during the survey period. 219 participants completed the survey, for a response rate of nearly 14%. 189 respondents provided information about their county of residence, representing 75 Kentucky counties.

All MetroQuest surveys consist of five screens: a welcome screen, three screens with varying questions and formats, and a wrap-up slide. The Tier 2 survey was formatted as follows.

1. **Welcome/Introduction** screen.
2. **Priority Ranking** for seven improvement factors. **Table K.1** shows the number of responses by ranking each improvement factors.
3. **Weighting Options** for evaluating subcategories of the improvement factors. **Table K.2** shows the number of responses by making weighting options for sub-factors under each improvement factor.
4. **Comments.** **Table K.3** lists the original comments collected from the Tier 2 stakeholder survey.
5. **Wrap Up** for participant demographic information.

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

Improvement Factor	Ranked 1 (top)	Ranked 2	Ranked 3	Ranked 4	Ranked 5	Ranked 6	Ranked 7
Improved Connectivity	13	13	21	29	39	23	28
Travel Time Reliability	13	21	31	22	30	27	26
Infrastructure Maintenance	24	32	35	25	16	17	18
Safety	80	33	23	15	7	4	7
Freight & Logistics	4	9	14	31	40	35	33
Economic Development	16	24	21	17	16	34	38
Traffic Congestion	21	37	24	27	18	25	15

Table K.2 – Sub-Category Weighting (# of Responses)

Improvement Factor	Sub-Category	Weights				
		1	2	3	4	5
Connectivity	Travel Time Savings	1	7	40	52	95
	Equity	10	22	52	41	67
Travel Time Reliability	Passenger Vehicles	1	6	41	66	76
	Freight Vehicles	7	10	47	55	69
Infrastructure Maintenance	Pavement	0	3	22	53	111
	Bridges	2	3	24	61	99
Safety	Crash Severity	1	4	16	41	129
	Crash Reduction	1	12	23	57	97
Freight & Logistics	Improved Freight Mobility	7	8	42	51	79
	Logistics Linkage	7	13	52	61	53
	Economic Value	11	18	61	47	47
Economic Development	Job Growth	2	10	25	48	102
	Gross Domestic Product	3	6	43	62	73
Mobility	Corridor Delay Reduction	1	7	31	62	86
	Systemwide Delay Reduction	2	7	39	60	79
	Long-Distance Travel Time Savings	3	16	48	54	63

Table K.3 – Original Comments from Tier 2 Stakeholder Survey

No.	Comments
1	Upgrade them
2	Commercial vehicles must stay in the right travel lane. The #1 reason for congestion on major interstates (I-65) is commercial vehicles clogging up two, sometimes 3 lanes of traffic
3	Be interesting to see an estimate of the value and/or weight of freight traversing each of the interstate and parkway segments. This may be a challenging endeavor but would be really useful.
4	1. Continuation of the median cable barriers to reduce cross-over head on collisions. 2. Engineering deficiencies at exit ramps with poor visibility which lead to collisions of exiting interstate/parkway traffic and which causes collisions.
5	Interstate 71 from 75 to Louisville needs to be widened. Two lanes isn't enough to handle today's traffic.
6	Please consider interstate road on-ramps and merged traffic use patterns to expand bottle-necked on/off ramp areas such as I-65 at I-264 Louisville and I-265 at I-64. Full expansion of two lanes at a minimum is needed.
7	Hwy 86 in Breckinridge county that connects to Hardin county needs to be redone and improved. We will have a lot more traffic with the jobs coming to the county's all around us.
8	we need more attention on the eastern side of the state
9	Providing improvements to areas that are providing economic developments
10	bypass around towns

STATEWIDE INTERSTATE AND PARKWAY PLAN (SWIPP)



No.	Comments
11	Fixing roadway repairs before they cost the citizens and the extra money on costly repairs
12	Keep semi-trucks out of the passing lanes on any roadway that is greater than two lanes.
13	with continued congestion on US60 from Ft. Knox through to Owensboro, I would like to have someone look into creating this roadway into possibly a4 lane. This would add job opportunities as well as a long stretch of roadway along the Ohio river way connecting Louisville, KY to Owensboro, KY to save transit time on Freight as well as travel and take some of the congestion off the I64 and Western KY Parkway.
14	When an accident occurs think about other roads used as bypasses until the incident is cleared
15	Need better maintenance, minimize time for projects to be completed when doing maintenance. Dragging projects out for years is not needed.
16	Highway 44 east between shepherdsville and mt. Washington is a disaster. It needs to be widened. Also when there is an accident on I65, Highway 61is totally shut down. And they happen often.
17	Maintenance of highways
18	We pay millions to have roads repaired. They are destroyed by farmers who don't pay their fair share. Time to tax the farmers like any other business
19	Linking town to improve growth for poorer ones that can't afford to without help
20	Connecting Eastern Kentucky to the rest of the state. Also better connection with our neighboring states
21	The state should not attempt to abandon Mary Ingles Highway in Campbell County.
22	Figure out a way to get some traffic off I 75.
23	The potential for a major highway shutdown due to loss of the use of a bridge.
24	Truck parking seems to be a continuing topic such that there are enough truck stops and rest havens along the interstate corridor. With capital improvement projects involving interstates and parkways are costly. As a financial component, could we identify possible public and private resources as well as recommending additional financing strategies that could be used, such as tolling, managed lanes, etc. Perhaps give an idea of how much can be delivered based on potential new revenue sources.
25	I think you covered all my concerns
26	Access for first responders ex. Turn arounds and wide shoulders.
27	long term environmental impacts
28	weather ahead notifications on limited access routes. Incident notifications in advance so diversion can be accomplished.
29	Look at ways to speed up road construction, this would make for safer conditions on roadways
30	Safety of emergency service and highway workers
31	Improve signage to give driver a longer period of time to make sure which lane to take on interstates and parkways.
32	the number of travel lanes and having express lanes at congested areas.
33	Trim trees and brush back and replace old signage
34	Safety
35	Na
36	Making some of our rural US Highways four lane. For example, US 119 from Harlan to Pineville.
37	Continued upkeep of older roadways

No.	Comments
38	Landowners and property rights.
39	NA
40	Putting up more sound barrier walls where homes are impacted. I don't believe they need to be where there are businesses.
41	Helping smaller Cities first and connecting the pathways
42	I-69 expansion and completion is a key for Western Kentucky...for all the reasons noted on the survey.
43	Safety is very important. More visual presence of Kentucky State Police would help slow traffic down and increase safety.
44	The need for improved capability for economic development in the state's underserved rural areas primarily in the eastern part of the state.
45	NOTIFICATION AND DIRECTION TO TAKE TO AVOID STOPPAGES ON TURNPIKES AND HIGHWAYS BEFORE YOU PASS THE LAST ALTERNATE ROUTE
46	Mountain Parkway from Salyersville to Prestonsburg must be a modern limit access highway, in order to provide the best economic development opportunities for East KY. This will require going through the hills rather than along the current KY114 corridor.
47	Properly maintain existing roadways and bridges (which in my view is not happening well), make small "high impact" changes to enhance traffic flow, let's not do any "field of dreams" economic development projects — it's a waste of money when we don't maintain what we already have.
48	<p>Subject: I-64 East Ramp to I-264 West</p> <p>Now that the ramp from I-64 east to the Watterson I-264 west is closed, now would be an opportunity to build a ramp from Dupont Road to the new ramp to I-264 west. It would relieve all the congestion on Duchmans Lane and Breckenridge Lane to the Watteron Expressway I-264 east and west.</p>