

**K I P D A**

Kentuckiana Regional Planning  
& Development Agency

## Amendment 8

# Connecting Kentuckiana 2050 Metropolitan Transportation Plan (MTP) & Fiscal Year 2023- 2026 Transportation Improvement Program (TIP)

TPC Approval  
*February 27, 2025*





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Kentucky Division**

March 27, 2025

330 West Broadway  
Frankfort, KY 40601  
PH (502) 223-6720  
FAX (502) 223-6735  
<http://www.fhwa.dot.gov/kydiv>

In Reply Refer To:  
HDA-KY

Mr. Jarrett Haley, Executive Director  
Louisville Area Metropolitan Planning Organization  
c/o Kentuckiana Regional Planning and Development Agency  
11520 Commonwealth Drive  
Louisville, KY 40299

Dear Mr. Haley:

The Kentucky Division of the Federal Highway Administration (FHWA) and Region 4 of the Federal Transit Administration (FTA), in consultation with the Indiana Division Office of the Federal Highway Administration and Regions 4 and 5 of the United States Environmental Protection Agency (EPA), have reviewed the following document(s):

Amendment 8 to the 2023-2026 Transportation Improvement Program (TIP) and  
2050 Metropolitan Transportation Plan (MTP) for the  
Louisville Area Metropolitan Planning Organization (MPO)  
(MPO approval resolution signed on February 27, 2025)

The Kentucky Environmental and Public Protection Cabinet's Division for Air Quality, the Kentucky Transportation Cabinet's Division of Planning, the Kentucky Transportation Cabinet's Office of Transportation Delivery, the Louisville Metro Air Pollution Control District, and the Transit Authority of River City also had an opportunity to review and comment on the aforementioned documents.

We found that this document meets the five primary criteria of the Transportation Conformity Rule (40 CFR Part 93):

- use of the latest planning assumptions;
- use of the latest emissions model;
- use of appropriate consultation procedures;
- consistency with the mobile vehicle emission budgets in the State Implementation Plan (SIP); and
- provisions for the timely implementation of transportation control measures in the SIP.

We found these documents met the criteria outlined in the July 1, 2004 Transportation Conformity Rule Amendments for New 8-hr Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS), Response to March 1999 Court Decision and Additional Rule Changes (69 FR 40004). We therefore find these documents conform to the 2015 8-hour Ozone NAAQS.

Should you have any questions, or need additional information, please contact Nick Vail, Community Planner, at (502) 223-6727.

Sincerely,

*Shundreka R. Givan*

Shundreka R. Givan, AICP  
Division Administrator

CC: Aviance Webb, FTA-R4  
Erica Tait, FHWA-IN  
Tonya Higdon, FHWA-KY  
Jane Spann, EPA-R4  
Dianna Myers, EPA-R4  
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Aida Copic, TARC  
Ron Rigney, KYTC-Program Management  
Mikael Pelfrey, KYTC-Planning  
Andy Rush, Louisville Area MPO



Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #8 of the  
*Connecting Kentuckiana 2050 Metropolitan Transportation Plan***

**Whereas**, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Metropolitan Planning Area encompassing Clark and Floyd counties in Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

**Whereas**, Federal laws require the Transportation Policy Committee periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding its implementation using the latest forecasts of regional demographic and socioeconomic data; and,

**Whereas**, pursuant to 23 CFR Section 450.322, the Metropolitan Transportation Plan is based on the latest available estimates and assumptions with regard to population, land use, travel, employment, congestion, and economic activity developed in conjunction with local jurisdictions; and,

**Whereas**, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, Participation Plan, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; has made draft documents available for public review, has held public meetings and other efforts including providing data and information related to the Metropolitan Transportation Plan update on the KIPDA website, to involve citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties in order to facilitate their ability to provide input, discussion, and review of *Connecting Kentuckiana 2050 Metropolitan Transportation Plan*, and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and,



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**Be it further resolved,** that the KIPDA staff is authorized to transmit Amendment #3 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* for the Louisville/Jefferson County KY-IN Metropolitan Planning Area to the governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with Federal and state requirements.

**Adopted** by the KIPDA Transportation Policy Committee on the 27<sup>th</sup> day of February 2025.

  
\_\_\_\_\_  
Commissioner Jack Coffman, Chair  
Transportation Policy Committee

  
\_\_\_\_\_  
Andy Rush, Director  
KIPDA Transportation Division





Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



8

**A Resolution of the  
Kentuckiana Regional Planning and Development Agency  
Transportation Policy Committee adopting Amendment #8 of  
the FY 2023 - FY 2026 Transportation Improvement Program**

**Whereas**, the Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Policy Committee is designated by the governors of the State of Indiana and the Commonwealth of Kentucky under state and federal laws as the Metropolitan Planning Organization (MPO) for the Louisville/Jefferson County KY-IN Planning Area encompassing Clark and Floyd counties Indiana, and Bullitt, Jefferson, and Oldham counties and a portion of Shelby County in Kentucky; and,

**Whereas**, consistent with federal and state mandates, states' environmental requirements, and with the KIPDA Transportation Policy Committee's Memorandum of Agreement, *Participation Plan*, and other operating procedures, the KIPDA Transportation Policy Committee has worked with local, state, and federal jurisdictions and agencies in a continuing, cooperative, and comprehensive planning process; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the MPA in this document; and

**Whereas**, the FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is a subset of *Connecting Kentuckiana 2050*, the Louisville/Jefferson County KY-IN Metropolitan Transportation Plan, which has been determined to conform to the State Implementation Plans of Indiana and Kentucky; and,

**Whereas**, the FY2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is fiscally constrained. The Kentucky and Indiana non-dedicated funded projects identified in this TIP have been requested by the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC). The required funds will become part of the Kentucky FY 2025 - 2028 Statewide Transportation Improvement Program (STIP), and the Indiana FY 2024 - 2028 STIP, respectively, and will become part of the end of fiscal year fiscal constraint recalculations; and,

**Now, therefore be it resolved**, by the Transportation Policy Committee of KIPDA that this amendment of the FY 2023 - FY 2026 Transportation Improvement Program for the Louisville/Jefferson County KY-IN Metropolitan Planning Area is adopted by official action at the February 27, 2025, meeting. This action is contingent upon and effective when a planning conformity finding is made by the appropriate federal agencies; and,





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**Whereas**, the KIPDA Transportation Policy Committee is to certify that *Connecting Kentuckiana 2050* complies with all of the applicable requirements of the Federal Transit Act, Clean Air Act, Americans with Disabilities Act, Civil Rights Act, Federal Transportation Act, and all other applicable state and federal laws; and,

**Whereas**, *Connecting Kentuckiana 2050*, as amended, will serve as the KIPDA Metropolitan Transportation Plan under federal law contingent upon and effective when a conformity finding is made by the appropriate federal agencies; and,

**Now, therefore let it be resolved**, that the KIPDA Transportation Policy Committee adopts Amendment #8 of the *Connecting Kentuckiana 2050 Metropolitan Transportation Plan* to serve as the KIPDA MPO official Metropolitan Transportation Plan; and,

**Let it be further resolved** that KIPDA staff is authorized to transmit this amendment of the *Connecting Kentuckiana 2050* to the Governors of the State of Indiana and the Commonwealth of Kentucky, and to the Indiana Department of Transportation and the Kentucky Transportation Cabinet in compliance with federal and state requirements.'

**Adopted** by the KIPDA Transportation Policy Committee on the 27<sup>th</sup> day of February 2025.

  
\_\_\_\_\_  
Commissioner Jack Coffman, Chair  
Transportation Policy Committee

  
\_\_\_\_\_  
Andy Rush, Director  
KIPDA Transportation Division

**FY 2023-2026 Transportation Improvement Program  
&  
Connecting Kentuckiana 2050 Metropolitan Transportation Plan**

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the Metropolitan Planning Organization (MPO) for the five-county region covering Jefferson, Bullitt and Oldham Counties in Kentucky and Clark and Floyd Counties in Indiana. The MPO's responsibilities include producing a long-range transportation document, known as *Connecting Kentuckiana 2050* Metropolitan Transportation Plan (MTP) and a short-range planning document, the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP)

Changes have been proposed to the TIP and MTP. The TIP, with the proposed changes, remains fiscally constrained. This packet includes the following document:

- Schedule for Amendment 8
- A listing of all projects being added, removed and/or modified
- A listing of Interagency Consulting and air quality activities pertaining to Amendment 8

Providing comments for the proposed changes can be submitted by any of the following methods:

- Visiting <https://kipdatransportation.org/amendment8/> and click on the *Amendment 8 Map* link
- Emailing [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)
- Call with your comments at 502-266-6144 ext 123, 1-800-648-6056 (KY TDD) or 1-800-962-8408 (IN TDD) or mail them into the address below.

**TIP and MTP Amendment, KIPDA  
11520 Commonwealth Drive, Louisville, KY 40299**

- Attend the virtual open house on February 4th from 5:00 to 6:00 pm via Zoom. Members of the public are encouraged to ask questions and leave comments. A link to the virtual portion of the public meeting can be found at:  
<https://kipdatransportation.org/amendment8/>

Please contact Community and Committee Engagement Specialist Greg Burress at 502-562-6144 ext. 123 or via email at [greg.burress@kipda.org](mailto:greg.burress@kipda.org) for additional questions or information.



## AMENDMENT 8 SCHEDULE

### Connecting Kentuckiana (CK) 2050 Metropolitan Transportation Plan (MTP) Fiscal Year (FY) 2023 - 2026 Transportation Improvement Program (TIP)

#### WHY ARE THERE AMENDMENTS TO THE MTP & TIP?

New projects that are not regionally significant and qualify as Group Projects, as well as many minor changes to existing projects, can be added through an administrative modification. Administrative modifications can be processed within 30 days.

New projects and project changes that do not fit the criteria above must be added to the MTP and/or TIP through an amendment. There are many reasons why a project must be amended. Adding a regionally significant project that does not fit KIPDA's Group Projects policy or changing the scope of a roadway project to add a travel lane are both examples of projects that must be amended. While every effort is made to expedite amendments, the process can take up to 6 months.

#### KEY STEPS & TIMING

Project applications (new or modified) are due from sponsors	December 6, 2024
KIPDA staff completes project review	December 17, 2024
Air quality conformity activities	December 17, 2024- January 24, 2025
Interagency Consultation Group (IAC) Coordination	January 13 & 21, 2025
Public comment period	January 27, 2025- February 11, 2025
Transportation Technical Coordinating Committee (TTCC) Recommendation	February 12, 2025
Comments sent to the Transportation Policy Committee (TPC)	February 12, 2025
TPC Action	February 27, 2025

#### ADDITIONAL INFORMATION

The MTP & TIP amendment process is NOT an opportunity to request MPO dedicated funds.

All new projects and changes to existing projects must be submitted through the Project Application form found on KIPDA's Transportation Planning Portal.

The Portal can be accessed at the following address:  
<https://kipdatransportation.org/forms/>

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Non-exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2401391
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Intersection Improvement at US 31 and Eastern Blvd	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2029
<b>Total Estimated Project Cost:</b>	\$7,977,262		<b>Total Cost Programmed in TIP to date:</b>	\$7,977,262	
<b>Description:</b>	US 31 and Eastern Blvd, intersection improvement				
<b>Justification:</b>	The project will improve pedestrian mobility with the roundabouts by providing shorter crossings across Eastern Blvd and refuge with raised curb medians				
<b>FY 23-26 TIP Funding:</b>	FY 2026 Preliminary Engineering (PE) phase with NHPP funds: \$913,500 (Federal) + \$101,500 (Other) = \$1,015,000 (Total)  *FY 2027 Utilities (U) phase with NHPP funds: \$182,700 (Federal) + \$20,300 (Other) = \$203,000 (Total)  *FY 2029 Construction (CN) phase with NHPP funds: \$6,083,336 (Federal) + \$675,926 (Other) = \$6,759,262 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					

<b>MTP Action:</b>	Update Total Project Cost				
<b>TIP Action:</b>	Update TIP funding, sources, Open to Public date and add additional DES #				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	3025	<b>State ID:</b>	1902858, 2301561
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Henryville Welcome Center Reconstruction	<b>Funding Source:</b>	Surface Transportation Block Grant - State (STBG-ST) & National Highway Performance Plan (NHPP) & High Priority - Innovative Technology Deployment Grant	<b>Open to Public Date:</b>	2027 2028
<b>Total Estimated Project Cost:</b>	\$38,400,600 \$57,530,607		<b>Total Cost Programmed in TIP to date:</b>	\$27,432,500 \$57,530,607	
<b>Description:</b>	Rest area modernization project in Henryville on I-65 north bound at mile marker 22.				
<b>Justification:</b>	The Henryville Welcome Center will be reconstructed to help meet the needs of the traveling public. The welcome center building will be redesigned to accommodate a higher volume of travelers and the parking lot will be reconfigured to increase truck parking spaces by a minimum of 36 spaces.				
<b>FY 23-26 TIP Funding:</b>	<p>FY 2023 Preliminary Engineering (PE) phase with STBG-State funds: \$2,976,000 (Federal) + \$0 (Other) = \$2,976,000 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with STBG-State funds: \$113,500 (Federal) + \$0 (Other) = \$113,500 (Total)</p> <p>FY 2025 Construction (C) phase with STBG-State funds: \$21,902,400 (Federal) + \$2,433,600 (Other) = \$24,336,000 (Total)</p> <p>FY 2024 Preliminary Engineering (PE) phase with NHPP funds: \$392,305 (Federal) + \$0 (Other) = \$392,305 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$419,745 (Federal) + \$0 (Other) = \$419,745 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with NHPP funds: \$80,000 (Federal) + \$0 (Other) = \$80,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds: \$52,549,057 (Federal) + \$0 (Other) = \$52,549,057 (Total)</p> <p>FY 2026 Construction (CN) phase with Grant funds: \$1,000,000 (Federal) + \$0 (Other) = \$1,000,000 (Total)</p>				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2201202
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Merry Way near Georgetown Elementary	<b>Funding Source:</b>	HSIP-ST	<b>Open to Public Date:</b>	2027
<b>Total Estimated Project Cost:</b>	\$1,028,250		<b>Total Cost Programmed in TIP to date:</b>	\$1,028,250	
<b>Description:</b>	The purpose of this project is to remove physical barriers that inhibit access to and away from schools and public parking in Georgetown. Upon completion of the project all pedestrian facilities at the SR 64 intersection of Merry Way and at SR 64 should meet the minimum requirements for ADA compliance. INDOT is required to address substandard curb ramps and pedestrian facilities to remain in keeping with FHWA requirements and the law, therefore the no build alternative is dismissed.				
<b>Justification:</b>	INDOT is required to address substandard curb ramps and pedestrian facilities to remain in keeping with FHWA requirements and the law, therefore the no build alternative is dismissed.				
<b>FY 23-26 TIP Funding:</b>	FY 2024 Preliminary Engineering (PE) phase with HSIP-ST funds: \$175,725 (Federal) + \$19,525 (Other) = \$195,250 (Total)  *FY 2027 Construction phase with HSIP-ST funds: \$749,700 (Federal) + \$83,300 (Other) = \$833,000 (Total)				
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years					



<b>MTP Action:</b>	Update Total Estimated Project Cost				
<b>TIP Action:</b>	Update TIP funding and add phases				
<b>Exempt/Non Exempt:</b>	Non-exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Indiana Department of Transportation (INDOT)	<b>KIPDA ID:</b>	2899	<b>State ID:</b>	1900162
<b>County</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	I-64 Added Travel Lanes	<b>Funding Source:</b>	National Highway Performance Plan (NHPP)	<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$228,772,435 \$222,385,520		<b>Total Cost Programmed in TIP to date:</b>	\$228,772,435 \$222,385,520	
<b>Description:</b>	Added travel lanes project on I-64 from US 150 to just north of Cherry Street with additional pavement rehabilitation extending to Main Street. Project also includes added lanes on I-265 from I-64 to north of State Street and improvements to the interchanges of I-64 at US 150 and I-265.				
<b>Justification:</b>	To improve traffic congestion and accessibility.				
<b>FY 23-26 TIP Funding:</b>	<p>*FY 2020 Preliminary Engineering (PE) phase with NHPP State funds: \$921,688 \$0 (Federal) + \$102,410 \$1,024,098 (Other) = \$1,024,098 (Total)</p> <p>*FY 2021 Preliminary Engineering (PE) phase with NHPP State funds: \$1,080,000 \$0 (Federal) + \$120,000 \$1,200,000 (Other) = \$1,200,000 (Total)</p> <p>*FY 2022 Preliminary Engineering (PE) phase with NHPP State funds: \$9,925,650 \$0 (Federal) + \$1,102,850 \$11,028,500 (Other) = \$11,028,500 (Total)</p> <p>FY 2023 Preliminary Engineering (PE) phase with NHPP State funds: \$9,330,432 \$0 (Federal) + \$5,297,268 \$14,627,700 (Other) = \$14,627,700 (Total)</p> <p>FY 2024 Preliminary Engineering (PE) phase with NHPP State funds: \$5,040 \$0 (Federal) + \$1,715,280 \$1,720,320 (Other) = \$1,720,320 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with NHPP funds: \$270,000 (Federal) + \$30,000 (Other) = \$300,000 (Total)</p> <p>FY 2025 Preliminary Engineering (PE) phase with State funds: \$0 (Federal) + \$463,850 (Other) = \$463,850 (Total)</p> <p>FY 2025 Right of Way (ROW) phase with IM State funds: \$234,000 \$0 (Federal) + \$26,000 \$260,000 (Other) = \$260,000 (Total)</p>				

<p>KIPDA ID 2899 cont. FY 23-26 TIP Funding:</p>	<p>FY 2025 Utilities (U) phase with NHPP <b>State</b> funds:  <del>\$808,650</del> <b>\$0</b> (Federal) + <del>\$89,850</del> <b>\$898,500</b> (Other) = \$898,500 (Total)</p> <p>FY 2026 Utilities (U) phase with NHPP funds:  <del>\$49,500</del> (Federal) + <del>\$5,500</del> (Other) = \$55,000 (Total)</p> <p>FY 2026 Construction (CN) phase with NHPP funds:  <del>\$111,796,836</del> (Federal) + <del>\$12,421,871</del> (Other) = \$124,218,707 (Total)</p> <p>FY 2026 Construction (CE) phase with NHPP funds:  <del>\$90,000</del> (Federal) + <del>\$10,000</del> (Other) = \$100,000 (Total)</p> <p>FY 2026 Preliminary Engineering (PE) phase with NHPP funds:  <del>\$64,987</del> (Federal) + <del>\$7,221</del> (Other) = \$72,208 (Total)</p> <p><b>FY 2026 Construction (CN) phase with NHPP funds:</b>  <b>\$94,590,000 (Federal) + \$10,510,000 (Other) = \$105,100,000 (Total)</b></p> <p><b>FY 2026 Construction (CE) phase with NHPP funds:</b>  <b>\$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</b></p> <p><b>*FY 2027 Construction (CN) phase with NHPP funds:</b>  <b>\$77,850,000 (Federal) + \$8,650,000 (Other) = \$86,500,000 (Total)</b></p> <p><b>*FY 2027 Utilities (U) phase with NHPP funds:</b>  <b>\$18,000 (Federal) + \$2,000 (Other) = \$20,000 (Total)</b></p> <p><b>*FY 2027 Construction (CN) phase with NHPP funds:</b>  <b>\$56,691,310 (Federal) + \$6,299,035 (Other) = \$62,990,345 (Total)</b></p> <p><b>*FY 2027 Construction (CE) phase with NHPP funds:</b>  <b>\$10,350,000 (Federal) + \$1,150,000 (Other) = \$11,500,000 (Total)</b></p>
*Funds programmed in fiscal years outside of the current 2023-2026 TIP years	

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Non-exempt		<b>Model Impact:</b>	Add to 2030, 2035, 2040 & 2050 scenarios	
<b>Project Sponsor:</b>	Clark County	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2401840
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	2676
<b>Project Name:</b>	CR-311 and Sellersburg Improvements	<b>Funding Source:</b>	Group III	<b>Open to Public Date:</b>	2030
<b>Total Estimated Project Cost:</b>	\$2,100,000		<b>Total Cost Programmed in TIP to date:</b>	\$750,000	
<b>Description:</b>	Corridor improvements will extend along CR-311 from SR-60 to US-31 in Sellersburg. Project will add sidewalks, a bike path and a center turn lane to provide safe traffic/transportation alternatives and improve overall safety in the area.				
<b>Justification:</b>	KIPDA Funded Corridor study recommended a center left turn lane for the CR-311. Sellersburg has asked for sidewalks and bike path to provide safe alternative options for residents. Sellersburg is moving most of their town center options to this part of Sellersburg and are requesting the County to help improve the area for their residents.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$600,000 (Federal) + \$150,000 (Other) = \$750,000 (Total)				
<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Clark County	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2401839
<b>County:</b>	Clark	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Memphis Blue Lick Roadway Improvements	<b>Funding Source:</b>	Group III	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$9,700,000		<b>Total Cost Programmed in TIP to date:</b>	\$93,750	
<b>Description:</b>	This project will enhance the overall capacity of the Memphis Blue Lick Road and the surrounding area, from Crone Road near the I-65 Interchange to the existing Champions Point S/D, 2+ miles to the west. There are potentially four intersections that must be enhanced (one is an INDOT interchange at I-65); potentially two bridge improvement structures and several small structure crossings that will need to be improved along with the roadway widening for the area. The roadway widening shall include pavement drive lane expansion and improved paved shoulders. Bike paths will also be considered for this project.				
<b>Justification:</b>	This area is experiencing significant growth. To date there are 6 residential developments that have been platted with over 2500 new residential lots already approved and significantly more potential for the area. Vehicle counts in the area were completed in 2013 and ranged from 800-2000 AVD. new vehicle counts were completed in 2023, and the numbers have increased to 8000-9000 AVD at locations along the Memphis Blue Lick corridor. Residents in the area are concerned with the growth occurring and the potential for new growth in the currently undeveloped areas.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Planning (P) phase with Group III funds: \$75,000 (Federal) + \$18,750 (Other) = \$93,750 (Total)				

<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2401835
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Bridge 38 (Baylor Wissman) Replacement	<b>Funding Source:</b>	Group III	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$3,151,000		<b>Total Cost Programmed in TIP to date:</b>	\$450,000	
<b>Description:</b>	Project will replace existing bridge due to poor geometry and the superstructure and substructure deterioration. It will expand bridge from one to two travel lanes with 2 foot shoulders. Approach will be re-aligned to improve site distance.				
<b>Justification:</b>	Existing bridge was constructed in 1950 as one lane crossing and is deteriorating. Bridge provides access to road connecting major subdivisions and provides cross I-64 access to County. Approach has horizontal curve decreasing sight distance and making more unsafe.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$360,000 (Federal) + \$90,000 (Other) = \$450,000 (Total)				
<b>MTP Action:</b>	Add new project				
<b>TIP Action:</b>	Add new project				
<b>Exempt/Non Exempt:</b>	Exempt		<b>Model Impact:</b>	No change to the model	
<b>Project Sponsor:</b>	Floyd County Board of Commissioners	<b>KIPDA ID:</b>	NEW	<b>State ID:</b>	2401834
<b>County:</b>	Floyd	<b>Parent ID:</b>	N/A	<b>Group ID:</b>	N/A
<b>Project Name:</b>	Baylor Wissman Hilltop	<b>Funding Source:</b>	Group III	<b>Open to Public Date:</b>	2031
<b>Total Estimated Project Cost:</b>	\$3,336,344		<b>Total Cost Programmed in TIP to date:</b>	\$201,851	
<b>Description:</b>	Project will replace existing roadway on Baylor Wissman Road from Brookstone Ct. to Bridge 38 to widen lanes to 11 feet in each direction, add 2-foot shoulders with 1 foot aggregate. Additional safety measures including edge striping and curve notices will be included among other potential improvements.				
<b>Justification:</b>	Crash data and a recent Thoroughfare Study indicated run off road crashes on this roadway. The development of a large subdivision in the Town of Georgetown that will utilize this roadway will increase traffic volume and likelihood of additional incidents.				
<b>FY 23-26 TIP Funding:</b>	FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$161,481 (Federal) + \$40,370 (Other) = \$201,851 (Total)				



MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	Floyd County Board of Commissioners	KIPDA ID:	NEW	State ID:	2401836
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Highway 150 Break Highlander Point	Funding Source:	Group III	Open to Public Date:	2030
Total Estimated Project Cost:	\$3,743,989		Total Cost Programmed in TIP to date:	\$393,750	
Description:	Establishment of lighted intersection between Old Vincennes Road and West Luther Road on Highway 150 providing additional access to Highlander Point Gateway district.				
Justification:	Additional access needed from Highway 150 to alleviate congestion and reduce accidents at Old Vincennes Road intersection. Additionally, will provide access to developing areas on either side of Highway.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$315,000 (Federal) + \$78,750 (Other) = \$393,750 (Total)				
MTP Action:	Add new project				
TIP Action:	Add new project				
Exempt/Non Exempt:	Exempt		Model Impact:	No change to the model	
Project Sponsor:	New Albany	KIPDA ID:	NEW	State ID:	2401854
County:	Floyd	Parent ID:	N/A	Group ID:	N/A
Project Name:	Slate Run Road Improvements Phase 2	Funding Source:	Group III	Open to Public Date:	2031
Total Estimated Project Cost:	\$5,100,000		Total Cost Programmed in TIP to date:	\$250,000	
Description:	The project consists of the widening of Slate Run Road from Lockwood Drive to Ekin Avenue in New Albany, Indiana. The road is being widened to create new separate bicycle lanes. Curb and gutter will be added to both sides of the roadway, and new sidewalks will be constructed outside of the curb lines.				
Justification:	This is Phase 2 of an overall project for which Phase 1 construction was completed in 2021. Slate Run Road has been a safety issue for the City of New Albany due to speeding motorists and the lack of bicycle and pedestrian facilities. The roadway is highly trafficked by bicycles and pedestrians due to the existence of the Slate Run Elementary School. This project is needed to assist in traffic calming to reduce speeding motorists, as well as provide safe bicycle paths and pedestrian walkways separate and outside of the roadway to reduce the risk of fatalities and injuries along this corridor.				
FY 23-26 TIP Funding:	FY 2025 Preliminary Engineering (PE) phase with Group III funds: \$200,000 (Federal) + \$50,000 (Other) = \$250,000 (Total)				

## AIR QUALITY CONFORMITY

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At this time, the Louisville, KY-IN transportation planning study area consists of Clark and Floyd counties, Bullitt, Jefferson, and Oldham counties and approximately 4 square miles of Shelby County in Kentucky. Much of the existing planning area coincides with the local ozone nonattainment area. In the past, a portion of the planning study area also coincided with a local fine particulate matter (PM 2.5) nonattainment area, but that standard was revoked in April 2015. The Louisville, KY-IN maintenance area for the 1997 8-hour ozone standard consisted of Clark and Floyd counties, IN, and Bullitt, Jefferson, and Oldham counties, KY. It was designated as a basic non-attainment area in June 2004 and redesignated as an attainment area with a maintenance status in July 2007. The 1997 8-hour ozone standard was revoked for the local area in April 2015, and at that time, it was not necessary for the local area to determine conformity. (However, the local area was still eligible to receive Congestion Mitigation/Air Quality funding).

In June 2018, the former Louisville, KY-IN 1997 ozone maintenance area was designated as a marginal nonattainment area for the 2015 8-hour ozone standard. Since that time, monitoring data has indicated that the design value is sufficiently low for the local area to be redesignated as attaining the 2015 8-hour ozone standard. The air quality agencies responsible for the area have taken steps toward this redesignation. The redesignation State Implementation Plan has been submitted to Regions 4 and 5 of the U.S. EPA, and the Motor Vehicle Emission Budgets (MVEBs) have been deemed adequate by Region 5. They are still under review by Region 4. Meanwhile, in January 2023, the Kentucky portion of the local ozone nonattainment area was “bumped up” to a moderate ozone nonattainment area. Subsequently, the EPA proposed redesignating the area to attainment based on recent air quality data incorporated into the prior SIP submittal.

KIPDA is amending *Connecting Kentuckiana 2050*, the metropolitan transportation plan (MTP), and the FY 2023 – FY 2026 Transportation Improvement Program (TIP). This conformity analysis will support conformity determinations by the metropolitan planning organization and the U. S. Department of Transportation agencies for both documents. This analysis is intended to support determinations of conformity under the 2015 8-hour ozone standards.

### CONFORMITY UNDER THE 1997 and 2015 8-HOUR OZONE STANDARD

When an area such as the Louisville area becomes nonattainment, the area must undertake a process known as conformity. This process provides a linkage between transportation planning and air quality planning. One of the key activities of conformity is to quantify the level of emissions of the air pollutant(s) and/or precursor(s) for certain analysis years and compare those levels to the motor vehicle emission budgets

(MVEBs)—if they exist. The MVEBs limit the amount of a pollutant or precursor that can be emitted. If MVEBs do not exist, the area must rely on interim tests, such as comparing the emissions to the level of emissions in a baseyear, to determine conformity. The baseyear would be set by US EPA when the standard is promulgated.

When the local area was designated as nonattainment of the 2015 8-hour ozone standard, the air quality agencies with responsibility for the local area were charged with the additional responsibility to develop a set of actions that could be taken to reduce pollutant/precursor emissions. These actions were to be included in air quality plans known as State Implementation Plans (SIPs). Since the Louisville nonattainment area is a bi-state area, these sets of actions to reduce precursor emissions were to be incorporated into both the Indiana and Kentucky SIPs. It was during this process that MVEBs were established. Subsequent to the local area being designated as a nonattainment area but before the SIPs were completed, the data from the air quality monitors in the area indicated that the 2015 8-hour ozone standard had been met. With this data in hand, the air quality agencies were each able to submit a SIP known as a redesignation request. The establishment of the MVEBs was one of the components of the redesignation request. Since the SIPs were redesignation requests for ozone, the MVEBs were established for the precursors of ozone -- volatile organic compounds and oxides of Nitrogen.

Because the redesignation requests by the air quality agencies in Indiana and Kentucky are in different states of approval, it is necessary to use different emission budgets to determine whether each set of counties has passed conformity. Since Region 5 of US EPA has approved Indiana's redesignation request, the allowed emissions for the 2019 base year and the 2035 emission budgets for the 2015 Ozone standard are used for the Indiana counties of Clark and Floyd. Since Region 4 of US EPA has not yet approved Kentucky's redesignation request, the 2020 emission budgets for the 1997 Ozone standard are used for the Kentucky counties of Bullitt, Jefferson, and Oldham.

## CONSULTATION FOR *CONNECTING KENTUCKIANA 2050*

The first step in determining conformity of *Connecting Kentuckiana 2050* was to consult with the interagency consultation (IAC) group concerning matters not explicitly determined by the conformity rule. Conformity under the 2015 8-hour ozone standard has been previously determined. Therefore, many of the issues normally arising in conformity had undergone consultation previously when the local area was a nonattainment or maintenance area under the 1997 8-hour ozone standard or during the previous conformity process for *Connecting Kentuckiana 2050*.

Consultation for this amendment occurred during a video conference on January 13, 2025. A total of 26 participants, representing eight federal, state, regional, and local agencies participated in the IAC Conference Call. The list of participants included:

### Participants:

EPA – Simone Jarvis, Tony Maietta, Sunday Gotvald, Diana Myers, Neena Nallaballi  
 FHWA – Nick Vail, La’Kesha Stewart, Tonya Higdon  
 KYTC – Tom Hall, Isidro Delgado, Larry Chaney  
 INDOT – Julie Feltner, Hayley Thomas  
 LMAPCD – Matt King, Rachel Hamilton  
 KYDAQ – Blake Borwig, Claire Oyler, Kevin Davis  
 IDEM – Shawn Seals  
 KIPDA – Spencer Williams, Brady Hill, Chris Nicolas, Eronmonsele Esekhaigbe,  
 Randy Simon, Elijah Beliles, Andy Rush

### Project Discussion:

Chris Nicolas provided a summary of background information regarding Amendment 8 and provided a brief outline of the meeting agenda. Nicolas stated that Amendment 8 is planned to be the last amendment of the FY23-FY26 TIP. Nicolas highlighted the key steps and schedule of processing Amendment 8.

Chris Nicolas proceeded to describe all the projects listed in the Amendment. She explained the requested project changes and the reason why the various projects needed to be included in Amendment 8. She also explained that project phases listed with an asterisk represent funding outside of the current TIP years.

Tony Maietta asked KIPDA staff if the Memphis Blue Lick Road project will include any capacity expansion. Ms. Nicolas stated that she would follow up with the project sponsor to confirm. Andy Rush stated that it was his belief that no capacity expansion was anticipated for the Memphis Blue Lick Road project. Mr. Maietta also asked if Bridge 38 (Baylor Wissman) included capacity expansion. Mr. Rush confirmed that this project did not include capacity expansion as the lane expansion mentioned in the project description merely was to allow vehicles from opposite directions to cross over the bridge at the same time.

It was noted that the “model impact” box was accidentally left blank on the East Market Street project. Ms. Nicolas committed to fixing the error after the meeting. Mr. Rush explained where the Belvedere project was located and why it could be considered a transportation project.

Chris Nicolas proceeded to share the details regarding the KYTC projects in Amendment 8. Nick Vail pointed out an error in the project justification for the Reconnecting West Louisville to the Ohio Riverfront throughout the Riverside Expressway (I-64) Corridor – Priority Segments project. I-64 was listed as “I-643”. Ms.



Nicolas committed to fixing that error after the meeting. Andy Rush assured Mr. Vail that additional funding for this project would be represented in the TIP at the next available opportunity, likely via an administrative modification.

Simone Jarvis asked for more information regarding the lane length of KY 155. Nick Vail and Larry Chaney suggested that this project should be considered non-exempt and included in the KIPDA model due to the length of turning lane addition. Mr. Rush explained that KY 155 needs to be removed from the 2030 model scenario. Mr. Rush ensured the project will be changed to non-exempt and included in 2035 and later scenarios.

A meeting participant asked for more information regarding the widening of KY 1819 listed in the project description of KY 1819 from Bluegrass Parkway to Plantside Drive. Nick Vail asked if the project could be considered non-exempt since the expansion of the turn lane is right at a mile. Mr. Vail said he would be fine to leave the final judgement of exempt vs non-exempt to KIPDA staff.

Larry Chaney explained the need and intent of the road expansion project on US 31E. Andy Rush explained that the KY-146 project was one of many projects prioritized by the state to add turn lanes at schools to alleviate congestion during pick up and drop off periods. Nick Vail asked for further clarification on what the project description entails for the KY 1747 project. Mr. Chaney provided a summary of the project for Mr. Vail.

Randy Simon explained that KY 841 has no model impact because the project cannot be modelled. It was determined by Mr. Simon, Mr. Rush, and Mr. Chaney that the project had no impact on the model. The group also determined that KY 841 should be considered an exempt project.

Andy Rush asked if KY 1865 was a road diet project. Randy Simon confirmed the project is a road diet project. Tom Hall pointed out that there are zeros missing in the construction funding phase on KYTC I-65 project. Mr. Hall noted that 5-575.00 will likely not include any lane expansion but stated that he would follow up with KIPDA staff for confirmation. Simone Jarvis pointed out that the exempt/non-exempt box was missing from KIPDA ID 3089. Mr. Hall followed up on the previous discussion on 5-575.00 to state that KYTC actually does anticipate that project to include roadway expansion. Chris Nicolas continued to go through the list of projects in Amendment 8 without comment.

A meeting participant asked about the turn lane length of KIPDA ID 453. Larry Chaney and Randy Simon confirmed that the turn lane mentioned in the project was less than a mile. Andy Rush clarified that KIPDA's model does not include right hand turn lanes.

Chris Nicolas noted that she would need to make a couple of funding edits to KIPDA ID 3114—specifically the “Total Cost Programmed in the TIP to date” box. Nicolas proceeded to share the rest of the projects listed in Amendment 8.

Randy Simon provided the group with an update on the emissions modelling process post the retirement of Craig Butler.

Chris Nicolas asked for any last questions. No last questions came from the group. Ms. Nicolas ended the meeting at 2:59pm.

#### Schedule Discussion:

Chris Nicolas briefly mentioned key dates of the anticipated schedule for the amendment. She also described the schedule for KIPDA’s MPO-dedicated Call for Projects and the schedule for the FY25-FY28 TIP.

#### Other Information Pertinent to Conformity of Amendment 8

The following information was not explicitly discussed during the video conference. However, it had been discussed at prior video conference(s) and is still applicable for Amendment 8.

#### Analysis Years and AQ Conformity Tests for the 2015 Ozone standard– see table below

2015 8-hour Ozone Standard	
Analysis Year	Conformity Test(s)
2025	Less than the 2019 SIP Base Year Emissions
2030	Less than the 2019 SIP Base Year Emissions
2035	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2040	Budget test using the 2035 MVEBs for the 2015 8-hour standard
2050	Budget test using the 2035 MVEBs for the 2015 8-hour standard

#### Pollutants/Precursors of concern and related budgets

##### SIP base year (2019 Base Year) emissions

- i. VOCs: 13.65 tons/day or 12,383 kg/day
- ii. NOx: 33.03 tons/day or 29,964 kg/day

##### SIP regional budget (2035 MVEB) emissions

- iii. VOCs: 5.51 tons/day or 4,999 kg/day
- iv. NOx: 17.18 tons/day or 15,585 kg/day

### Other Discussion:

A second consultation meeting was held to discuss the different emission budgets for Indiana and Kentucky.

### Meeting Minutes – Quick Update on KIPDA Amendment 8 to the FY23-26 TIP and CK2050 MTP

An update meeting was organized by Simone Jarvis of the EPA Region 5 to discuss details pertinent to air quality analysis in the Louisville Jefferson County KY-IN MPO region.

Date: Tuesday, January 21, 2025, at 11:30 AM  
Organizer: Simone Jarvis, EPA Region 5

#### Attendees:

- EPA: Neena Nallaballi, Simone Jarvis, Anthony Maietta, Dianna Myers, Weston Freud, Sunday Gotvald, Benjamin Lyonrae
- FHWA: Nick Vail
- LMAPCD: Matt King, Rachael Hamilton
- KIPDA: Chris Nicolas, Andy Rush, Eronmonsele Esekhaigbe, Randy Simon, Elijah Beliles

### Overview

KIPDA is a bi-state MPO, but the region is categorized differently depending on the state. The portion of KIPDA within Indiana is “maintenance” and the portion of KIPDA in Kentucky is considered “non-attainment”. As a result, the budgets required for air quality modeling are different.

### Key Discussion

The Indiana area is required to follow the 2015 standard which means that the 2019 budget should be used. The Kentucky area is required to follow the 1997 standard. This means that the 2020 budget should be used. The Kentucky region, following the 1997 standard, will use the 2020 budgets for air quality modeling in 2025 and 2030, ensuring they remain within the allocated limits. The emission budgets can be found in Table 1.

Table 1: Emission Budget

<b>Pollutant</b>	2015 Bi-State Louisville 8-Hour Ozone MVEBs (tpd (kg/d))		1997 Bi-State Louisville 8-hour Ozone MVEBs (tpd (kg/d))	
	2019	2035	2003	2020
<b>VOC</b>	13.65 (12,383)	5.51 (4,999)	40.97 (37,168)	22.92 (20,793)

<b>NO<sub>x</sub></b>	33.03 (29,964)	17.18 (15,585)	95.51 (86,647)	29.46 (26,726)
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#### Key Observation

VOC: The 2015 standard has significantly stricter VOC limits for 2035 (5.51 tpd) compared to the 1997 standard's 2020 VOC budget (22.92 tpd). This shows a clear reduction in allowable VOC emissions over time under both standards.

NO<sub>x</sub>: The 2015 standard also has a lower NO<sub>x</sub> budget for 2035 (17.18 tpd) compared to the 1997 standard's 2020 budget (29.46 tpd), but the 1997 standard allows much higher NO<sub>x</sub> emissions overall (especially for 2003).

#### ESTABLISHED PRACTICE

In addition to the issues discussed during consultation, there were several issues which were not explicitly discussed or received little discussion during the video conference consultation, but which had impacts on the analysis. Many of these issues had been discussed during previous consultations. These issues were handled in a manner consistent with the previous established practice. The more prominent issues are discussed below.

#### Relationship of MTP and TIP for Conformity Purposes

The Transportation Improvement Program (TIP) is maintained as a subset of the Metropolitan Transportation Plan (MTP). Therefore, the conformity determination for the MTP will serve as the conformity determination for the TIP.

**Conclusion: The IAC members are informed of this from time to time in order to clarify the conformity determination for the MTP also serves as the conformity determination for the TIP.**

#### Vehicle Registration (Fleet Mix) Data

At various times in the past, new vehicle registration data has been provided for use in developing pollutant emissions. This vehicle registration data has been reviewed and accepted by the IAC. The data being used for the Indiana counties has been updated to 2022, and the data being used for the Kentucky counties has been previously updated to 2023. This data represents the most recent information available for this issue.

**Conclusion: Based on a consensus of the IAC members, vehicle registration data for 2022 for the Indiana counties and for 2023 for the Kentucky counties is now being used in developing emission estimates.**

#### CONFORMITY OF *CONNECTING KENTUCKIANA 2050*



The MTP, *Connecting Kentuckiana 2050*, was examined to determine if it met the requirements of the conformity rule under the 2015 8-hour ozone standards. In general, the process leading to a conformity determination has two major components:

- (1) a regional emissions (air quality) analysis to determine that air pollutant emissions do not exceed the budgets set in the SIPs, if applicable, or the emission levels for a given base year; and
- (2) a monitoring of the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs.

In the past, consultation with the state and local air quality agencies and EPA had determined that there are no approved TCMs in the SIPs of Indiana and Kentucky. Therefore, it is possible to show conformity of *Connecting Kentuckiana 2050* simply by determining that the air pollutant emissions do not exceed the budgets in the SIPs or the base year emissions.

## ANALYSIS PROCESS

The process of calculating the regional emissions for *Connecting Kentuckiana 2050* involved three main procedures. The first procedure was a review of the projects to determine which projects needed to be included in the regional emissions analysis. The second procedure was to perform the calculations necessary to quantify certain measures of travel behavior. The third procedure was to calculate the pollutant / precursor emissions. These activities are discussed below in greater detail.

### *Project Review*

The first procedure was to review the projects to determine which projects were exempt or non-exempt and which projects were “regionally significant.” The combination of these two considerations was the basis for determining which projects were recommended for inclusion in the regional emissions analysis. During Amendment 8 of the MTP, *Connecting Kentuckiana 2050*, a group of projects had been proposed for the amendment of the plan. These projects were reviewed by KIPDA staff, who prepared a list of the projects with information about the projects and a staff recommendation concerning the project’s status relative to its being included in the regional emissions analysis. There is usually a straightforward explanation for why projects are included in or excluded from the analysis and why they are analyzed as they are. Most of the projects which were excluded were exempt projects as defined in the Code of Federal Regulations in 40 CFR 93.126 and 40 CFR 93.127.

During consultation, this list was reviewed and accepted by the IAC as described under the section entitled “CONSULTATION FOR *CONNECTING KENTUCKIANA 2050*.” (Please see above.) The projects in *Connecting Kentuckiana 2050* were analyzed as indicated on the list provided to IAC.

In the past, there were several projects which could not be analyzed using the travel model but were not explicitly exempt. Most of these projects had been evaluated using spreadsheet methods using emission factors (rates). Since the MOVES emissions model was being used in the inventory mode, emission factors were not available for this analysis. However, experience had shown that the emission impacts for these projects were always small and positive (i.e., emission reducing). Therefore, it is reasonable to predict that the emission impacts of these projects—if they could be quantified—would decrease the emissions shown in the tables at the end of this document.

In the past, there was one particular project affecting Bullitt County that could not be included in the travel model but had the potential to increase emissions. Therefore, a special effort had previously been made to include its impacts in the analysis of travel behavior impacts and, consequently, in the regional emissions analysis. This project was the relocated (southern) section of US 31E. This project, which had been discussed during consultation in the past, involved the relocation of a small (approximately 0.2 mile) section of US 31E from Nelson County (outside of the nonattainment area) to Bullitt County (inside the ozone nonattainment area) during the reconstruction of that road. Estimates of the VMT for this project had been developed using a spreadsheet approach. The VMT estimates were calculated (off-model) as the product of the estimated traffic volumes for each of the analysis years and the length of the relocated section in Bullitt County and had been added to the other Bullitt County VMT estimates of the same functional class. This effort has not been necessary since Amendment 4. Additional roadway sections including the relocated section of US 31E have recently been added to the travel model. Therefore, the estimated VMT for that section is now calculated (along with the VMT from other projects) in the post-processing process of the travel model data and added to the Bullitt County VMT resulting from that process.

### *Calculation of Travel-Related Information*

The analysis of the travel behavior impacts for the nonattainment area primarily involved using the KIPDA travel demand forecasting model to determine measures of travel such as vehicle-miles-traveled (VMT) and speed. The method for determining these measures was to input the appropriate roadway and transit information into the model and to run the model using the appropriate socioeconomic information for a given analysis year. This analysis is explained below in further detail in the sections concerning the KIPDA travel demand forecasting model and adjustment factors for travel model output.

### KIPDA Travel Demand Forecasting Model

The KIPDA travel demand forecasting model is a mathematical model which relates travel to the transportation system and basic socioeconomic information. The domain of the model is a study area which includes the Louisville (KY-IN) Metropolitan Planning

Area. The Louisville (KY-IN) Metropolitan Planning Area presently consists of Clark and Floyd counties in Indiana, Bullitt, Jefferson, and Oldham counties and approximately 4 square miles in Shelby County in Kentucky. This area is divided into 984 smaller units called traffic analysis zones.

As previously mentioned, the KIPDA regional travel demand forecasting model was updated and calibrated in 2022. This update established 2019 as the new base year for the model. The model update utilized the information incorporated into the travel model during previous updates. In addition, a significant amount of data from Streetlight Data, Inc. was incorporated into the updated model, particularly for trips which crossed the external boundary of the model. During the update, the model parameters were adjusted such that the model output matched—within reason—two main calibration criteria based on measured data. These criteria were: (1) the total daily VMT for all highway facilities except local roads for the region; and (2) highway traffic volumes crossing the Ohio River screenline. The result of the update was a travel model which generally replicated travel in the Louisville area for 2019. The updated travel model was used in the regional emissions analysis.

The KIPDA travel demand forecasting model uses the standard four steps of modeling: trip generation, trip distribution, mode choice, and trip assignment. In addition, it considers travel by vehicles entering, leaving, and crossing the study area. These types of trips are known as external-internal, internal-external, and external-external, respectively. The internal ends of these trips are determined by the methods described below for internal-internal travel. The external ends are determined from the volume of traffic crossing the study area boundary at any of the 46 external stations.

Trip generation is the process of determining the number of unlinked trip ends--called productions and attractions--and their spatial distribution based on socioeconomic variables such as households and employment. The trip rates used to define these relationships were derived from the travel data collection efforts described above. This information was supplemented by use of the *National Cooperative Highway Research Program Report #365* and the Institute of Transportation Engineers' *Trip Generation Report*. The KIPDA travel demand model uses three internal-internal trip purposes. Internal-internal trips are those which have both ends inside the modeling domain. The three purposes are home-based work, home-based other, and non-home based. The set of trip rates is one of the calibration parameters of the model.

Trip distribution is the process of linking the trip ends thereby creating trips which traverse the area. The KIPDA travel model uses a gravity model to link all trips except the external-external ones. The gravity model is based on the principle that productions are linked to attractions as a direct function of the number of attractions of a zone and as an inverse function of the travel time between zones. This inverse function of travel time is used to generate parameters called friction factors which, in turn, direct the gravity model. In addition, information from a study which investigated

the behavior of travelers crossing the Ohio River and traffic count information from years near 2019 were utilized to develop additional parameters called K-factors. The K-factors are used by the model to ensure that it is predicting the correct volume of traffic crossing the Ohio River. Friction factors and K-factors are two of the calibration parameters of the model.

Mode choice is the process used to separate the trips which use transit from those which use automobiles. It is also used to separate the auto drive-alone trips from auto shared-ride trips. In some previous KIPDA travel demand models, mode choice was based primarily on information provided by the *TARC Travel Forecasting Study* from some time ago. In that model, the user's benefit or utility was calculated for each mode based on zonal socioeconomic characteristics and the cost and time of the trip using the various modes. A nested logit model was used to determine the probability of the trip being made by each of the modes. This probability was then multiplied by the number of trips between zones to determine the number of trips by each mode.

As previously stated, the conformity analysis for *Connecting Kentuckiana 2050* utilizes transit information from previous travel demand models. The results of the 2004 TARC on-board survey had been used to factor the data in the previous transit files. This was deemed acceptable for several reasons. The primary reason was that the transit network envisioned by *Connecting Kentuckiana 2050* is essentially the same as the existing one. In addition, the number of total trips from the two models was similar. Therefore, the use of the factored transit trip information from previous travel models did not significantly change the proportion of trips allocated to transit. Finally, the proportion of trips utilizing transit is less than 2% of the total trips. So small differences in the number of transit trips should have a negligible effect on overall travel.

Trip assignment is the process used to determine which links of the network a given trip will use. There are several assignment schemes which may be used. Two of the more common schemes are All-or-Nothing (AON)--in which all trips between two zones follow the shortest time path--and Stochastic--in which trips between two zones may be assigned to several paths based on their relative impedances or travel times. It is not uncommon for travel models to use several assignment schemes in sequence to converge to a better assignment. A sequence commonly used involves using several AONs with the traffic volumes reported at the end of each scheme being a weighted average of the volumes from the most recent scheme and the volumes from the previous schemes. A capacity restraint provision is used to adjust travel times between assignment schemes. This sequence is called an equilibrium assignment. The KIPDA travel model uses an equilibrium assignment which converges when the change in system-wide travel time over successive iterations is estimated to be within 0.0001 or less.

Tolls are being used as a means of providing for a portion of the cost of the Louisville Southern Indiana Ohio River Bridges project. To reflect the effect of the tolls in the

KIPDA travel model, time penalties have been used in the model on the bridges where tolls are being collected. As mentioned above, the toll structure was recently changed. To reflect this in the travel model update, the time penalties used in the KIPDA travel model were likewise changed to reflect the effect of the new toll structure. The time penalties also reflect some travel effects which could not otherwise be quantified.

The output from the KIPDA travel model is in the form of a series of links with each link having certain associated data such as number of lanes, capacity, facility type, area type, functional class, and volume. This data allows for the calculation of other link information such as vehicle-miles-traveled (VMT). The VMT can be calculated as the product of the volume of traffic using a link times the distance (length) of the link.

#### Adjustment Factors for Travel Model Output

The VMT and speeds from the travel demand model were adjusted before being used in the calculation of regional emissions. The purpose of these adjustments was to reconcile the model output with travel estimates from other sources, such as the Highway Performance Monitoring System (HPMS) estimates of VMT. To perform this adjustment, factors were developed for the baseyear of the model using HPMS or other estimates and applied to model output for other years.

The development of the VMT adjustment factors involved comparing the VMT outputs of the travel demand model to the HPMS VMT estimates for 2019. Factors were developed to adjust the model output to account for variation between the model and HPMS within each of the counties. To do this, the VMT from the 2019 model run was tabulated by county and functional classification. The VMT estimates derived from the model were then compared to the HPMS VMT estimates for 2019 to develop adjustment factors to be applied to the model output for subsequent years. The 8-hour ozone analysis is based on the level of traffic and the accompanying emissions expected on a typical summer weekday. For that analysis, the adjustment factors were increased by 2.9% to reflect the higher volume of traffic that can be expected on a typical summer weekday relative to the annual average daily traffic. The adjustment factors for VMT were developed on a functional classification basis for each county.

The development of the speed adjustment factors involved a similar process. The outputs of the travel demand model were compared to estimates of speed based on the equations of the Highway Economic Reporting System (HERS).

In general, the HERS equations were used to estimate speeds for five functional classifications of urban roadways and for five functional classifications of rural roadways. The speeds from these roadway sections were used to determine the average speed for each of five rural and urban functional classes. The speeds used in the travel model were also averaged for each of the five rural and urban functional classes for which HERS estimates had been developed. The speed adjustment factor for each of these functional classes was calculated as the ratio of the average speed

using the HERS equations to the average speed using the travel model data. In some cases, the adjustment factors for some functional classes for some counties had to be based on the combined effects of the functional classes due to the sparseness of data for one or more of the functional classes.

The procedures described above produced speed adjustment factors for all functional classes except rural and urban local roads and ramps. (Ramps are not officially a separate functional class, but the speed behavior of traffic on ramps is not expected to be like that of any other functional class. Therefore, the ramps were treated as a separate “functional class”.) There was not sufficient data to estimate speeds for the roadways of these classes. For rural and urban local roads and ramps, the speeds in the travel model were used without adjustment (i.e., the speed adjustment factor for rural and urban local roads and for ramps = 1).

### *Calculation of Pollutant/Precursor Emissions*

The calculation of the pollutant/precursor emissions for the nonattainment area involved using the adjusted output data from the KIPDA travel demand forecasting model as input to the MOVES model. KIPDA staff developed travel model output data in the form of vehicle-miles-traveled (VMT) in three formats: (1) VMT by speed bin by MOBILE 6 facility type (road type) for each county, (2) VMT fractions by speed bin by county by MOBILE 6 facility type (road type) for each county, and (3) VMT and average speed by functional class for each county. KIPDA staff utilized this data along with other necessary inputs to run the MOVES model and develop emission estimates for volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>).

### MOVES Emissions Model

As previously mentioned, the Louisville region is a nonattainment/maintenance area for the pollutant ozone and must therefore control the precursors of ozone, VOCs and NO<sub>x</sub>. The emission estimates for VOCs and NO<sub>x</sub> were determined using the MOVES 4 emissions model. KIPDA staff produced the emissions for all of the counties in the nonattainment/ maintenance area. The methodology used in calculating these emission estimates is discussed below.

There are a number of factors affecting the emission estimates developed from the MOVES model. In the past, these factors included the presence of inspection/ maintenance (I/M) programs in some of the counties. During that time period, the VMT generated in Clark, Floyd, and Jefferson (KY) counties came from some vehicles subject to an I/M program and from some vehicles not subject to an I/M program. The I/M program in Clark and Floyd counties was discontinued at the end of 2006. The I/M program in Jefferson County (KY) was discontinued in 2003. Therefore, these programs are no longer a factor in estimating emissions.

One of the other factors is the fuel used by the vehicles in the various counties. The fuels which are used in Clark, Floyd, and Jefferson counties include reduced Reid vapor pressure gasoline (RVP) and reformulated gasoline (RFG). While RFG is used in some portions of Bullitt and Oldham counties, unregulated gasoline is used in the other portions of those counties as well as the areas adjacent to the nonattainment area. Vehicles from these other areas can be expected to travel in the Clark, Floyd, and Jefferson (KY) counties also. In the past, the emission factors (from the MOBILE 6 model) for Clark, Floyd, and Jefferson (KY) counties used in the air quality analysis varied by county because they represent a VMT-weighted composite based on an estimate of travel in each county by vehicles from the various portions of the region. For this analysis, the MOVES model was used in what is known as the inventory mode. Using the inventory mode, it is possible to define the fuel characteristics and the presence of an I/M program for each county, but it is not possible to represent the effect of travel in a county by vehicles from other counties. Therefore, the use of composite emission factors was not possible. Other than that, the assumptions used in the analysis were consistent with those of the appropriate air quality agency for each of the counties. For Clark and Floyd counties, the assumptions of the Indiana Department of Environmental Management (IDEM) were used. Some assumptions of LMAPCD were also used for Clark and Floyd counties. For Jefferson County (KY), the assumptions of the LMAPCD were used. These assumptions had been previously reviewed and accepted by the IAC partners.

The assumptions used in developing the emissions for Clark, Floyd, and Jefferson (KY) counties were the same as those used in developing the ozone budgets update (for VOCs and NO<sub>x</sub>) for the recent redesignation request in 2022. These assumptions included some changes which were incorporated in recent years prior to 2022. The changes which affected the VOC and NO<sub>x</sub> emissions included:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the incorporation of newer vehicle registration data (for 2022) for Clark and Floyd counties (provided by INDOT), and
- (3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

The emissions for Bullitt and Oldham counties were also developed by KIPDA staff. As with the other counties, the assumptions for these counties were consistent with those used in the redesignation request developed in 2022. Most of the inputs to the MOVES model were defaults and/or data used that was consistent with previous SIPs or data updated for the redesignation request. As mentioned above, RFG is used in some portions (the “original” portions) of Bullitt and Oldham counties, and unregulated gasoline is used in the other portions (the “new” portions) of those counties as well as the areas adjacent to the nonattainment area. The “original” portions and “new” portions refer to whether a portion of these counties had originally designated as a nonattainment/maintenance status for the 1-hour ozone standard (used in the 1990’s)



or had only been designated under the 1997 8-hour ozone standard. Neither portion of either county had an I/M program. So, it was not necessary to have I/M input information for MOVES. However, it was possible that the gasoline formulation in the different portions of these counties could be different.

It was determined—based on data provided by US EPA for the MOVES model—that the gasoline formulation for Bullitt and Oldham counties is essentially the same as that for Jefferson County with respect to the use of RFG. Since the use of the MOVES model in the inventory mode does not allow for the characteristics of different blends of gasoline within the same county, the gasoline formulations of Bullitt and Oldham counties were modeled the same as for Jefferson County.

The assumptions used for Bullitt and Oldham counties were consistent with those for the ozone budgets update for the recent redesignation request in 2022. The changes which affected the VOC and NO<sub>x</sub> emissions included:

- (1) improved consistency and completeness of gasoline data provided with the new MOVES model,
- (2) the characterization of gasolines described in the previous paragraph, and
- (3) improvements in internal model calculations to account for emission controls, driving profiles and engine characteristics.

KIPDA staff developed emission estimates of VOCs and NO<sub>x</sub> using the MOVES model. To review, the following steps were undertaken.

- (1) KIPDA staff received developed the adjusted travel model output in the forms of VMT and average speed, VMT by speed bin, and VMT fractions by speed bin, all by county and by MOBILE facility type by analysis year, as described above.
- (2) KIPDA reformatted the data to prepare it as input to the MOVES model. Other necessary data was received from LMAPCD.
- (3) The MOVES model was run in inventory mode to determine emission estimates of each precursor for each county for each analysis year.

## RESULTS OF THE ANALYSIS

The transportation plan, *Connecting Kentuckiana 2050*, has been examined to determine if it is in conformity with the SIPs of Indiana and Kentucky and fulfills the criteria in the federal conformity rule (found in 40 CFR 93). The examination has been based on an air quality analysis to determine that air pollutant emissions of the appropriate areas did not exceed the VOC and NO<sub>x</sub> motor vehicle emission budgets.

As previously mentioned, the other criterion for determining conformity would have been the progress in implementation of the Transportation Control Measures (TCMs) contained in the SIPs. However, since previous consultation had determined that there were no approved TCMs, that criterion did not affect the determination of conformity.

The results of the regional emissions analyses for ozone precursors are discussed below.

### 8-hour Ozone Analysis

The eight-hour ozone redesignation SIPs of Indiana and Kentucky contain emission budgets for the precursors of ozone, volatile organic compounds (VOCs) and oxides of Nitrogen (NO<sub>x</sub>). The regional emissions analysis was conducted to provide estimates of the levels of emissions of VOCs and NO<sub>x</sub> for the various analysis years. These emission levels were then compared to the budgets in the SIPs to determine if the conformity tests were passed.

The results of the regional emissions analysis are summarized in Tables 1, 2, and 3. Table 1 shows the summer weekday vehicle-miles-traveled from the analysis. Table 2 shows that for 2025 and 2030, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than the 2019 base year emissions in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than the motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP. Table 2 also shows that for 2035, 2040, and 2050, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than the motor vehicle emission budgets established in the 2015 8-hour ozone redesignation SIP. Table 3 shows that for 2025 and 2030, the summer weekday VOC and NO<sub>x</sub> emission levels for the 2015 8-hour nonattainment area are less than 2020 emission budgets in the 1997 8-hour ozone redesignation SIP.

### Conclusions – 8-hour Ozone

The regional emissions analysis of *Connecting Kentuckiana 2050* indicates that the Metropolitan Transportation Plan is consistent with the goals and emission budgets established in the State Implementation Plans of Indiana and Kentucky. The cumulative effect of the results shown in Tables 2 and 3 indicates that *Connecting Kentuckiana 2050* has met the requirements of conformity under the 2015 8-hour ozone standards. In summary, it can be concluded that *Connecting Kentuckiana 2050* conforms to the SIPs and meets the requirements of the federal conformity rule.

**TABLE 1**

SUMMER WEEKDAY VEHICLE-MILES-TRAVELED (VMT) ESTIMATED FOR THE 8-HOUR OZONE NONATTAINMENT AREA (in 1000's of vmt/day)			
YEAR	INDIANA	KENTUCKY	TOTAL
2025	8072	26510	34582
2030	8485	27941	36426

<b>2035</b>	<b>8908</b>	<b>29265</b>	<b>38173</b>
<b>2040</b>	<b>9348</b>	<b>30476</b>	<b>39824</b>
<b>2050</b>	<b>10219</b>	<b>32857</b>	<b>43076</b>

**TABLE 2**

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2025	Regional	7958	15580	YES
2030		5732	9898	YES
2035		4616	6518	YES
2040		3889	5144	YES
2050		3134	4264	YES
<p>NOTE: The criteria for conformity for the INDIANA counties are as follows:</p> <p>2025 and 2030 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 13.65 tons/day or 12,383 kg/day.</p> <p>2025 and 2030 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP base year (2019) emissions of 33.03 tons/day or 29,964 kg/day.</p> <p>2035, 2040, and 2050 Regional emission levels for VOCs must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 5.51 tons/day or 4,999 kg/day.</p> <p>2035, 2040, and 2050 Regional emission levels for NOx must be below the 2015 Ozone standard redesignation SIP emission budget (2035) of 17.18 tons/day or 15,585 kg/day.</p>				

**TABLE 3**

SUMMER WEEKDAY EMISSIONS FOR THE 8-HOUR NONATTAINMENT AREA (kg/day)				
EMISSION LEVELS FOR VARIOUS YEARS				
YEAR	Area	VOCs	NOx	PASS
2025	Regional	7958	15580	YES
2030		5732	9898	YES
2035		4616	6518	YES
2040		3889	5144	YES
2050		3134	4264	YES
NOTE: The criteria for conformity for the KENTUCKY counties are as follows:  2025, 2030, 2035, 2040, and 2050 Regional emission levels for VOCs must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 22.92 tons/day or 20,793 kg/day.  2025, 2030, 2035, 2040, and 2050 Regional emission levels for NOx must be below the 1997 Ozone standard redesignation SIP emission budget (2020) of 29.46 tons/day or 26,726 kg/day.				

**Amendment 7 to the FY 2023-2026 Transportation Improvement Program & Connecting  
Kentuckiana 2050 Metropolitan Transportation Plan  
Public Comments**

**Project Name:** Purchase Three (3) Extended Range Electric Buses

**Sponsor:** Transit Authority of River City (TARC)

**KIPDA ID:** 3394

**Comments:**

- Would be nice to continue to increase the bus fleet in general and use electric busses. But would rather have this go to a transit hub, instead of the small \$100K currently allocated.
- Electric buses are good, but with how little money TARC has right now, it should be focused in on money for repairs and for a downtown transit hub. If a ballot measure can be passed in a couple years, then buying new electric buses would make sense.
- Electric buses are great if they're compatible with the routes they're needed for. That said, this money should go toward TARC's operational expenses unless that's explicitly forbidden.
- Where will the money come from to actually operate these buses?! TARC is in desperate need of operational funding!

**Project Name:** Eastern Parkway Transportation Study between Hahn Street to Concord Drive

**Sponsor:** Louisville Metro

**KIPDA ID:** 3393

**Comments:**

- Please make this intersection smaller and safer and easier to cross by foot or bike.
- This section of Eastern is hostile to people outside of cars. Please narrow and/or reduce the number of driving lanes and install separated, protected infrastructure on both sides for people walking and biking.
- Please prioritize bike and pedestrian infrastructure through this short stretch.
- Remove all slip lanes on Crittenden and turn them into bike lanes and pedestrian plazas. Too many students walk and bike here for cars to speed as fast as they do. This will also discourage trucks from using Eastern and getting stuck in RR bridge.
- Love to see it. Huge opportunity for traffic calming and protected bike/ped infrastructure.

**Project Name:** Eastern Parkway Transportation Study between Bardstown Road to Cherokee Park entrance

**Sponsor:** Louisville Metro

**KIPDA ID:** 3392

**Comments:**

- The road is wide enough to add parking protected bike lanes on each side of the street, and narrow the driving lanes. Shrink the roundabout lanes, beautify like a dutch roundabout, and use yield signs.
- agree with the other commenter. The road should make getting to and from Cherokee Park easy, safe, and comfortable for people outside cars. The roundabout is good but could be improved with modern single-lane design.
- I'm extremely supportive of this project!
- Love supporting pedestrian access to parks!

- At the Eastern Parkway roundabout, the vast expanse of blacktop presents an opportunity to improve pedestrian access to the park, especially on the south side of this intersection.
- Use green drainage and landscaping near curbs to reduce strain on slopes and hillside drains.
- Fantastic to see this project proposed. Significant opportunities for traffic calming and pedestrian/bike accommodation.

**Project Name:** Belvedere Transformation

**Sponsor:** Louisville Metro

**KIPDA ID:** 3391

**Comments:**

- 86 64. Make the Belvedere a train station again.
- \$125 million is a nice amount of money, but for that you can start to look at highway removal for I-64 between I-65 and 9th Street (at least)
- By the time this project is built, I-64's viaduct will be in such poor shape it'll have to go. At that point, it would be fiscally smarter to just reroute traffic onto I-264 or I-265 and let the highway fall.
- Use that \$125M instead to get rid of I-64. Please!
- A stupid waste.
- The design seems nonsensically complex. Are there going to be nets to catch all the people falling off the edge into the river? I mean, this is goofy. Fal,s(sic) Fountain 2.0.
- Unless I-64 and the elevated car-only expressway is removed, this design will have to be rebuilt in 50 years just like we are doing now. Id much rather money be spent connecting our riverfront to the city and reducing long term infrastructure costs.
- Time line too long, est. project cost likely underestimated. Project will be half done with no option to cut losses, forcing additional funds into project. I don't agree that this elaborate of a design is wise or even practical. I am not on board.
- This project does nothing to reconnect our city to the riverfront. I would rather see these funds used to remove portions of I-64, reducing our long-term infrastructure maintenance costs. Making our city more livable does not require extravagant projects.
- This project in no way will reconnect our city to its river front or permit development of the urban core. Allocation of funds and planning should go to highway removal, and master planning of a complete river front from downtown to West Louisville.

**Project Name:** 4th Street Redesign

**Sponsor:** Louisville Metro

**KIPDA ID:** 3390

**Comments:**

- Great idea, the city needs more connections to the waterfront. The map overlay is on 3rd Street though. Reduce the number and width of driving lanes throughout and install separated, protected paths for people walking and biking.
- Fantastic idea! Excited to see this plan come to life.



- Your map here shows 3rd Street highlighted, not 4th. Is that an oversight? I do like the push to improve placemaking on 4th, especially north of Market. River access from the Galt entrance is not what it could be.
- Great project! Why not extend this project one more block south because Fourth Street Live sucks...even just from the perspective of trying to ride a bike through it. Can we please fix the roadway between Muhammad Ali and Liberty?
- Consider making this similar to other major tourist routes in cities like Bourbon Street in New Orleans. Cars can cross but pedestrians and bikes are the priority. These rules can be extended through to U of L for a complete connection for students.
- Assume you meant to highlight 4th Street? Yes please improve 4th St ASAP ac (sic) make it a safe, equitable, viable, car free connection option to connect to the Belvedere and Louisville Loop on the waterfront.
- Can you ensure reducing the number and width of driving lanes throughout and install separated, protected paths for people walking and biking, and extend this south to Broadway.
- Absolutely fabulous idea since 4th St Live already cuts these few blocks off and serves as modal filter. Please consider expanding the scope of this project to also include 4th St Live itself, with a more well-defined & resurfaced bike/scooter path.

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 3389

Comments:

- This part of I-65 is really dangerous because of constant weaving from on and off ramps! Traffic flies off of ramps onto streets and enters the highway way under the speed of traffic. Maybe ramps should be consolidated to provide better spacing?
- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- At minimum, consider removing some on and off ramps. Do not build additional capacity into an urban freeway. Ideally, study removing 65 entirely north of the Watterson.
- I live with I 65 out my window by Arthur (sic). Please consider eliminating Arthur exit entirely or anything the (sic) would deprioritize the highway and prioritize the urban corridor.
- We need safer street connections where interstate exit and entrances are. Jackson street is a very risky intersection and the only area in downtown Louisville where car traffic does not stop. Arthur street is incredibly dangerous next to U of L
- Incredibly dangerous. Adjacent neighborhood's streets are used as extension to on ramps. KY 61 Preston and Jackson ramps especially dangerous.
- Any study of an urban freeway should seriously investigate the potential to remove it. It may not be feasible in the near term, but every urban highway in this country should have a plan for how to remove in some form over the next few generations.

**Project Name:** KY 61

**Sponsor:** KYTC

**KIPDA ID:** 3388

**Comments:**

- Parallel, separated, protected paths for people walking and biking should be included in any roadwork here.

**Project Name:** KY 61

**Sponsor:** KYTC

**KIPDA ID:** 3387

**Comments:**

- Do not widen a new rural road like this to increase ongoing maintenance costs we can't pay for.
- Do not add lanes to rural roads. Please do install separate, protected paths for people walking and biking to give people an alternative to driving. This will do more to reduce congestion in the long run anyway

**Project Name:** KY 1865

**Sponsor:** KYTC

**KIPDA ID:** 3386

**Comments:**

- Ensure the addition of mixed use path or protected bike lanes the entire way in both directions/sides.
- The best way to increase safety is to reduce speeds. Remove and/or narrow driving lanes along the route and install continuous, separate, protected paths for people walking and biking. Convert as many intersections to single-lane roundabouts as possible.
- I'm incredibly supportive of redesigning this road to reduce number of car lanes, be designed in a way to reduce speeds, and increase opportunities to safely cross on foot.
- This road is supposed to be 35mph, but the way it currently is, everyone goes at least 50. This road NEEDS help.
- HUGE opportunity for traffic calming and safety/accessibility improvements! Simplify, narrow, and slow down. Multimodal access to Iroquois Park would be huge improvement and amenity for these neighborhoods and city as a whole!

**Project Name:** I-65

**Sponsor:** KYTC

**KIPDA ID:** 3385

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- Reconfiguring lanes and ramps is fine, but do not install any new lane-miles. Additional capacity will only increase congestion in the long run.

**Project Name:** KY-1934

**Sponsor:** KYTC

**KIPDA ID:** 3384

**Comments:**

- Narrow and/or remove driving lanes and remove all slip lanes. Convert signalized intersections to roundabouts wherever possible. Install continuous, separate, protected paths along route for people walking and biking.
- Agree with other commenter. Lots of opportunities for calming traffic at intersections which is where these kinds of roads are most dangerous. Separated MUP would be nice, but understandable if that's not the focus.

**Project Name:** KY 1747

**Sponsor:** KYTC

**KIPDA ID:** 3382

**Comments:**

- 90 million is too much to spend for this suburban area based on the number of people who live or use this per square mile around here.
- Hurstbourne in general and this section in particular are overbuilt and the surrounding area is hostile to people outside cars. Remove/narrow driving lanes, convert intersections to roundabouts, install multiuse paths along both sides

**Project Name:** KY 2054

**Sponsor:** KYTC

**KIPDA ID:** 3381

**Comments:**

- Add protected bike lanes each way or a wide mixed use path
- Bicycles need to be accommodated (sic) in this project.
- Great project. Simplify roadway configuration, add protected facilities for bikes. Consider some kind of program to encourage property owners with alley access to eliminate street curb cuts and use alley for access instead per Olmsted's vision

**Project Name:** US 42

**Sponsor:** KYTC

**KIPDA ID:** 3380

**Comments:**

- 3 lanes are not needed for cars, but a nice wide bike ped multi use path the entire way with good safe narrow crossings would improve safety and decrease car congestion.
- 3 lanes?! You must be joking.
- If by 3 lane widening you mean 2 lanes + TWLTL, then ok maybe. MUP would be great though

**Project Name:** US 42 (Non-Cardinal: Story Ave)

**Sponsor:** KYTC

**KIPDA ID:** 3378

**Comments:**

- What is the change being proposed here? A two way conversion would be great. Or wider sidewalks, or mixed use path, or protected bike lanes

- Assuming this is not a two way conversion, Story has plenty of unused road width in this section to create bike lanes against the curb, either protected by parked cars or separated by a curb.
- This could create an extension of the Beargrass Creek greenway by having connection and extending existing route from off route Greenway. Make Story and Mellwood 2 way cycle track to keep parking
- Creating a safe, protected bike lane for this section would connect north on Story to the Butchertown Greenway leading to the Botanic Gardens and new River Road mixed use path to Zorn and downtown!
- Fantastic, love to see HSIP funds put towards increasing safety of vulnerable road users.

Project Name: US 31 E Congestion Reduction

Sponsor: KYTC

KIPDA ID: 3377

Comments:

- Land use south of 265 is car-mandatory. As development continues, congestion will worsen no matter how many lanes wider Bardstown Road gets. Do not sink millions of dollars into widening a rural road. This will exacerbate sprawl and congestion.
- Excellent to see a focus on right-sizing and bringing safety improvements to suburban arterials like this. Incremental improvement is still improvement!

Project Name: US 31 E

Sponsor: KYTC

KIPDA ID: 3376

Comments:

- Do not add lane-miles. There is currently no way to cross 265 here - a 10' multi-use path would be dirt cheap compared to driving lanes

Project Name: US-31E

Sponsor: KYTC

KIPDA ID: 3375

Comments:

- Supportive of this project. Please emulate the design of Bardstown Rd to the north already completed a couple years ago.
- There is more than enough road width for a protected bike lane in each direction or a two-way track on one side.
- This segment should look like the redesigned segment north of here, but with protected bike lanes added. There is plenty of road width for a lane in each direction or a two-way track on one side.
- Keep the driving lanes to one in each direction, like on Bardstown Rd north of here. No need for 4 driving and 2 parking like in some sections now. Add curb extensions and crosswalks everywhere along the way.
- Great project, and I hope to see more of what was installed north of Eastern Pkwy in this section!

**Project Name:** US-31E

**Sponsor:** KYTC

**KIPDA ID:** 3374

**Comments:**

- This segment should look like the redesigned segment north of here, but with protected bike lanes added. There is plenty of road width for a lane in each direction or a two-way track on one side.

**Project Name:** KY 1819 from Bluegrass Parkway to Plantside Drive

**Sponsor:** KYTC

**KIPDA ID:** 3372

**Comments:**

- Only do this work if you add bike ped protected lanes or MUPs

**Project Name:** KY 1819 from Bluegrass Parkway to Plantside Drive

**Sponsor:** KYTC

**KIPDA ID:** 3370

**Comments:**

- Make each underpass easy and safe to cross by foot/bike and add noise barriers and reduce travel lanes and lane widths, add crosswalks
- Ditto the other commenter. Also consider replacing 64 with a ground level boulevard, which would do a lot to make the waterfront more accessible
- Love to see this being prioritized!!
- It is vital that we reconnect Portland with the river and develop safe and pleasant corridors to walk and bike between residential neighborhoods and the river.
- Use native pollinator plants and flowers to landscape I 64 easements and Ohio River floodplain similar to downtown
- Love to see these kinds of connectivity projects being proposed and hope they get priority. Provide safe and comfortable access to cross I-64 that doesn't involve mixing with highway ramp traffic!

**Project Name:** Slate Run Road Improvements Phase 2

**Sponsor:** New Albany

**KIPDA ID:** 3369

**Comments:**

- Good stuff! Please make sure the bike lanes are separated and protected. Most potential riders will not feel safe feet away from speeding cars. Consider making the bike lanes sidewalk height
- Great! Protected facilities will be better and more heavily utilized.

**Project Name:** Baylor Wissman Hilltop

**Sponsor:** Floyd County Board of Commissioners

**KIPDA ID:** 3367

**Comments:**

- Narrow lanes stop speeding. Please be careful not to turn this into a high speed cutthrough

**Project Name:** Memphis Blue Lick Roadway Improvements

**Sponsor:** Clark County

**KIPDA ID:** 3365

**Comments:**

- Widening this rural road will induce further development which will cause more traffic. Long commutes are the rightful price of living in a rural area

**Project Name:** CR-311 and Sellersburg Improvements

**Sponsor:** Clark County

**KIPDA ID:** 3364

**Comments:**

- Please ensure bike lanes are separate and protected from driving lanes

**Project Name:** Merry Way near Georgetown Elementary

**Sponsor:** INDOT

**KIPDA ID:** 3363

**Comments:**

- It should be safe, easy, and comfortable for local children to walk to school here. Lots more sidewalk and traffic calming will be needed

**Project Name:** US 31 and Eastern Blvd, intersection improvement

**Sponsor:** INDOT

**KIPDA ID:** 3362

**Comments:**

- Thank you for this. For such a small project, do it sooner
- Excellent! Creating safe ways to cross the highway will be great for connectivity

**Project Name:** North Hubbards Lane

**Sponsor:** Louisville Metro

**KIPDA ID:** 3233

**Comments:**

- Keep it two lanes for cars, but add very nice bike/ped/MUP facilities and trees and lighting and crosswalks with the funding.
- Please ensure paths for people walking and biking are separated and physically protected. This is a high-traffic area and painted lanes or sharrows will not draw new users.

**Project Name:** I-65 Bridge at E Kentucky & S Brook St

**Sponsor:** KYTC

**KIPDA ID:** 3196

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- We need to reactivate empty space under the bridge as a plaza and weatherproof event space instead of fencing it off. This makes the entire intersections unsafe as no one will see you or be able to assist if there are problems or issues. Cars speed

**Project Name:** I-65 Bridge at Hill, CSX RR & Burnett

**Sponsor:** KYTC

**KIPDA ID:** 3195

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- Please update this intersection. It does not feel safe to cross biking or walking
- I'm thrilled to see this spot on the docket for improvements. In particular, non-auto crossing at Preston Street is a mess. The existing pedestrian bridge has been poorly maintained, and the intersection is in great need of beautification.
- We need a safer and better connected intersection with a redesigned pedestrian bridge and better Jackson St off ramp design. Traffic must be slowed
- Improve Pedestrian and bike safety with overpasses redesign. Do not close off will (sic) walls of concrete. Redesign and rebuild pedestrian bridge.
- Better multimodal access across these railroad tracks would be a great addition to this project.

**Project Name:** I-65 Bridge at KFEC Gate 6

**Sponsor:** KYTC

**KIPDA ID:** 3123

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

**Project Name:** I-65 Bridge at Manning Rd

**Sponsor:** KYTC

**KIPDA ID:** 3120

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

**Project Name:** I-65 Bridge at Phillips Ln

**Sponsor:** KYTC

**KIPDA ID:** 3119

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

**Project Name:** I-65 Bridge at E Chestnut St

**Sponsor:** KYTC

**KIPDA ID:** 3117

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.



- If you must spend insane amounts on repairing what has always been a terrible idea (i.e. running a loud, polluting highway through the heart of our city), I hope you will at least fix the horrible banging noises caused by each car passing over.

**Project Name:** I-65 Bridge at Jacob, Broadway, Gray St

**Sponsor:** KYTC

**KIPDA ID:** 3115

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- If you must spend insane amounts on repairing what has always been a terrible idea (i.e. running a loud, polluting highway through the heart of our city), I hope you will at least fix the horrible banging noises caused by each car passing over.

**Project Name:** I-65 Bridge at St Catherine St

**Sponsor:** KYTC

**KIPDA ID:** 3114

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

**Project Name:** I-65 Bridge at US 60A (Eastern Parkway)

**Sponsor:** KYTC

**KIPDA ID:** 3112

**Comments:**

- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.

**Project Name:** Reconnecting West Louisville to the Ohio Riverfront Throughout the Riverside Expressway (I-64) Corridor

**Sponsor:** KYTC

**KIPDA ID:** 3067

**Comments:**

- Great project. Make connections through 64 as safe and comfortable as possible for people outside of cars. Car access and LOS should not be a high priority.
- What a great way to support community building in the area!

**Project Name:** 2nd Street/3rd Street/Museum Drive Intersection and Brandeis Avenue Pedestrian Improvements

**Sponsor:** University of Louisville

**KIPDA ID:** 2982

**Comments:**

- As a UofL student, I walk through here every day. It's a bit of a messy intersection and people run the red lights and stop signs often. If the intersection can be cleaned up and some kind of curb extensions added, that would improve safety a lot.
- It would be great to just close this section of road and pedestrianize it

- Great spot for pedestrianization
- Close Brandeis completely to car traffic and make this a pedestrian and bicycle corridor. This is one place in Louisville where pedestrian traffic vastly exceeds car traffic already (and it is NOT designed for that!)
- Close Brandeis to car traffic and only use it for bus, walking and bike/scooter. This is a direct route to dorms and is dangerous for drunk driving and tourists coming back from Churchill Downs and hitting buildings and students
- I lived in UTA right next to this street for years, it should really just be pedestrian only as it sort of once was during construction on the Ville Grille. Things worked fine and it was much safer
- Zero reason for this street to be open to cars. Establish modal filters and let it be a plaza.

Project Name: I-64 Added Travel Lanes

Sponsor: INDOT

KIPDA ID: 2899

Comments:

- \$222 million is an insane amount of money for highway widening, and accounts for a third of all the project costs in Amendment 8. Upkeep will be expensive too.
- Is this widening actually remotely necessary? This is an absurd boondoggle cost for little benefit compared to some of the other projects here.
- Additional lanes are unnecessary. Adding them would worsen congestion and air quality while locking in decades of increased GHG emissions. This is not to mention the massive construction and ongoing maintenance costs.
- This is unnecessary and will have to be perpetually maintained
- Highly skeptical that new lanes are worth the cost and maintenance burden. Highway sprawl is not a path towards prosperity but rather bankruptcy. Let's not repeat the same mistakes we've made for the past 50+ years.

Project Name: US 31W

Sponsor: KYTC

KIPDA ID: 2779

Comments:

- Look for opportunities to minimize the number of curb cuts.

Project Name: I-65

Sponsor: KYTC

KIPDA ID: 2121

Comments:

- 264 WB: The ramps between Newburg Rd, Poplar Level Rd, Preston Hwy, and I65 are unable to handle heavy traffic. They are too close together creating excessive weaving and gridlock. Separate grade ramp crossings would be wonderful.
- Instead of spending the half a billion dollars proposed here for repairs, remove I-65 from the Watterson to downtown to improve lives, safety, property values, tax base, noise, health, and additional taxpayer maintenance costs.
- How many times are we going to widen and blow out this interchange all for traffic to be just as bad here? Think smarter, not just adding more lanes.
- It is incredibly difficult for people to walk/bike to the airport from the fairgrounds. We need to redesign airport access to allow for better use. Not all tourists or residents use a car to get to airport/fairgrounds and are forced to rent or not go

**Project Name:** East Market Street Streetscape Improvements

**Sponsor:** Louisville Metro

**KIPDA ID:** 2064

**Comments:**

- Yes please do this ASAP. Ensure it is 2 way with only one driving lane in each direction, and protected or parking protected bike lanes or SUPs in each direction.
- Agree with other comment. 2 total driving lanes is plenty and there is abundant space for protected bike lanes, widened sidewalks, and curb bumpouts near intersections.
- Pedestrian access will be great for the business in this area
- Hell yes! Why wasn't this done a decade ago?!
- As other comments have said, this is a great project, wish it had been done much sooner, and wish it was only 2 lanes each direction (same for future Main St. reconfig) but still either way will be a huge improvement!!

**Project Name:** Complete Street Improvements on West Kentucky Street

**Sponsor:** Louisville Metro

**KIPDA ID:** 1863

**Comments:**

- Love this, just make sure all bike lanes are projected and useable by all ages and abilities.
- Street trees!!!
- Much needed! High priority!
- Critical! We need connection and two way streets for all East West thoroughfares
- Love to see it! Safe and comfortable east-west connections are needed, esp. through this very industrial area. Prioritize protected infrastructure rather than painted lanes for bikes

**Project Name:** River Road Extension

**Sponsor:** Louisville Metro

**KIPDA ID:** 1338

**Comments:**

- I like the description of two lanes and low-speed design. Please ensure this does not interfere with the existing Louisville Loop/Riverwalk path. If it does, ensure that separated pathways for people walking and biking are installed as part of this
- The project description sounds excellent! Please make this road as few cars lanes as possible and sensitive to pedestrian connections.
- It would be irresponsible not to use some of these funds to improve the existing riverwalk path through this area which is in desperate need of renovation.
- Love it, focusing on local access/connectivity and providing an opportunity to bypass the craziness of the I-64 onramps will be nice. Please ensure that the Louisville Loop along this section is incorporated/improved as part of this project.

**Project Name:** Ohio River Bike/Ped Connection

**Sponsor:** Louisville Metro

**KIPDA ID:** 867

**Comments:**

- This is a super smart idea to reuse the unused section of the bridge for bike / ped traffic. It's a fantastic idea for improving mobility and tourism, as long as it has good connections to bike lanes / trails on each side.

- Slam-dunk great idea. This could be the Big Four 2.0, especially tied into the Waterfront Park westward expansion.
- Extraordinarily great news to see this project here!!!
- INCREDIBLE opportunity to connect New Albany to Portland without needing a vehicle. Elderly residents, young parents and wheelchair users are often unable to cross I64 bridge without arranging rides and expecting delays. This is direct and needed.
- If you want to bike to New Albany, then you have to cross either the big four or second street bridge, then bike miles down the Southern Indiana trails to reach it. Making this bridge accessible would be great and spur development as well.
- Please reopen this existing bike/ped sections on each side of this bridge to people on bikes and walking. It will connect the west end waterfront park and Louisville Loop to the Ohio River Greenway and New Albany downtown businesses.
- With the resounding success of the Big Four Bridge, this project is such an obvious no-brainer.
- This connection is critical for elderly , children and non car users to connect to New Albany. I strongly urge this as number one priority

**Project Name:** KY 1065

**Sponsor:** KYTC

**KIPDA ID:** 436

**Comments:**

- Put #5 Modal Access and Choice top of the list and create shared use paths the entire way with safe crossings and reduced width and count of driving lanes.

**Project Name:** KY 146

**Sponsor:** KYTC

**KIPDA ID:** 428

**Comments:**

- 20 million is a lot for this, but spend less and just have MUP the entire way.

**Project Name:** KY 53 / I-71 to Zhale Smith Road

**Sponsor:** KYTC

**KIPDA ID:** 418

**Comments:**

- Widening an already-wide rural road will induce further development and exacerbate sprawl. Long commutes are a tradeoff of living in a rural area. All of this while there is no way to travel from here to downtown La Grange outside of a car. Start there.

**Project Name:** KY 22

**Sponsor:** KYTC

**KIPDA ID:** 412

**Comments:**

- Ensure bike ped facilities, protected

**Project Name:** KY 1531

**Sponsor:** KYTC

**KIPDA ID:** 411

**Comments:**

- Remove curbs, add shoulders/bike lane; turn lanes @ US60. Solve problem of inability in 5yrs to enter US60 due to massive volume. Tie into Spring or Highland or further west & eliminate current connection to US60
- Eliminate left turns from Johnson Rd. to Shelbyville Rd. Far too dangerous and causes traffic buildup on Johnson Rd
- Straighten blind and "hairpin" turns Remove curbs from east side of road 22' road width, PLUS ample shoulders Eliminate current access to US 60, tie into Highland Ave or Spring Dr Add bike lane for easier access to Louisville Loop/Parklands
- Johnson Road needs to be widened to at least 22' with 6' level shoulders on both sides. There is maximum traffic on the road in the morning rush hour and trucks passing each other in opposite directions are dangerously doing so due to curbs that are on b
- Johnson Rd needs to be widened to safely allow for the increased traffic with several developments in the works. Flat Rock Rd is good example of how Johnson should look. Safe access to Shelbyville Rd and Aiken Rd- need traffic lights, turning lanes.

**Project Name:** Grade Lane

**Sponsor:** Louisville Metro

**KIPDA ID:** 289

**Comments:**

- Yes please great idea, make sure they are physically protected.
- Why add a third lane to induce more cars instead of focusing on the pedestrian and cyclist route?

**Project Name:** Arnoldtown Road

**Sponsor:** Louisville Metro

**KIPDA ID:** 249

**Comments:**

- Ensure all intersections are safe to cross by foot or bike, with refuge islands and bollards.

**Project Name:** River Road

**Sponsor:** Louisville Metro

**KIPDA ID:** 163

**Comments:**

- Road does not need 4 driving lanes based on current or projected traffic counts, at the expense of safety, noise, pollution, and a barrier between the parks and waterfront. Protected bike lanes and SUP are great though.
- Does NOT need 4 lanes.
- Use native pollinators to beautify this floodplain immediately. This should not be mowed grass so close to a flooded area. Deeper roots from trees or rain gardens can help drain hundreds of acres
- Please keep it 2 driving lanes for safety and slow down drivers with pinch points and curb extensions if needed at each crossing. Add crosswalks at each crossing.
- Additional lanes don't seem necessary, and may create safety concerns with speeding and weaving.. Consider revising to 2 lanes + TWLTL. Shared use path and bike lanes are a welcome addition.