



December 20, 2008

Secretary of Transportation Joseph W. Prather  
Frankfort, KY 40601

**Re: "8664" Traffic Study Findings**

Dear Secretary Prather,

Thank you for responding to our August 25<sup>th</sup> request by completing the analysis of what you believed was our alternative to the Ohio River Bridges Project. We received a copy of the study this week and have reviewed it in detail.

In addition to expressing our appreciation, we are writing to inform you of some significant inaccuracies with the study – outlined below – and draw your attention to what we view as the most relevant finding.

**According to KYTC's study, our alternative provides virtually the same "System-wide Performance" as the \$4.1 billion ORBP.** Specifically, our alternative performs just one half of 1% worse in terms of Vehicle Miles Traveled (VMT) and just 1.4% worse in terms of Vehicle Hours Traveled. It's the equivalent of a rounding error. We are sure you share our excitement to find that a much less expensive solution – not building a downtown bridge or 23-lane Kennedy Interchange – provides nearly identical benefits.

You will no doubt also be glad to hear that some of the costly expenditures assumed in your regional model of the ORBP and 8664 are not necessary in our alternative. Not only are they not necessary, they only serve to increase costs and actually reduce System-Wide Performance by funneling interstate traffic through downtown.

Significant inaccuracies in the Study:

- **We don't widen I-64 or I-71 into downtown**  
(There is a lot of local confusion about this item. Why would KYTC include this in the traffic model when your Chief of Staff Mike Hancock says it's not planned? We know the Highland and Crescent Hill neighborhoods and Olmsted Parks Conservancy would sincerely appreciate a **prompt clarification on the status of Cochran Hill Tunnel.**)
- **I-64 west ramp doesn't terminate at Clay Street**  
Per our website, the I-64 west ramp into downtown continues smoothly west onto a Waterfront Boulevard aligned on current day Witherspoon Street.
- **Waterfront Boulevard doesn't cut through the Great Lawn**  
This would be contrary to our objective of making our waterfront a special, pedestrian-friendly place for future generations. See item above for alignment clarification.
- **Our Waterfront Parkway is not three miles long**  
Per our website, this stretch of roadway is less than two miles long.

- **We do address the need for rehabilitating the Kennedy Bridge**  
Per the Feasibility Study on our website, we allocated \$150 million to rehab the Kennedy Bridge. It may need more than that, but we were very surprised to learn that the \$4.1 ORBP provides no funding for this bridge.

Did the Study include our plan for additional ramp lanes added at the south end of the Kennedy Bridge? By doubling the ramp capacity and allowing cars to “pre-sort” for frictionless access to and from I-64 and I-71. We would appreciate a clarification on this critical point.

**In conclusion, while KYTC has chosen to both assume and deny that I-64 and I-71 will be widened, we choose not to widen these roadways.** If you run the model again with these roadways as they exist today, it will reduce the volume of interstate traffic funneled into Spaghetti Junction and lower congestion on downtown streets and bridges. We and our engineer, Mr. Walter Kulash, P. E., are available to assist in any way with a revised, more accurate study of our alternative.

The cost of our alternative – not building a 23-lane Spaghetti Junction or downtown bridge – is clearly significantly less expensive than the ORBP. For this reason and others, we support spending the \$411 million allocated to this project through 2010 on the clear priority, the East End Bridge. **We do not support a tolling authority that will tax the citizens of this region and mandate that we build two bridges and a larger Kennedy Interchange.**

We look forward to receiving your response.

Respectfully,

JC Stites  
Co-Founder, 8664.org

Tyler Allen  
Co-Founder, 8664.org

PS According to the ORBP’s Environmental Impact Statement, the East End Bridge will provide more cross-river road capacity than the downtown portion of the project, at less than half the cost. Again, please make the East End Bridge your top funding priority.

cc: Governor Steve Beshear