

Oldham County Mobility Assessment



Final Report

August 2005

Completed for:



*Kentuckiana Regional Planning &
Development Agency*

&

Oldham County



Completed by:



Wilbur Smith Associates

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&
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INTRODUCTION

The Oldham County Mobility Study was undertaken by the Kentuckiana Regional Planning and Development Agency (KIPDA) and Oldham County, with assistance from Wilbur Smith Associates (WSA), to examine current and future mobility needs throughout the county and determine what transportation services and facilities should be considered to meet those needs. Mobility refers to the ease with which people and goods can move within and outside a community. Mobility needs usually include providing more transportation alternatives, transportation facility and system improvements, and methods to improve the interaction between the transportation system and the built environment.

QUESTIONS TO BE ANSWERED

- What transportation services are currently available in Oldham County?
- Do Oldham County residents have mobility needs (within, to, or from Oldham County) that are not being met by available transportation services?
- What are the unmet mobility needs of Oldham County residents?
- How will demographic changes affect the unmet needs within 10 to 20 years?
- What are the causes of the gap between needs and services?
- What alternatives can be implemented to close the gap between needs and services?

PRIMARY FOCUS OF STUDY

The primary emphasis of the study is on evaluating the need and alternatives for public transportation, including service within Oldham County and commuter service to the Louisville area, as discussed in **Section 3**, **Section 4**, **Section 5**, and **Section 6**.

To a lesser degree, the study also addresses other mobility issues. This includes needs for park-and-ride facilities, ridesharing, bicycle

and pedestrian transportation, as presented in **Section 7** of the report.

PUBLIC INVOLVMENT

Public involvement played a vital role in determining the transportation needs in Oldham County. A variety of mechanisms were used to gain input, including:

- Guidance from a steering committee of community leaders;
- Focus group meetings;
- Input from Oldham County employers;
- Community surveys; and
- Public meetings.

The results of these efforts are presented in this **Section 2** of the study document.



*March 14, 2005
Public Meeting
Oldham County
Fiscal Court*

MOBILITY GOALS

Overall mobility goals and initiatives were developed during this study to guide mobility improvements for Oldham County. The goals and initiatives are shown in **Section 3** and summarized below:

- **Enhance mobility** options for populations with the highest levels of need;
- Provide **convenient, customer-oriented service**;
- Provide **Oldham County commuters** with an efficient and convenient alternative to driving alone;
- **Promote economic development**;
- Develop a **cost-effective** system;
- Build **community support** by using transit to add value to the community; and
- Develop an efficient organizational and administrative structure that will **maximize coordination opportunities**.

DEMOGRAPHIC AND SOCIOECONOMIC ANALYSIS

A demographic and socioeconomic analysis of Oldham County was conducted to explore the need for public transportation. Both objective and subjective techniques were used in this study to estimate the level of demand for the addition of such services. This information, which is presented in **Section 4** of the study document, was used in recommending appropriate services to be provided.

Areas with a high likelihood to use transit were identified in Oldham County. This concept, referred to as transit propensity, was of particular importance in this study. Concentrations of persons with a “Very High” propensity to use transit were identified in the southwestern portion of the county. Concentrations with a “High” propensity to use transit were identified in LaGrange and the Goshen/Harmony Village areas.

EXISTING PUBLIC TRANSPORTATION SERVICES REVIEW

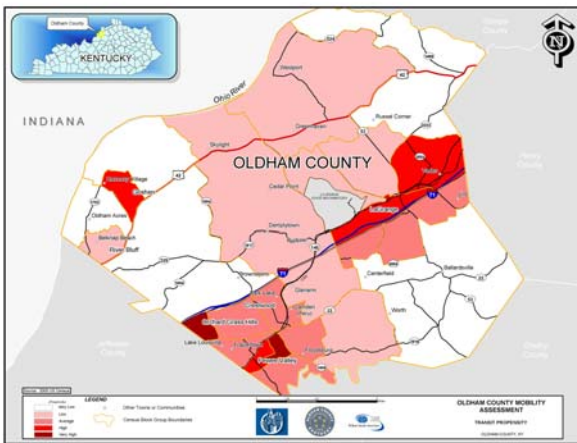
A thorough review of transportation services available in the region, excluding the traditional single-occupant vehicle, was conducted as part of this study. This includes MedTrans’ non-emergency medical service,

Logisticare’s Medicaid service, TARC’s Oldham Express (Route 64), and Ticket-to-Ride, a ride-sharing program sponsored jointly by KIPDA and TARC. A peer review was also conducted to determine the operating characteristics of transit services in other similarly sized areas. This analysis is helpful in determining the level of public transportation service that may be appropriate in Oldham County.

SUMMARY OF TRANSIT NEEDS

Regarding the need for public transit service, several conclusions were drawn from the input received from local officials, employers, other local stakeholders, and the general public, as well as information from the demographic and socioeconomic analysis. The full summary of transit needs can be seen in **Section 6** of the study document. Key findings are listed below:

- The highest population concentrations are in the Goshen area, southwest of LaGrange, in Peewee Valley, and in between I-71 and KY 22 along the Oldham/Jefferson County Line.
- The population of Oldham County is projected to increase by 46% between 2005 and 2030, while in the same time period, the population of Kentucky is expected to increase by only 18%.
- The highest population concentrations of persons over the age of 65 are in the Peewee Valley area. These persons are more likely to use transit than those under this age.
- The number of persons over age 65 is projected to increase by over 300% between 2005 and 2030 in Oldham County, as compared to about 90% in Kentucky.
- Minority residential concentrations and areas of low-income households were identified to locate potential transit



Transit Propensity Analysis

markets. Analysis of the Census data shows that the majority of minorities are concentrated just northwest of LaGrange and in the Orchard Grass Hills area.

- Lower-income households typically have a higher propensity to use transit services, because they may not have any vehicles available for household usage. The highest population concentrations of low-income persons are located in and around LaGrange.
- Analysis of U.S. Census Journey to Work data revealed that the largest home-to-work travel is from near LaGrange to Crestwood and to the Bluegrass Park area, from Pewee Valley to downtown Louisville, and from near Goshen to downtown Louisville. There are also a significant number of people living and working in and around LaGrange who could benefit from some type of circulator service there.
- A number of potential transit trip generators and attractions were identified. The majority of these generators and attractions are located in the City of LaGrange.
- Transit services could improve the quality of life in Oldham County, by connecting residents with jobs and needed services - especially for elderly persons, non-drivers and students.

RECOMMENDATIONS

Details on the development and evaluation of mobility improvement alternatives can be found in **Section 7** of the study document. Following is a list of the recommendations made as a result of the Oldham County Mobility Study:

- Provide public transportation service in and between LaGrange, Crestwood, and Pewee Valley, to be completed in three (3) phases:

- Phase 1 - Fixed-route service in LaGrange;
- Phase 2 – Service between LaGrange and Crestwood/Pewee Valley; and
- Phase 3 – Service in the Crestwood/Pewee Valley area.
- TARC and Oldham County were granted \$161,120 in Congestion Management and Air Quality (CMAQ) monies to fund a demonstration express route from Oldham County to Louisville. It is recommended that this demonstration route start in LaGrange and provide true express service to downtown Louisville via I-71, stopping only at exits 14, 18, and 22.

When the new Oldham Express comes on-line, it is recommended that the current Oldham Express (TARC's Route 64) be reconfigured to serve the southwestern portion of Oldham County and those Jefferson County locations it currently serves. It is recommended that the reconfigured route circulate in Pewee Valley via KY 22, KY 1408, and KY 2858, and then travel to downtown Louisville via KY 146, KY 1447, I-265, then I-71.

As funding becomes available, an express route from the River Bluff and Goshen areas, in Northwestern Oldham County, is recommended to downtown Louisville via US 42, I-264 (exit 22), and I-71 (exit 23).

- Park and ride lots at exit 14, 18, and 22 should be improved as funding becomes available. At a minimum, these facilities should be paved and have marked parking, adequate lighting, and trash receptacles.
- Transit Oriented Development (TOD) should be encouraged at park-and-ride locations, where possible.
- It is recommended that KIPDA and Oldham County work with TARC and the Kentucky Transportation Cabinet to undertake a feasibility study of using managed lanes and a Bus Rapid Transit (BRT) system to help relieve congestion

EXECUTIVE SUMMARY

Section 1: Introduction

along I-71 between LaGrange and I-264. The study should also explore the potential for the use of High Occupancy Vehicles (HOV) lanes.

- It is recommended that KIPDA work with Oldham County to develop a localized program to promote carpools and vanpools for longer trips, particularly between Oldham County and the Louisville Metro destinations. Efforts should try to focus on workplace destinations outside downtown Louisville, so the program does not detract from the new express service.
- The Interurban Greenway project, a shared-use path from LaGrange southwest along KY 146 to the Jefferson County line that will provide a safe alternative transportation mode for increased mobility in Oldham County, is the highest priority bicycle/pedestrian project in Oldham County.
- Eight (8) bicycle/pedestrian projects, all of which are on the illustrative projects list in KIPDA's current Long-Range Plan, are in the vicinity of recommended transit routes in LaGrange. These eight (8) projects, shown in **Exhibits 7-5** and **7-6** in **Section 7**, should be given high priority consideration as funding becomes available in the future.
- A number of highway improvements have been identified through various planning efforts in Oldham County. For these and any additional highway projects, special consideration should be given to providing suitable accommodations for bicycle and pedestrian traffic. Following are three (3) key projects that should be considered to improve mobility:
 - Signal warrant analysis at KY 53 and KY 146 in downtown LaGrange - this intersection appears to cause safety problems for pedestrians who are trying to cross the street to reach the government facilities and businesses in the area.
 - The KY 53 Access Management Study has been advertised and work should commence soon. It is recommended that the Access Management Study give special attention to pedestrian facilities, particularly for pedestrian access across I-71. This is one of the major transportation corridors in LaGrange providing access to downtown, businesses, government facilities, and residential areas. It is also expected to be one of the primary transit corridors.
 - Another project currently earmarked for design funding in the near future is the Allen Lane extension from Commerce Drive across I-71 to New Moody Lane. This project should address providing safe and convenient pedestrian access, especially on the bridge crossing I-71.
- To continue improvement in the bicycle and pedestrian transportation system in Oldham County, policies and programs should be established to encourage interconnecting residential areas with sidewalks. This emphasis during the land development process should be complemented by efforts to construct missing sections of sidewalks within established communities.
- Furthermore, during local roadway and street construction, options to provide for both bicycle and pedestrian facilities should be investigated per existing policy guidelines found in the KYTC Bicycle and Pedestrian Travel Policy, adopted in 2002.

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1.1. INTRODUCTION

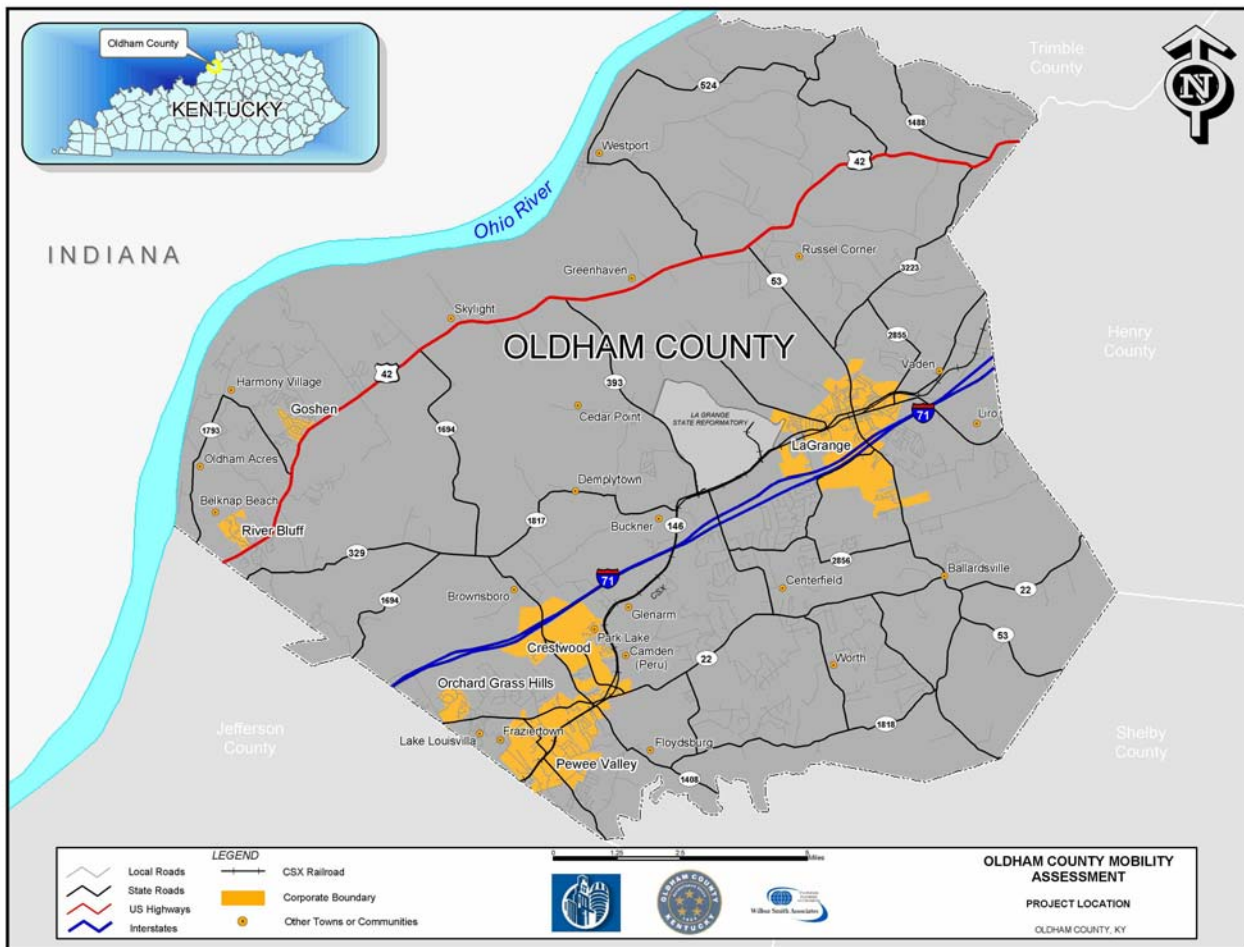
The Oldham County Mobility Study was undertaken by Kentuckiana Regional Planning and Development Agency (KIPDA) and Oldham County, with assistance from Wilbur Smith Associates (WSA), to examine current and future mobility needs throughout the county and determine what transportation services and facilities should be considered to meet those needs. Mobility refers to the ease with which people and goods can move within and outside a community. Mobility needs usually include providing more transportation alternatives, transportation facility and system improvements, and methods to improve the interaction between the transportation system and the built environment.

1.2. STUDY AREA

Oldham County is located in northern Kentucky on the Ohio River. The county is bordered by Jefferson, Shelby, Henry and Trimble Counties and the state of Indiana, as shown in **Exhibit 1-1**. The county is predominantly rural, with extensive farming, including horse farms.

LaGrange is the county seat and the principal population, economic, commercial, and services center in Oldham County. Crestwood, Pewee Valley, Orchard Grass Hills, and Buckner are primarily residential communities with some commercial and government businesses and services. Population and demographic data for the county are presented in **Section 4** of this report.

Exhibit 1-1: Study Area



1.3. BACKGROUND

During the past two decades, there have been many shifting demographics and changes in the suburban and exurban land use patterns in Oldham County. These have already had a significant impact on the transportation needs of the population, resulting in increased pressures to find alternatives to the single-occupancy vehicle.

Characteristics that influence travel today include an aging population, people with disabilities, and low-income individuals who are striving to improve their circumstances. These groups are not only interested in improving the current transportation system, but also in finding more independent modes of transportation services. In addition, transportation services are sometimes fragmented and/or duplicative, creating inefficiencies for customers and extra costs for programs needing transportation.

To meet the goals of this study, the following questions needed to be answered:

- What transportation services are currently available in Oldham County?
- Do Oldham County residents have mobility needs (within, to, or from Oldham County) that are not being met by available transportation services?
- What are the unmet mobility needs of Oldham County residents?
- How will demographic changes affect the unmet needs within 10 to 20 years?
- What are the causes of the gap between needs and services?
- What alternatives can be implemented to close the gap between needs and services?

1.4. PRIMARY FOCUS OF STUDY

During this study effort, information gathered through community outreach was used to identify potential transportation needs from a local perspective. These efforts are described in **Section 2** of this report.

The primary emphasis of the study is on the need and alternatives for public transportation, including service within Oldham County and commuter service to the Louisville Metro area, as discussed in **Section 3**, **Section 4**, **Section 5**, and **Section 6**.

To a lesser degree, the study also addresses other mobility issues. This includes needs for park-and-ride facilities, ridesharing, bicycle and pedestrian transportation, and key highway operational improvements, as presented in **Section 6** of the report.

2.1. INTRODUCTION

Public involvement is an important element of any study to help determine the transportation needs of the community. This section describes the community involvement process associated with the development of the Oldham County Mobility Study. A variety of mechanisms were used to gain input from the community:

- Guidance from a steering committee of community leaders;
- Focus group meetings;
- Input from Oldham County employers;
- Community surveys; and
- Public meetings.

The results of these efforts are presented in this section.

2.2. STEERING COMMITTEE

A steering committee was established to provide oversight and guidance for the study. This group, which offered different local perspectives throughout the duration of the project, was made up of the following community leaders and regional transportation representatives: Harold Tull, KIPDA; Mary Ellen Kinser, Oldham County Judge-Executive; Louise Allen, Oldham County Planning and Zoning; Emily Liu, Oldham County Planning and Zoning; Joe Schoenbaechler, Oldham County Chamber of Commerce; Carrie Butler, TARC; and Cynthia Stafford, MedTrans.

Four (4) meetings were held with the Steering Committee, as follows:

- February 14, 2005 – Discussed issues with MedTrans representative regarding their pending application for transit funding and developed preliminary goals for the study. Reviewed the scope of work and developed a proposed schedule for the study.
- March 21, 2005 – Presented and/or discussed review of previous studies, transit survey results, public meeting input, input from the first three focus group meetings, socioeconomic data related to public transportation, results from transit propensity analysis, journey-to-work desire lines, park-and-ride facilities, bicycle/pedestrian corridors, study goals, and proposed concepts for public transportation service for Oldham County.
- April 13, 2005 – Finalized study goals and objectives. Presented and discussed journey-to-work desire lines, results of peer city review, and proposed public transportation alternatives.
- May 31, 2005 – Presented and discussed regional journey-to-work desire lines for expanded area, results of on-board TARC express bus survey, details of public transportation alternatives, illustrative bicycle/pedestrian projects, proposed park-and-ride facilities, and final recommendations. Revised and received approval of recommendations based on Steering Committee recommendations.

2.3. FOCUS GROUP MEETINGS

A series of targeted “focus group” meetings, each oriented to a specific population segment or issue, were held to discuss transportation issues in a “roundtable” setting. These focus groups, as described in the following sub-sections, provided valuable input on needs for public transportation and other mobility options.

2.3.1. Human Service Focus Group

On February 10, 2005, 20 persons representing fourteen (14) Oldham County organizations came together in the first focus group meeting for this Mobility Study. Following are some of the key comments from this meeting.

- Opening comments from Judge Kinser:
 - A \$160,000 CMAQ grant has been awarded for a new TARC demo express route for one year.
 - Need pedestrian walkway along KY 53 at I-71.
 - Need a circular transit service to go from one side of county to the other.
- Desirable client destinations that MedTrans can't serve for non-medical purposes:
 - Wal-Mart, and
 - Kroger.
- A gap exists when a child has medical card but parent doesn't. Therefore, MedTrans doesn't provide service.
- Red Cross provides only Medicaid trips. Liability cost is their #1 issue, and, while Judge Kinser has taken care of that for Oldham County, Red Cross offers a regional service and it is not taken care of elsewhere.
- Risk is also a concern for MedTrans in taking on general transportation service under the Rural Transportation (Section 5311) funding program.
- The Vocational Rehabilitation program just handles disabilities, not low-income needs. Problems include:
 - Huge disparity in young kids who get cars as compared to those who don't, regarding employment.
 - A lot of clients with mental or other disabilities who do not have a medical card can't use Logisticare or MedTrans.
 - There are a lot of “very marketable people” in wheelchairs who can't find jobs or get to work due to transportation problems.
 - There is no way to get from Skylight and Westport.
 - A lot of clients are from one-car families and can't get to the job that Vocational Rehab finds for them.
- MedTrans said that research shows that 95% of the Oldham County workforce drives to work.
- Judge Kinser noted:
 - Oldham County is still a rural county for the most part, but you can't work across the street at the farm anymore.
 - A lot of low-income families live out in the county, but it may not be financially feasible to provide transit service to those in the far reaches of the county.
 - For those who work outside Oldham County, TARC provides bus service; however, no service is available for those who work inside Oldham County.

- There is a concern to get people to basic needs, such as the doctor, pharmacy, etc.
- Since Oldham County is a non-attainment area for air quality, there is a need to relieve congestion and thereby help improve air quality.
- Apple Patch is a major development located on KY 329. This is a proposed 46-acre mixed development with housing, commerce, retail, etc. 15% of the development is reserved for people with disabilities, and this development is intended to help those folks find work. Currently, Apple Patch has two vans that take people to services/activities, but not to work. It is difficult because, if they get jobs, there normally is no transportation to get them to work.
- For Family Court, clients may need to get to jobs or to do community service to make progress, but transportation is a frequent problem for them.
- MedTrans stated that riders often feel useless in the county. Sometimes they have to wait 3 weeks to get to the store.
- For the Health Department, 4 p.m. is usually the boom time for clients because that's when the one family car becomes available, i.e., after a family member returns from work. There are no transportation alternatives for stay-at-home spouses.
- Key demographics include an aging population and an increase in the Hispanic population. Social and cultural concerns for these groups may result in a sense of isolation, a loss of empowerment, and the potential to fall victim to unethical service providers when transportation mobility is not available.
- Other concerns included:
 - Some parents have children in different schools and no way to get them to school activities in different locations at the same time.
 - Low-income persons just have problems in getting to work.
- Closing remarks by Judge Kinser:
 - The major destinations in Oldham County are located in LaGrange.
 - There are several low-income concentrations in LaGrange.
 - Special needs include young families and seniors.

2.3.2. Bicycle/Pedestrian Focus Group

On February 28, 2005, the Wilbur Smith Associates (WSA) consultant staff attended a meeting of the KIPDA Regional Bicycle/Pedestrian Subcommittee to solicit input for the Oldham County Mobility Study. Approximately twenty (20) people were in attendance. Following are the key comments from this meeting:

- TARC:
 - A formal park-and-ride lot in LaGrange would be helpful.
 - Express service is doing well, but it would be better if commuters could get into Louisville faster.
 - TARC has bike racks on all buses.
 - Trend is toward an increase in riders with bikes.
 - Peak month was July 2004 with 8,000 riders that use bikes.
 - Still working on Mobility Study and will share that information soon.
- Should consider bicycle accessible facilities near workplaces.
- In LaGrange and throughout Oldham County, the railroad crossing treatments are a problem.
- One low cost amenity in downtown LaGrange could be bicycle parking facilities:

- One (1) on-street auto parking space = eight (8) spaces for bicycle parking.
- There are very poor conditions for bike/ped travel on the route from Crestwood to LaGrange.
- Auto safety rumble strips along edge of highway throughout the state are a safety problem for bicyclists. It was noted that this was a major discussion item when the KYTC bike/ped policy guidelines were developed, but it was decided that auto safety was too important to discontinue this practice.
- KYTC:
 - New Express Bus demo project is coming in May using CMAQ funds.
 - Have considered using the church building next to the courthouse as a turnaround for the Oldham Express.
 - 2005 funding for park-and-ride lot on I-71 at KY 393.
- Oldham County:
 - Change in Oldham Greenways location (follow-up with P & Z).
 - City of Crestwood hired consultant to look at bike/ped issues.
 - Bike/ped is considered and included in all major development projects.
- Some questions/comments about transit issues:
 - TARC operates a program to offer a guaranteed free ride home by taxi if someone has a problem (e.g., a family emergency or a need to work overtime), but it is limited to four times a year.
 - There have been questions from Oldham County residents about helping students get to/from after-school activities.
 - KIPDA has heard similar concerns about Oldham County students that travel to Louisville Metro schools (Trinity, St. Xavier, etc.).
 - There is another emergency ride program called “school pool” through KIPDA’s rideshare program.
- WSA asked for further input after the meeting, to be submitted to KIPDA for forwarding. In particular, WSA would like input on specific problem areas for bicycle and/or pedestrian travel.

2.3.3. MedTrans Rider Focus Group

Riders of MedTrans convened on March 2, 2005 to discuss public transportation issues and needs for the study area. Seven (7) riders attended and provided the following key comments:

- Major origins of attendees:
 - Oakview (8 buildings, 8 apartments in each),
 - Luther Manor (home for 56 residents, all disabled), and
 - Two of the riders live in local neighborhoods.
 - NOTE: Some apartments in Crestwood attract seniors with discounts.
- Primary destinations for MedTrans trips:
 - Doctor,
 - Hospital, and
 - Medical treatment.
- Gaps not filled by MedTrans:
 - Grocery store (e.g., Wal-Mart or Kroger),
 - Pharmacy (e.g., Wal-Mart or Rite-Aid),
 - Wal-Mart,

- Dollar Store,
- Save-A-Lot,
- Hair appointments,
- Special events at Towne Square and other locations in area,
- Downtown LaGrange, and
- Work for disabled.
- Proposed solutions:
 - Have MedTrans provide local transit service for the general public.
 - Provide bus service to Louisville once a week for shopping, visiting, etc.
- Before MedTrans, many of the current riders just weren't able to travel, waited on family/friends when available, or called a cab (recent charge of \$10 one-way for a local trip).
- For the disabled person in attendance, there is no local transportation service because he is too young to use transportation for elderly.
- At Luther Manor, there are a lot of people using electric wheelchairs who never go outside the site because of mobility limitations.
- Pedestrian issues:
 - Railroad treatment downtown recently caused an elderly woman to fall.
 - Sidewalks need to be cleaned in winter time.
 - Need to eliminate sudden rises on sidewalks that can trip someone or impede wheelchairs.
 - KY 53 crossing of I-71 is dangerous.
 - Crossing at courthouse is dangerous.
- Desirable hours of operation:
 - Not before 10 a.m.,
 - Be home by late afternoon (before sun goes down), and
 - Frequency of one hour.
- WSA noted that Wal-Mart and Kroger were regularly mentioned as major destinations, and there might be a possibility to get subsidies from them.
 - MedTrans did not receive a donation from Wal-Mart, but was informed that the maximum community service Wal-Mart provides to any group is \$1000 per year.

2.3.4. Oldham Express (TARC Route 64) Rider Focus Group

Oldham County Mobility Study project team members boarded TARC's three (3) Oldham Express (Route 64) buses on the afternoon of April 12, 2005 in order to conduct on-board surveys. A total of 49 riders from the three (3) buses participated by returning a completed survey form. Following is a summary of the input received:

Mode to Access Bus: The majority of respondents (63%) indicated they walked from their home to a bus stop in order to catch the bus. One-fourth of respondents revealed that they drive their car and park at a park-and-ride lot and then catch the bus. A number of respondents (30%) get dropped off by someone or park at a location other than a park-and-ride lot and then catch a TARC bus. Of those that use park-and-ride lots, all indicated that sufficient parking was available at their particular lot.

Trip Purpose: Most survey respondents (82%) use Route 64 to get between home and work. The second and third most popular reasons to use Route 64 were to get between home and school (16%) and between home and shopping destinations (6%).

Work Trips: Of the respondents that use the bus for work-related trips, the most frequent work addresses included the following streets: Main Street, Fourth Street, Market Street, and Fifth Street which are located in downtown Louisville. Most respondents (74%) using Route 64 for work stated they arrive at work between 7:30 AM and 8:30 AM. In addition, the majority of these commuters using the TARC Route 64 (78%) leave work between 4:00 PM and 5:30 PM.

Working Late: 71% of all survey respondents indicated that there were times when they needed to stay late at work. These respondents revealed that when this occurs, they most often choose another bus route, use a personal vehicle, or get a ride from someone. Of those that have stayed at work late, only a few (5 of 54) have caught a later bus or a cab.

Riding Frequency: The majority of respondents (71%) use Route 64 five days per week. 67% of survey participants stated that their average travel time for a one-way bus ride on Route 64 is between 30 and 59 minutes. Five (5) of the 49 riders who completed the survey stated that their average bus ride was over 70 minutes on Route 64. Of all respondents, 80% felt that their travel time on Route 64 was acceptable.

Transfers: 44 of the 49 survey respondents expressed no need to transfer to any other TARC routes during their typical commute. Of the three (3) respondents that indicated that they transferred, the following transfer routes were identified: #4, #6, #15, and #63.

Paying the Fare: Half of all survey respondents indicated they use tickets to pay for their bus trip. The second and third most popular methods of payment were monthly passes (29%) and cash fares (29%). 27 of 49 respondents stated that their employers offered some type of assistance with fares.

Proposed Improvements: Additional comments were made by several respondents regarding necessary improvements to Route 64. These are summarized below:

- Addition of an earlier route;
- Addition of a later route;
- A more direct Express route / cut route time;
- Addition of a weekend route; and
- A true express bus from LaGrange.

2.4. EMPLOYER INPUT

According to the Woods & Poole Complete Economic and Demographic Data Source (CEDDS), approximately 20,100 persons are currently employed in Oldham County.

The 2002 County Business Patterns (CBP) report indicates that Oldham County has a total of 1,096 employers, with the largest number of employers engaged in: construction (219, or 20% of the total); professional, scientific, and technical (146, or 13%); retail trade (120, or 11%); other services, except public administration (116, or 10.6%); and health care and social assistance (81, or 7.4%).

With the assistance of the Oldham County Chamber of Commerce, an e-mail was sent to all of its' employer members asking them to complete a questionnaire on mobility

needs in Oldham County. The goal of the questionnaire was to assess the level of transportation needs for employees from the employer's perspective, and also determine the employers' level of interest in supporting a public transportation system. The following six (6) employers returned the questionnaire:

- Baptist Hospital Northeast;
- Kentucky State Reformatory;
- Data Synergism, Inc.;
- Buckner Animal Clinic;
- ProNET Systems, Inc.; and
- Barrow Company, Inc.

Following is a summary of the input received from participating employers:

Transportation Service Problems: Of the six (6) responding employers, two (2) employers, Buckner Animal Clinic and Barrow Company, Inc., indicated that they have experienced difficulties finding a reliable work force due to the area's lack of public transportation.

Potential for Public Transportation Use: Only one (1) of the six (6) employer respondents, Baptist Hospital Northeast, believed that if public transportation were available its' employees would take advantage of it for meeting their employment-related transportation needs.

Work Hours: Employers were asked whether or not they would be willing to amend current shift times to better coordinate transportation resources for employees. Two (2) employers (Baptist Hospital Northeast and Data Synergism, Inc.) indicated that they would be willing to consider amending their current shift times to help coordinate with public transportation resources and travel times. The other four (4) employers responded that they would not amend current shift times.

Tax Advantages: The employers were also asked if they were aware of "Commuter Choice" or other federal tax advantages available to them by providing a transit subsidy for their employees. Four (4) employers were unaware of the tax advantages, three of which (Barrow Company, Inc., Buckner Animal Clinic, and ProNET Systems, Inc.) were interested in learning more about those advantages.

Fare Support: Regarding potential participation in fare payment for employees, one (1) employer, Buckner Animal Clinic, indicated an interest in participating in the payment of a reasonable fare for each employee who might use public transportation to work.

2.5. COMMUNITY SURVEY

In 2001 Oldham County Planning and Zoning, KIPDA, and TARC developed a transportation survey that was sent to every resident of Oldham County. 249 residents responded to this survey. Following is a summary of the responses received:

Transportation Needs: Just over half of all survey respondents expressed that their transportation needs were being met for work, medical, shopping, and recreation needs. 13% acknowledged that their transportation needs for school were not being met.

Trip Purpose: 61% of survey participants indicated that the primary reason transportation is needed in their household is for work trips. Other important reasons to use transportation, as indicated by respondents included shopping (37%), school (20%), and medical (24%) trips.

Household Transportation Needs: Several questions from the survey pertained to the respondent's household information. Most respondents expressed that either one (1) or two (2) member(s) work regularly outside of the home. The majority of the respondents' households contained two (2) licensed drivers and two (2) vehicles. Almost one-fourth of the respondents stated that at least one (1) member of the household had difficulty with transportation.

Major Highway Corridors: KY 53, KY 42, KY 22, and I-71 were mentioned most as major highway corridors closest to survey participant's homes and places of work.

Time of Day: 59% of survey respondents revealed a need for transportation between the times of 6:30 AM and 8:30 AM, 54% for transportation between 8:30AM and 10:30AM, 51% for transportation between 3:30PM and 5:30PM, 50% for transportation between 5:30PM and 10:00PM. Only 40 of 249 respondents felt that transportation was needed between 10:00 PM and 6:00 AM.

Day of Week: Participants most need transportation during the week (39%) or during the week and the weekend (40%). Only 13 of 249 survey respondents expressed a need for weekend-only transportation.

Current Transportation Mode: The majority (180 of 249) of survey respondents drive a car for their transportation. Walking and carpooling were mentioned as the next most popular transportation modes, while very few persons indicated using buses or bicycles.

Potential Public Transportation Use: 62% of survey respondents expressed that they would use alternative modes of transportation, if available. Most respondents (176 of 249) expressed a willingness to use bus and carpool as modes of public transportation.

2.6. PUBLIC MEETINGS

Two (2) meetings were held with the public, at the Oldham County Fiscal County in LaGrange, during important stages in the study process. Public meetings were advertised in advance via local newspapers. The format of both meetings was “open-house” with project staff available to provide information and answer questions about the study. Project questionnaires were used to solicit input at both meetings. The meetings are summarized below.

2.6.1. Public Meeting I

The first public meeting was held on March 14, 2005, to obtain citizen input on transportation issues, problems, and needs and to assist in identifying goals and objectives for the Mobility Study. Approximately 20 people attended this meeting and 15 surveys were received. Following is a summary of the surveys received:

Existing Service: Of the fifteen (15) surveys received, four (4) respondents indicated that they were aware of the taxi service, eleven (11) were aware of the TARC service, thirteen (13) were aware of the MedTrans service, and three (3) were aware of the service provided by Logisticare. Only (2) respondents had used the taxi service, six (6) had used the TARC bus, five (5) persons had used the MedTrans service, and no one had used the Logisticare service. Six (6) respondents that had used the services felt that it was satisfactory, while three (3) indicated the opposite.

Need for Public Transportation: The majority (80%) of survey respondents feel that public transportation is needed for the general public in Oldham County. Further, 67% of all respondents stated to use a public transportation service if made available. Respondents stated that they would use public transportation for shopping (60%), work (53%), and medical purposes (33%).

Days of Use: 6 of 15 survey participants indicated a need for public transportation on the weekdays only. The majority of all respondents (53%) also feel service should be available on a daily basis.

Time of Use: The time of day that respondents expressed the greatest need for public transportation service is between 7:00 AM and 8:00 AM. A need for service was also identified between 8:00 AM and 5:00 PM by 36% of respondents as well as 5:00 PM and 6:00 PM by 36% of respondents.

Destinations: Survey respondents identified several locations as being important travel destinations, including:

- John Black Community Center (Buckner);
- Public Library (Crestwood);
- Doctor’s Offices (Crestwood & LaGrange);
- Fiscal Courthouse area (LaGrange);
- Wal-Mart (LaGrange);
- Kroger (LaGrange);
- Save-a-Lot (LaGrange);

- Rite Aide (LaGrange);
- Hair Salons (LaGrange);
- Springhurst Shopping Center (Louisville);
- Summitt Shopping Center (Louisville); and
- Downtown area (Louisville).

Bicycle/Pedestrian Improvements: Several bicycle and pedestrian facilities were identified as being in need of improvement in order to enhance mobility in the area. General areas mentioned include Crestwood, Buckner, places with new developments, and KY 53. Specific locations mentioned include Elder Park Road, Borawich Farm, and the I-71 overpass.

Additional Comments: Following are additional comments made by survey respondents:

- It is very likely that those most needful of transportation services were unable to make it to the meeting. Finding ways to reach those will be a mammoth task.
- Our surveys show that Monday night at 7pm is the best time for a public meeting.
- Load the Express #64 bus at LaGrange, Crestwood, and at the Summit, and then make it non-stop to downtown.
- Please hold another focus group meeting and advertise these meetings 2-3 weeks in advance.
- Increased gas cost and shorter commute times will increase ridership.
- I am specifically interested in public transportation for my child who does not drive due to a medical condition and therefore is limited in securing employment. Also, as I get older, I want to be able to be mobile and have a good quality of life.
- Park & Ride facilities at the I-71 interchange would be a great asset for Oldham to Jefferson work trips, but the real public service need is for non-drivers, people with no choice.
- It is a shame people on disability and on a fixed income cannot afford transportation to and from appointments. I cannot afford \$6.00 every time I go across town so I do without.
- I could use the transportation on Sundays as well to be able to go to Sunday school and church.
- I would only use the bus when I had to. I always walk somewhere every day.
- MedTrans is all I would need to use for doctors' appointments.

2.6.2. Public Meeting II

The second meeting, which was held to solicit input on preliminary alternative improvements, was on April 25, 2005. A presentation of the alternatives and next steps for the study were presented by the consulting staff. Following the presentation, an interactive discussion also took place. One (1) person from the public was in attendance for this meeting, and provided the following input via oral comments and a completed survey form:

- Bike paths along narrow roads in Crestwood would enhance mobility within the study area;
- A public transportation service would be used if it was made available to the public;

- Public transportation service would be used for daily work-related trips to downtown Louisville on weekdays only during the hours of 6:00 AM and 8:00 AM;
- Of highest importance to a public transportation service should be the frequency of and destinations it serves;
- Improvements are needed to the existing express service (TARC Route 64), including a later evening and mid-day return bus routes;
- The improved express service should serve downtown Crestwood, KY 329/I-71 Interchange, Main St/4th St. Interchange, and the Broadway/4th St. Interchange;
- A park-and-ride lot should be located at the KY 329/I-71 Interchange; and
- Ridesharing would be desirable if flexible time were available in the morning.

In an effort to solicit additional input, Oldham County Planning and Zoning placed materials from the second public meeting on their website. Two (2) weeks were given for interested persons to submit a survey. This effort did not result in any additional comments or completed surveys.

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3.1. OLDHAM COUNTY MOBILITY GOALS

After review of community input, overall mobility goals and initiatives were developed to guide mobility improvements for Oldham County. The goals and initiatives established are as follows:

- Enhance mobility options for populations with the highest levels of need, including transportation disadvantages, such as elderly, disabled, and low-income citizens.
 - Improve coordination between fixed-route services (TARC) and Oldham County transportation service providers
 - Improve frequency of transit services
 - Improve pedestrian mobility
- Provide convenient, customer-oriented service to origins and destinations with the greatest demonstrated need, such as service for the transportation-disadvantaged to medical facilities, educational institutions, community services, and shopping areas.
 - Grow an Oldham County Transit Program in harmony with existing and new Community Groups
 - Establish a clear identity for Oldham County's transit program
 - Create a new transit service map for Oldham County
- Provide Oldham County commuters with an efficient and convenient alternative to driving alone that helps to reduce congestion and improve air quality.
 - Establish a new Express Bus service to Downtown Louisville
 - Plan for bicycle/pedestrian facilities to support Express Bus service
 - Encourage carpooling and vanpooling
 - Develop an effective marketing program for commuters
- Promote economic development through transit services for work and shopping in Oldham County to support tourism, commercial interests, and other local business needs, including providing an effective employment transportation option for local residents.
 - Ensure that Main Street in LaGrange is a major transit stop
 - Plan for and provide transit service to existing and planned employment centers within the county
 - Ensure that adequate bicycle/pedestrian connections are available to expand mobility options within Oldham County
- Develop a cost-effective system that makes efficient use of financial resources.
 - Develop a transit funding model for Oldham County
- Build community support by using transit to add value to the community.
 - Provide transportation services to Oldham County community events when feasible
- Develop an efficient organizational and administrative structure for both transit and land use planning and zoning that will maximize coordination opportunities.
 - Seek public and private partnerships to make transit improvements

- Consider land use/transportation coordination when reviewing development applications
- Focus development in locations to maximize opportunities for public transit service
- Ensure that development sites are designed for all transportation modes

4.1. INTRODUCTION

The purpose of this section is primarily to explore the need for public transportation by examining the demographic and socioeconomic characteristics of the community. Both objective and subjective techniques were used in this study to estimate the level of demand for additional public transportation services in Oldham County. This information is used in recommending appropriate services to be provided.

4.2. DEMOGRAPHIC AND SOCIOECONOMIC ANALYSIS

An important first step in evaluating the demand and potential for expanded transit service in Oldham County is the preparation of a demographic profile. The purpose of this profile is to gain a better understanding of the existing demographic condition and characteristics of the county. This information can be used to identify locations that are most likely to need and to use transit service, based upon the demographic characteristics of the residents.

4.2.1. Population

Oldham County has experienced significant population growth in recent years. Based on projections from the State of Kentucky, this growth is expected to continue in coming years. The population of Oldham County is projected to increase by 46% between 2005 and 2030. During the same time period, the population of Kentucky is expected to increase by 18%, much less than the growth expected for Oldham County.

Exhibit 4-1 below illustrates recent population counts and future year projections for Oldham County and Kentucky, based on 2000 United States Census data.

Exhibit 4-1: Total Population						
	1990	2000	2005 (estimated)	2015 (projected)	2030 (projected)	
Oldham Population	33,263	46,178	51,988	63,516	75,973	
% Increase	-	38.8%	12.6%	22.2%	19.6%	-
Avg. Annual Growth	-	3.3%	2.4%	2.0%	1.2%	-
Kentucky Population	3,686,891	4,041,769	4,165,814	4,502,595	4,912,621	
% Increase	-	9.6%	3.1%	8.1%	9.1%	-
Avg. Annual Growth	-	0.9%	0.6%	0.8%	0.6%	-

Source: 2000 U.S. Census, Kentucky Data Center (University of Louisville)

The number of persons over age 65 is also expected to grow at a higher rate in Oldham County than in Kentucky. In fact, this demographic is projected to increase by over 300% between 2005 and 2030 in Oldham County, as compared to about 90% in Kentucky, based on projections from the Kentucky State Data Center.

Exhibit 4-2 illustrates recent population counts and future year projections of persons over age 65 for Oldham County and Kentucky.

Exhibit 4-2: Population Over Age 65						
	1990	2000	2005 (estimated)	2015 (projected)	2030 (projected)	
Oldham Population	2,236	3,247	3,923	7,931	16,258	
% Increase	-	45.2%	21.0%	102.2%	105.0%	-
Avg. Annual Growth	-	3.8%	3.9%	7.3%	4.9%	-
Kentucky Population	465,068	504,793	517,597	647,738	986,956	
% Increase	-	8.5%	2.5%	25.1%	52.4%	-
Avg. Annual Growth	-	0.8%	0.5%	2.3%	2.8%	-

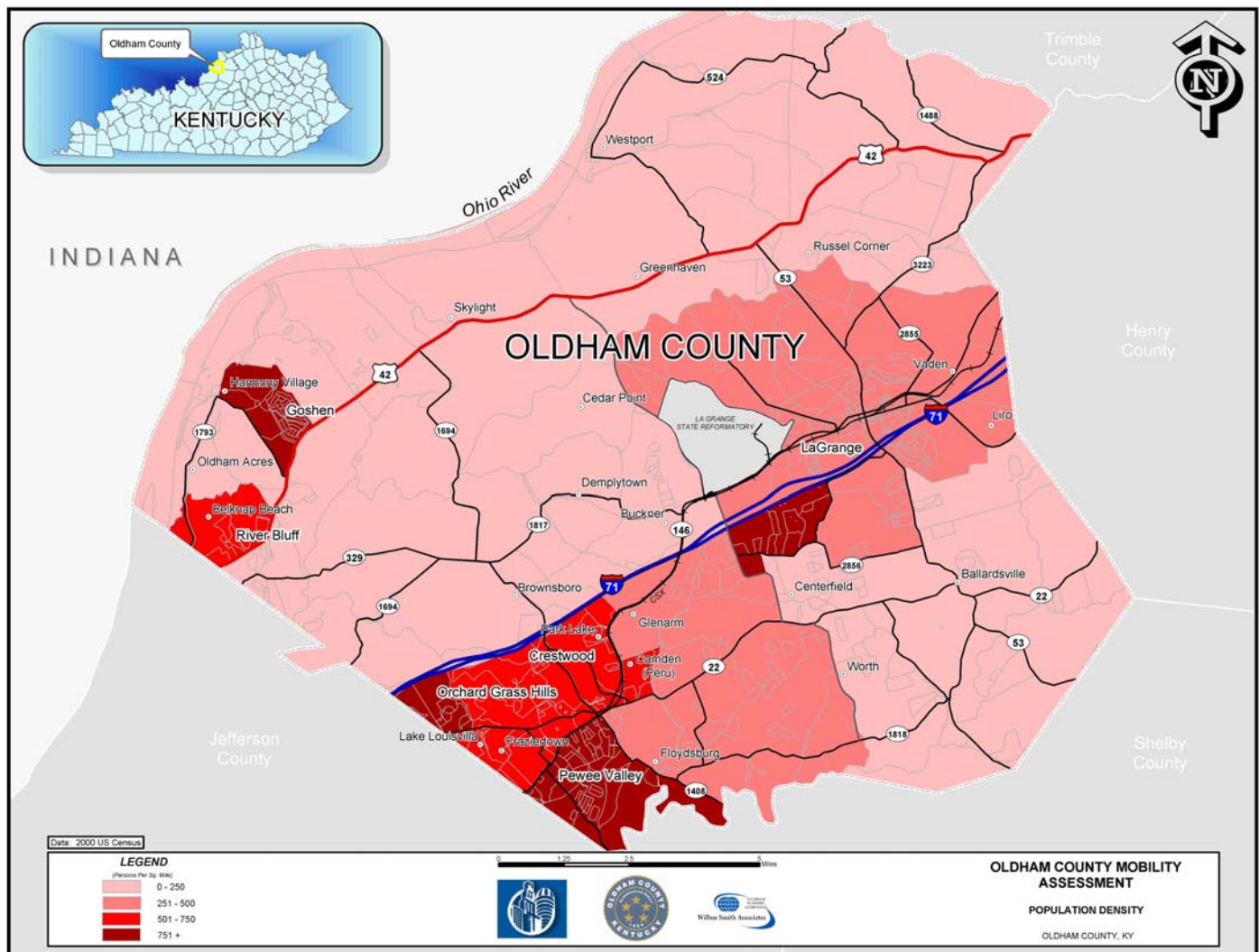
Source: 2000 U.S. Census, Kentucky Data Center (University of Louisville)

4.2.2. Population Density

Population density figures from the 2000 U.S. Census were examined to help determine locations of residential concentrations. For this study, 2000 Census data was examined on a Census Block Group level basis. In Oldham County, the areas of the 26 Block Groups range in size from 0.7 square miles to 26.9 square miles.

Population density is a driving force of transit use. As can be seen in **Exhibit 4-3**, the highest population density concentrations are in the Goshen/Harmony Village area in the northwestern part of the county, in Pewee Valley located southwest of LaGrange, and in the Orchard Grass Hills area between I-71 and KY 22 in the southwestern part of the county along the Oldham/Jefferson County Line. There are also concentrations in Crestwood, and Lake Louisvlla in southwestern Oldham County and in River Bluff and Belknap Beach in northwestern Oldham County.

Exhibit 4-3: Population Density

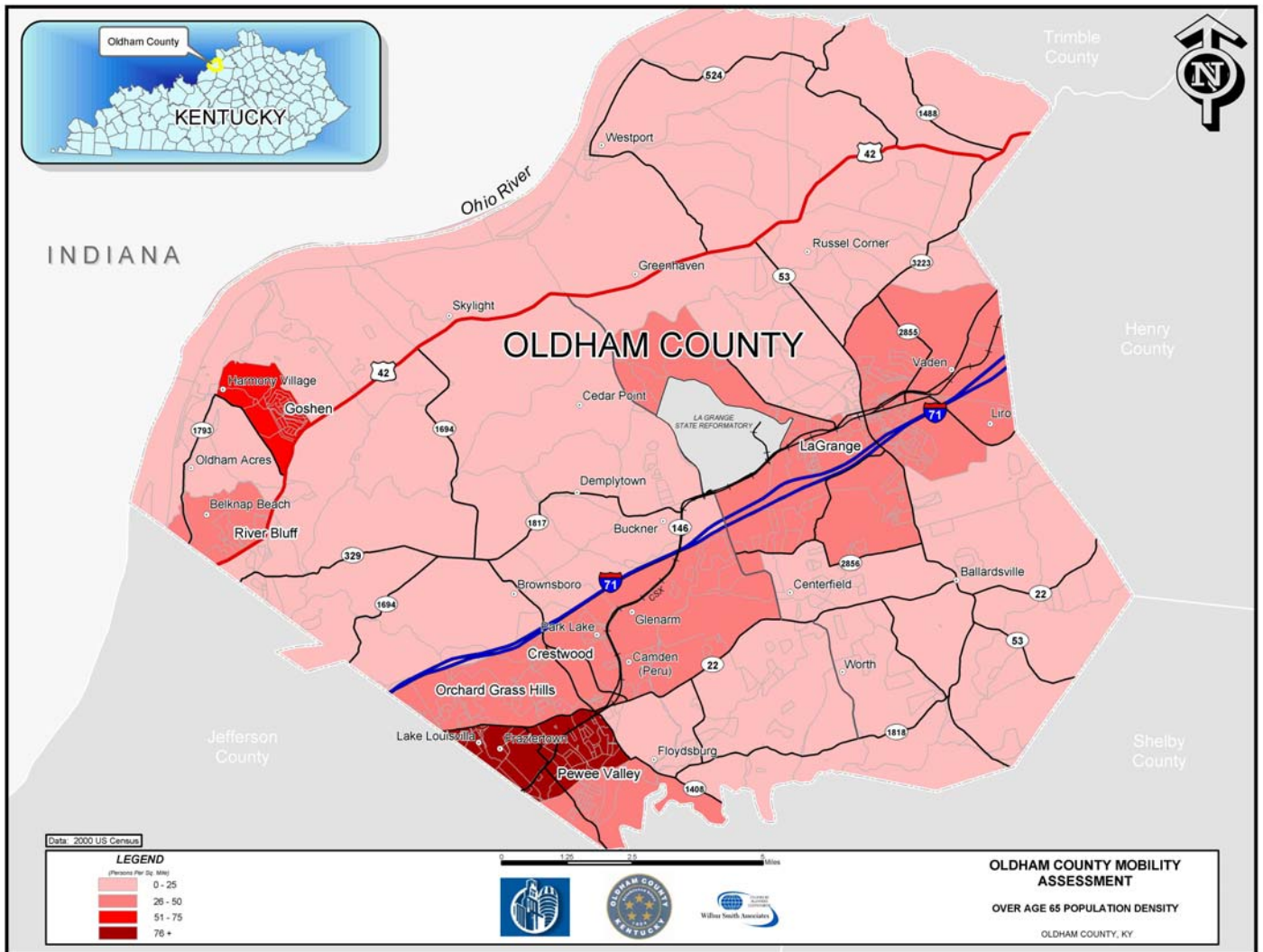


4.2.3. Over Age 65 Population Density

As persons become older, they often become more dependent on others for their transportation needs due to health and sometimes economic reasons. Therefore, it is important to identify if there are any areas of concentration of older persons. For this reason, the Over Age 65 Population Density was calculated using data from the 2000 U.S. Census to identify residential concentrations of that demographic, since persons over the age of 65 are more likely to use transit than persons under this age.

As can be seen in **Exhibit 4-4**, the highest concentration of persons over the age of 65 is in the southwestern corner of the county in the Pewee Valley, Lake Louisville, and Frazier town areas.

Exhibit 4-4: Over Age 65 Population Density



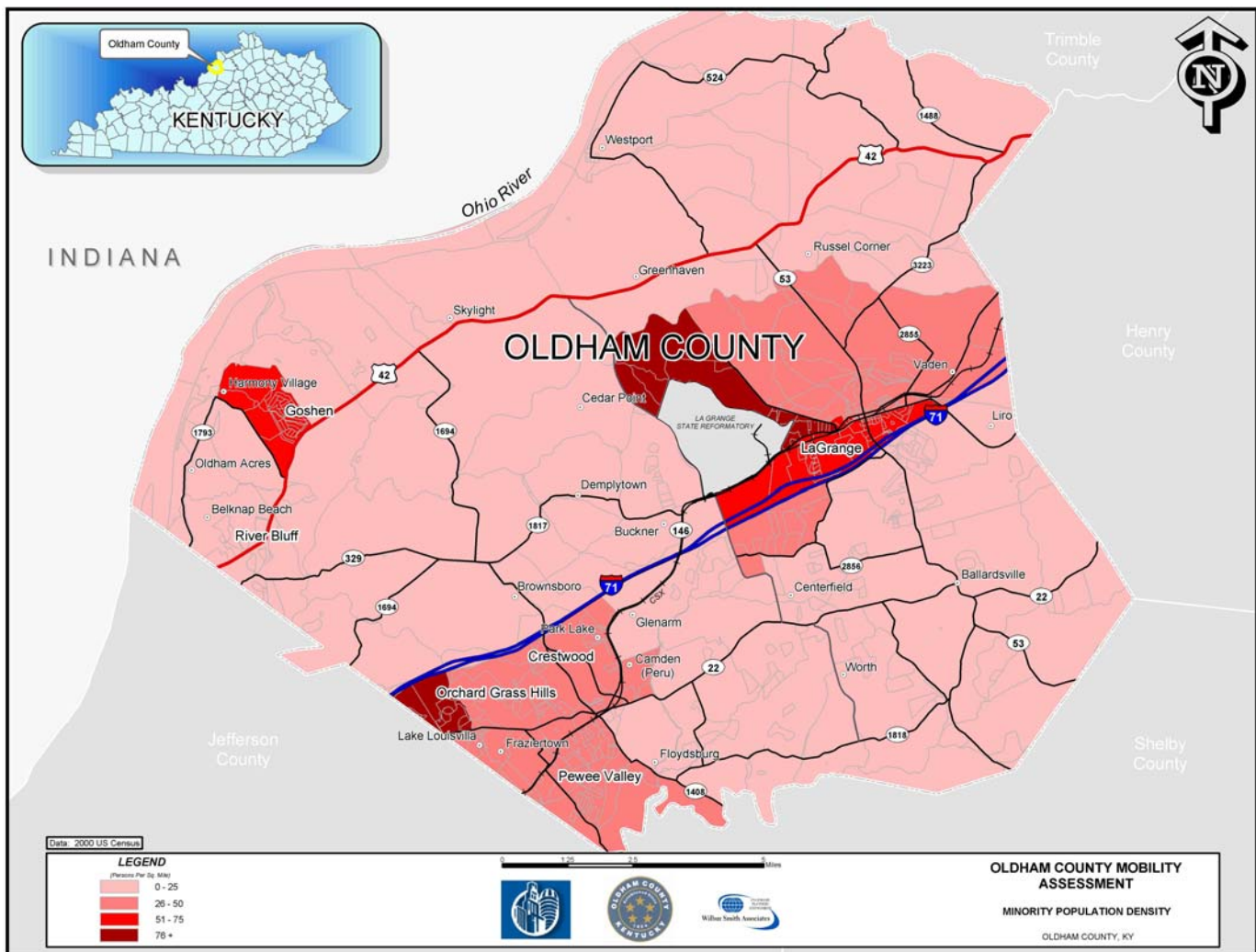
4.2.4. Minority Population Density

Historically, minority populations have a high propensity to use transit; thus, it is useful to identify concentrations of minority residents. Although there are very few minority (non-white) residents in Oldham County, according to the Census, community input indicates that the Hispanic population has increased in recent years, particularly the in-migration of Hispanics to work on farms in the area.

According to the 2000 U.S. Census, 7.1% of the population in Oldham County is non-white. Although the minority population is small, it is still important to identify the areas with the highest concentrations of minority population, as shown in **Exhibit 4-5** by Census Block Group to determine where these persons are most likely to live.

Analysis of the 2000 Census data shows that the majority of minorities are concentrated just northwest of LaGrange and in the Orchard Grass Hills area.

Exhibit 4-5: Minority Population Density

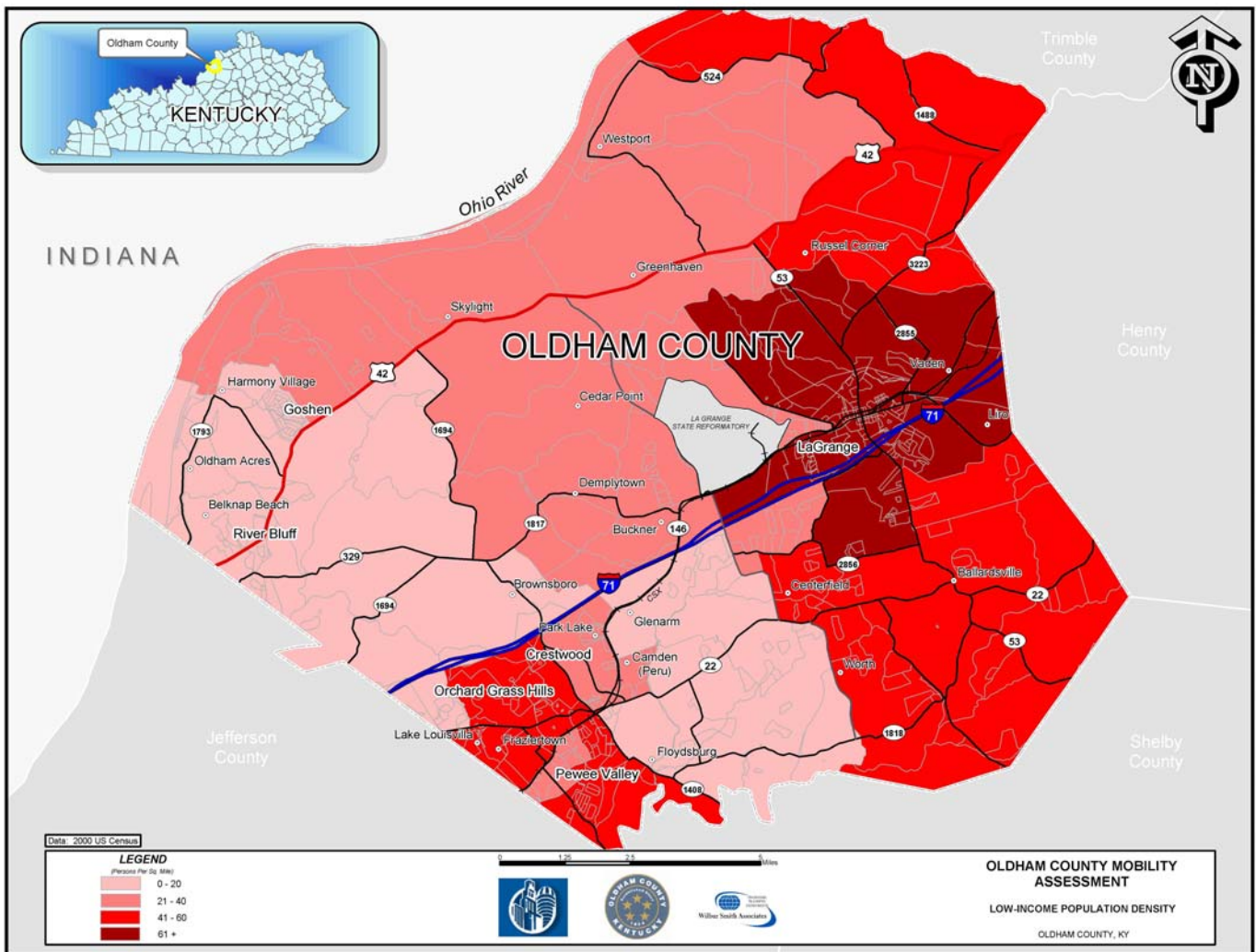


4.2.5. Low-Income Population Density

Low-income households typically have a higher propensity to use transit services, because they have few, if any, vehicles available for household usage. This limits their opportunity to travel to work and for needed services. For the purpose of this analysis, low-income is defined as any household with an annual income less than \$15,000. The \$15,000 annual income threshold was established for this demographic analysis of Oldham County based on review of the United States Department of Health and Human Services Poverty Guidelines for varying household sizes.

Low-income population density in Oldham County is illustrated graphically in **Exhibit 4-6** by Census Block Group. As shown on the map, the highest population concentrations of low-income persons are located in and around LaGrange.

Exhibit 4-6: Low-Income Population Density



4.2.6. Transit Propensity & Ridership Analysis

As mentioned previously, population density and socioeconomic characteristics in the Census data can be used to identify locations that are most likely to need and to use transit service, based upon the demographic characteristics of the residents. For this study, 2000 Census data is based on a Census Block Group level. The Census data has been applied in two ways using separate calculations for each.

One calculation provides the propensity of the Block Group's population to use transit. This determines the relative percentage of the population that would be likely to use transit at a given level of service, in other words, the need for service, as discussed in this discussion.

The second calculation looks at the theoretical ridership levels in each Block Group, or the demand for service. These two calculations complement each other and give a more complete picture of ridership potential.

Transit Propensity

Transit Propensity is the concept that measures the inclination or likelihood of using public transit. Propensity is an economic term used to measure consumer behavior. A higher propensity toward an action means a greater likelihood to do the action. Propensity can be quantified such that someone with a propensity of "2" is twice as likely to do something, such as use transit, as someone with a propensity value of "1".

To identify the transit propensity for each of the 26 Block Groups, eight (8) demographic factors were considered. These factors were carefully selected based upon industry research regarding the potential users of transit. The majority of the background analysis is contained in Transit Cooperative Research Program (TCRP) Report 28: *Transit Markets of the Future, The Challenge of Change*. The specific factors examined were as follows:

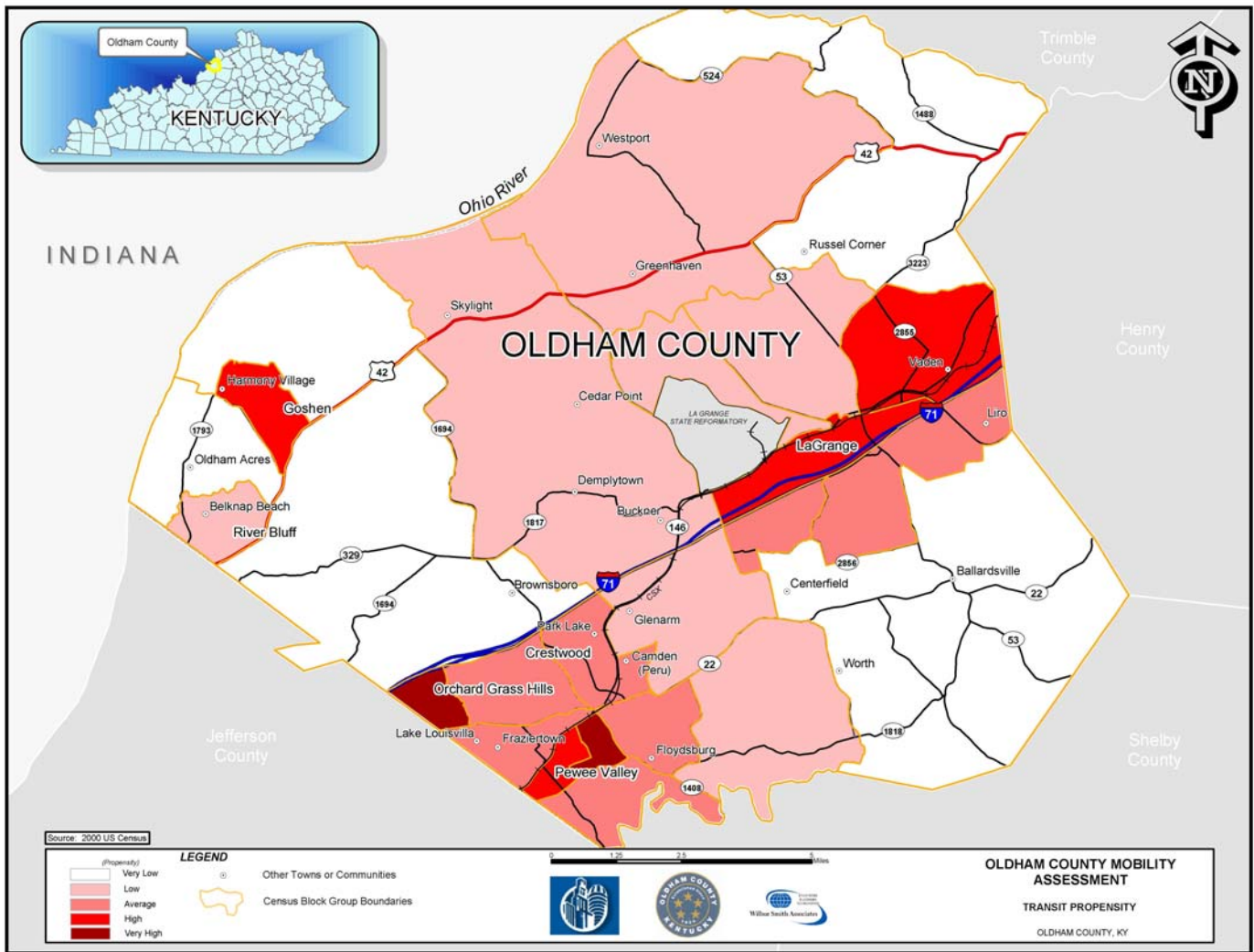
- Population density;
- Percentage of households without cars;
- Percentage of persons with mobility limitations;
- Percentage of persons with work disabilities;
- Percentage of persons who were not White, non-Hispanic;
- Percentage of low-income households;
- Percentage of female persons; and
- Percentage of persons in the workforce age 65 or older.

An index for each of these factors was developed that determined the relative rank of the Block Group compared with the county as a whole. These indexes were then weighted to develop a Composite Score for each Block Group. The weights for each factor are based upon industry research.

The Composite Scores were then statistically grouped into five (5) categories from "Very Low" to "Very High" based on the relationship to the scores of the other Block Groups. The results indicate that the residents of a "High" Block Group are 50 percent more likely to use transit than residents of an "Average" Block Group. "Very High" Block Groups are approximately 100 percent more likely to use transit as are residents in an "Average" Block Group.

Exhibit 4-7 shows the relative ranking of the Block Groups for Oldham County for transit propensity. As shown, two (2) areas ranked “Very High”, both of which are located in the southwest portion of the county. “High” areas include LaGrange and the Goshen/Harmony Village areas.

Exhibit 4-7: Transit Propensity



Ridership

Using the same industry research as for the propensity calculation, it is possible to calculate a ridership index, as explained in more detail later in this discussion. This index gives an estimate of the number of individuals who might be expected to use transit on a typical day.

The ridership index for every Block Group in Oldham County was found to be “Very Low”. The indices ranged from 1 to 7 for the 26 Block Groups. The sum of the rider indices calculated for all Block Groups in Oldham County was 93. This means that 93 individuals could be expected to use transit on a typical day in Oldham County, provided a similar level

of transit service is provided for each Block Group as for an “average” similar locale in the rest of the country.

The ridership index calculation is based upon the relative percentage of each demographic group that uses transit in similar locales around the country. Unlike the propensity calculation, the ridership calculation does not take density into consideration.

The calculation of the ridership index complements the calculation of transit propensity. It is possible for a Block Group to rank high in propensity but have a low ridership. For example, if most residents of a Block Group are likely to use transit, it will have a high propensity, but if there is such a small population base, the overall ridership index will be low.

The ridership index is calculated using the average capture rate (percentage of the population who uses transit) for low-density, low-population areas for each of the demographic categories. The ridership index is the sum of the estimated riders for each category. To account for residents who are in more than one category, the resulting sum is divided by the overall population weights.

The resulting ridership index is the number of individuals who could be expected to use transit on a typical day, assuming an equivalent level of service was provided to the “average” county in the United States. It is not the same as the average daily ridership on transit, which is expressed in terms of “unlinked trips” or boardings.

While the absolute ridership numbers should be used with caution, the index provides a good indicator of the relative ridership levels that could be expected.

4.3. JOURNEY-TO-WORK (J-T-W) ANALYSIS

Data is available from the U.S. Census Bureau on the place-of-work and journey-to-work characteristics of all workers over 16 years of age. This data is based on a questionnaire completed for a sample of the more than 128.3 million workers in the United States during the year 2000. Respondents provided information on where they live, where they work, what time they leave for work, and “the usual means” used to get there.

This data is special and unique in that the information derived pertains not only where commuters live, but also where commuters work and the characteristics associated with the journey-to-work flows. For this study, this data allows an analysis to identify potential origins and destinations for public transportation, ridesharing, and park-and-ride facilities.

Following are presentations of home-to-work trip data for three geographic areas:

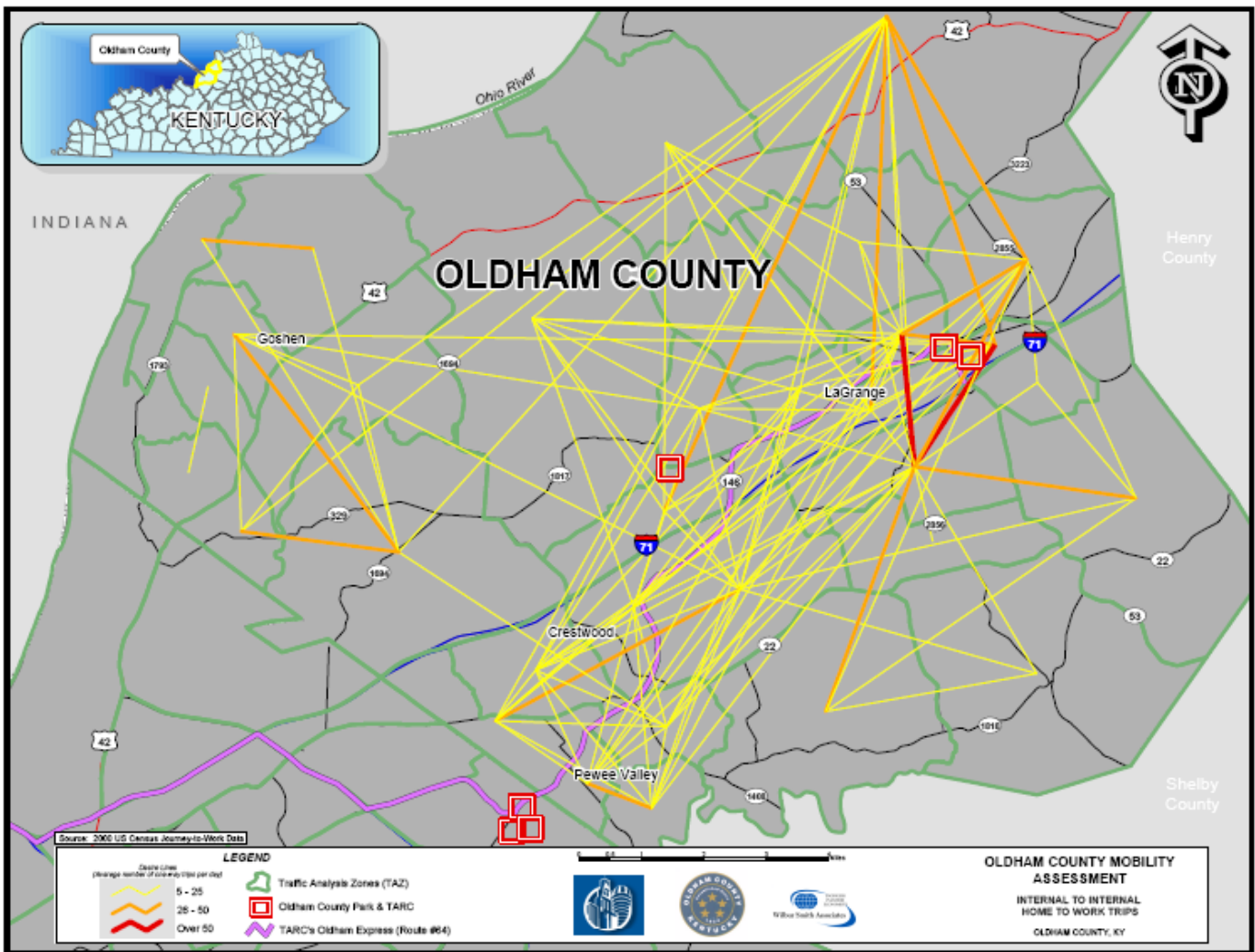
- Oldham County,
- Oldham County and the Louisville Metro (Jefferson County) area, and
- All counties adjacent or in close proximity to Oldham County.

4.3.1. Home-to-Work Trips within Oldham County

Exhibit 4-8 illustrates relative “desire lines” for home-to-work trips within Oldham County, i.e., lines between traffic zones of origin and traffic zones of destination. These are sometimes referenced as internal-internal trips because they are located within the boundary of the study area. For this analysis, the Kentucky Statewide Travel Demand Model was used to derive the “desire lines”.

On the map, lines in red show the trip patterns having the greatest number of trips, followed by orange and yellow lines in descending order. As shown, zones with the most internal-internal trips in Oldham County have origins and destinations in and around LaGrange.

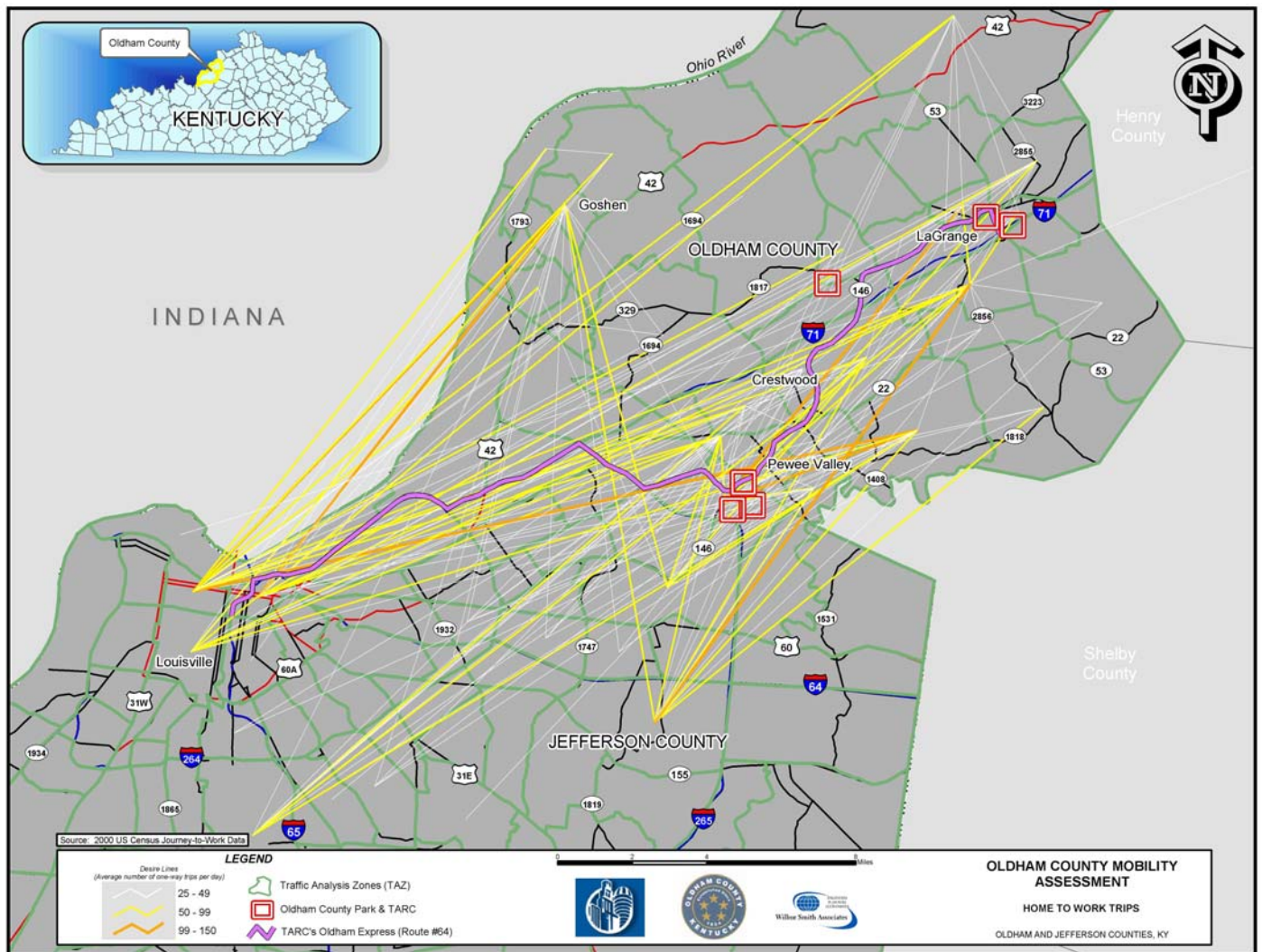
Exhibit 4-8: Oldham County Home-to-Work Trips



4.3.2. Home-to-Work Trips between Oldham County and Louisville Metro

Exhibit 4-9 illustrates relative “desire lines” for home-to-work trips between Oldham County and the Louisville Metro area (Jefferson County). Based on this analysis, it appears that the largest home-to-work desire lines are from near LaGrange to Crestwood and to the Bluegrass Park area, from Pewee Valley to downtown Louisville, and from near Goshen to downtown Louisville.

Exhibit 4-9: Oldham County to Louisville Metro Home-to-Work Trips

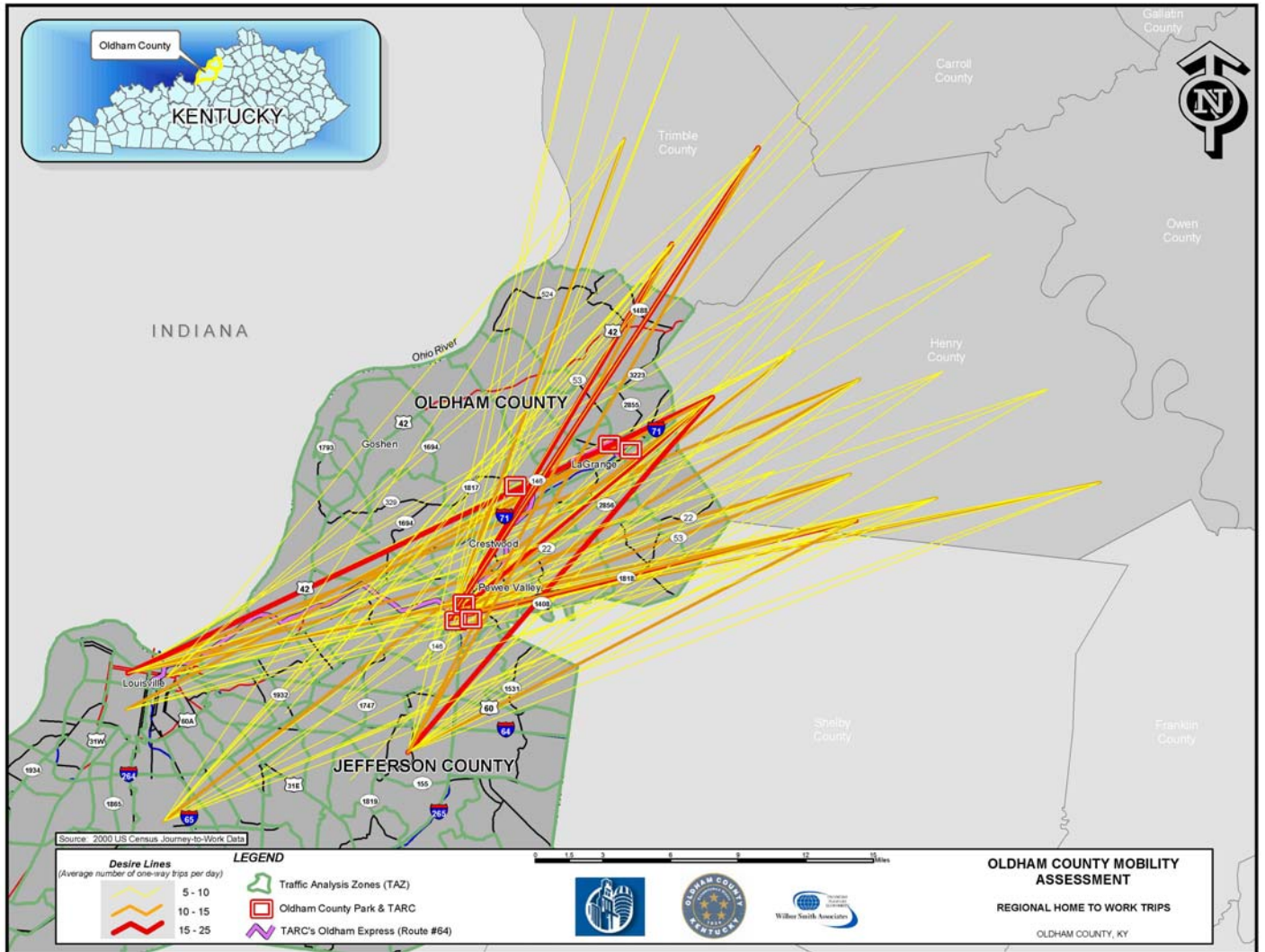


4.3.3. Regional Home-to-Work Trips

Exhibit 4-10 illustrates relative “desire lines” for a wider region that includes not only Oldham County and Louisville Metro, but also counties outside of Oldham County.

As shown on the map, there appear to be a large number of home-to-work commuters to Louisville not only from Oldham County, but also those Trimble County and Henry County located immediately northeast of Oldham County along the I-71 corridor.

Exhibit 4-10: Regional Home-to-Work Trips



4.4. MAJOR TRIP GENERATORS AND ATTRACTIONS

To help identify potential markets for transit and locations in which transit service may be desirable, the demographic analysis was supplemented by a field investigation of major trip generators and attractions. Major trip generators, or locations where concentrations of customers reside, include apartment complexes and public housing areas. Major trip attractions, or destinations, include locations such as the following:

- Hospitals / health care facilities;
- Shopping / employment areas;
- Government offices;
- Libraries;
- Community centers / parks; and
- Colleges.

Many of the largest trip generators in Oldham County are located in the City of LaGrange. Some of the key destinations are shown in **Exhibit 4-11**.

Exhibit 4-11: LaGrange Attractors/Generators



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5.1. INTRODUCTION

This section identifies the transportation services available in the region, excluding the traditional single-occupant vehicle. A peer review was also conducted to determine the operating characteristics of transit services in other similarly sized areas. This analysis is helpful in determining the level of public transportation service that may be appropriate in Oldham County.

5.2. EXISTING PUBLIC TRANSPORTATION SERVICES

In addition to the services described below, there is a certified taxi operator in Oldham County, but it was learned during the study that the taxi service had been suspended or discontinued. Attempts to contact the operator to confirm this were not successful.

5.2.1. MedTrans

MedTrans, a demand-response public transportation service, is currently provided by HDB Service Group, Inc. for use by all residents of Oldham County that meet the specified criteria. This service is for scheduled (non-emergency) medical or treatment appointments within or outside of Oldham County. All trips must be scheduled 24 hours in advance. There is no charge for persons over the age of 60. The service may be used at a charge of \$3.00 per one way trip by any person over age 50, including persons with disabilities, as space is available.

MedTrans currently has over 230 registered riders and on average provides over 250 trips per month. It should be noted that approximately 80% of MedTrans' registered riders reside in the City of LaGrange. In 2004 MedTrans drove a total of 26,194 miles with two vehicles in order to provide over 3,000 trips for Oldham County residents.

5.2.2. Logisticare Medicaid Services

Logisticare, a regional public transportation broker, acts as a coordinator and dispatch service to facilitate non-emergency medical trips to Medicaid recipients in Oldham County and other nearby counties. Logisticare does not own or operate any vehicles, but contracts with other providers to fulfill its mission.

In Oldham County, this transportation service is provided through Red Cross WHEELS, Care-A-Van, Valley Medical, and MediCab. All trips must be scheduled 72 hours in advance and cost \$5.00 for each one-way trip. Logisticare provides an average of approximately 450 one-way trips per month to 40 riders in Oldham County.

5.2.3. Oldham Express

The Transit Authority of River City (TARC) provides a commuter bus service from Oldham Plaza in LaGrange to downtown Louisville via Buckner, Crestwood, Pewee Valley, Forest Springs, Fincastle and I-71. All residents of Oldham County are allowed to take advantage of this service regardless of age, medical condition, or any another type of restraint. This service, TARC's Route 64, is operated with three (3) buses during the morning and

afternoon peak travel hours. While this service is called the Oldham Express, it more closely resembles a local service since it picks up and delivers passengers at many points along the route, as well as picking up about one-fourth of its passengers at designated park-and-ride locations. There are six (6) "Park & TARC" locations in Oldham County that serve this express route. According to TARC's 2004 Route Monitoring Report, 100 average weekday passengers use this route.

Oldham County and TARC have acquired CMAQ funds to add a commuter express route in the fall of 2005. This Mobility Study will make recommendations related to the current and future TARC routes serving Oldham County.

5.2.4. Ticket to Ride

The Kentuckiana Regional Planning and Development Agency (KIPDA) and TARC jointly sponsor a community ridesharing program available to residents of Oldham County. Interested persons can call 1-866-822-POOL or visit the web site at www.tickettoride.org to acquire the names of other persons who may wish to carpool, either for work trips or for a special "school pool" for students who do not otherwise have regular transportation access. There are currently 65 persons registered to carpool in Oldham County.

The Ticket-to-Ride program also promotes and assists in establishing vanpools by leasing vehicles to someone who will agree to be the designated driver and carry passengers to work. The cost of leasing and operating the van is recovered through contributions from the vanpool riders. One (1) van pool is currently in operation between Oldham County and the Louisville Metro area.

The Ticket-to-Ride program will also assist local employers to set up employment-center-based carpool matching programs. In addition, they provide an on-call service to provide a ride home for anyone who is forced to miss his or her normal bus or carpool due to last-minute work obligations or other similar reasons. This service is available to an individual for a maximum of four times a year.

5.3. PEER REVIEW OF SERVICES IN SIMILAR SETTINGS

To provide a point of comparison for potential transit services in Oldham County, a peer review was conducted to gather operational information on the transit operations in other similar areas in Kentucky. As shown in **Exhibit 5-1**, several similarly-sized communities have made substantial investments in transit to serve the needs of their communities.

The average cost/bus/hour of the peer systems is approximately \$32. This estimate will be useful in estimating cost for potential public transportation alternatives in Oldham County. This estimate includes all operating costs (administration, marketing, labor, fuel, etc.).

The average recovery of revenue from the farebox for the peer systems is 5.8%. This information will be helpful in assessing the amount of money that could be expected from the farebox for various public transportation alternatives in Oldham County.

Exhibit 5-1: Peer Review

Criteria	Rural Systems					Murray/Calloway Transit Authority
	Frankfort Transit	Glasgow Transit	Maysville Transit System	Morehead Area Transit	Paducah Transit Authority	
City	Frankfort	Glasgow	Maysville	Morehead	Paducah	Murray
Service Area	City of Frankfort	City of Glasgow	City of Maysville, Mason County, Buffalo Trace Development District	City of Morehead	Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, Marshall, and McCracken Counties	City of Murray, Calloway County
Service Area Population	26,535	14,000	19,000	7,785	27,256	34,177
Type of Service	Fixed Route with ADA Paratransit Service.	Fixed Route with ADA Paratransit Service.	Within city limits fixed route with demand response to certain low income locations. ADA paratransit services to Mason County through Lincoln Valley Community Action Agency.	Fixed Route with ADA Paratransit Service.	Fixed Route, Demand Response, and Dial-A-Ride.	Demand Response in Murray and Calloway County, Medicaid Response in Graves and Marshall County.
Number of Routes	3 Fixed Routes	One Route (7 runs/day)	One Fixed Route and 1 Trolley Route	One Route (6 runs/day)	9 Fixed Routes	N/A
Days/Hours of Operation	Monday-Friday 6:45 AM-5:40 PM, Saturday 8:05 AM-3:40 PM, ADA Paratransit Monday through Friday from 6:00 AM-5:30 PM and on Saturday for any one who has scheduled a trip.	Monday-Friday 6:30 AM-6:30 PM	Monday - Saturday 6:00 AM-6:00 PM, Sunday 12:00 PM-6:00 PM	Monday-Friday, 7:30 AM until 4:30 p.m	Monday - Friday 6:00 AM - 6:00 PM; Saturday 9:00 AM - 6:00 PM; ADA paratransit service. Demand-Response is a scheduled service. DIAL-A-RIDE service available 24 hours a day.	Monday-Friday 7:00 AM- 5:00 PM
Fare**	\$0.50 for passengers two years and up; senior citizens \$0.25 each way; transfers free.	\$0.50 one way.	\$0.25 for both services. Children and seniors ride free.	\$1.00 one way and 50 cents for elderly & handicapped.	\$0.75/ride, \$0.10/transfer; Demand Response service \$1.00/mile, \$2.00 minimum charge; DIAL-A-RIDE service \$1.75/mile, \$3.00 minimum charge.	\$2.00 in Murray, \$5.00 in Calloway County, \$0.65/mile outside of Calloway County.
Start Date	1978	1995	1962	1978	1981	1980
2003 Statistics**						
Peak Vehicles Operated	7	1	5	1	78	7
Total Passengers	49,307	6,845	26,726	2,021	234,278	57,116
Total Miles	169,449	33,110	108,092	27,846	393,911	240,321
Total Hours	18,774	3,060	21,840	1,984	78,840	18,270
Total Expenses	\$447,258	\$60,251	\$188,645	\$51,138	\$3,001,901	\$292,629
Passengers/Hour	2.63	2.24	1.22	1.02	2.97	3.13
Cost/Bus/Hour	\$23.82	\$19.69	\$8.64	\$25.78	\$38.08	\$16.02
Farebox Revenues	\$20,396	\$3,423	\$7,037	\$1,709	\$61,819	\$36,887
Other Revenues	\$6,060	\$0	\$8,508	\$0	\$1,622,967	\$147,308
Other Revenue Sources	Incidental Charters	N/A	Medicaid Transportation	N/A	Medicaid Transportation	-
Total Revenues	\$26,456	\$3,423	\$15,545	\$1,709	\$1,684,786	\$184,195
Farebox Recovery Ratio	4.6%	5.7%	3.7%	3.3%	2.1%	12.6%

Exhibit 5-1: Peer Review (cont'd.)

Small Urban Systems			
Criteria	Henderson Area Rapid Transit	Owensboro Transit System	Ashland Bus System
Current Operating Conditions*			
City	Henderson	Owensboro	Ashland
Service Area	City of Henderson	City of Owensboro	Boyd County; Wayne, WV (60 mile radius of Ashland)
Service Area Population	27,300	54,067	49,752
Type of Service	Fixed Route with ADA Paratransit Service.	Fixed Route Service with ADA Paratransit provided by Green River Intra-County Transit System and a River City Trolley.	Fixed Route with ADA Paratransit Service.
Number of Routes	5 Fixed Routes using 3 buses	6 Fixed Routes and 1 Trolley Route	4 Fixed Routes
Days/Hours of Operation	Monday-Saturday, 6:00 AM-5:30 PM	Monday-Saturday 6:00AM - 5:30PM (Trolley Tues-Sat 9-5, Sunday 1-5; Closed Jan., Feb., and March - available for charters during closed months)	Monday-Saturday 7:00 AM - 6:00 PM; Hourly Service on Monday-Friday, Two-hour service on Saturday
Fare**	\$0.50, \$0.25 cents for seniors and students, free for children age 6 and under. \$1.00 for demand response.	\$1.00 each way; \$2.00 each way para-transit service; \$0.50 trolley service, \$0.25 for elderly, disabled, and students.	\$0.60 for Ashland routes; \$0.70 for Cattlesburg routes
Start Date	1957	1973	1974
2003 Statistics***			
Peak Vehicles Operated	5	6	7
Total Passengers	113,619	312,000	100,000
Total Miles	193,045	187,200	210,313
Total Hours	10,592	22,464	13,508
Total Expenses	\$673,988	\$1,000,000	\$670,000
Passengers/Hour	10.73	13.89	7.40
Cost/Passenger	\$5.93	\$3.21	\$6.70
Cost/Bus/Hour	\$63.63	\$44.52	\$49.60
Farebox Revenues	\$36,000	73,000	\$50,000
Other Revenues		40,000	\$20,000
Other Revenue Sources	-	Advertising on buses and incidental charters.	Mostly trade to radios for advertisement.
Total Revenues	\$36,000	\$113,000	\$70,000
Farebox Recovery Ratio	5.3%	7.3%	7.5%
			Children under 6 ride free. Age 7-11 \$1.00 each way. Over age 12 \$2.00 each way. Paratransit \$2.00 each way.
			1993

* Current operating conditions obtained from individual websites and telephone interviews.

** ADA Paratransit service is twice the cost of traditional service for any fixed route.

*** 2003 Statistics for the rural systems provided by the Kentucky Transportation Cabinet Office of Transportation Delivery. 2003 Statistics for the small urban systems estimated by system operators.

6.1. INTRODUCTION

This section summarizes the transit needs for Oldham County, based on the community involvement effort and the analysis of demographic and socioeconomic characteristics. In addition, this section presents discussion on the various types of transit service that can be offered in rural and small urban areas, including the characteristics of the service areas in which each type of service is most appropriate. The intent of this section is to set the stage for specific public transportation alternatives for Oldham County.

6.2. SUMMARY OF TRANSIT NEEDS

The following points are given as a synopsis of the input received through the contacts with local officials, employers, other local stakeholders, and the general public, as well as information from the demographic and socioeconomic analysis.

- The highest population concentrations are in the Goshen area, southwest of LaGrange, in Peewee Valley, and in between I-71 and KY 22 along the Oldham/Jefferson County Line. There are also concentrations in Crestwood and Lake Louisville in southwestern Oldham County and in River Bluff and Belknap Beach in northwestern Oldham County.
- The population of Oldham County is expected, based on projections from the Kentucky State Data Center, to increase by 46% between 2005 and 2030. During the same time period, the population of Kentucky is expected to increase by 18%, much less than the growth expected for Oldham County.
- Persons over the age of 65 are more likely to use transit than persons under this age. The highest population concentrations of this age category are currently residing in the Peewee Valley area.
- The number of persons over age 65 is also expected to grow at a higher rate in Oldham County than in Kentucky, based on projections from the Kentucky State Data Center. In fact, this demographic is projected to increase by over 300% between 2005 and 2030 in Oldham County, as compared to about 90% in Kentucky.
- Minority residential concentrations and areas of low-income households were identified to locate potential transit markets as well. According to the 2000 U.S. Census, 7.1% of the population in Oldham County is non-white. Analysis of the Census data shows that the majority of minorities are concentrated just northwest of LaGrange and in the Orchard Grass Hills area.
- Lower-income households typically have a higher propensity to use transit services, because they may not have any vehicles available for household usage. The highest population concentrations of low-income persons are located in and around LaGrange.
- Concentrations of persons with a “Very High” propensity to use transit were identified in the southwestern portion of the county. Concentrations with a “High” propensity to use transit were identified in LaGrange and the Goshen/Harmony Village areas.

- Analysis of U.S. Census Journey to Work data revealed that the largest home-to-work travel is from near LaGrange to Crestwood and to the Bluegrass Park area, from Pewee Valley to downtown Louisville, and from near Goshen to downtown Louisville. There are also a significant number of people living and working in and around LaGrange who could benefit from some type of circulator service there.
- A number of potential transit trip generators and attractions were identified. The majority of these generators and attractions are located in the City of LaGrange, including regional medical, shopping, and government facilities. Several large apartment complexes and public housing facilities are also located here.
- Residents indicated that they would primarily use a public transportation service for work trip purposes. Other types of trips identified by the public included shopping, medical, and school trips.
- The six (6) employers that responded to the employer questionnaire demonstrated a willingness to learn about the benefits of public transportation in Oldham County. If public transportation was given an opportunity in the area, certain benefits including partnerships with employers could be considered.
- Many area residents (as indicated through a survey) currently drive their own car. Few people currently use the existing public transportation services. Of those that had used the existing services, the majority felt that the service was satisfactory.
- The primary transit destinations are located within the LaGrange area. To a lesser extent, residents would also like to travel outside of the LaGrange area, e.g., to Crestwood, Pewee Valley, and Louisville.
- Local officials seem receptive to the idea of transit, and feel that it would be beneficial to the area.
- Transit services could improve the quality of life in Oldham County. It would be a way to help connect residents with jobs and needed services - especially for elderly persons, non-drivers and students.

6.3. POTENTIAL TYPES OF TRANSIT SERVICES

Three basic options for service delivery are available:

- Fixed-route service;
- Demand-response services; and
- Hybrid services, which have some characteristics of demand-response services and some characteristics of fixed-route service.

Specific characteristics of each of these services can vary widely within these categories, particularly with regard to hybrid services. Much flexibility is available to design a transit service to meet a community's specific needs. The characteristics of each of these types of services are defined in more detail below.

6.3.1. Fixed-Route Service

For a fixed-route service, the transit vehicle travels a pre-established route. Passengers are picked up or dropped off at pre-designated locations along the route (as defined by the Transit Cooperative Research Program (TCRP) in “TCRP Report 6: Users’ Manual for Assessing Service-Delivery Systems for Rural Passenger Transportation”, p.14). This is the type of service typically found in transit systems in urban areas, e.g., the service provided in Louisville by the Transit Authority of River City (TARC).

Fixed-route services work well under the following conditions:

- The area is more densely settled;
- The demand for trips is high;
- Trips are generally destined to one particular area (like a downtown area); or
- Travel patterns are similar on a day-to-day basis.

Fixed-route services do not work well under these conditions:

- The service area has a low population density; or
- Trip patterns are not very predictable (TCRP, p. 32).

6.3.2. Demand-Response Service

For a demand-response service, the service is provided to all origins and destinations within a defined service area. Service is not provided outside the service area. The vehicle travels a flexible route between the origin and destination points to serve specific customer requests for doorstep pickup and delivery (TCRP, p. 14).

Demand-response services work well under the following conditions:

- Origins and destinations are variable and do not necessarily fit any pre-established patterns; and
- Demand densities are relatively low (TCRP, p. 35).

However, due to the more personalized service, demand-response services travel more miles, take more time, and therefore cost more to operate on a per-passenger basis than fixed-route services.

6.3.3. Hybrid Services

These services exhibit some characteristics of fixed-route services and some characteristics of demand-response services. There are generally two kinds of hybrid services, route-deviation service and point-deviation service.

Route-deviation service: In route-deviation service, buses travel along a prescribed route at scheduled times and maintain scheduled checkpoint stops. Nonscheduled stops will be accommodated within the deviations. The bus may leave and return to the route to pick up requests for demand-responsive trips near the route. Passengers may call in advance for

route deviation, or may access the system at predetermined route stops. The limited geographic area where the bus may travel off the route is known as the route deviation corridor (TCRP, p. 17).

Route-deviation services work well under the following conditions:

- The deviations are a relatively small part of the overall demand and the overall running time of the route;
- The majority of the riders are not highly time-sensitive;
- Door-to-door service is important to some but not all passengers; or
- There are other positive reasons for providing services that are more like fixed-route than demand-responsive options.

Route-deviation services typically do not work well under the following conditions:

- Most of the trips are time sensitive; and
- Some sort of basic route structure is not desirable for the community (TCRP, p. 33).

Point-deviation service: Under point-deviation service, a vehicle stops at specified checkpoints (shopping centers, industrial parks, etc.) at specified times, but travels a flexible route between these points to serve specific customer requests for doorstep pickup or delivery. Whereas route deviation service still has a basic route to guide service, point deviation service has specified time points, but no specific route to follow.

While point-deviation services share many of the same advantages and disadvantages of route-deviation services, point-deviation services are more like demand-responsive operations. Route-deviation service would be preferred where passengers would be waiting along the route to be picked up without advance notice to the system, and point-deviation would be preferred when a service needs to be more highly responsive to changing or variable demands.

Point-deviation services may be preferable to route-deviation services in rural areas because the routes between checkpoints can be flexible, allowing the driver more routing options for maintaining the schedule, and requests for service can be negotiated or deferred so that the schedule is maintained (TCRP, p. 34).

7.1. INTRODUCTION

This section discusses the general concepts that were developed to enhance mobility in Oldham County through alternatives to the single-occupant automobile.

7.2. MOBILITY CONCEPTS

Three (3) public transportation concepts were originally developed in order to improve mobility in Oldham County. They are as follows:

- Service in and between LaGrange, Crestwood, and Pewee Valley;
- County-wide demand-response service; and
- Improvements to existing express service to Louisville.

In addition to these transit concepts, consideration was also given to encouraging ridesharing by Oldham County residents and improving bicycle and pedestrian facilities.

7.2.1. Evaluation of Transit Concepts

The three (3) transit concepts were presented to the public and evaluated by the Steering Committee. These concepts were also evaluated, as shown in **Exhibit 7-1**, using the mobility goals established as part of this study and listed in **Section 3**.

As shown in **Exhibit 7-1**, the concept for service in and between LaGrange, Crestwood, and Pewee Valley ranks good to excellent in all the evaluation criteria. Relative to the other transit concepts, this concept:

- Is the most convenient, customer-oriented service option;
- Is expected to have the most daily boardings;
- Has the greatest potential to boost economic development; and
- Has the greatest capacity to carry passengers.

The demand-response service was evaluated as the least desirable of the three (3) transit concepts evaluated. Relatively, this is a more expensive service with:

- Poor responsiveness since advance calls are required;
- Low visibility, which limits community awareness; and
- Limited potential to serve daily commuters, due to the higher cost of operation.

The concept to improve express service to Louisville performs well relative to the mobility goals and other criteria for which it was evaluated. This service is designed to serve commuters to Louisville and reduce congestion; therefore, it is unlikely to enhance mobility for populations in Oldham County with the greatest need as well as other service concepts. The service was also evaluated poorly for being inflexible, but this is typical of an express route and an advantage to its riders who want to minimize travel times.

FINAL REPORT

Section 7: Recommendations

Exhibit 7-1: Evaluation of Mobility Concepts

	Circulator in LaGrange, Circulator in Crestwood-Pee wee Valley, Connector between Crestwood-Pee wee Valley and LaGrange	County-Wide Demand Response	Improved Express Service to Louisville
Enhance mobility options for populations with the highest levels of need, including transportation disadvantages, such as, elderly, disabled, and low-income citizens.	Service available to residents of LaGrange, Crestwood, Pee wee Valley, and between Crestwood-Pee wee Valley and LaGrange.	Service available to entire county.	Service available to commuters.
Provide convenient, customer-oriented service to origins and destinations with the greatest demonstrated need, such as service for the transportation-disadvantaged to medical facilities, educational institutions, community services, and shopping areas.	Route serves important origins and destinations.	Serves all origins and destinations in the county with advanced reservation.	Serves minimum number origins and destinations to keep down travel time.
Provide Oldham County commuters with an efficient and convenient alternative to driving alone that helps to reduce congestion and improve air quality.	Serves persons living and working in the study area and has potential to serve commuters to Louisville by serving park and ride lots.	Does not serve commuters as well as the other transit concepts.	Serves commuters to Louisville and reduces congestion along I-75 in Oldham and Jefferson Counties.
Promote economic development through transit services for work and shopping in Oldham County to support tourism, commercial interests, and other local business needs, including providing an effective employment transportation option for local residents.	Ideal for service to commercial interests and local businesses for persons living in the service area. Has potential to serve tourists and work trips.	Good for service to a variety of commercial interests and local businesses for all persons living in Oldham County. Not ideal for tourists or work trips.	Could serve economic development in Oldham County with transit-oriented development at interchanges. Does provide effective employment transportation for local residents working in Louisville.
Capital Cost	Would require 4 new buses - two have already been acquired.	Would require six new buses.	Requires one bus - paid for with CMAQ funds.
Annual Operating Cost (assumes 8 hours/day for 255 days/year)	\$220,000	\$395,000	Paid by CMAQ funds.
Develop a cost-effective system that makes efficient use of financial resources. (Operating Costs/Potential Rider/Day)	\$10	\$26	Operating costs paid by CMAQ funds.
Build community support by using transit to add value to the community.	Adds value to the community. Highly visible as a community service.	Adds value to the community. Least visible as a community service.	Adds value to the community. Moderately visible as a community service.
Estimated Ridership (potential boardings per day)	90	60	60 (estimated boardings on new Express Route)
Flexibility	Route is inflexible, but ADA paratransit service is available for those with the greatest need.	Service is flexible.	Route is inflexible, non ADA paratransit service.
Capacity	Additional ADA service in addition to more frequent service result in a relatively high capacity.	Capacity is limited by longer distances traveled, and reservation requirement.	Larger buses result in a moderately high capacity.
Responsiveness (Response Time and Travel Time)	Will dependably arrive at designated stops at specific times, with no waiting, and will have set travel times with no deviations.	Requires advance notice, additional mileage and time for trip, and waiting time for vehicle to arrive and return.	Will dependably arrive at designated stops at specific times, with no waiting, and will have set travel times with no deviations.
Implementation	Additional efforts required for start-up, but could be separated into phases.	Easily implemented by MedTrans: add-on to existing service.	Easily implemented by TARC: add-onto and reconfigure existing service.

Rating Scale:

High/Excellent
Med/Good
Low/Fair

The Oldham County Mobility Study Steering Committee decided to move forward with the service concept in and between LaGrange, Crestwood, and Pewee Valley as well as the improvements to the express service. These concepts, hereafter referred to as Alternative 1 and Alternative 2, respectively, were further refined into recommended transit alternatives using the data collected throughout this study, the input heard from the community, and the oversight of the Steering Committee. The following section illustrates the details of each recommended transit service, as well as the recommendations for encouraging ridesharing and improving bicycle and pedestrian facilities.

7.3. RECOMMENDED TRANSIT ALTERNATIVES

7.3.1. Intra-County Service

It is recommended that Alternative 1, the service in and between LaGrange, Crestwood, and Pewee Valley, be implemented in three phases. The phases were selected based on need identified throughout this study, and are as follows:

- Phase 1 – Service in LaGrange;
- Phase 2 – Service from Crestwood/Pewee Valley area to LaGrange; and
- Phase 3 – Service in Crestwood and Pewee Valley.

Recommendations for Phase 1 are detailed below.

Description:

- Two fixed routes, Phase 1 A & B (or the “blue route” and the “red route”), respectively, would serve major origins and destinations, using one bus, in the central LaGrange area, as shown in **Exhibits 7-2** and **7-3**. The routes may need to be adjusted to better meet community needs; therefore, the routes should be re-evaluated periodically.
- Designated bus stops would be used. “Flag stops” are generally not recommended for picking up passengers due to potential safety issues. However, drivers may be allowed to pick up or discharge passengers at non-designated stops along the route, if the request can be safely accommodated.
- No deviations from the fixed route would be permitted, to enable a high level of schedule adherence. Passengers who can not be accommodated by the fixed-route service can be served by the complementary paratransit service.
- Complementary paratransit service would be provided in accordance with the Americans with Disabilities Act (ADA). This service would be provided using one of MedTrans’ existing lift-equipped vans. The service would be available during the same hours of operation as the fixed-route service.

Days / Hours of Operation:

- Service would initially be provided Monday – Friday only. Saturday service could be added later as warranted by demand.
- Weekday service would operate from 7:30 AM until 5:30 PM. Additional service hours could be added later as warranted by demand.

Exhibit 7-2: Alternative 1 – Phase 1A (Blue Route)

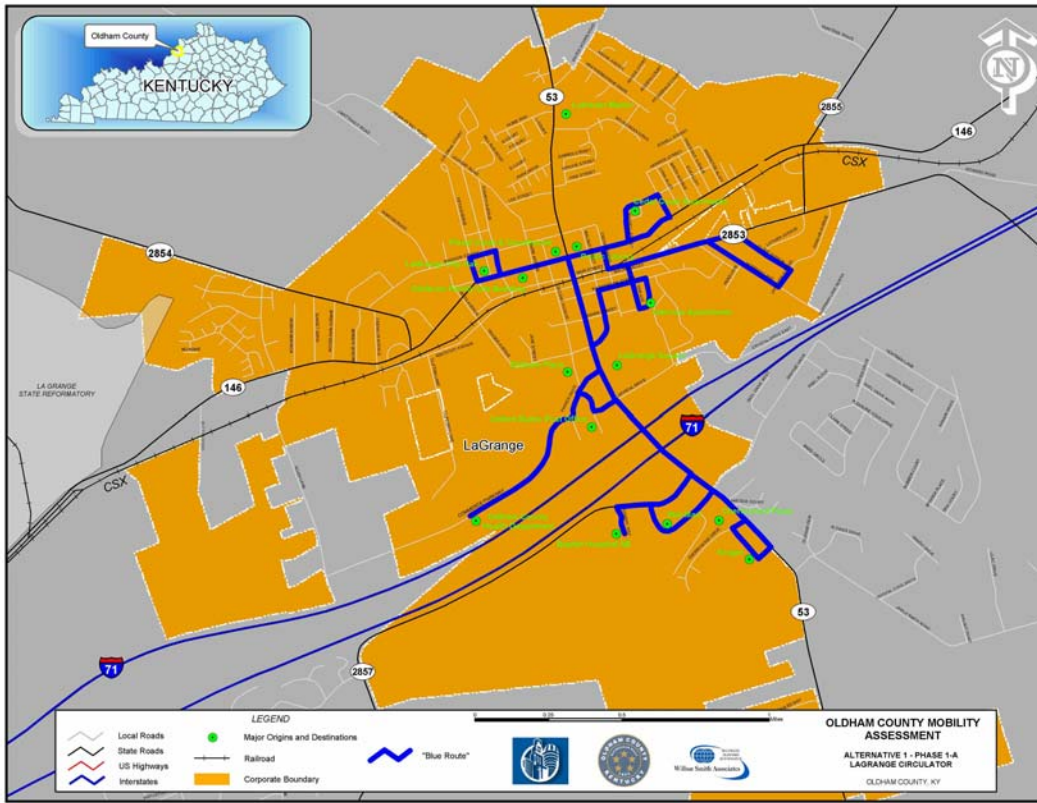
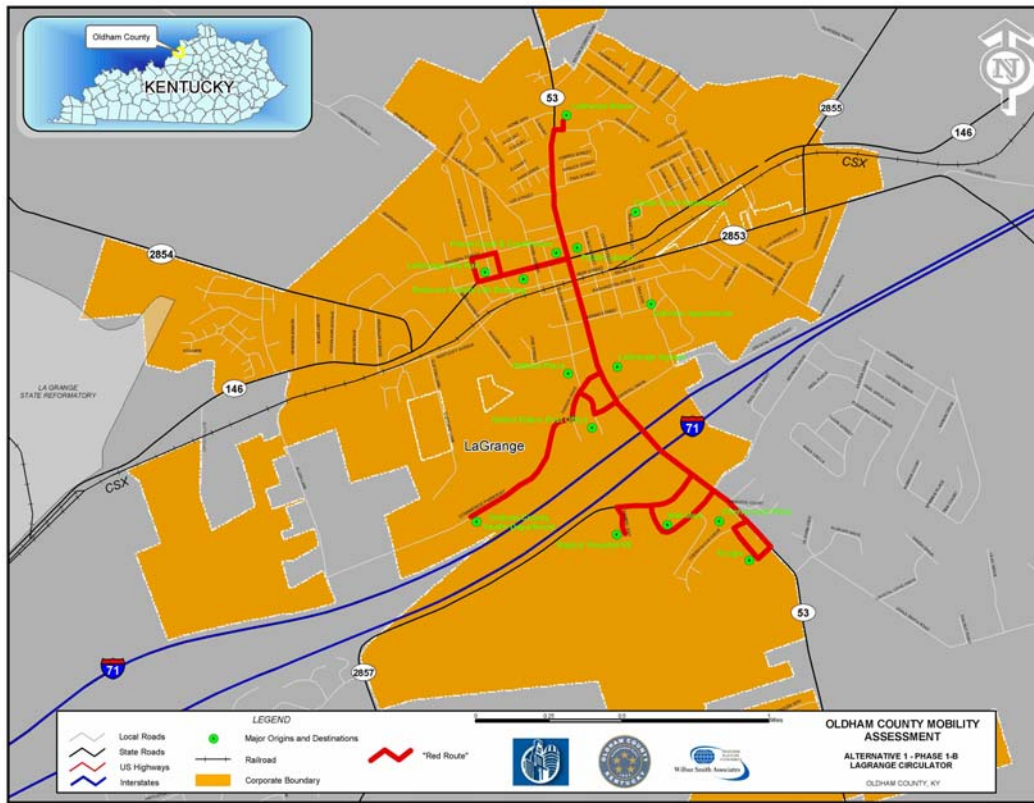


Exhibit 7-3: Alternative 1 – Phase 1B (Red Route)



Frequency of Service:

- Each route is estimated to have a cycle time of 30 minutes. One bus will serve both routes (no transfers necessary), giving the entire service a one hour frequency. Common portions of the red and blue routes will have a frequency of 30 minutes, while unique portions of each route will have an hourly frequency.

Vehicle Requirements:

- The service will require two (2) small buses, both of which Oldham County has already acquired from the Kentucky Transportation Cabinet with 5310 funds.

Fare Structure:

- A base fare of \$1.50 is recommended for the fixed-route service. This fare is in line with that of peer systems and is passenger-friendly.
- A fare of \$3.00 is recommended for ADA paratransit service. The higher fare is representative of the more personalized level of service, and is the same fare as the existing MedTrans demand-response service. The ADA regulations allow a fare of up to two times that of the fixed-route fare.
- Federal regulations require that half-fare be offered to the elderly (65 and over) during off-peak times. It is recommended that half-fare be provided to the elderly and to children (18 or younger) with a valid ID at all times for the sake of simplicity and good customer relations.

Annual Operating Cost and Funding Sources:

Annual operating costs for Alternative 1, Phase 1, are estimated to be **\$82,000**. This figure includes costs for driver salaries, fuel, maintenance, insurance, etc.

The likely funding scenario involves a combination of fare revenues along with Federal, State, and local government assistance.

- Fare revenues: Fare receipts are estimated at 10% of the operating cost, or **\$8,200**.
- Federal funding: Federal Transit Administration (FTA) Section 5311 monies are available to cover up to 50% of the operating cost, less farebox revenue. Under this scenario, **\$36,900** of Section 5311 money would be utilized.
- The remaining costs, **\$36,900**, would be the responsibility of local sources. In addition to direct support from participating governments, other revenue sources could be pursued, including revenue from advertising on the vehicles, financial support from key destination businesses, etc.

Capital Cost and Funding Sources:

Because Oldham County has already obtained two (2) buses from the Kentucky Transportation Cabinet, there are no immediate capital costs for vehicle acquisition. "Bus stop" signs should be purchased once exact stop locations are determined. Such signs will cost approximately \$100 each and are eligible for Federal Section 5309 funds.

Transit Stops:

As funding becomes available, thought should be given to providing comfortable, clean, accessible and conveniently located transit stops. Adequate signage, lighting, sheltered seating, trash receptacles, and bicycle parking are desirable features that should be considered.

Transit Center:

Local officials in the LaGrange area have expressed interest in developing a Transit Center as a joint-use facility that would not only serve as a “hub” for transit in the area, but also incorporate complementary uses, such as a day-care facility, satellite college campus, etc.

This concept could be an effective focal point for transit service and serve as a catalyst for redevelopment. However, the Consultant strongly cautions against pursuing the development of such a facility in lieu of providing operating assistance to a start-up transit service. Development of such a transit center would be an expensive undertaking and should be explored as a long-term goal, once a successful transit service is well established in Oldham County.

Without a transit system in place, there is not enough related transportation/transit activity to support an FTA investment in such a facility. For FTA to provide funding assistance for a Transit Center, they must be assured that there is sufficient funding committed to the ongoing support of a successful local transit system.

Although the planning, design, and construction of Transit Centers are eligible uses of Section 5309 funds, the Federal Transit Administration (FTA) must still approve the specific project. However, it is not the FTA’s responsibility to fund non-transit-related components of such projects. For example, the Section 5309 money could pay for the shell for a day care center, but the interior would have to be funded with non-FTA money. Using Section 5309 funds for this purpose would not reduce the 5311 money that would fund the transit operations.

7.3.2. Express Bus Service

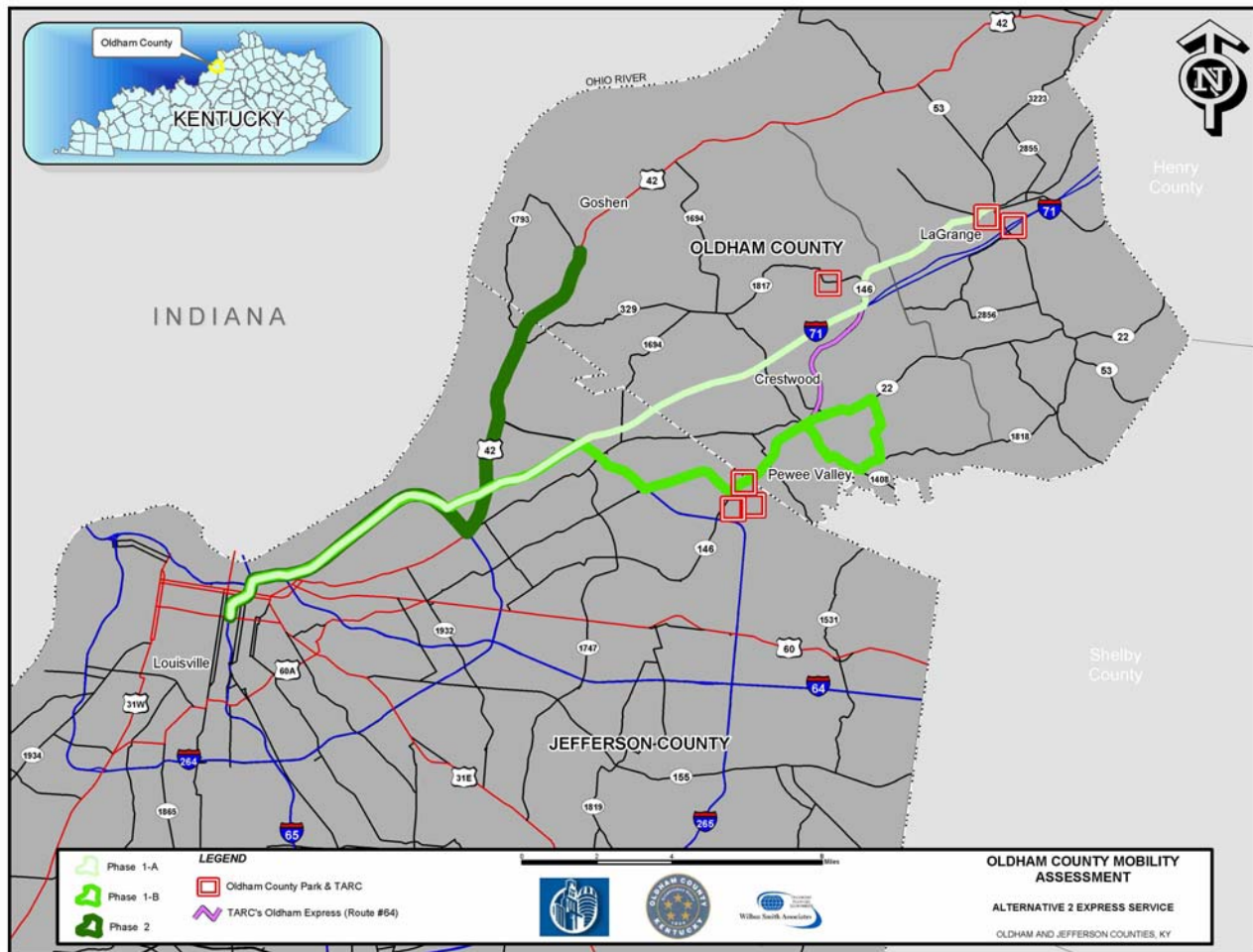
TARC and Oldham County were granted \$161,120 in Congestion Management and Air Quality (CMAQ) monies to fund a demonstration express route from Oldham County to Louisville. In order to obtain this money Oldham County Fiscal Court agreed to pay the required match of \$40,280, making the total amount of funding \$201,400. It is recommended that this demonstration route start in LaGrange and provide true express service to downtown Louisville via I-71, stopping only at exits 14, 18, and 22. As discussed in **Section 2**, most respondents to surveys conducted on-board the existing Oldham Express indicated the need to arrive at work between 7:30 AM and 8:30 AM and to leave work between 4:00 PM and 5:30 PM. It is recommended that the new Oldham Express serve these needs to the extent possible. It may be necessary for two runs to be made in the afternoon to serve the wider range of need.

The consultant further recommends that when the new Oldham Express comes on-line the current Oldham Express (TARC's Route 64) be reconfigured to serve the southwestern portion of Oldham County and those Jefferson County locations it currently serves. It is recommended that the reconfigured route circulate in Pewee Valley via KY 22, KY 1408, and KY 2858, and then travel to downtown Louisville via KY 146, KY 1447, I-265, then I-71. The three (3) existing Oldham Express buses are scheduled very close to one, particularly in the afternoon, with the first two buses scheduled only 10 minutes apart. These buses should be scheduled with at least 30 minutes between routes to expand the overall time available for pickup in the afternoon. The new express route and re-configuration of the old route are Phase 1 of recommended Alternative 2.

As a second phase to Alternative 2, an express route from the River Bluff and Goshen areas, in Northwestern Oldham County, is recommended to downtown Louisville via US 42, I-264 (exit 22), and I-71 (exit 23).

Alternative 2, Phases 1 and 2 are illustrated on **Exhibit 7-4**.

Exhibit 7-4: Alternative 2 – Phase 1 & 2



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Park and Ride Facilities

In preparation for the Oldham Express service, Exit 14 (KY 329 – Crestwood) was recently paved and marked for 30 parking spaces. This location provides space for a bus turnaround. Exit 18 (KY 393 – Buckner) is currently a gravel lot with room for approximately 30 parked cars. There is not adequate room for a bus turnaround at this location. Exit 22 (KY 53 – LaGrange) is paved with marked parking. There is adequate room for a bus turnaround at this location.

It is recommended that park and ride lots at exit 14, 18, and 22 continue to be improved as funding becomes available and expanded, if possible, as the need arises. At a minimum, these facilities should be paved and have marked parking, adequate lighting, sheltered seating, and trash receptacles. Consideration should also be given to Transit-Oriented Development opportunities, where feasible, as discussed in the following section.

Transit Oriented Development

Where possible, Transit Oriented Development (TOD) should be encouraged at or near the Oldham Express stops, where feasible. Any compact, mixed-use development near transit facilities (i.e., park-and-ride lot or transit stop) and with high quality walking environments would be considered a TOD. Commuter-oriented services and businesses, such as day-care facilities, coffee shops, and dry cleaning services would be ideal at any of these locations. Many benefits to communities occur as a result of TOD, including the following:

- Increased transit ridership;
- Less expensive than building at low density;
- Reduced car accidents and injuries;
- Enhanced mobility;
- Higher quality of life;
- Increased foot traffic and customers for businesses; and
- Reduction in congestion and pollution.

TOD designation is quite subjective. TODs range from small local and intercity bus systems with community-related services to large local and intercity rail systems with numerous projects. Every TOD differs in size, available uses, and amenities and each should be planned and designed for the community which it will serve.

TOD Example: The Village at Overlake Station, Redmond, WA

The Village at Overlake Station, a Park-and-Ride TOD project in Redmond, Washington, combines moderate-income rental housing, a day care facility, and a park-and-ride/transit center into a single integrated use. The development, which was completed in March 2002, is located in a heavily commercial area. Overlake is a major employment center with about 600 firms, including Microsoft's main campus, and 22,600 employees.



The Village at Overlake Station

According to King County Metro Transit, this TOD includes two levels of covered parking with 536 parking stalls and 308 rental housing units affordable to households earning 60 percent of the area's median income (\$35,000-\$40,000 per year). Residents and park-and-ride commuters share the parking garage. The site operates as a park-and-ride lot and a major transit facility in the King County Metro Transit system. There is also a 2,400-square-foot child care facility for residents and park-and-ride users.

This project is a joint development of King County, the King County Housing Authority, and a private developer using tax-exempt financing and federal housing tax credits. Residents currently have 0.6 vehicles per unit. Subsidized bus passes are provided as an incentive to take the bus and help reduce automobile congestion in the region.

The Village at Overlake Station is only one example of the many TODs located all around the country. Transit Cooperative Research Program (TCRP) Report 102 (*Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects*) identified over 100 TODs that were entirely or substantially complete in 2002.

TOD in Oldham County

It is recommended that opportunities for TOD be explored in Oldham County.

Following are some general recommendations for a TOD:

- A unique mix of retail/commercial uses that meet neighborhood and commuter needs should be provided.
- Community-based economic development should be encouraged through businesses which are owned and operated by residents and community partners.
- A sheltered bus stop with seating, trash receptacles, bike storage, and other amenities should be provided.
- A mix of affordable and market rate housing types should be provided. A mix of unit size and type should also be provided (e.g., live-work spaces, townhouses, 1 bedroom, 2 bedroom, and 3 bedroom apartments).
- All buildings should address the streets and sidewalks with entries or windows, not blank walls.
- Minimize land devoted to parking. Parking, where necessary, should be placed to the rear of buildings.
- Transit stops and core commercial areas should be centrally located within a walkable distance (about 2000 feet) from housing and other uses.
- Street alignments should provide seamless, safe, and direct routes to local destinations.
- A gathering place, including recreation for children, should be provided in a central location.

While beyond the scope of this study, further efforts should be undertaken by Oldham County to establish detailed design guidelines/principles for elements of a TOD:

- Commercial, Industrial, Mixed-use, and Civic Guidelines
 - Development Intensity (i.e., commercial floor area ratio, residential density)

- Building Setbacks and Orientation
- Architectural Standards
- Materials and Finishes
- Building Scale and Definition
- Building Signage
- Parking
- Residential Guidelines
 - Variation in Housing Mix
 - Building Orientation
 - Architectural Standards
 - Materials and Finishes
 - Building Scale and Definition
 - Parking
- Parks/Recreation Area Guidelines
 - Amenities
 - Dimensions
- Street Guidelines
 - Street Landscaping (i.e., street trees, plant materials)
 - Traffic Calming
 - Street Furnishings (i.e., tree guards, kiosks, planters, trash receptacles, water fountains, seating)
 - Lighting
- Ecological Site Planning Guidelines
 - Design for Energy Conservation (i.e., daylighting, natural cross ventilation, pedestrian shelters)
 - Stormwater management (i.e., detention areas, permeable paving, driveway paving)

TCRP Report 102, referenced earlier, provides a comprehensive assessment of the state of the practice and the benefits of transit-oriented development (TOD) and joint development throughout the United States. It focuses specifically on the level of collaboration between various partners; the impacts of TOD and joint development on land values; the potential benefits of TOD; and successful design principles and characteristics. This report will be helpful to stakeholders in considering transit-oriented development in Oldham County.

Bus Rapid Transit (BRT) and Managed Lanes

It is recommended that KIPDA and Oldham County work with TARC and the Kentucky Transportation Cabinet to undertake a feasibility study of using managed lanes and a Bus Rapid Transit (BRT) system to help relieve congestion along I-71 between LaGrange and I-264. The study should also explore the potential for the use of High Occupancy Vehicles (HOV) lanes.

“Bus Rapid Transit” is bus transit service operating completely separate from other modes of transportation on an exclusive right-of-way. “Managed Lanes” can be defined as a method of reducing traffic congestion which increases freeway efficiency by using various operational and design actions. Managed lanes are restricted to particular types of vehicles to provide improved travel conditions to eligible users; eligibility may be based on number of people in the vehicle, type of vehicle, users who are willing to pay a toll, or other criteria.

HOV lanes are a type of managed lanes. Specifically, HOV lanes are exclusive road or traffic lanes limited to buses, vanpools, carpools, and emergency vehicles.

In support of a current KYTC study, the Federal Highway Administration conducted a peer review of possible improvements to I-71 from the Oldham County line to I-264. This peer review concluded that the immediate high priority needs were traffic operational improvements at some problem locations and that the study should focus on those improvements.

In the peer review, the use of managed lanes and BRT were not precluded as a long-range need, although the peer review stated that HOV/managed lanes were not needed in the foreseeable future. Several general assumptions were made in the peer review questioning the potential and feasibility of HOV and managed lanes, but there was no factual support for these assumptions. The only way to determine the long-range need, feasibility, requirements, and costs for managed lanes and BRT service is to undertake a more detailed study of the issue.

There have already been several studies initiated to look at providing congestion relief in the I-71 corridor, primarily focused on highway capacity and operational improvements. There has also been a study on the use of light rail in that corridor, but this proposed project has been suspended for now, largely because of the cost considerations.

The use of BRT and managed lanes may offer a compromise between strictly highway improvements and the construction and operation of light rail commuter transit.

7.4. TRANSIT ORGANIZATIONAL AND ADMINISTRATIVE RECOMMENDATIONS

7.4.1. Intra-County Public Transportation Service

It is recommended that MedTrans be the designated primary service provider for transit service within Oldham County. MedTrans is already established in the area, and has the experience and knowledge to successfully initiate and maintain operations. TARC has offered to provide guidance to MedTrans with the start up of this new service.

Legal Requirements

To legally operate a for-hire bus service in Kentucky, there are generally three (3) options:

- A local government, either alone or jointly with another public body, can form a Transit Authority to oversee the transit operation, in accordance with Kentucky Revised Statute (KRS) 96A.020. A Transit Authority can either operate its own transit service or contract with others to provide all or part of the service.
- All cities are vested with the power to sell franchises or grant authorizations for the operation of city buses over their streets and highways. Therefore, in urban areas, the transit provider may operate under a city bus franchise granted by the city or with the authorization of the city, in accordance with KRS 281.635. However, no person shall apply for or obtain any such franchise or authorization without a prior finding by the

Division of Vehicle Regulation, Kentucky Transportation Center, after a hearing conducted in accordance with KRS.625.

- In rural areas, the transit provider must obtain FTA Section 5311 operating authority by the Office of Transportation Delivery, Kentucky Transportation Cabinet (KYTC), to provide for-hire rural transportation service.

No further action is needed at this time for MedTrans to legally provide service. MedTrans has recently been granted Section 5311 operating authority by the Office of Transportation Delivery in the KYTC. Therefore, they already have the authority as a for-hire rural public transportation operator to provide service to the general public in Oldham County. MedTrans also has Section 5310 operating authority from KYTC's Office of Transportation Delivery to provide service to elderly and disabled persons.

Future Actions: At some time in the future, Oldham County may want to re-evaluate its position to determine if it wishes to establish a local transit authority or become part of the Transit Authority of River City (TARC), which is authorized to serve the Louisville Metro area and adjacent counties. One primary advantage of a transit authority is that it can authorize a vote by the general public for an increase in tax revenues that would be dedicated to providing transit service.

Also, at some time in the future, there may be a need to change the certification and/or operation of the local transit service, either because the area is designated as an urbanized area or because the service has grown beyond MedTrans' ability to effectively provide expanded services. If Oldham County becomes part of a Metropolitan Statistical Area (MSA), they may be required to operate as a city bus, rather than as a rural provider. In either case, Oldham County may want to consider if it is advisable to transfer the responsibility for the transit service to TARC.

7.4.2. Express Service

It is recommended that TARC continue to be the designated primary service provider for the improvements to the express service from Oldham County to Louisville. TARC has been the major public transportation provider for Jefferson, Oldham and Bullitt Counties in Kentucky, and Clark and Floyd Counties in Southern Indiana since 1974. TARC has the experience and resources to handle the recommended changes to the Oldham Express and any obstacles that may surface as a result.

Legal Requirements

The Transit Authority of River City (TARC) already has legal authority to operate bus service in the Louisville Metro area and adjacent counties. Therefore, no additional legal authority is necessary. The startup of the new express service is being funded as a demonstration service by federal Congestion Mitigation and Air Quality (CMAQ) funding, and therefore must demonstrate that it meets the goals of this legislation. The funding cycle is one year, and an application has been submitted and approved for a second year of CMAQ funding. However, there is no guarantee for operating funds beyond these first two years. At that time, Oldham County may be asked to provide support for its continued operation.

7.4.3. Marketing

A critical element of the overall implementation plan for both the intra-county and express services should be the marketing program. Especially in an area such as Oldham County where transit options are currently limited, marketing is vital to build support for the new service.

Marketing of the new services must begin well before the first day of operation. Grass-roots support from the community is needed to get residents excited about the new service. Members of the Steering Committee and others who have assisted in this project can play a vital role in this effort by making information available in their agencies / businesses (through flyers, pamphlets, etc.) and by speaking with potential users about the services. Advertisements in the local newspapers and speaking engagements with community groups would be quite beneficial. Having transit vehicles on display at community events (even before the service begins) would further



L.O.C.A.L. Bus

aid in informing the community about the coming services. Promotion should also be targeted at those most likely to use the service by providing information materials at appropriate locations, e.g., senior citizens homes, the Health Department, etc. Similarly, TARC and Oldham County should develop a marketing plan for the new express service that includes Henry and Trimble Counties. Journey-to-Work Data, presented in **Section 4**, shows that a large number of commuters travel from Henry and Trimble Counties, through Oldham County, for work in Louisville.

It is critically important that both the intra-county and the improved express service have their own identity, separate from that of MedTrans or TARC. The acronym L.O.C.A.L., which stands for Local Oldham County Access Line, was selected by community leaders as the identity for the intra-county service. One bus, which Oldham County obtained from the Kentucky Transportation Cabinet, has already been branded with this identity. A unique brand should be established for the new Oldham Express as well.

7.5. OTHER MOBILITY RECOMMENDATIONS

7.5.1. Ridesharing

It is recommended that KIPDA work with Oldham County to develop a localized program to promote carpools and vanpools for longer trips, particularly between Oldham County and the Louisville Metro destinations. Efforts should try to focus on workplace destinations outside downtown Louisville, so the program does not detract from the new express service.

While public transit has tremendous transportation benefits, it is usually difficult to convince commuters to give up the convenience, independence, and flexibility of their single-occupant vehicles. In some cases, the best solution is to promote and assist in getting these commuters to take a first step just by sharing the ride with one, two, or more persons

in a carpool or vanpool. For a two-person carpool, this still accomplishes the goal of reducing the number of vehicles on the road by at least one vehicle, while saving money on vehicle operating costs for the commuter and still retaining a greater degree of convenience, independence, and flexibility than public transit. As the size of the carpool or vanpool increases, the benefits also increase.

The recommended program should include technical assistance for a community-based carpool/vanpool matching program. This could be either a new program sponsored by the local government or a civic organization in Oldham County or a special effort that utilizes a local contact to take advantage of KIPDA's current ridesharing services. To support or enhance this effort, a public information program is needed, using a convincing message to persuade commuters to give up personal convenience for major gains for themselves and their community.

It is also recommended that KIPDA offer to provide technical assistance to establish localized carpool/vanpool public information and matching programs where there are a large concentration of employees outside the downtown area, either through a large employer or at a large multi-employer center (such as the Bluegrass Industrial Park).

Other ridesharing support efforts recommended are:

- Promote the use of park-and-ride for both transit and ridesharing.
- Expand the ride-home program to allow more than four rides during a year for those who must work late or have a personal emergency.

7.5.2. Bicycle and Pedestrian Transportation

Bicycle and pedestrian facilities were also given appropriate consideration as part of the Oldham County Mobility Study. This section discusses recommendations for improvements or additional facilities and service opportunities.

The Interurban Greenway project is the only Bicycle/Pedestrian project included in the Bicycle/Pedestrian Element of KIPDA's current (2005-2007) Transportation Improvement Program (TIP). This project will provide a safe alternative transportation mode for increased mobility in Oldham County. It involves constructing a shared-use path from LaGrange southwest along KY 146 to the Jefferson County line. Also included is the rehabilitation of the L&N depot to be used as a trail head for the greenway. The length is 13.10 miles and costs are estimated to be \$2.9 million dollars. This project is currently funded by the Surface Transportation Program (STP-Urban) and the Transportation Enhancement Program (TE). This mobility study supports construction of the Interurban Greenway over any other bicycle and pedestrian projects. Where possible, the Interurban Greenway should be located and designed to enhance access to commuter bus service.

Federal legislation permits the inclusion of "illustrative" projects to be included in long-range transportation plans. Illustrative projects are projects that have been identified as high priority, but which cannot be included due to financial constraints. In the Bicycle/Pedestrian Element of KIPDA's current Long Range Plan, 43 illustrative projects were identified for Oldham County, as shown in **Exhibit 7-5**.

Eight (8) of the illustrative projects listed in **Exhibit 7-5** are in the vicinity of recommended transit routes (Alternative 1 – Phase 1) in LaGrange. These eight (8) projects are shown in yellow along with the proposed red and blue routes in LaGrange on **Exhibit 7-6** and are labeled with their project ID, which was shown in **Exhibit 7-5**. It is recommended that these eight (8) projects be given high priority consideration as funding comes available in the future. A more walkable community supports transit operations and has the potential to significantly increase transit ridership.

FINAL REPORT

Section 7: Recommendations

Exhibit 7-5: Illustrative Projects for Oldham County

Project ID	Roadway	Project Description	Facility Type	Jurisdiction
A*	4th Street	Add sidewalks from 3rd Street to John Walsh Park	Sidewalk/Pedestrian Only Facility	LaGrange
B	Additional Bicycle & Pedestrian Staff	Fund additional positions across the KIPDA MPO aera to address bicycle and pedestrian issues	Education, Outreach, Staff Position, Etc.	Any/All
C	Beechdale Road	Add sidewalks from KY 146 to Cherry Lane	Sidewalk/Pedestrian Only Facility	Crestwood
D	Central Avenue	Add sidewalks from KY 22 to KY 146	Sidewalk/Pedestrian Only Facility	Crestwood
E	Covered Bridge Road (KY 329)	Provide bicycle and pedestrian amenities on Covered Bridge Road	Bicycle & Pedestrian Facilities Yet to be Determined	Oldham County Public Works
F	Glenarm Road	Provide bicycle and pedestrian amenities on Glenarm Road	Bicycle & Pedestrian Facilities Yet to be Determined	Oldham County Public Works
G	Goshen Lane	Add sidewalks from Valley Drive to US 42	Sidewalk/Pedestrian Only Facility	Goshen
H	Harmony Landing	Add sidewalks from Harmony Lane to KY 1793	Sidewalk/Pedestrian Only Facility	Oldham County Public Works
I*	Kentucky Avenue	Add sidewalks from Yager Avenue to KY 146	Sidewalk/Pedestrian Only Facility	LaGrange
J	KY 1408	Add sidewalks from KY 146 to Old Floydsburg Road	Sidewalk/Pedestrian Only Facility	KYTC
K	KY 1408	Add sidewalks from KY 146 to Old Floydsburg Road	Sidewalk/Pedestrian Only Facility	KYTC
L	KY 1408	Provide bicycle and pedestrian amenities on KY 1408	Bicycle & Pedestrian Facilities Yet to be Determined	KYTC
M	KY 146	Add sidewalks from KY 362 W to Jefferson County line	Sidewalk/Pedestrian Only Facility	KYTC
N*	KY 146	Add sidewalks from KY 2855 to Chestnut Avenue	Sidewalk/Pedestrian Only Facility	KYTC
O*	KY 146	Add sidewalks from Walnut Street to Fort Pickens Road (KY 2855)	Sidewalk/Pedestrian Only Facility	KYTC
P	KY 146	Add sidewalks from Springhouse Pike to Oldham County Fairgrounds	Sidewalk/Pedestrian Only Facility	KYTC
Q	KY 1694	Provide bicycle and pedestrian amenities on KY 1694	Bicycle & Pedestrian Facilities Yet to be Determined	KYTC
R	KY 1793	Add sidewalks from US 42 to Ridgeview Place	Sidewalk/Pedestrian Only Facility	KYTC
S	KY 1793	Add sidewalks from Settlers Trace Point to US 42	Sidewalk/Pedestrian Only Facility	KYTC
T	KY 1818	Provide bicycle and pedestrian amenities on KY 1818	Bicycle & Pedestrian Facilities Yet to be Determined	KYTC

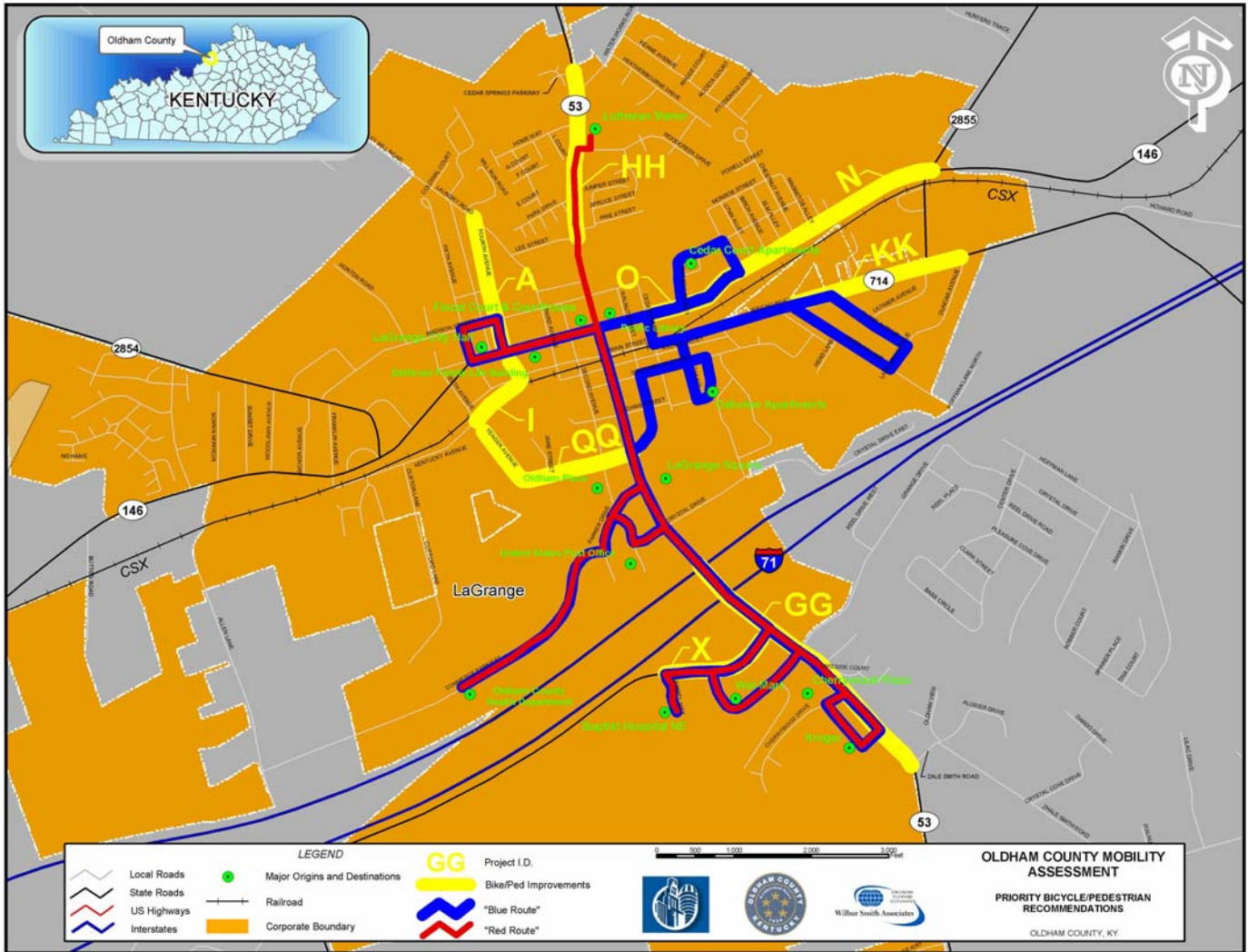
*Projects recommended for highest priority.

Exhibit 7-5: Illustrative Projects for Oldham County (cont'd)

Project ID	Primary Roadway	Project Description	Facility Type	Jurisdiction
U	KY 22	Add sidewalks from Crestwood Bypass to KY 393	Sidewalk/Pedestrian Only Facility	KYTC
V	KY 22	Add 2' to curb lanes for bicyclists from Crestwood Bypass to KY 393	Shared Lane	KYTC
W	KY 2854	Add sidewalks from KY 146 to Sunset Drive	Sidewalk/Pedestrian Only Facility	KYTC
X*	KY 2857	Add sidewalks from Tri-County Hospital to KY 53	Sidewalk/Pedestrian Only Facility	KYTC
Y	KY 3222	Provide bicycle and pedestrian facilities from Jefferson County line to terminus	Bicycle & Pedestrian Facilities Yet to be Determined	KYTC, Oldham County Public Works
Z	KY 3223	Add sidewalks from KY 53 to Hickory Switch Road	Sidewalk/Pedestrian Only Facility	KYTC
AA	KY 329	Add sidewalks from KY 146 to KY 22	Sidewalk/Pedestrian Only Facility	KYTC
BB	KY 329	Add 2' to curb lanes for bicyclists from KY 146 to KY 22	Shared Lane	KYTC
CC	KY 329B	Add sidewalks from I-71 to KY 22	Sidewalk/Pedestrian Only Facility	KYTC
DD	KY 362	Add sidewalks from KY 146 to Ashbrooke Drive	Sidewalk/Pedestrian Only Facility	KYTC
EE	KY 362	Add sidewalks from KY 146 to KY 22	Sidewalk/Pedestrian Only Facility	KYTC
FF	KY 393	Add sidewalks from KY 22 to KY 146	Sidewalk/Pedestrian Only Facility	KYTC
GG*	KY 53	Add sidewalks from Zhale Smith Road to I-71 with pedestrian access over I-71	Sidewalk/Pedestrian Only Facility	KYTC
HH*	KY 53	Add sidewalks from Lee Street to Cedar Springs Parkway	Sidewalk/Pedestrian Only Facility	KYTC
II	KY 53	Add sidewalks from Zhale Smith Road to Prestwick Drive	Sidewalk/Pedestrian Only Facility	KYTC
JJ	KY 53	Add sidewalks from Waterworks Road to KY 3223	Sidewalk/Pedestrian Only Facility	KYTC
KK*	KY 712	Add sidewalks from Duncan Avenue to Hoffman Lane	Sidewalk/Pedestrian Only Facility	KYTC
LL	KY 393	Add 2' to curb lanes for bicyclists from KY 22 to KY 146	Shared Lane	KYTC
MM	Maintenance Policies and Provisions	Develop policies and provisions to address the maintenance of all bicycle and pedestrian facilities within Oldham County	Education, Outreach, Staff Position, Etc.	Oldham County, Goshen, Crestwood, Buckner, LaGrange, KYTC
NN	US 42	Add sidewalks from Goshen Lane to KY 1793	Sidewalk/Pedestrian Only Facility	KYTC
OO	US 42	Add sidewalks from Hillcross Parkway to Jefferson County line	Sidewalk/Pedestrian Only Facility	KYTC
PP	US 42	Provide bicycle and pedestrian amenities on US 42	Bicycle & Pedestrian Facilities Yet to be Determined	KYTC
QQ*	Yager Avenue	Add sidewalks from KY 53 to Kentucky Avenue	Sidewalk/Pedestrian Only Facility	LaGrange

*Projects recommended for highest priority.

Exhibit 7-6: Priority Bicycle and Pedestrian Recommendations



A number of highway improvements have been identified through various planning efforts in Oldham County. For these and any additional highway projects, special consideration should be given to providing suitable accommodations for bicycle and pedestrian traffic. Following are three (3) key projects that should be considered to improve mobility:

- For safety reasons, it is recommended that KIPDA and Oldham County work with the KYTC to determine if a signal is warranted at the intersection of KY 53 and KY 146 in downtown LaGrange, with a light for pedestrian traffic. Vehicular traffic is currently controlled at this location by a four-way stop. This area includes the downtown business area, the courthouse, the library, residential areas, and other government services and businesses. Because of the heavy traffic vying for position at the four-way stop, the intersection appears to cause safety problems for pedestrians who are trying to cross the street to reach the government facilities and businesses in the area.

- The KY 53 Access Management Study has been advertised and work should commence soon. It is recommended that the Access Management Study give special attention to pedestrian accommodations. This is one of the major transportation corridors in LaGrange providing access to downtown, businesses, government facilities, and residential areas. It is also expected to be one of the primary transit corridors. For these reasons, it is important to provide or improve sidewalks and other pedestrian amenities, at least from downtown LaGrange to Kroger Plaza. Of special importance is finding a safe way for pedestrians to use the KY 53 bridge crossing of I-71. The study should provide KIPDA, Oldham County, and the KYTC an analysis of methods for providing a pedestrian crossing on the bridge. A pedestrian walkway may be possible either through widening (which could also provide an additional turning lane for traffic storage), perhaps as part of a re-decking project, or through a cantilevered walkway on one or both sides of the bridge.
- Another project currently has been earmarked for design funding in the near future is the Allen Lane extension from Commerce Parkway across I-71 to New Moody Lane. This effort should also provide safe and convenient pedestrian access, especially on the bridge crossing I-71. Consideration should be given to the accommodation of bicycle travel, as deemed appropriate.

To continue improvement in the bicycle and pedestrian transportation system in Oldham County, policies and programs should be established to encourage interconnecting of residential areas with sidewalks and/or trails. This emphasis during the land development process should be complemented by efforts within established communities to construct missing sections of sidewalks. Furthermore, during roadway construction, options to provide for both bicycle and pedestrian facilities should be investigated per existing policy guidelines found in the KYTC Bicycle and Pedestrian Travel Policy, adopted in 2002.

7.6. CONCLUSIONS

To meet the goals of this study, several questions were posed, as listed in **Section 1** and outlined below. Following is a summary of how this Mobility Assessment has addressed each one of these questions.

- **What transportation services are currently available in Oldham County?** As discussed in detail in **Section 5** of the study document, a thorough review of transportation services available in the region, excluding the traditional single-occupant vehicle, was conducted in order to identify the current and historical levels of service provided in the area. The following services were included in this review:
 - MedTrans' non-emergency medical service, Logisticare's Medicaid service
 - TARC's Oldham Express (Route 64), and
 - Ticket-to-Ride, a ride-sharing program sponsored jointly by KIPDA and TARC.
- **Do Oldham County residents have mobility needs (within, to, or from Oldham County) that are not being met by available transportation services? What are the unmet mobility needs of Oldham County residents?** Oldham County residents do have mobility needs that are not being met by available transportation services, as described in this report:

- **Section 2** of this report illustrates the mobility needs expressed by residents of Oldham County throughout the community involvement process.
- **Section 4** explores the need for public transportation by examining the demographic and socioeconomic characteristics of the community, and
- **Section 6** summarizes the need for public transportation based on these findings.
- **How will demographic changes affect the unmet needs within 10 to 20 years?** As discussed in **Section 4**, Oldham County has experienced significant population growth in recent years and based on projections for Kentucky, this growth is expected to continue in coming years, as follows:
 - The population of Oldham County is projected to increase by 46% between 2005 and 2030. During the same time period, the population of Kentucky is expected to increase by 18%, much less than the growth expected for Oldham County.
 - The number of persons over age 65 is also expected to grow at a higher rate in Oldham County than in Kentucky. In fact, this demographic is projected to increase by over 300% between 2005 and 2030 in Oldham County, as compared to about 90% in Kentucky. It is vitally important to get a transportation system in place now that can be evolved over time to meet the demands of this aging population.
- **What are the causes of the gap between needs and services?** Some of the causes of the gap between needs and services in Oldham County are as follows:
 - There is no local public transportation service available to the general public for all trip purposes.
 - There is the lack of an extensive and satisfactory bicycle/pedestrian network.
 - For commuters to downtown Louisville, the existing Oldham Express does not truly serve as an express route, but more as a local service; therefore, the travel times are too long to be effective in attracting significant ridership.
 - There are a significant number of commuters traveling to and from the Louisville Metro area, so there should be a greater potential for true express bus service and increased ridesharing, especially since fuel prices have increased so dramatically in the past year.
 - However, there appears to be a lack of public information about the advantages of alternate modes of transportation, about these services, and about how riders can be matched so commuters can take advantage of these options.
 - At present, there have been no successful ridesharing efforts to supplement the Oldham Express by providing an alternate to the single-auto to locations in Louisville outside the downtown area.
- **What alternatives can be implemented to close the gap between needs and services?** The recommendations presented in this chapter have the potential to significantly reduce the gap between needs and services. In addition, Oldham County should develop informational materials identifying all transportation services, who they serve, for what trip purposes they are available, the cost of the services, and who can be contacted for additional information. These materials should be provided to appropriate local organizations and facilities, displayed in local businesses and government offices, and distributed at community functions to the greatest extent possible.

