

Alternate Modes

Transit, paratransit, other forms of public transportation, ridesharing, bicycle, and pedestrian modes of transportation are collectively known as alternate modes because they offer an alternative to the single occupancy vehicle. Connectivity of and between all modes ensures choice for transportation users. The benefits of alternate modes can translate to improved air quality, less wear and tear on roadways, and better health. The variety of modes included in *Horizon 2030* guarantees residents of the Louisville (KY-IN) Metropolitan Planning Area (MPA) continued mode choice in terms of transportation.

The Transportation Policy Committee (TPC) includes tools in this metropolitan transportation plan to further the implementation of alternate mode projects. One of the six Regional Priorities addresses the importance of transit, bicycle and pedestrian projects. This Regional Priority ensures that projects including these modes will receive consideration and priority over those not identified as such. In addition to the Alternate Mode Regional Priority, Bicycle and Pedestrian Priority Corridors were developed and included. This corridor approach provides a regional non-motorized network connecting residents to jobs, commercial and urban centers, schools and parks, as well as to other modes.

Transit

Public Transportation – Transit Authority of River City (TARC)

Since 1974, the Transit Authority of River City (TARC) has been the major public transportation provider for the residents in the Louisville (KY-IN) Metropolitan Planning Area. Currently, TARC operates over 45 routes in the region providing connections to jobs and activity centers, enhancing economic development, and reducing pollution and congestion.

TARC is well-equipped to provide transportation for a variety of customers: the front of every fixed-route bus has priority seating for seniors and persons in wheelchairs; kneeling buses are also available on almost all routes to make boarding easier for persons with mobility impairments; and bike racks are now standard on the front of every full-length bus. In accordance with the Americans with Disabilities Act (ADA), TARC also provides door-to-door service known as TARC 3 for those who are unable to ride fixed route buses due to a disability. TARC's estimated total ridership for FY 2009 is 15,070,578 with an average weekday ridership of 49,823. The number of boardings with bicycles has typically increased each year since the program's inception in 2000. The average number of boardings with bicycles per month in FY 2009 is 8,851.

TARC has submitted a number of projects for *Horizon 2030*. Several of these projects connect or enhance existing connections between the public transit system and other modes. Others projects include use of Intelligent Transportation System strategies and switching to a lower-sulfur fuel. Other projects and programs maintain the mainstays of the system. With the implementation of these projects, residents and the region will benefit from the transit network.

Public Transportation– Other Providers

Clark and Floyd Counties in Southern Indiana – LifeSpan Resources

LifeSpan Resources operates in Clark, Floyd, Harrison, and Scott counties to provide transportation to the elderly and persons with disabilities. Trips can include visits to nutrition sites, doctors, groceries, banks, social service organizations and other locations. LifeSpan Resources relies heavily on one specific transit program: Specialized Transportation Capital Assistance (Section 5310), which enables LifeSpan

and other providers to make capital improvements for transporting the elderly and persons with disabilities. LifeSpan will continue to rely on this funding to ensure their clients can remain mobile.

Oldham County – LOCAL Transit

Oldham County has an internal Oldham County transit operator, the Local Oldham County Access Line (LOCAL). There are two routes, known as the Red Route and the Green Route, that circulate in and around LaGrange, Kentucky. The Red Route operates from 8:00 a.m. to 5:30 p.m. Monday through Friday. Transportation to employment sites is offered from 6:30 to 8:00 a.m. Monday through Friday. The Green Route operates from 9:00 a.m. to 4:50 p.m. Monday through Friday. Transportation from employment sites is offered on the Green Route from 4:50 to 5:30 p.m. Monday through Friday. HDB Services operates the LOCAL Transit in partnership with Oldham County Government.

Bullitt County – WHEELS Intercity Route

Bullitt County, in cooperation with the Kentucky Transportation Cabinet's Office of Transportation Delivery and Louisville WHEELS began offering transit service in the spring of 2010 on weekdays from Mt. Washington to Shepherdsville to downtown Louisville. The goal of the service was to connect residents of Bullitt County to services and other transportation options in Louisville. This route stops daily on weekdays at the Louisville International Airport, the Greyhound Bus Depot, as well as downtown Louisville for connection to Transit Authority of River City service.

Coordinated Human Services Transportation Planning

In addition to the providers listed above, a number of agencies in the Louisville (KY-IN) Metropolitan Planning Area provide transportation for elderly persons and persons with disabilities. The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires that agencies and organizations providing these services coordinate their efforts to better serve the needs of the public. The *Coordinated Human Services Transportation Plan* (2008) developed for the MPA was led by the Transit Authority of River City (TARC), the designated lead agency for this effort. There are three specific Federal funding categories that require that a project or program be identified in the Coordinated Human Services Transportation Plan: Federal Section 5310, 5316, and 5317. There is also a requirement that the Coordinated Human Services Transportation Plan be coordinated with the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). Coordination between these processes and documents occurs through discussion, consultation, and ultimately, with the submission of projects and programs for the MTP and TIP. Programs and projects identified in the Coordinated Human Services Transportation Plan are included in both the MTP and TIP.

Ride Sharing

Ticket-to-Ride is the ridesharing program in the Louisville (KY-IN) Metropolitan Planning Area (MPA). This program helps organize carpools and vanpools. The only requirement for utilizing this program is that a person must either work and/or reside in one of the MPA counties. Efforts center on three main areas: carpooling, school-pooling (carpooling to a specific school), and vanpooling. Due to Ticket-to-Ride's efforts, there are 56 active vanpools transporting people to and from Frankfort, Ft. Knox, Shelbyville, Oldham County, Radcliff, and Louisville in Kentucky, and Corydon and Madison in Indiana. There are plans in place to expand the vanpool program in the near future in response to increasing demand. There are two projects in *Horizon 2030* in support of Ticket-to-Ride; one for the Indiana portion of the program and the other for Kentucky.

Bicycle and Pedestrian Modes

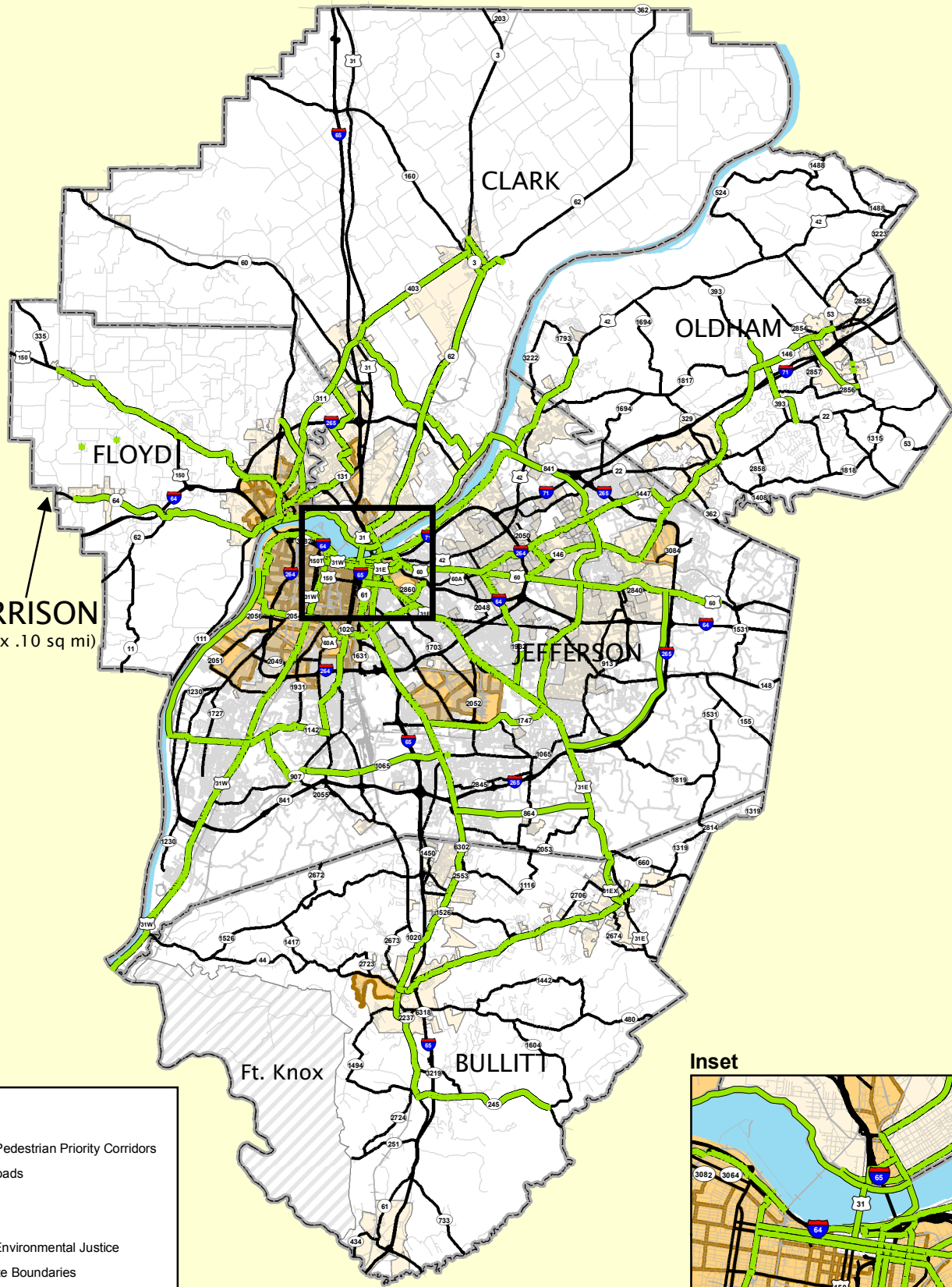
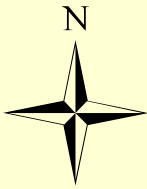
Horizon 2030 includes a variety of bicycle and pedestrian projects intended to further the use of these modes in the Louisville (KY-IN) Metropolitan Planning Area (MPA). Bicycle and pedestrian facilities may mean one of many types of improvements. Sidewalks are the most widely thought of when it comes to pedestrian facilities, but these can also include multiuse paths, street furniture, transit shelters, etc. Bicycling improvements can mean bicycle lanes, multiuse paths, shared wide curb lanes, a signed route, bicycle parking and storage, bicycle racks on buses, etc. Bicycle and pedestrian modes round out the array of transportation choices available to area residents.

Bicycle & Pedestrian Priority Corridors: A Regional Network

Horizon 2030 bicycle and pedestrian planning efforts focus on the implementation of a regional non-motorized network. Bicycle and Pedestrian Priority Corridors identify bicycle and pedestrian needs, connect gaps in the system, and methodically approach project implementation with the desired outcome of a connected network. The purpose behind designating certain roadways as priority corridors was to ensure sponsors of projects along these roadways would give due consideration to including bicycle and pedestrian facilities as part of roadway projects in addition to proposing stand-alone bicycle and pedestrian projects in those areas. This designation does not preclude these facilities from being included on other roadways or as part of other roadway projects; it simply designates a priority network.

The policy outlining the Bicycle and Pedestrian Priority Corridors states that an alternate parallel route may be developed as part of a bicycle and pedestrian corridor if it is deemed that a particular roadway or roadway section cannot reasonably accommodate these types of facilities. It should also be noted that the corridor approach is in addition to any bicycle and/or pedestrian projects included as part of a roadway project.

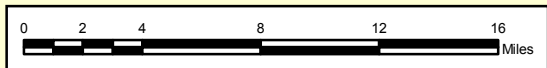
The KIPDA Bicycle and Pedestrian Priority Corridor System is one of many tools used for project review and development. The Kentucky Transportation Cabinet's policy of including these types of facilities when requested on state routes, the monitoring of project implementation, and continued refinement of the system will enable travel choices for area residents.



HARRISON
(approx .10 sq mi)

Legend

- Bicycle/Pedestrian Priority Corridors
- Major Roads
- Streets
- Railroad
- Title VI/Environmental Justice
- Corporate Boundaries
- County Boundaries



Inset



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LOUISVILLE (KY-IN) METROPOLITAN PLANNING AREA BICYCLE & PEDESTRIAN PRIORITY CORRIDORS

