2016

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN FOR THE NINE-COUNTY KIPDA REGION

CLARK AND FLOYD COUNTIES, INDIANA

BULLITT, HENRY, JEFFERSON, OLDHAM, SHELBY, SPENCER AND TRIMBLE COUNTIES, KENTUCKY

KIPDA
Kentuckiana Regional Planning
and Development Agency

This Page Intentionally Left Blank.

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN FOR THE KIPDA NINE-COUNTY REGION

Final Draft – June 2014
Updated – September 2016

Kentuckiana Regional Planning & Development Agency (KIPDA)

Transportation Planning Division

11520 Commonwealth Drive

Louisville, Kentucky 40299

502-266-6144

502-266-5047 FAX

800-962-8408 IN TDD

800-648-6056 KY TDD

Kipda.trans@kipda.org

www.kipda.org

This document is available in accessible formats upon advance request.

THIS PAGE INTENTIONALLY LEFT BLANK.

KIPDA COORDINATED HUMAN SERVICES TRANSPORTATION PLAN
TABLE OF CONTENTS

Inventory of Tables & Figures

Introduction

The Kentuckiana Regional Planning and Development Agency (KIPDA) has developed a *Coordinated Human Services Transportation Plan (CHSTP)* for the KIPDA Region, which includes Clark and Floyd counties in Indiana, and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky. This plan is to serve as a unified, comprehensive strategy for enhancing mobility for seniors and persons with disabilities as well as other populations who may benefit from the programs and projects identified herein.

Figure 1: KIPDA Nine-County Region
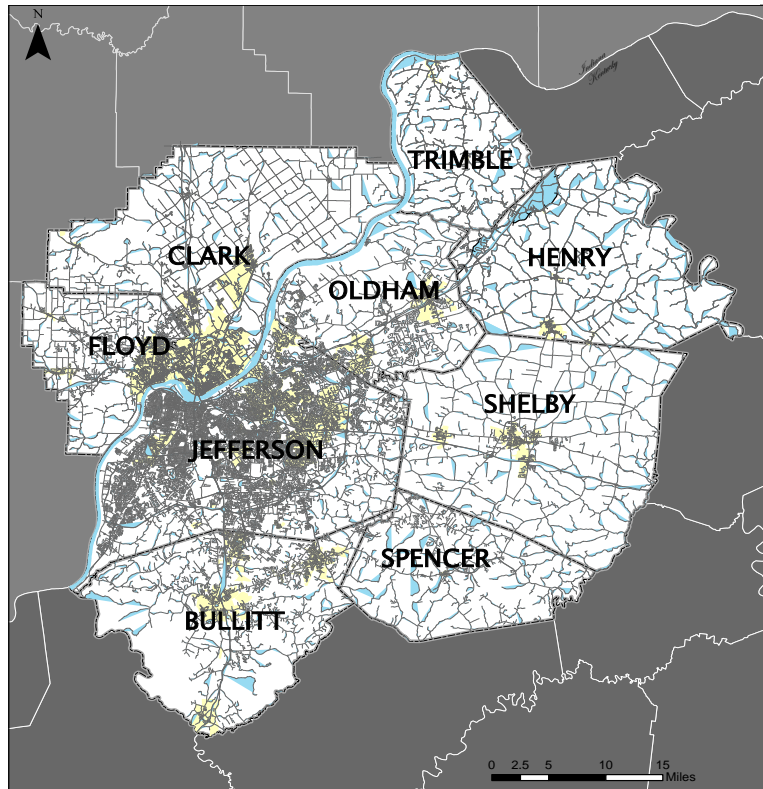
HISTORY OF COORDINATED PLANNING IN THE KIPDA REGION

Coordinated planning for human services transportation has been in existence in the region for over two decades. Several plans have been produced as a result of these ongoing efforts, notably:

- *Southern Indiana Transportation Brokerage – Final Report* (KIPDA, 1999)
- *Coordinated Human Services-Public Transportation Plan* (TARC/Regional Mobility Council, 2006)
- *Coordinated Human Services Transportation Plan for Bullitt, Henry, Oldham, Shelby, Spencer, and Trimble Counties, Kentucky* (KIPDA, 2009)

There have been several other plans as well as updates and amendments to the *Coordinated Human Services-Public Transportation Plan* (TARC/Regional Mobility Council, 2006). As a result of the planning, several positive changes have occurred over the years, such as travel training for older adults and persons with disabilities, the OPIE transit service in Oldham County, as well as others. Despite the number of positive changes, the challenge still remains to provide enhanced access for targeted populations.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Federal Transportation Act took effect in Fiscal Year 2006, and required projects funded through Federal Sections 5310 (Capital Projects for Elderly Individual and Individual with Disabilities), 5316 (Job Access and Reverse Commute), and 5317 (New Freedoms) to be derived from a locally developed,

coordinated transit-human services transportation plan. The *Coordinated Public Transit - Human Services Transportation Plan* (TARC/Regional Mobility Council) and the *Coordinated Human Services Transportation Plan for Bullitt, Henry, Oldham, Shelby, Spencer, and Trimble Counties, Kentucky* (KIPDA) were both adopted with meeting the intent and implementing the legislation introduced with SAFETEA-LU.

The latest Federal Transportation Act, Moving Ahead for Progress in the 21st Century (MAP-21), went into effect in Fiscal Year 2013. Two of the programs, Federal Sections 5316 and 5317, were moved into other sections of the Act. Federal Section 5317 was merged with Federal Section 5310, which under MAP-21, still requires projects and programs to be derived from a locally developed, coordinated public transit - human services transportation plan. It was determined that KIPDA would produce such a plan for the entire nine-county region, which includes Clark and Floyd counties in Indiana; and, Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky.

Whereas past coordinated plans in the KIPDA Region have only included certain portions of the region, this plan seeks to unify all nine KIPDA counties and provide strategies and solutions to enhance coordination for people in both urban and rural areas.

COMPONENTS OF THE KIPDA COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

This plan includes:

- Goals & Objectives
- Performance Measures
- An assessment of needs, including:
  - Pertinent demographic data and travel information based on the U.S. Census and related estimates and forecasts
  - Existing services
  - Geographic analysis
  - Comments and input from transportation providers and transportation users
- Potential funding opportunities
- Strategies and projects for the nine-county KIPDA Region

Goals, Objectives, and Performance Measures

GOAL I

Improve access to transportation services for targeted populations.

Objective A – Improve existing infrastructure for targeted populations.

Action Statement 1: Install audible/tactile signals at intersections.

Action Statement 2: Install ADA-compliant curb cuts where needed.

Action Statement 3: Install ADA-accessible shelters, benches, and/or other amenities where the need has been identified.

Action Statement 4: Ensure any new infrastructure is ADA-compliant, comfortable, and efficient for the targeted users.

Objective B – Enhance the level of service for the targeted populations.

Action Statement 1: Increase the number and availability of accessible vehicles to meet transportation needs.

Action Statement 2: Ensures fares are kept affordable to the targeted populations by providing low-cost or discounted transportation options.

Objective C – Maintain and/or reduce current costs for transportation service providers that provide transportation for the targeted populations.

Action Statement 1: Implement operational improvements that reduce costs while maintaining safety and reliability.

Performance Measures

- The number and cost of programs and projects annually programmed in the State Transportation Improvement Program (STIP) and the KIPDA Transportation Improvement Program (TIP) that include pedestrian facilities and amenities.
- A letter of certification from each project/program sponsor assuring that any and all improvements will be ADA-compliant.
- An inventory of current vehicles from transportation providers, which would include the number of vehicles in their fleet that are ADA-compliant.
- Annual transportation budgets for transportation service providers.
- The number of projects or programs annually that support and/or provide low-cost and/or discounted fare options.

GOAL II

Enhance the real and perceived safety of transportation services.

Objective A – Increase transit usage where it exists and reduce the number of crashes involving pedestrians by enhancing the safety of transit services and pedestrian facilities.

Action Statement 1: Provide lighting, as appropriate, along pedestrian walkways.

Action Statement 2: Ensure there are appropriate pedestrian facilities leading to and from destinations in order to provide a safe walk way along busy roads.

Action Statement 3: Reduce the number of crashes involving pedestrians by improving pedestrian safety at identified locations, such as cross walks, pedestrian signals, etc.

Objective B – Reduce the number of crashes involving bicyclists by enhancing the safety of cyclist facilities.

Action Statement 1: Provide bicycle education opportunities for riders, motorists and pedestrians.

Action Statement 2: Ensure there are appropriate cyclist facilities where cyclist demand is noted.

Performance Measures

- The number and cost of programs and projects annually programmed in the State Transportation Improvement Program (STIP) and the KIPDA Transportation Improvement Program (TIP) that include lighting along roadways where pedestrians are permitted.
- The number of linear feet of sidewalks, wide shoulders, shared use paths, and other pedestrian facilities constructed on an annual basis from information programmed in the STIP and TIP.
- The annual number of crashes involving pedestrians.
- The annual number of crashes involving bicyclists.
- The number and cost of programs and projects annually programmed in the State Transportation Improvement Program (STIP) and the KIPDA Transportation Improvement Program (TIP) that include pedestrian safety features, such as marked crosswalks, pedestrian signals, etc.

GOAL III

Encourage coordination among transportation providers.

Objective A – Reduce overlapping coverage, leverage funding sources, and increase the number of people served within the targeted population.

Action Statement 1: Further develop and expand the travel management coordination center.

Action Statement 2: Coordinate trips between providers based on trip location: mixing passengers with different eligibility and fare types in the same vehicle.

Action Statement 3: Promote the sharing of vehicles between agencies by creating programs and/or incentives.

Objective B – Reduce overlapping coverage of transportation service providers.

Action Statement 1: Identify agencies whose services overlap to see if coordination between these services is possible.

Action Statement 2: Compare service hours of neighboring agencies to see if coordination is possible.

Performance Measures

- Annual production of a map showing where there are overlapping services geographically.
- Annual production of data showing a comparison of service hours.
- Maintained and/or improved attendance at Regional Mobility Council and Southern Indiana Transit Advisory Group meetings.
- The further development of the travel management coordination center.

- Education and continued discussion with transportation service providers about combining trips using different funding sources.
- The number of vehicle sharing agreements between transportation service providers within the nine-county KIPDA region.

GOAL IV

Enhance quality assurance of transportation services.

Objective A – The objective is a culmination of the action statements below:

Action Statement 1: Provide customer feedback opportunities regarding programs and services.

Action Statement 2: Create a program to ensure proper procedures are being followed.

Action Statement 3: Implement change to improve performance of transportation services.

Performance Measures

- Annual survey of transportation users.

GOAL V

Increase education and outreach about existing transportation services.

Objective A – Increase the number of people who know about, currently utilize or may utilize transportation services.

Action Statement 1: Raise awareness of existing services and providers.

Action Statement 2: Provide travel training programs.

Action Statement 3: Identify and create an inventory of transportation providers, their geographic coverage areas, and the types of services they provide, who serve the targeted populations.

Performance Measures

- The annual number of events where transportation services are discussed and/or made available. These events would include, but are not limited to articles in the newspapers, job fairs, health fairs, KIPDA meetings, transportation providers' meetings, radio shows, etc.
- The annual number of persons assisted by travel training programs.
- Increase in overall ridership.
- The creation and maintenance of a webpage or site which would list all known transportation providers, the clientele they serve, hours of service, contact information, etc.

GOAL VI

Expand the availability and capacity of transportation services.

Objective A – Increase the availability of services where unmet needs exist, and eliminate barriers to these services.

Action Statement 1: Develop and/or expand services to fill geographic gaps in service.

Action Statement 2: Develop and/or expand service to fill gaps in the hours served, including nights and weekends.

Action Statement 3: Expand services to cover more rural and suburban areas.

Action Statement 4: Develop suburban/urban connector services.

Action Statement 5: Increase the types of services provided and the destinations served.

Action Statement 6: Increase the coverage area served by transportation providers.

Action Statement 7: Provide connections to existing fixed-route transportation service.

Objective B – Increase the number of destinations served.

Action Statement 1: Increase the types of trips provided and the variety of destinations served.

Action Statement 2: Offer multiple destinations on a single trip, such as medical appointments, employment, shopping, etc.

Performance Measures

- An annual inventory of transportation services by geographic coverage.
- An annual inventory of hours transportation services are provided.
- An annual inventory of the areas (destinations) served.
- An annual inventory of services providing connections to regular fixed-route services.
- An annual inventory of service providers by types of trips (destinations) provided/offered.
- Annual ridership.

Needs Assessment

Needs must be first identified in order to propose projects and programs to meet them, both now and in the future. KIPDA relies on data from the U.S. Census Bureau, the Kentucky State Data Center, and STATS Indiana to determine where at-need populations live in order to better identify strategies to meet current and future transportation needs.

POPULATION

According to the U.S. Census, the population for the entire nine-county KIPDA Region in 2010 was 1,143,901[ii]. The following table illustrates the actual population and changes from U.S. Census Bureau in the years 2000 and 2010 as well as the anticipated changes in population between 2010 and 2040.

Table 1: U.S. Census Population for 2000, 2010 and 2040 Projections

Area	Total Population 2000[i]	Percent Change 2000-2010	Total Population 2010[ii]	Percent Change 2010-2040	Projected Population 2040[iii]
Indiana	6,080,485	6.6%	6,483,802	13.1%	7,333,590
Kentucky	4,041,769	7.4%	4,339,367	19.0%	5,162,292
Clark	96,472	14.3%	110,232	28.3%	141,408
Floyd	70,823	5.3%	74,578	7.8%	80,367
Bullitt	61,236	21.4%	74,319	54.2%	114,592
Henry	15,060	2.4%	15,416	3.4%	15,946
Jefferson	693,604	6.8%	741,096	17.7%	872,231
Oldham	46,178	30.6%	60,316	71.1%	103,223
Shelby	33,337	26.2%	42,074	70.4%	71,703
Spencer	11,766	45.0%	17,061	124.5%	38,301
Trimble	8,125	8.4%	8,809	16.6%	10,272
Entire KIPDA Region	1,036,601	10.4%	1,143,901	26.6%	1,448,043

i Source: U.S. Census Bureau, 2000 Census, P001: Total Population
ii Source: U.S. Census Bureau, 2010 Census, P1: Total Population
iii Source: For the state of Kentucky and Kentucky counties: Kentucky State Data Center, University of Louisville;
     For the state of Indiana and Indiana counties: STATS Indiana, Indiana University

Every county is expected to increase in population; Bullitt, Oldham, and Shelby Counties are all expected to have an increase in population over 50% by 2040. Spencer County is anticipated to more than double its current population by 2040. As illustrated by Figures 2 and 3, there is little difference in the percentage of distribution of population between counties between 2010 and the year 2040.

Figure 2: Distribution of 2010 Total Population in the KIPDA Region

**TOTAL POPULATION
KIPDA REGION
2010**

- Oldham 5%
- Shelby 4%
- Spencer 1%
- Trimble 1%
- Clark 10%
- Floyd 7%
- Bullitt 6%
- Henry 1%
- Jefferson 65%
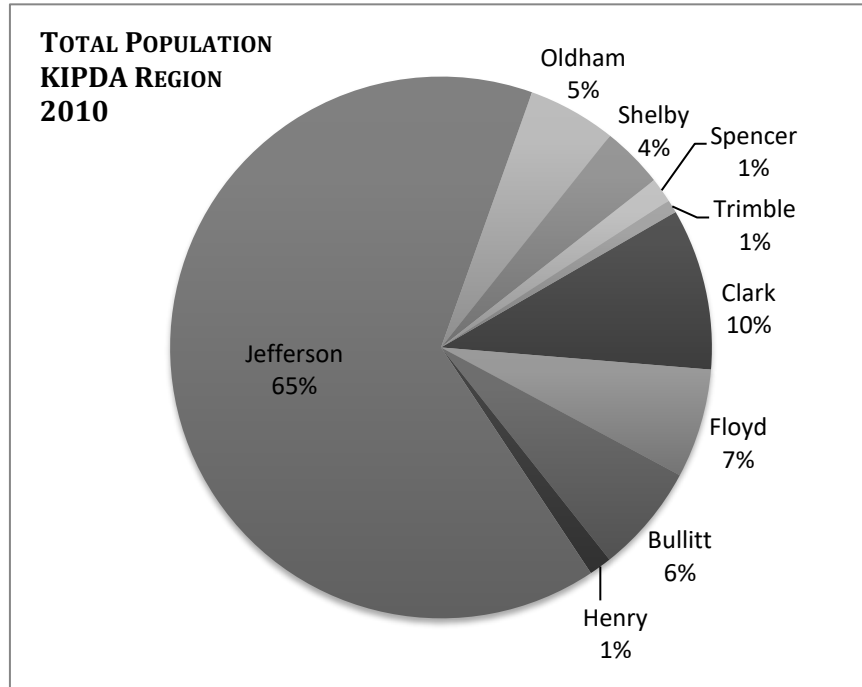
Figure 3: Distribution of Projected 2040 Total Population
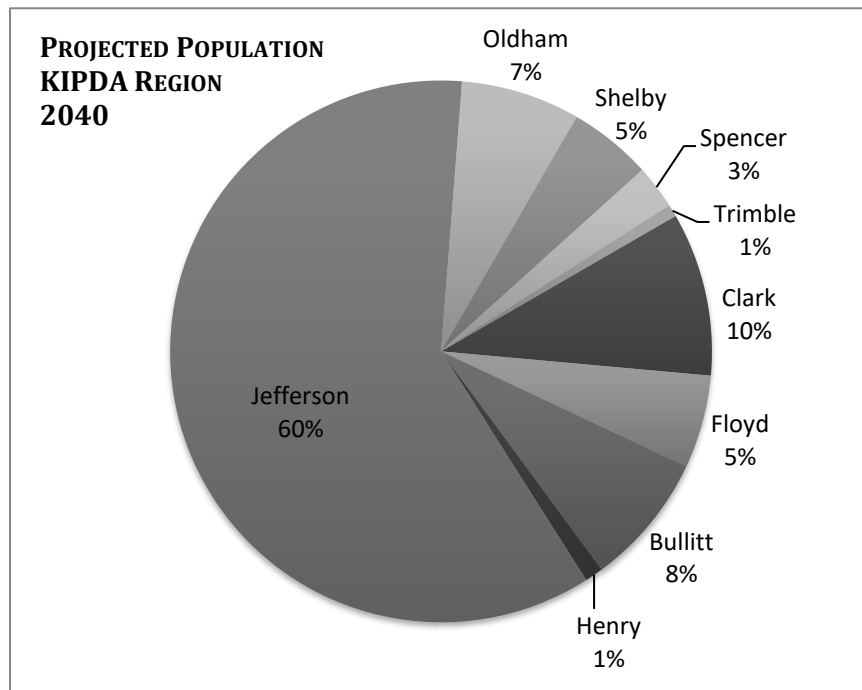
**PROJECTED POPULATION
KIPDA REGION
2040**

- Oldham 7%
- Shelby 5%
- Spencer 3%
- Trimble 1%
- Clark 10%
- Floyd 5%
- Bullitt 8%
- Henry 1%
- Jefferson 60%

Aging Population

The number of households with an older adult, as well as the distribution of where these households are located in concentrations, are used to determine where the greatest need for transportation may exist in the KIPDA Region with regard to the aging population. Older adults may be in greater need of transportation services because they may not be able to drive due to physical limitations or because the costs associated with driving (insurance, fuel, maintenance) are no longer affordable on a fixed income. According to the KIPDA Area Agency on Aging, an adult must be 60 years of age or older in order to qualify for aging services. Therefore, the definition of an older adult for the purposes of this plan is any person aged 60 or older. In some cases, data is only available for persons aged 65 or older, in which case it is noted.

Figure 4 and Figure 5 show the total number of households per county, as well as the number of households with one or more persons 65 years or older. Jefferson County is shown separately due to

Figure 4: Total Number of Households and Households with Persons Age 65 or Older
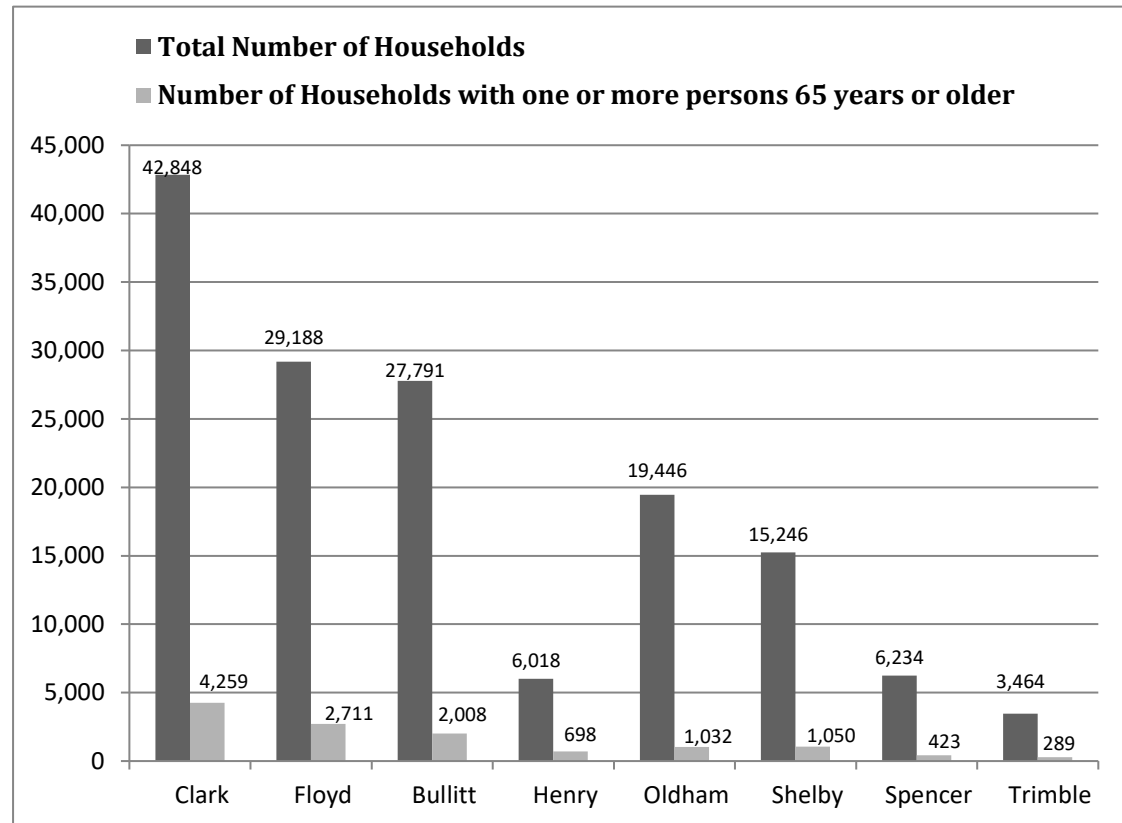
Source: U.S. Census Bureau, 2008-2012 American Community Survey, 5-Year Estimates, DP02: Selected Social Characteristics in the U.S.

the large difference in population between Jefferson County and the rest of the KIPDA Region. Figure 5 illustrates that 10.1% of Jefferson County households have one or more persons aged 65 or older. Figure 4 illustrates that the rest of the KIPDA Counties have a range anywhere from 6.8% to 11.6% of households have one or more persons aged 65 or older. As expected, the counties with the highest number of households generally also have the higher percentage of households with one or more persons aged 65 or older. An exception is Henry County which has the

second-lowest number of households in the KIPDA region, yet has the highest percentage of households with one or more persons aged 65 or older, at 11.6%. This may indicate a greater need for transportation services in Henry County that specifically target older adults.

Figure 5: Total Number of Households and Households with Person Age 65 or Older in Jefferson County, Kentucky
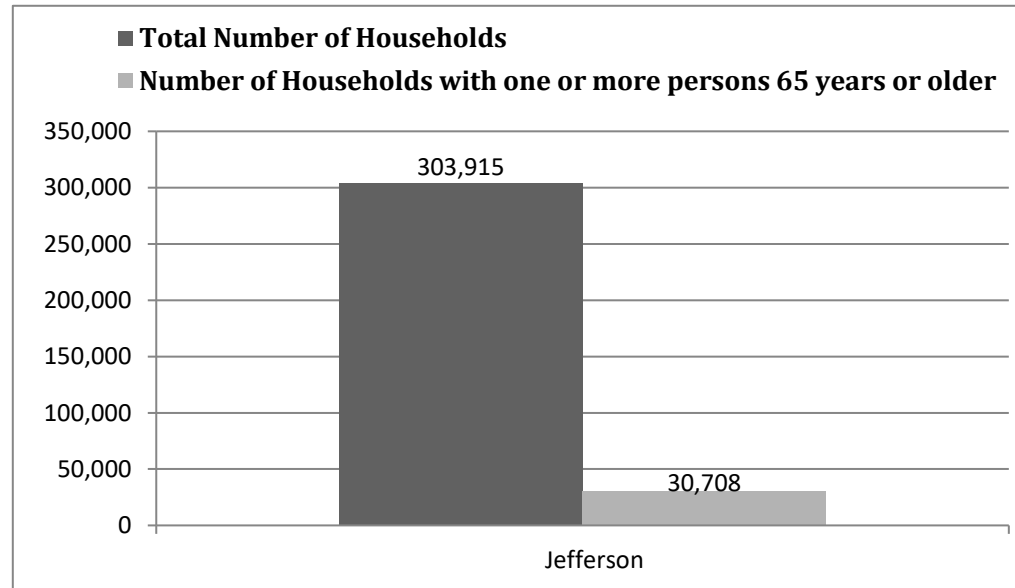
Source: U.S. Census Bureau, 2008-2012 American Community Survey, 5-Year Estimates, DP02: Selected Social Characteristics in the U.S.

Persons with Disabilities

People with one or more disabilities that prohibit them from being able to operate a vehicle may find that affordable transportation is the medium for opportunity and independence, enhancing the quality of life – access to employment, medical services, and retail services are all needed connections. Henry County, as seen in Table 2 below, had the highest percentage of persons in the labor force with disabilities in 2012; however, as expected, Jefferson County has the largest number of persons of this sector of the population. Out of the remaining KIPDA Counties, Clark County has the largest number of persons in the labor force with disabilities.

Table 2: Labor Force-Eligible Population in the KIPDA Region

Area	Total Civilian Non-Institutionalized Population Age 18-64 in the Labor Force	Persons in the Labor Force with No Disabilities		Persons in the Labor Force with a Disability	
		Total	Percent	Total	Percent
United States	147,740,391	139,656,844	94.5%	8,083,547	5.5%
Indiana	3,098,640	2,910,401	93.9%	188,239	6.1%
Kentucky	1,939,868	1,802,784	92.9%	137,084	7.1%
Clark	55,318	51,484	93.1%	3,834	6.9%
Floyd	38,048	35,640	93.7%	2,408	6.3%
Bullitt	36,981	34,415	93.1%	2,566	6.9%
Henry	6,835	6,243	91.3%	592	8.7%
Jefferson	367,157	342,606	93.3%	24,551	6.7%
Oldham	27,470	26,514	96.5%	956	3.5%
Shelby	20,380	19,030	93.4%	1,350	6.6%
Spencer	8,752	8,067	92.2%	685	7.8%
Trimble	3,974	3,634	91.4%	340	8.6%
Entire KIPDA Region	564,915	527,633	93.4%	37,282	6.6%

Source: U.S. Census Bureau, 2008-2012 American Community Survey, 5-Year Estimates, C18120: Employment Status by Disability Status

Figure 6: Persons with Disabilities in the Labor Force within the KIPDA Region
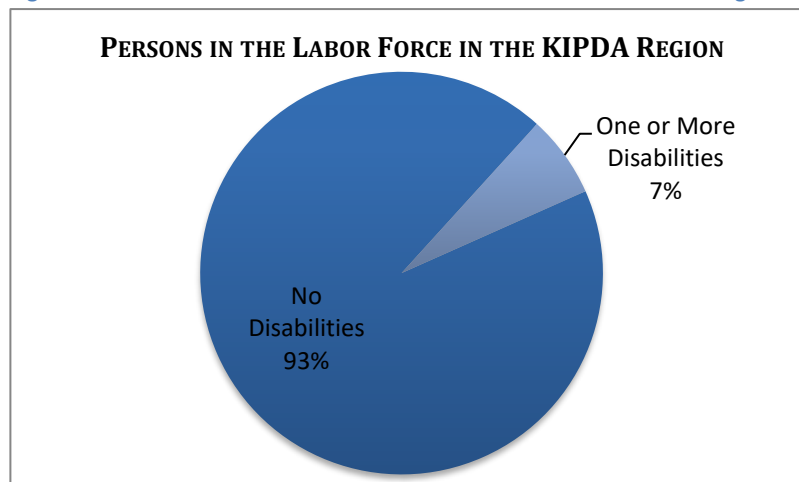
PERSONS IN THE LABOR FORCE IN THE **KIPDA REGION**

One or More Disabilities 7%

No Disabilities 93%

Low-Income Population

Low-income populations in the KIPDA Region are widely dispersed. Transportation is one of the many issues this particular at-need population faces as opportunity for employment is generally dependent upon regular and reliable transportation.

Table 3: Persons with Low-Income in the KIPDA Region

Area	Total Population	Total Population Age 65+	Total Population with Income At or Above Poverty Level				Total Population with Income Below Poverty Level			
			Total	Percent of Total Population	Age 65+	Percent Age 65+	Total	Percent of Total Population	Age 65+	Percent Age 65+
United States	301,333,410	59,161,445	256,480,883	85.1%	35,656,588	60.3%	44,852,527	14.9%	23,504,857	39.7%
Indiana	6,287,582	1,243,078	5,360,459	85.3%	751,482	60.5%	927,123	14.7%	491,596	39.5%
Kentucky	4,209,861	899,191	3,428,376	81.4%	491,519	54.7%	781,485	18.6%	407,672	45.3%
Clark	108,528	19,765	95,265	87.8%	12,644	64.0%	13,263	12.2%	7,121	36.0%
Floyd	73,464	12,978	64,620	88.0%	8,219	63.3%	8,844	12.0%	4,759	36.7%
Bullitt	73,918	11,824	66,388	89.8%	7,728	65.4%	7,530	10.2%	4,096	34.6%
Henry	15,191	3,494	12,271	80.8%	1,804	51.6%	2,920	19.2%	1,690	48.4%
Jefferson	726,848	148,252	607,279	83.5%	86,744	58.5%	119,569	16.5%	61,508	41.5%
Oldham	55,878	7,099	52,063	93.2%	5,016	70.7%	3,815	6.8%	2,083	29.3%
Shelby	40,790	7,374	35,717	87.6%	4,675	63.4%	5,073	12.4%	2,699	36.6%
Spencer	16,884	2,202	15,694	93.0%	1,564	71.0%	1,190	7.0%	638	29.0%
Trimble	8,759	1,761	7,284	83.2%	959	54.5%	1,475	16.8%	802	45.5%
Entire KIPDA Region	1,120,260	214,749	956,581	85.4%	129,353	60.2%	163,679	14.6%	85,396	39.8%

Source: U.S. Census Bureau, 2008-2012 American Community Survey, 5-Year Estimates, B17001: Poverty Status in the Past 12 Months by Sex by Age

All counties in the KIPDA Region have some level of population living at or below poverty level. Regular and perhaps better-paying employment may provide some opportunity for an individual or family to move beyond living at this economic level. In order for that to occur, it is critical to understand where this at-need population resides. Table 3 above demonstrates the largest percentage of low-income population exists in Henry County, with 19.2% of the population below the poverty level as of 2012; however, due to the vast number of people who live in Jefferson County, this county has the largest number of persons living at or below the poverty level. Out of the remaining KIPDA Counties, Clark County has the largest number of persons with income below the poverty level.

THIS PAGE INTENTIONALLY LEFT BLANK.

JOBS AND JOURNEY TO WORK

There are a wide variety of jobs in the KIPDA region, ranging from service-oriented occupations to manufacturing. Getting to a job regularly and on time is often the obstacle between getting a job and keeping a job. Table 4 on the following page illustrates where residents of the KIPDA Region travel for employment on a regular basis as well as how many workers there are in each county in the KIPDA Region. This is followed by the number of estimated unemployed residents, to offer some idea where underemployed and/or unemployed residents may find work and where transportation services may be most needed for employment.

Table 4: County to County Work Flows

		KIPDA County of Residence									TOTAL Work Commuters from KIPDA Region
		Bullitt County	Clark County	Floyd County	Henry County	Jefferson County	Oldham County	Shelby County	Spencer County	Trimble County	
County of Workplace (KIPDA Region)	Bullitt County, KY	9,792	104	102	0	3,503	30	90	266	0	13,887
	Clark County, IN	325	24,936	6,617	30	6,215	253	102	66	15	38,559
	Floyd County, IN	177	6,315	14,680	43	2,602	100	140	0	0	24,057
	Henry County, KY	17	0	0	2,462	87	191	441	19	239	3,456
	Jefferson County, KY	21,001	17,986	12,399	1,070	312,855	15,474	6,049	4,493	646	391,973
	Oldham County, KY	158	291	119	1,291	2,972	8,133	430	46	446	13,886
	Shelby County, KY	162	62	11	922	2,243	409	9,893	794	36	14,532
	Spencer County, KY	98	0	0	0	256	17	158	1,792	0	2,321
	Trimble County, KY	22	0	0	28	134	128	0	0	1,105	1,417
County of Workplace (outside of KIPDA Region)	Anderson County, KY	18	0	0	0	21	0	229	37	0	305
	Carroll County, KY	14	20	11	182	209	266	0	0	518	1,220
	Franklin County, KY	13	14	95	438	776	66	1,598	119	0	3,119
	Hardin County, KY	725	108	78	0	1,967	14	18	55	0	2,965
	Harrison County, IN	42	608	903	0	479	10	0	0	0	2,042
	Jefferson County, IN	0	144	23	19	18	41	0	0	550	795
	Meade County, KY	59	0	0	0	325	0	0	0	0	384
	Nelson County, KY	205	24	12	0	384	44	36	103	0	808
	Scott County, IN	10	260	22	0	65	0	0	14	0	371
	Washington County, IN	0	91	75	0	30	0	0	0	0	196
	Washington County, KY	26	0	0	0	30	0	0	0	0	56

Source: U.S. Census Bureau, 2006 – 2010 American Community Survey 5-Year Estimate, Table 1: Residence County to Workplace County Flows

Table 5: 2012 Labor Force Statistics for the KIPDA Region

	Bullitt County	Clark County	Floyd County	Henry County	Jefferson County	Oldham County	Shelby County	Spencer County	Trimble County
Estimated Labor Force	36981	55,318	38,048	6,835	367,157	27,470	20,380	8,752	3,974
Employed	33740	50,568	34,856	6,265	330,832	25,771	18,698	8,010	3,575
Unemployed	3,241	4,750	3,192	570	36,325	1,699	1,682	742	399
Unemployment Rate	8.8%	8.6%	8.4%	8.3%	10.0%	6.2%	8.3%	8.5%	10.0%

Source: U.S. Census Bureau, 2008 – 2012 American Community Survey 5-Year Estimates, Table C18120 Employment Status by Disability Status

Within the KIPDA Region, most people work in Jefferson County, Kentucky. In Bullitt and Oldham County, roughly double the number of people commute to Jefferson County, Kentucky as stay in the residence county for work. In Clark and Floyd counties in Indiana, and in Henry, Shelby, and Trimble in Kentucky, roughly the same number of people stay in their county of residence for their job as travel to other counties for work. In Spencer County, the majority of population commutes to other counties.

Jobs Summary

From the 2008-2012 American Community Survey 5-Year Estimates data, it appears that a significant number of workers have jobs in their county of residence. 74.69% of KIPDA workers are employed in their county of residence. However, 75.91% of all workers in the KIPDA Region are employed in Jefferson County, Kentucky, regardless of their county of residence. Out of the 181,178 workers in all the KIPDA Counties (besides Jefferson), 79,118 of them are employed in Jefferson County. This equates to 43% of all individuals living in any other KIPDA County besides Jefferson are commuting to Jefferson County for their job. This figure emphasizes the importance of transportation projects and programs that focus on transporting commuters from their county of residence into the urban area for work, regardless of their physical ability, financial status, etc.

Unemployment is the lowest in Oldham County, and highest in Jefferson and Trimble counties. It remains fairly close among the remaining KIPDA counties. While Jefferson County offers the greatest coverage in terms of transportation options, there are pockets within Jefferson County that remain underserved, or services may be limited due to timing and/or bus headways. Residents of Trimble have no transportation options for work-related purposes.

While it may be easiest, in terms of transportation, for an individual to attain employment in their county of residence, the counties that employ the most people may offer a wider variety of job opportunities. Reliable transportation to areas where they are more jobs may assist those in securing employment

EXISTING SERVICES: CURRENT & FUTURE CONDITIONS

Transportation Providers

There are a wide range of providers of transportation services within the KIPDA nine-county area. The greatest diversity of services exists in Clark and Floyd counties in Indiana; and in Jefferson County, Kentucky. Services are sparsest in Henry, Shelby, Spencer, and Trimble counties in Kentucky. Below is a summary of existing services. While services may exist in a particular area, the ability of an individual to pay for a trip must also be taken into consideration. While there are additional transportation providers in the KIPDA Region, only those who responded to the Transportation & Human Service Provider Survey were included below, as that is the only information that could be verified by the provider.

Public Providers

There are three providers of public transportation: the Transit Authority of River City (TARC) and OPIE Transit in Oldham County, and the Bullitt County Inter-City Bus Service.

Transit Authority of River City (TARC)

TARC currently operates 24 regular fixed routes, 12 express routes, and five (5) circulator routes over a five county area (Clark and Floyd counties in Indiana; and, Bullitt, Jefferson, and Oldham counties in Kentucky). In addition to the 24 regular fixed routes, TARC provides paratransit service to riders within three-quarters of a mile of a regular fixed route (not express routes) for persons who do not have the functional capability to ride regular fixed-route service in accordance with the Americans with Disabilities Act. Information, maps and schedules are available from www.ridetarc.org.

TARC Hours of Service: Regular Fixed Route Service

On weekdays, TARC regular fixed-routes begin making stops as early as 4:30 a.m. (Route #17 – Bardstown Road) and go as late as 12:53 a.m. (Route #23 – Broadway). Route # 17 makes its first stop as early as 5:17 a.m. on Saturdays and Sundays while Route #23 operates as late as 12:38 a.m. on weekends. Routes and frequency of service vary depending on day of the week (regular weekday), Saturday, Sunday, or holiday. Headways, or the time between buses, range from as little as 10 minutes on weekdays to as long as 120 minutes. For specific information on each route, please see www.ridetarc.org.

TARC Hours of Service: Express Routes

Express routes are intended for use primarily by commuters, and as such, operate on non-holiday weekdays only, and typically making two to three trips during morning and afternoon peak hours of travel. For specific information concerning express routes operated by TARC, please see www.ridetarc.org.

TARC Fares

TARC offers a variety of fares for the services they offer. As of January 2014, TARC fares are as follows:

Table 6: Current Fares for TARC

Rider	Route Type			
	Regular Fixed Route	TARC 3 (Paratransit)**	Express Route	Circulator
Adult	$1.75	$3.00	$2.75	$0.75
Students* (ages 6-17)	$0.80		$1.30	$0.30
Older Adults (persons age 65+)	$0.80		$1.30	$0.30
Medicare Cardholders	$0.80		$1.30	$0.30
Persons with Disabilities	$0.80		$1.30	$0.30
Person with TARC 3 ID	$0.80		$1.30	$0.30

Must have valid student ID
*** Persons must have been found eligible to ride TARC 3 – Additional information is available from www.ridetarc.org/tarc3-paratransit-forms/.*

TARC also offers discounts by offering monthly passes and ticket purchases. They are as follows:

Table 7: Types of TARC Passes and Tickets

Type of Pass/Ticket	Cost
Monthly Pass – Adult *This pass can be used during a calendar month on local routes only for as many trips as desired or needed. If used on an express route, an additional $1 fare is required, or 50¢ for discounted riders.**	$50.00
Express Monthly Pass *This pass is good for all routes, local and express routes, for as many trips as desired or needed within one (1) calendar month.*	$85.00
10 Ride Tickets – Regular *Valid as a means of fare on local routes.*	$15.00
10 Ride Special Tickets *Valid for local fixed-route service for older adults, students who are ages 6-17, and persons with disabilities.**	$8.00
Five (5) TARC 3 Paratransit Tickets	$15.00
Summer Youth Pass *Valid during the summer only for persons who are ages 6 to 17 for local routes.***	$30.00
Day Tripper One Day Pass *Good for unlimited trips on local routes for one calendar day.*	$3.50

At the time of publication, TARC is able to accept cash, TARC tickets, monthly passes, or paper transfers as fares. In the summer of 2014, TARC will be transitioning to a different fare collection system that will still allow cash, but other opportunities for fares will be in the form of a smart card that will be pre-paid or a card with a magnetic strip that can be purchased at the time of the ride. The collection system on TARC 3 will not be transitioning at the same time, so the forms of fare that are currently accepted for TARC 3 will remain in place. Check TARC's website www.ridetarc.org for the most current information about schedules, fares and tickets.

TARC Routes & Coverage

Below is a list of TARC's current routes, and on the following page, a map of their coverage. For additional information, please see www.ridetarc.org.

Table 8: TARC Routes, Current as of May 2014

Regular Fixed-Routes	Express Routes	Circulator Routes
02 – Second Street	45 – Okolona Express	01 – 4th Street Trolley
04 – Fourth Street	49 – Westport Express	52 – Medical Center Circulator
06 – Sixth Street	50 – Dixie Express	77 – Main-Market Trolley
12 – Twelfth Street	53 – Breckenridge Express	93 – UPS-U of L
15 – Market Street	54 – Manslick Express	99 – UPS-West Louisville Shuttle
17 – Bardstown Road	61 – Plainview Express	
18 – Preston-Dixie Highway	64 – Fincastle-Forest Springs Express	
19 – Muhammad Ali Boulevard	65 – I-65-Sellersburg Express	
21 – Chestnut Street	66 – Mount Washington-Shepherdsville Express	
22 – Twenty-Second Street	67 – Oldham I-71 Express	
23 – Broadway	68 – Prospect Express	
25 – Oak Street Westport Road Crosstown	78 – Bluegrass-Downtown Express	
27 – Hill Street		
29 – Eastern Parkway		
31 – Shelbyville Road		
40 – Taylorsville Road		
43 – Poplar Level Road		
62 – Breckenridge-Shepherdsville Road		
63 – Crums Lane		
71 – Jeffersonville-Louisville-New Albany		
72 – Clarksville		
75 – Bluegrass Circulator		
82 – New Albany-Clarksville-Jeffersonville		
94 – Cardinal Shuttle		

Figure 7: Map of Current TARC Routes
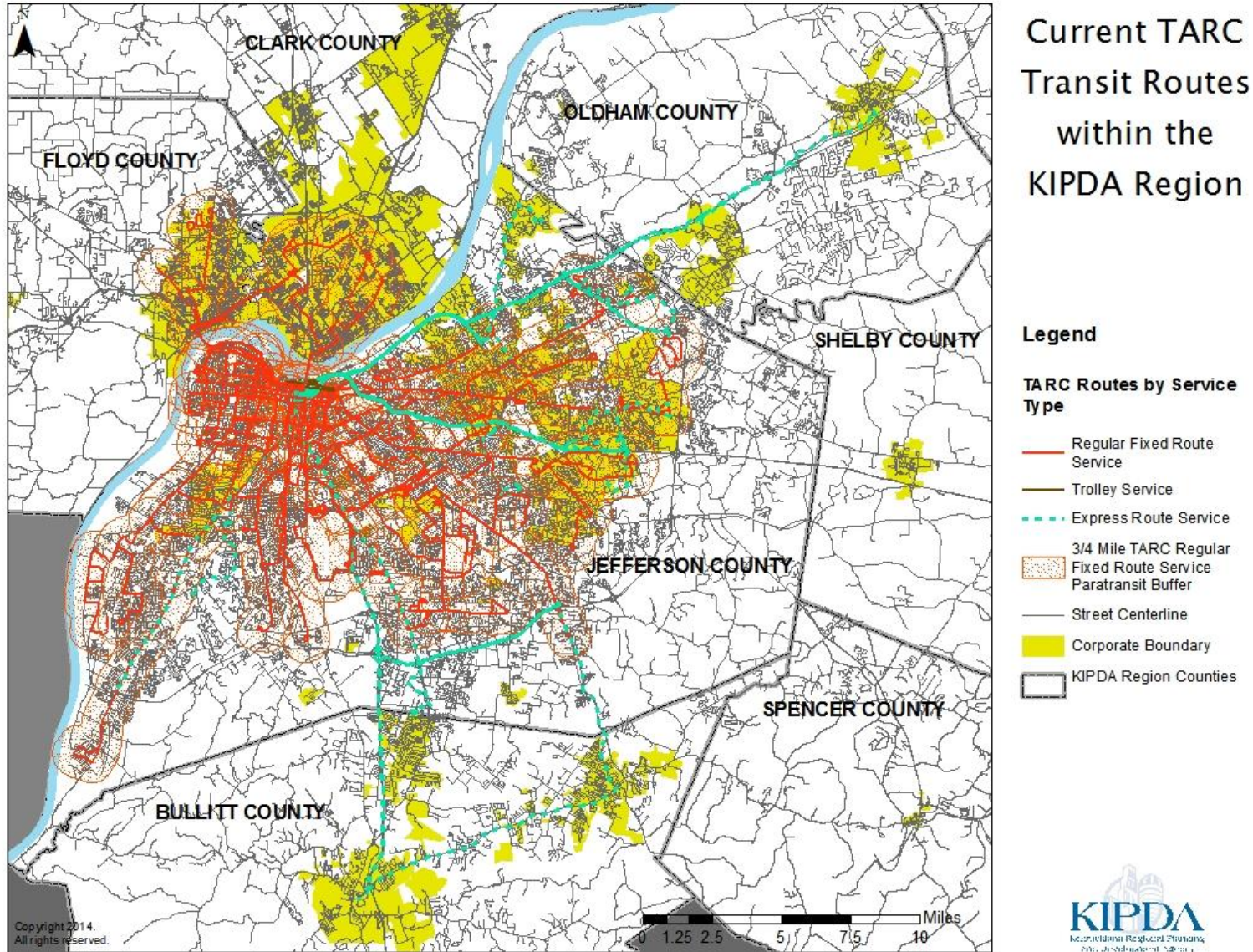
Current TARC Transit Routes within the KIPDA Region

Legend

TARC Routes by Service Type

— Regular Fixed Route Service

— Trolley Service

- - - Express Route Service

3/4 Mile TARC Regular Fixed Route Service Paratransit Buffer

— Street Centerline

Corporate Boundary

KIPDA Region Counties

Oldham's Public Bus (OPIE)

OPIE operates a route in Oldham County in the LaGrange area. The route is known as the Red Route. This route is a deviated fixed-route service, which means it operates on a fixed route, but may deviate from the route up to three-quarters of a mile for a drop-off and/or pick up if an individual lacks the functional capability to ride the regular fixed-route service. More information about OPIE is available from http://www.lagrangeky.net/city-bus-service.html.

OPIE Hours of Service

The Red Route operates Monday through Friday (non-holidays) from 6:00 a.m. to 5:30 p.m.

OPIE Fares

Any person from age four to 59 may ride OPIE for $1.00. Persons age 60 or older may ride OPIE for the fare of 50 cents. Persons age 3 or younger ride for free (with an adult).

OPIE Route & Coverage

The OPIE Red Route connects people with various destinations throughout LaGrange, including, but not limited to, Oakview Apartments, the Rawlings group (a major employer), the Oldham County Health Department, retail shopping, other social services, and TARC (Express Route 67 – Oldham County/I-71). The map below illustrates their current geographic coverage.

Figure 8: Current OPIE Route in Oldham County, Kentucky
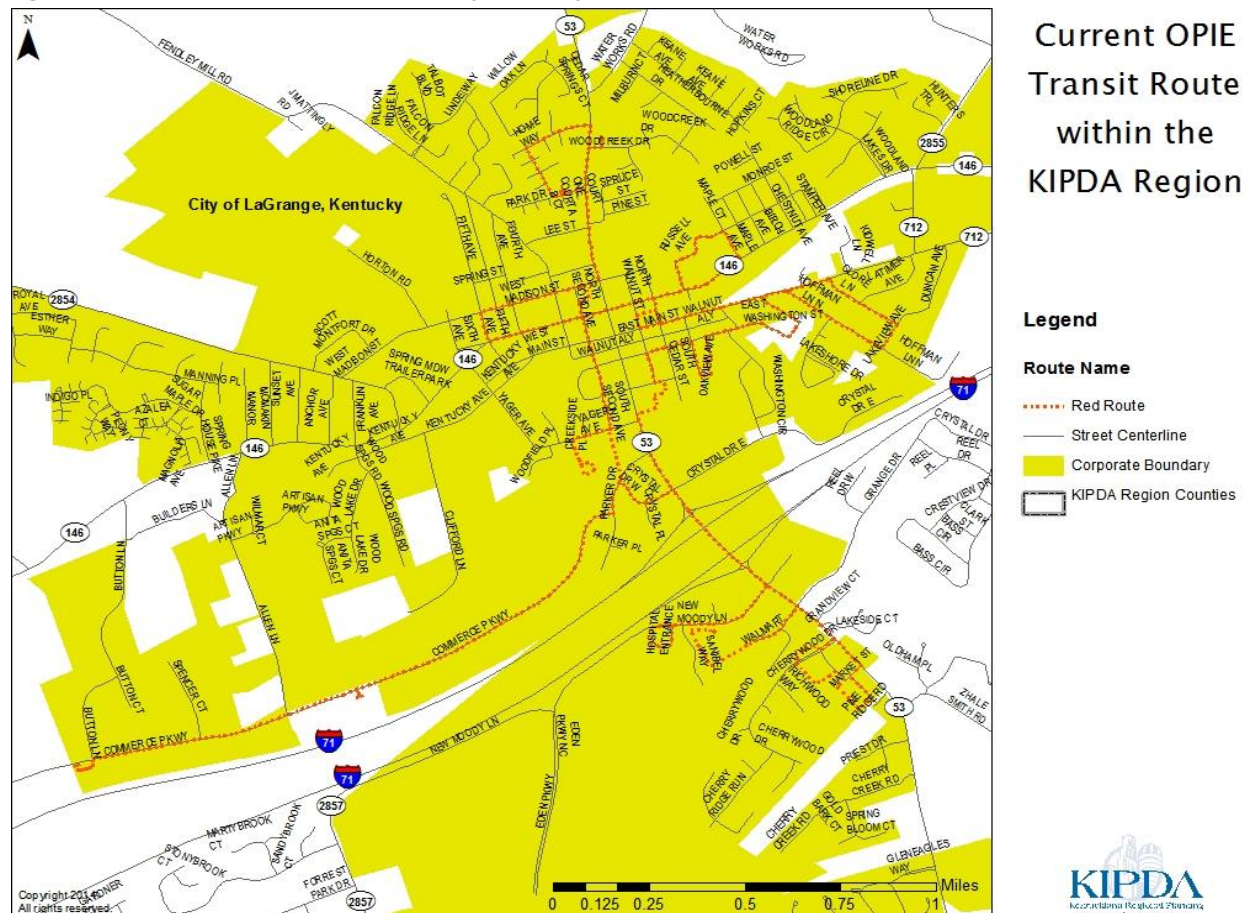
Bullitt County Inter-City Bus

Louisville WHEELS operates the Bullitt County Inter-City Bus Service, which provides transportation from Bullitt County into Jefferson County, including downtown Louisville.

Bullitt County Inter-City Bus Hours of Service

The Bullitt County Inter-City Bus operates Monday through Friday (non-holidays) from 7:30 a.m. to 4:30 p.m.

Bullitt County Inter-City Bus Fares

The fare for the Bullitt County Inter-City Bus is $2.00 per trip.

Bullitt County Inter-City Route & Coverage

The Bullitt County Inter-City Route is intended to connect residents of Bullitt County with other transportation modes in the Louisville area. The route currently connects destinations in Shepherdsville, Mount Washington with the Greyhound Terminal, Louisville International Airport, and University of Louisville Hospital, among others. A map illustrating the Bullitt County Inter-City Bus Route is below.

Figure 9: Current Bullitt County Inter-City Transit Service

There are a wide variety of private, non-profit and for-profit providers of transportation within the KIPDA nine-county region. Their services may range to providing transportation services to their agency's clients only to a select group of the population, such as older adults, or they may serve the public at large. In order to include the agencies herein, the agency had to respond to a survey developed by KIPDA specifically for human services and transportation providers. The survey as well as the full list of agencies contacted is contained in the appendices.

ABLE CARE, INC. | Private For-Profit Transportation Provider

Mailing Address:	P.O. Box 99381, Louisville, Kentucky 40269
Website:	www.ablecareinc.com
Telephone No.	502-267-1911
Area(s) Served:	Jefferson County, Kentucky
Population Served:	**All**
Days & Hours of Operation:	Monday through Friday from 6 a.m. to 5 p.m.

Cost of Ride: $45-$90

Wheelchair Accessible Vehicles: YES

APPLE PATCH COMMUNITY, INC. | Private Non-Profit Human Service Provider

Mailing Address:	7408 Highway 329, Crestwood Kentucky 40014
Website:	www.applepatch.org
Telephone No.	502-657-0103
Area(s) Served:	Jefferson County, Kentucky
	Oldham County, Kentucky
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Monday through Friday from 6 a.m. to 9 p.m.
	Saturday & Sunday from 9 a.m. to 9 p.m.

Cost of Ride: N/A

Wheelchair Accessible Vehicles: YES

CATHOLIC CHARITIES OF LOUISVILLE, INC. | Private Non-Profit Human Service Provider

Mailing Address:	2235 West Market Street, Louisville, Kentucky 40212
Website:	www.cclou.org
Telephone No.	502-873-2566
Area(s) Served:	Jefferson County, Kentucky
Population Served:	**Older Adults**
Days & Hours of Operation:	Monday through Friday from 8 a.m. to 5 p.m.

Cost of Ride: $10 per trip plus the cost of any parking

Wheelchair Accessible Vehicles: NO (Volunteers' Vehicles)

CATHOLIC CHARITIES OF LOUISVILLE, INC. – MIGRATION AND REFUGEE SERVICES | Private Non-Profit Human Service Provider

Mailing Address:	2220 West Market Street, Louisville, Kentucky 40212
Website:	www.cclou.org/migration-refugee-services/
Telephone No.	502-636-9263
Area(s) Served:	Jefferson County, Kentucky
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Monday through Friday from 8:30 a.m. to 4:30 p.m.

Cost of Ride: N/A

Wheelchair Accessible Vehicles: NO

FLAGET SENIOR CENTER (METRO PARKS)   Government Human Service Provider

Mailing Address:	4425 Greenwood Avenue, Louisville, Kentucky 40222
Website:	www.metro-parks.org
Telephone No.	502-574-2831

Cost of Ride: A minimal charge that is dependent on trip length

Area(s) Served:	Jefferson County, Kentucky
Population Served:	**All – Primarily Older Adults and Persons with Low-Income**
Days & Hours of Operation:	Monday through Friday from 8:30 a.m. to 5 p.m.

Wheelchair Accessible Vehicles: NO

HIGHLANDS COMMUNITY MINISTRIES SENIOR SERVICES   Private Non-Profit Human Service Provider

Mailing Address:	2000 Douglass Boulevard, Louisville, Kentucky 40205
Website:	www.highlandscommunityministries.org
Telephone No.	502-459-0132

Cost of Ride: $3 per trip

Area(s) Served:	Jefferson County, Kentucky – specifically ZIP codes 40204 and 40205
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Provide shopping trips four (4) times per month

Wheelchair Accessible Vehicles: YES

JEWISH COMMUNITY CENTER   Private Non-Profit Human Service Provider

Mailing Address:	3600 Dutchmans Lane, Louisville, Kentucky 40205
Website:	www.jewishlouisville.org
Telephone No.	502-459-0660

Cost of Ride: $5 - $6 per round trip

Area(s) Served:	Jefferson County, Kentucky Oldham County, Kentucky
Population Served:	**All**
Days & Hours of Operation:	Monday through Friday from 5:30 a.m. to 9 p.m. Saturday from 7 a.m. to 6:30 p.m. Sunday from 7 a.m. to 6 p.m.

Wheelchair Accessible Vehicles: YES

JEWISH FAMILY & CAREER SERVICES   Private Non-Profit Human Service Provider

Mailing Address:	2821 Klempner Way, Louisville, Kentucky 40205
Website:	www.jfcslouisville.org/
Telephone No.	502-452-6341

Cost of Ride: $15 Round Trip or $8 one-way

Area(s) Served:	Jefferson County, Kentucky Oldham County, Kentucky
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Monday through Friday from 9 a.m. to 5 p.m.

Wheelchair Accessible Vehicles: YES

LIFESPAN RESOURCES, INC.   Private Non-Profit Transportation Provider

Mailing Address:	315 East 5th Street, New Albany, Indiana 47150
Website:	http://www.lsr14.org/transportation.html
Telephone No.	812-948-9701

Cost of Ride: $ 10 Ambulatory
$20 Wheelchair

Area(s) Served:	Clark County, Indiana
	Floyd County, Indiana
	Scott County, Indiana
Population Served:	**Persons with Disabilities**
	Older Adults
Days & Hours of Operation:	Monday through Friday from 5:30 a.m. to 5:30 p.m.

Wheelchair Accessible Vehicles: YES

LOUISVILLE WHEELS TRANSPORTATION, INC.   Private Non-Profit Transportation Provider

Mailing Address:	1134 South Preston Street, Louisville, Kentucky 40203
Website:	
Telephone No.	502-561-3690

Cost of Ride: $1.54 per mile

Area(s) Served:	Bullitt County, Kentucky
	Henry County, Kentucky
	Jefferson County, Kentucky
	Oldham County, Kentucky
	Shelby County, Kentucky
	Spencer County, Kentucky
	Trimble County, Kentucky
Population Served:	**Older Adults**
	Persons with Disabilities
	Persons with Low-Income
	General Public
Days & Hours of Operation:	Monday through Friday from 4:30 a.m. to 7 p.m.
	Saturday from 4:30 a.m. to 5 p.m.

Wheelchair Accessible Vehicles: YES

MULTI-PURPOSE COMMUNITY ACTION AGENCY   Private Non-Profit Human Service Provider

Mailing Address:	P.O. Box 305, 213 Washington Street, Shelbyville, Kentucky 40066
Website:	www.mpcaa.org
Telephone No.	502-633-7162

Cost of Ride: $2 to $4 per trip depending on mileage from Adult Day Center

Area(s) Served:	Shelby County, Kentucky
	Spencer County, Kentucky
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Monday through Friday from 7 a.m. to 4 p.m.

Wheelchair Accessible Vehicles: YES

NEW HOPE SERVICES, INC. Private Non-Profit Human Service Provider

Mailing Address:	725 Wall Street, Jeffersonville, Indiana, 47130
Website:	www.newhopeservices.org
Telephone No.	812-822-8248
Area(s) Served:	Clark County, Indiana
	Scott County, Indiana
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Monday through Friday from 7 a.m. to 5 p.m.

Cost of Ride: Not applicable

Wheelchair Accessible Vehicles: YES

OLDHAM COUNTY EMS Government Human Service Provider

Mailing Address:	3639 West Highway 146, LaGrange, Kentucky 40031
Website:	www.oldhamcountyems.com
Telephone No.	502-222-7250

Cost of Ride: $11.70 per mile plus any additional costs depending on the emergency

Area(s) Served:	Oldham County, Kentucky
Population Served:	**General Public**
Days & Hours of Operation:	24 hours a day, seven days a week

Wheelchair Accessible Vehicles: YES

OPTIONS UNLIMITED, INC. Private Non-Profit Human Service Provider

Mailing Address:	205 Castlerock Drive, Shepherdsville, Kentucky 40165
Website:	www.optionsunlimitedinc.org
Telephone No.	502-955-7271
Area(s) Served:	Bullitt County, Kentucky
	Jefferson County, Kentucky
	Shelby County, Kentucky
	Spencer County, Kentucky
Population Served:	**Persons with Disabilities**
Days & Hours of Operation:	Monday through Friday from 9 a.m. to 3 p.m.

Cost of Ride: Information not provided

Wheelchair Accessible Vehicles: YES

PARK DUVALLE COMMUNITY HEALTH CENTER Private Non-Profit Human Service Provider

Mailing Address:	3015 Wilson Avenue
Website:	www.pdchc.org
Telephone No.	502-774-4401
Area(s) Served:	Jefferson County, Kentucky
	Spencer County, Kentucky
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Monday, Wednesday through Friday from 8 a.m. to 5 p.m.
	Tuesday from 8 a.m. to 8 p.m.
	Saturday from 9 a.m. to 4 p.m.

Cost of Ride: Information not provided

Wheelchair Accessible Vehicles: NO

PORTLAND NEIGHBORHOOD HOUSE   Private Non-Profit Human Service Provider

Mailing Address:	201 North 25th Street, Louisville, Kentucky 40212
Website:	www.nhky.org
Telephone No.	502-774-2322
Area(s) Served:	Jefferson County, Kentucky
Population Served:	**Agency Clients Only**
Days & Hours of Operation:	Monday from 9 a.m. to 2 p.m. Friday from 9 a.m. to 2 p.m.

Cost of Ride: N/A

Wheelchair Accessible Vehicles: YES

RAUCH, INC.   Private Non-Profit Human Service Provider

Mailing Address:	845 Park Place, New Albany, Indiana 47150
Website:	www.rauchinc.org
Telephone No.	812-945-4063
Area(s) Served:	Clark County, Indiana Floyd County, Indiana
Population Served:	**Persons with Disabilities**
Days & Hours of Operation:	24 hours a day, seven days a week

Cost of Ride: N/A

Wheelchair Accessible Vehicles: YES

RIGHT AT HOME   Private For-Profit Human Service Provider

Mailing Address:	221 Executive Park, Louisville, Kentucky 40207
Website:	www.louisville.rightathome.net
Telephone No.	502-897-0580
Area(s) Served:	Bullitt County, Kentucky Clark County, Indiana Floyd County, Indiana Jefferson County, Kentucky Oldham County, Kentucky Shelby County, Kentucky
Population Served:	**Older Adults** **Persons with Disabilities**
Days & Hours of Operation:	24 hours a day, seven days a week

Cost of Ride: $18 per hour + $0.75 per mile with a 2 hr minimum

Wheelchair Accessible Vehicles: NO

RURAL/METRO AMBULANCE   Private For-Profit Transportation Provider

Mailing Address:	3307 Gilmore Industrial Boulevard
Website:	www.ruralmetroeast.com
Telephone No.	502-810-1023
Area(s) Served:	Floyd County, Indiana Henry County, Kentucky Jefferson County, Kentucky Oldham County, Kentucky Trimble County, Kentucky
Population Served:	**General Public**
Days & Hours of Operation:	24 hours a day, seven days a week

Cost of Ride: $24.84 per mile + additional charges depending on services needed

Wheelchair Accessible Vehicles: YES

SENIOR CARE EXPERTS   Private Non-Profit Human Service Provider

Mailing Address:	145 Thierman Lane, Louisville, Kentucky 40207
Website:	www.srcareexperts.org
Telephone No.	502-896-2316
Area(s) Served:	Jefferson County, Kentucky
Population Served:	**Older Adults**
Days & Hours of Operation:	Monday through Friday from 8 a.m. to 5 p.m.

Cost of Ride: $17-$29 per round trip

Wheelchair Accessible Vehicles: NO

SOUTHWEST YMCA ADULT DAY CENTER   Private Non-Profit Human Service Provider

Mailing Address:	2800 Fordhaven Road, Louisville, Kentucky 40214
Website:	http://www.ymcalouisville.org/social-responsibility/family-services/adult-day-health-center.html
Telephone No.	502-635-5305
Area(s) Served:	Jefferson County, Kentucky
Population Served:	**Older Adults**
	Persons with Disabilities
	Persons with Low Income
Days & Hours of Operation:	Monday through Friday from 8 a.m. to 5 p.m.

Cost of Ride: $10 per trip

Wheelchair Accessible Vehicles: YES

SPENCER COUNTY AMBULANCE SERVICE   Government Human Service Provider

Mailing Address:	P.O. Box 397, Taylorsville, Kentucky 40071
Website:	
Telephone No.	502-477-3244
Area(s) Served:	Spencer County, Kentucky
Population Served:	**All, for emergency and non-emergency medical trips**
Days & Hours of Operation:	24 hours a day seven days a week

Cost of Ride: $9.50 per mile; additional charges may be incurred depending on the nature of the emergency

Wheelchair Accessible Vehicles: YES

VICTORY SENIOR CARE DBA HOME INSTEAD SENIOR CARE   Private For Profit Human Service Provider

Mailing Address:	2225 Lawrenceburg Road, Building A, Suite 4, Frankfort, Kentucky 40601
Website:	www.homeinstead.com/629
Telephone No.	502-352-7272
Area(s) Served:	Bullitt County, Kentucky
	Henry County, Kentucky
	Shelby County, Kentucky
	Spencer County, Kentucky
	Trimble County, Kentucky
Population Served:	**Older Adults**
	Persons with Disabilities
	General Public
Days & Hours of Operation:	24 hours a day seven days a week

Cost of Ride: $0.52 per mile + $17 per hour

Wheelchair Accessible Vehicles: NO

YELLOW CAB   Private For Profit Transportation Provider

Mailing Address:	1601 South Preston Street, Louisville, Kentucky 40217
Website:	www.goloucab.com
Telephone No.	502-636-5511
Area(s) Served:	Bullitt County, Kentucky
	Clark County, Indiana
	Floyd County, Indiana
	Jefferson County, Kentucky
	Oldham County, Kentucky
	Shelby County, Kentucky
Population Served:	**All**
Days & Hours of Operation:	24 hours a day seven days a week

Cost of Ride: $2.45 per mile

Wheelchair Accessible Vehicles: YES

GEOGRAPHIC CLUSTER ANALYSIS

In developing the Metropolitan Transportation Plan, KIPDA staff developed a methodology using a Geographic Information System (GIS) to determine where clusters of destinations exist within each county. It was determined the same analysis would be helpful to look at clusters of destinations for the entire KIPDA Region for the development of the Coordinated Human Services Transportation Plan. Looking at clusters of potential destinations assists in determining where services may best be used to serve the largest number of people.

Clusters of destinations, for the purposes of the Coordinated Human Services Transportation Plan, were divided into the following areas:

- Medical (Doctor's Offices, Hospitals, Testing Facilities, and other related services)
- Employment (Large Employers and areas of large concentrations of employees)
- Community Access (Parks, Senior Center, Nutrition Sites, Retail Concentrations)
- Government Services
- Education (Universities, Colleges, and Kindergarten through 12th Grade)

The reason for dividing them into these groups is that it allowed additional clarity when reviewing potential destinations. The following pages show the geographic cluster analysis for the entire nine-county KIPDA Region.

Figure 10: Medical Services within the KIPDA Region
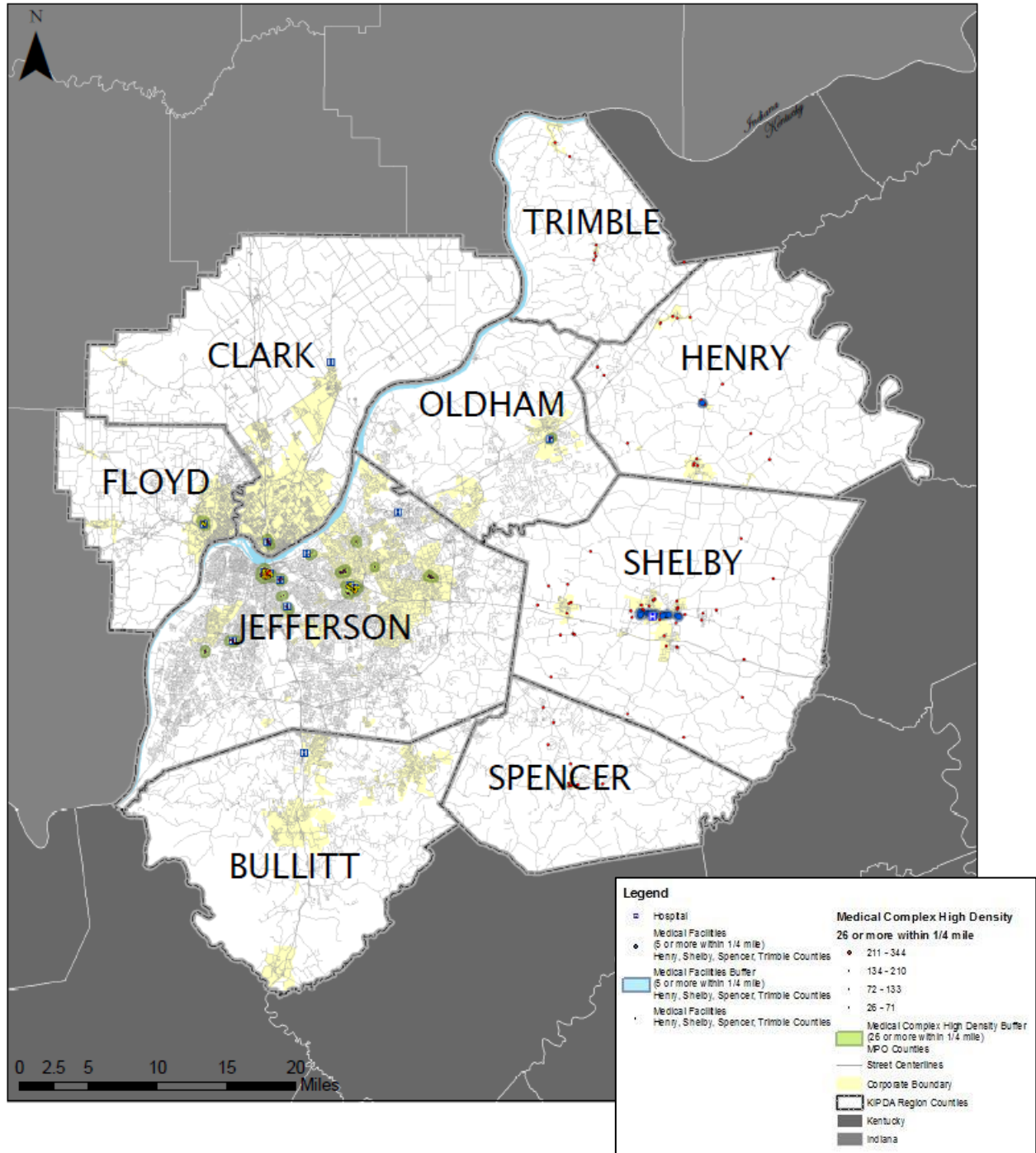
Figure 11: Major Employers and Concentrations of Jobs within the KIPDA Region
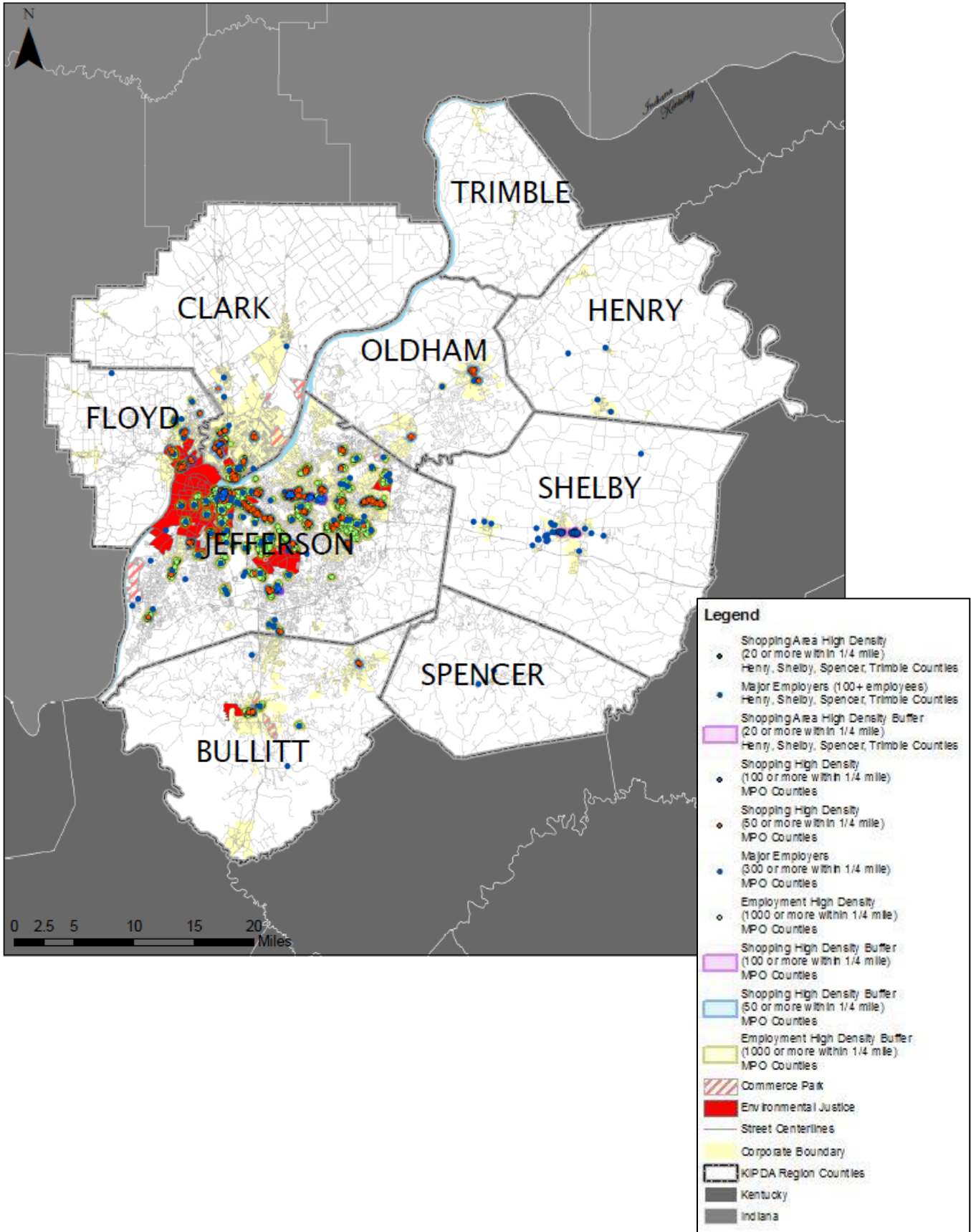
Figure 12: Community Access Clusters within the KIPDA Region
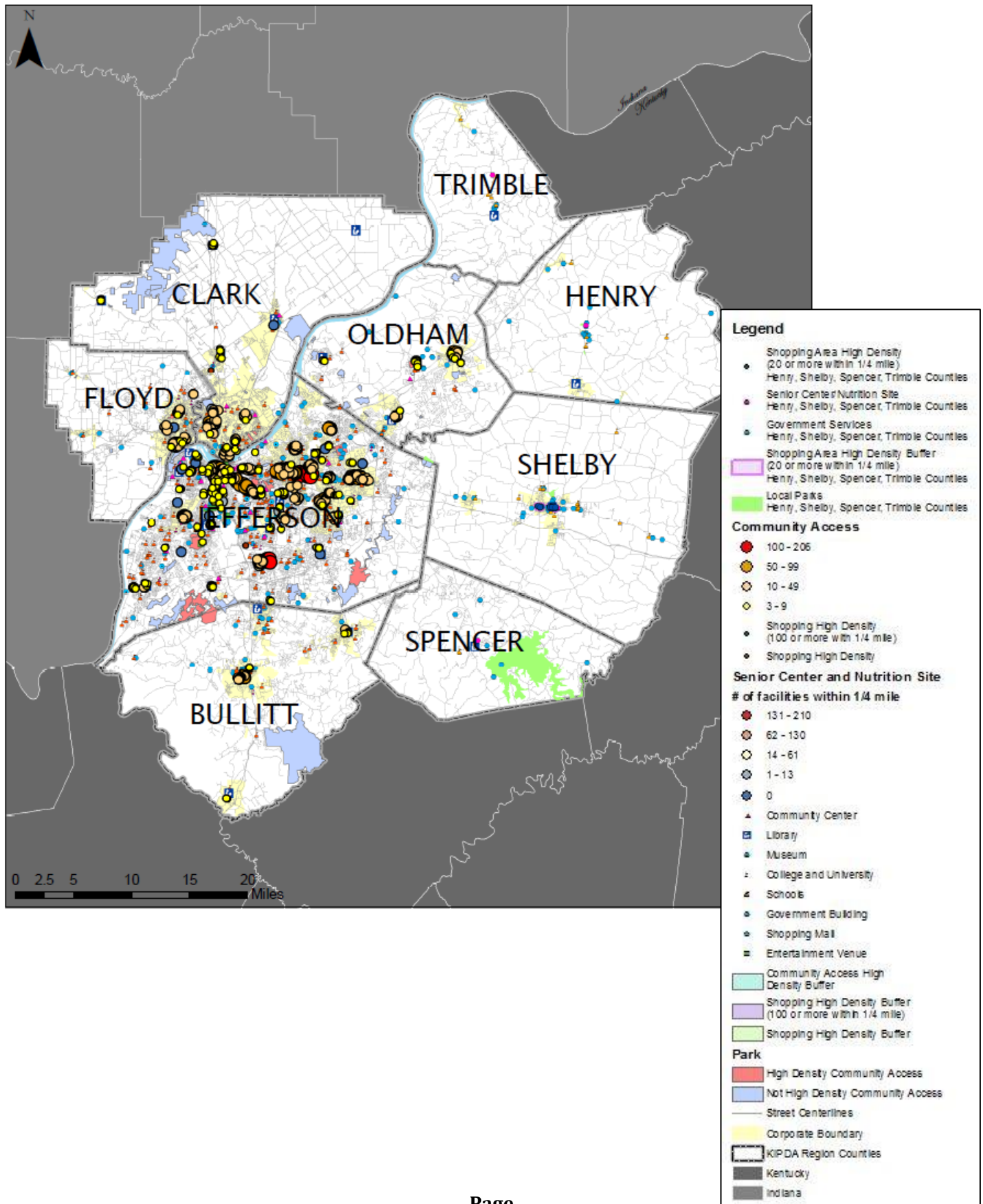
Figure 13: Government Services within the KIPDA Region
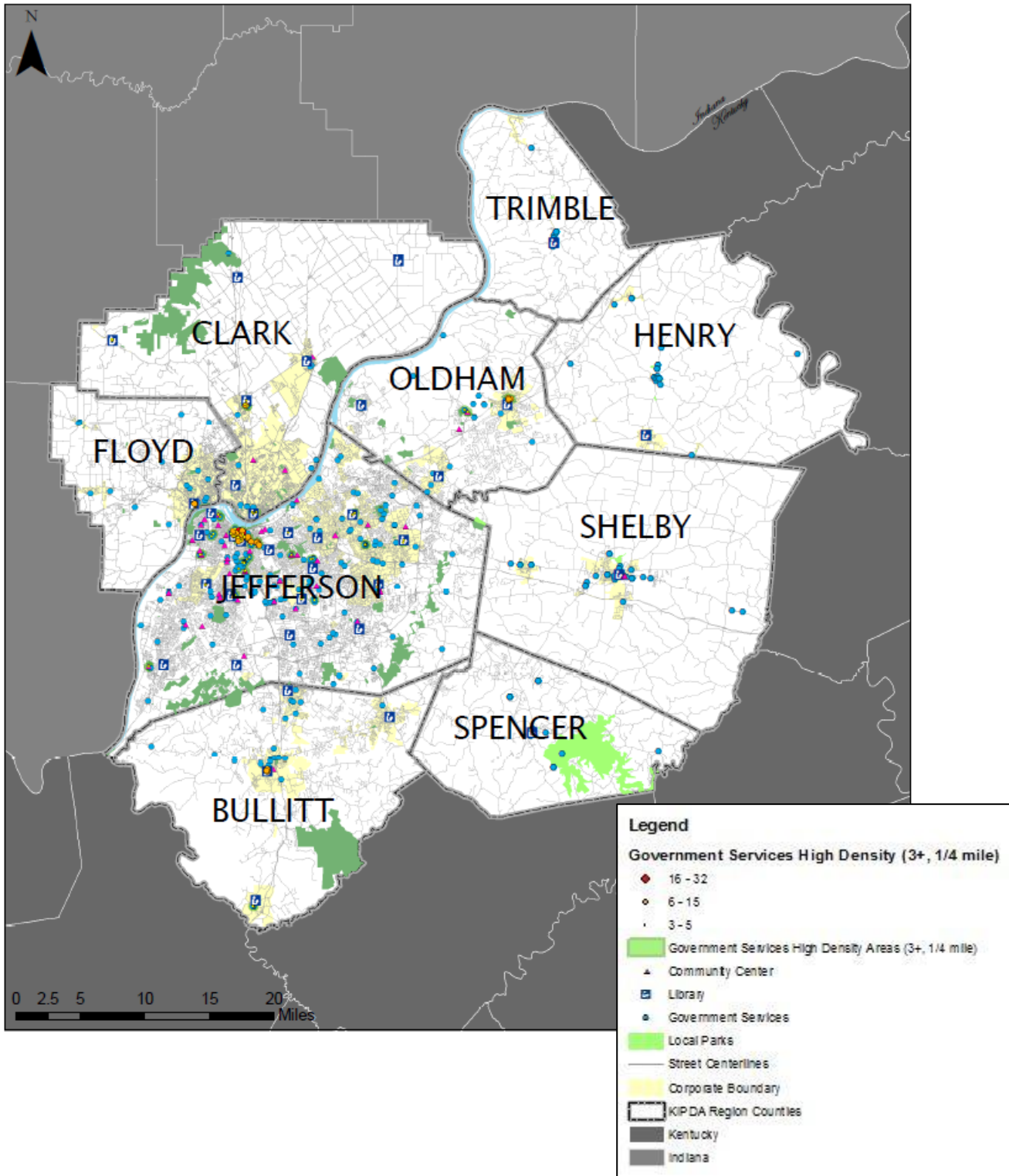
Figure 14: Schools, Colleges and Universities within the KIPDA Region
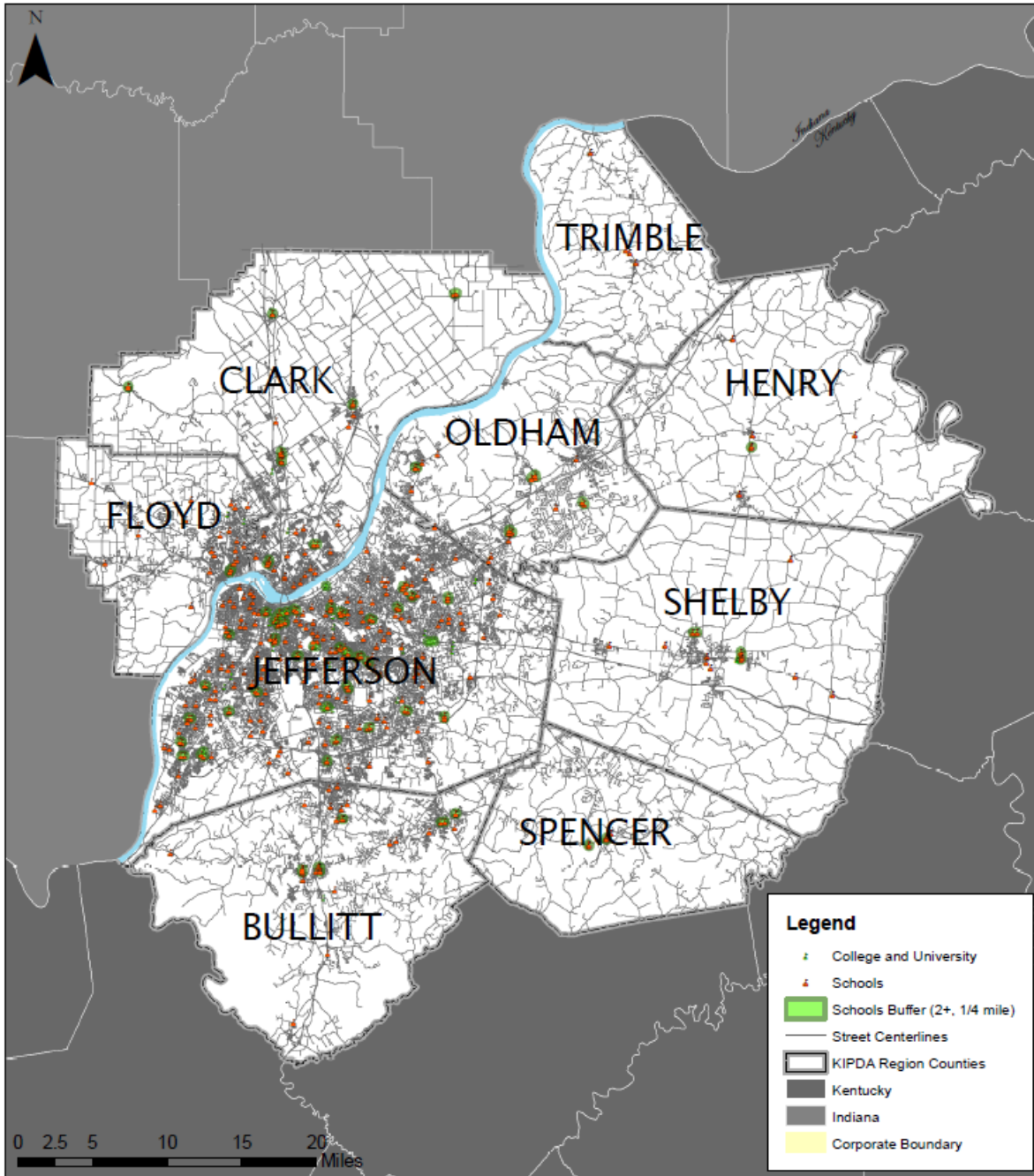
As anticipated, most of the services and destinations are clustered within incorporated areas, especially those outside of Jefferson County. The ability to reach these clusters of destinations varies widely. For those residing in an area with public transit service, these clusters are largely reachable during regular business hours. This applies to most areas within Jefferson County, LaGrange, New Albany, Clarksville, and Jeffersonville. There is limited coverage in Bullitt County in terms of traveling in and around Bullitt County as the headways between the Inter-City buses may be an issue as are the destinations, although it does provide a much needed connection to the downtown Louisville area.

Consistently across the region, the lack of pedestrian facilities may affect the ability for a person to reach his or her final destination regardless of transit availability. In some cases, roadways are narrow and lack a shoulder in the rural areas outside of incorporated areas. Within incorporated areas, there is no overall pedestrian system consistently in place, although there may be sidewalks present in some areas. Throughout the KIPDA region, sidewalks stop suddenly, sidewalks may be in a state of disrepair rendering them unusable, and at times the length of walking required for a safe crossing, especially for those people with either mobility and/or respiratory issues, is simply too long. The lack of a consistent and maintained pedestrian network prevents persons with mobility-assistive devices, such as a walker or wheelchair from being able to safely access their destinations.

SURVEY RESPONSE SUMMARIES

Summary of Data From Service Provider Survey

There were a total of 30 received responses to the Human Services and Transportation Provider Survey. 40% of these were received by mail, 60% were received by online survey (Figure 15). As seen by Figure 16, 77% of respondents stated that they provide transportation services of some sort. The majority of respondents were Private, Non-Profit Human Services Agencies (Figure 17) and were based in Louisville, Kentucky (Table 12). 3 0% of agencies serve Jefferson County, Kentucky (Figure 18). There was no real majority of a single population served by responding agencies: 25% serve older adults, 22% serve the general public, 20% serve low-income persons, 19% serve persons with disabilities, 10% serve the youth, and 4% serve other populations (Figure 19).

Out of the 23 responding agencies that provide transportation, 29% provide demand response transportation, 14% provide fixed routes, 21% provide both demand response and fixed routes, 4% provide route deviation, and 32% provide other (Figure 20). Of the same group of agencies that provide transportation, 29% provide door-to-door services, 23% provide drop off/pick up services, 23% provide door-through-door services, 18% provide door-through-appointment services, and 7% provide a fixed route service (Figure 21).

For all responding agencies, the majority, 33%, stated that they are restricted by only serving within a certain geographical area. 21% of agencies are restricted to serve agency clients only, 15% are restricted by age, and 18% have other types of restrictions (Figure 22). There is no real majority for the reason for these restrictions, but these reasons include: funding restrictions, agency policies, trip purpose, and other (Figure 23).

34% of agencies only serve their own clients (Figure 24) and 17 responding agencies serve less than 100 people per week, while 7 serve anywhere from 100 to 5,000 people per week (Figure 25). Among all the responding agencies, there are 401 total vehicles in service during an average weekday, 447 total vehicles in service during peak periods and 257 vehicles in service during an average weekend (Figure 26). The majority of agencies provide transportation using vans (Figure 27), and there are a total of 97 accessible vehicles between all responding service providers (Table 14).

Respondents cited their sources of funding: 34% of agencies cited that they charge clients, 21% say they receive federal funding, 15% receive state funds, 11% get local funds, 11% rely on donations and volunteers, and 8% receive funds from other sources (Figure 28).

"Do persons regularly have transit needs you cannot serve?" (Table 15)
The most common problem that providers identified was their inability to serve persons outside of their service area. Some providers stated that they encounter this problem infrequently, but it is a common issue among all transportation providers.

While some providers distinctly provide services for persons with disabilities and older adults and are equipped to handle transporting people with walking or mobility issues; several providers stated that they sometimes have a need for more wheelchair accessible vehicles. Other providers do not have accessible or specially-equipped vehicles at all; therefore they are forced to turn away any potential client with a walking or mobility issue.

Other providers can give services for certain kinds of trips; for example, one provider stated that they have trouble providing transportation for patients with kidney dialysis and cancer treatment appointments. Due to the frequent nature of these types of trips, the provider does not have enough funding to cover these types of medical trips. Another provider stated that they need a PCS (Physician Certified Statement) proving medical necessity for a stretcher transfer. Therefore this provider may not be able to serve persons who do not meet the requirements to have a completed PCS form but are not physically or financially able to transport themselves.

"Does your agency coordinate with any other agency?" (Table 16)

Human services agencies that do not provide transportation in any form recommend a variety of transportation providers for their clients needing transportation. The most commonly recommended was TARC 3, but FTSB, Louisville Wheels, Jewish Family and Career Services, Highland Community Ministries, and Catholic Charities were also recommended.

One transportation provider said that they coordinate with senior centers, nutrition centers, and adult day care centers for social service, recreational, and medical trips. Two transportation providers who provide emergency medical assistance and transportation work with their local fire departments and all their surrounding counties.

"What destinations or trip categories do you see as gaps for persons? Where would they like to go, but you cannot service?" (Table 17)

While most agencies acknowledged that entertainment and luxury trips are services that they generally cannot provide; many agencies also identified medical and necessity trips as a gap for many of their clients. These types of necessary trips include doctor's appointments, trips to the grocery store, pharmacy, access to education and job-related trips. These are considered a necessity to the basic quality of life for an individual. A luxury trip would include trips to church, social activities, shopping, entertainment, etc. These types of trips are not necessary, but do greatly enhance the quality of life for an individual. Many agencies are not able to serve their clients' necessity trips, let alone attempt to serve their luxury trips.

"Is there any information about your particular service that you think would be beneficial to the Coordinated Human Services Transportation Plan?" (Table 18)

Several agencies answered this question as an opportunity to clarify what kinds of services they offer. Many agencies stated that they are struggling to keep up with demand and provide service to all their clients, or potential clients; much of this is due to lack of funding or a lack of coordination between providers who serve the same area or the same targeted populations. One provider specifically stated that utilizing volunteers was a great way to cut costs, expand their services, provide socialization for their clients, and also give a sense of fulfillment to the volunteer. However, asking for volunteers to serve the needs of the entire KIPDA Region is not plausible. Many providers simply do not have the staff or resources to keep up with the demand of the aging and disabled population in the KIPDA Region, including both necessity and luxury trips.

Summary of Data From Transportation Consumer Survey

There were a total of 704 received responses to the Transportation Consumer Survey. 33% of these were received by mail, 67% were received by online survey (Figure 29). As seen by Table 20,   384 respondents live, 288 work, 33 have childcare, and 480 have medical appointments in Jefferson County; 98 respondents live, 32 work, 13 have childcare, and 77 have medical appointments in Oldham County; 10 respondents live, 5 work, 1 has childcare, and 4 have medical appointments in Bullitt County; 3 respondents live, 0 work, 0 have childcare, and 3 have medical appointments in Spencer County; 16 respondents live, 24 work, 4 have childcare, and 15 have medical appointments in Shelby County; 36 respondents live, 9 work, 2 have childcare, and 15 have medical appointments in Henry County; 70 respondents live, 10 work, 6 have childcare, and 25 have medical appointments in Trimble County; 38 respondents live, 36 work, 8 have childcare, and 42 have medical appointments in Floyd County; 36 respondents live, 20 work, 4 have childcare, and 34 have medical appointments in Clark County; 14 respondents live, 19 work, 3 have childcare, and 34 have medical appointments outside of the KIPDA Region.

The single zip code with the most respondents was 40031, LaGrange, with 54 respondents (Figure 32). The single zip code with the most employed was 40202, Downtown Louisville, with 71 respondents (Figure 31). The single zip code with the most childcare was 40031, LaGrange, with 7 respondents (Figure 32). The single zip code with the most number of medical appointments was 40207, St. Matthews, with 112 respondents (Figure 33).

The age distribution of the respondents formed a bell curve, with age group 50-59 representing the most with 23.29% (Figure 34). 199 (or 28%) respondents said they have one or more disabilities (Figure 35), but only 165 of these respondents identified their disabilities (Table 21). The most common disability group identified was mental health, anxiety, depression, bi-polar disorder, or PTSD, with 26 respondents. The next most common disabilities identified were Multiple Sclerosis with 23 respondents and 20 respondents with some form of Mental Retardation (Figure 36).

Of the 17% of respondents that do not currently hold a driver's license (Figure 37), 8% of them stated that a disability is the reason for their lack of driver's license (Figure 39). 71% of respondents said that they have a car available for their use (Figure 38). 75% (or 10%) respondents said they have driving limitations (Figure 40), and 60 respondents identified those limitations (Table 22). The most common limitation was that people don't drive at night, with 24 respondents (Figure 41).

11% of respondents say they have lost a job at one point in their life, because of a lack of reliable transportation (Figure 42). 19% of respondents say they currently experience difficulty obtaining transportation to meet their needs (Figure 43). 4% of respondents said they need a wheelchair accessible or specially-equipped vehicle to travel (Figure 44).

As seen in Figure 45, 546 respondents said that driving themselves is either the first, second, or third most used form of transportation. 480 (or 68%) respondents identified driving themselves as their most used form of transportation. 123 (or 17%) respondents identified getting a ride from a family member or friend as their most used form of transportation. 45 (or 6.4%) respondents said they use public transit as their most used form of transportation. 13 (or 1.8%) respondents said they bicycle as their most used form of transportation. 44 (or 6.2%) respondents walk as their most used form of transportation. 38 (or 5.4%) respondents use paratransit as their most used form of transportation. 7 (or 0.9%) respondents take a taxi as their most used form of transportation. 17 (or 2.4%) respondents identified other forms as their most used form of transportation. Of the 51 total respondents who identified other forms as their first, second, and third-most used form of transportation, 20 respondents identified that mode (Table 23). The most common "other" form of transportation identified was a non-specific service provider. It is unknown if this service provider offers public transit or paratransit services, thus was left in the "other" category (Figure 46).

As seen in Figure 47, 132 respondents identified Downtown Louisville as difficult to reach because of lack of transportation. The other areas most commonly identified as difficult to reach were East Louisville with 126 respondents, Clark County with 102 respondents, and Floyd County with 92 respondents.

37% of respondents do not have a strong social circle to depend on for transportation (Figure 49). 329 (or 47%) respondents said that they plan to maintain mobility as their age by getting rides from family members or friends. However, 33% of respondents who identified as relying on family or friends for mobility as they age also said they do not have a strong social circle (Figure 50). 232 (or 33%) of respondents have not thought about their plans to maintain mobility as they age. 142 (or 20%) of respondents plan to use public transit and 139 (or 20%) of respondents plan to walk to maintain mobility as they age (Figure 51).

According to Figure 53, 284 (or 40%) of respondents do not plan to use transportation services in the future any more than they do now. However, out of all the other responses, there was no real majority indicating that the transit system needed any huge changes or overhaul. Responses were generally equally spread out among the need for more frequent weekday service, closer and well-lit bus stops with a bench or shelter, a safer and more pleasant transit experience, more frequent weekend service,

earlier morning and later evening service, and easier to understand information on routes and transferring.

252 (or 26%) respondents stated that they currently receive information on transportation options from the internet, and 143 (or 20%) receive information from the newspaper or other local publications (Figure 54). 299 (or 42%) respondents would prefer to receive information on transportation options from the internet, and 167 (or 24%) respondents would prefer to receive information from mailings (Figure 55).

Comments from Consumer Survey Additional Comments Section (Table 24)

Out of a total of 704 survey respondents, 103 respondents had additional comments. 4 of these comments stated that they generally rely on family, a caregiver, or support staff for transportation, but it may be difficult to maintain mobility if for some reason their caregiver can no longer give them rides.

5 comments were complaints, ranging anywhere from they are not sure why they took this survey to stating that our communities spend too much on transportation services that no one uses, to another comment where this respondent's family is considering moving to an area with a lower cost of living.

10 comments addressed the cost of transportation, ranging from the cost of owning and maintaining your own private vehicle, to the cost to the consumer of public transportation and paratransit.

11 respondents left compliments: some saying thanks for the opportunity to have their opinions heard, and others thanking individual agencies for their help and assistance during their times of need.

25 comments addressed transportation connections, frequency and assistance issues. Many respondents say they currently utilize public transit, but they have to walk too far to get to the nearest stop or that buses run too infrequently or trips are too long. In some cases, respondents said they have been skipped by buses on occasion. Others stated that they would most certainly use public transit if it served their home, workplace, or other desired destinations.

21 respondents brought up the idea of alternative transportation options such as more bicycle lanes and creating a mass transit light-rail system in our community.

The remaining 26 comments were of general advice or comments. Several respondents admitted that while they do not currently use public transit or paratransit services, they will likely need to use these services in the future. One respondent in particular stated that street signs need to be more reflective for driving during the nighttime; bicycles should be kept off the sidewalks to avoid pedestrian accidents, and more enforcement of basic traffic laws such as the use of handicapped parking spaces and parking distance between a hydrant and street corners.

THIS PAGE INTENTIONALLY LEFT BLANK.

Funding

Funding poses a formidable challenge to implementing any plan, and the Coordinated Human Services Transportation Plan is no different. There are traditional funding routes, such as Federal funds matched with local dollars, as well as local and state funding. The potential Federal funding sources are outlined below. In addition to traditional funding mechanisms, alternatives to traditional funding should be examined to determine what may best fit a particular area and/or funding partner

Federal Section 5307 (Federal Transit Administration)

The Federal Section 5307 Program provides funding to urbanized areas for public transportation, planning, job access and reverse commute projects as well as operating expenses in certain eligible circumstances. Job access and reverse commute projects focus on providing transportation to jobs and employment opportunities for welfare-recipients and low-income persons. For areas such as the KIPDA urban area (portions of Clark and Floyd counties in Indiana; and, Bullitt, Oldham and Jefferson counties in Kentucky) with 200,000 or more in population and which operate a maximum of 100 buses on regular-fixed routes during peak hours, operating assistance is allowed as an eligible expense. The Federal share for capital assistance (i.e., bus purchases) is 80%. Operating expenses are reimbursed at 50% of the operating deficit. The Federal share of complementary paratransit service required by the Americans with Disabilities Act (ADA) is 80% using up to 10% of a recipient's total apportionment. In the urbanized area, the Transit Authority of River City (TARC) is the recipient of Federal Section 5307 funds. Their annual expenditures are included in each KIPDA Transportation Improvement Program (TIP).

Federal Section 5310 (Federal Transit Administration)

Federal Section 5310 is awarded to states (for use in rural areas) and Designated Recipients in areas with 200,000 or more in terms of population. It is specifically to be used to enhance mobility for older adults and persons with disabilities to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Up to 45% of Federal Section 5310 funds under MAP-21 can be used for what was previously known, but now defunct Federal Section 5317 Program, known as the New Freedoms Program. Eligible activities include those that go beyond go beyond ADA (New Freedoms activities), capital purchases (such as vehicles), planning, operating assistance, and contracting for transportation services (which is viewed as a capital purchase). Capital purchases are reimbursable at 80% Federal funds. Operating expenses are reimbursed at 50% of the operating deficit. The Federal share of complementary paratransit service required by the Americans with Disabilities Act (ADA) is 80% using up to 10% of a recipient's total apportionment.

A unique aspect concerning Federal Section 5310 is that the local share may be derived from other Federal (non-DOT) transportation sources or the Federal Highways Program under 23 U.S.C. 204 (as in the former Federal Section 5310 program). Up to 10% of the program funds may be used to administer the program, plan, and/or provide technical assistance.

The annual allocation to the urbanized area within the KIPDA Region (portions of Clark and Floyd counties in Indiana; and portions of Bullitt, Jefferson, and Oldham counties in Kentucky) is $945,765. KIPDA has named TARC as the Designated Recipient to administer these funds within the urbanized area. Up to 45% ($425,594) of the funds may be used for public transportation projects that exceed the requirement of ADA.

The Federal 5310 Program requires funding to be awarded to projects derived from a coordinated human services transportation plan. While Federal Section 5310 funds will likely be the primary funding source for many of the programs and projects noted herein, the full realization of this plan will require funding outside of Federal Section 5310.

Federal Section 5311 (Federal Transit Administration)

The Federal Transit Administration makes Federal Section 5311 funding available to states in order to support public transportation efforts in rural areas (50,000 or less population). Federal Section 5311 may be used for capital purchases (such as vehicles), planning, and operating assistance. Job access and reverse commute projects and programs specifically targeting low-income populations getting to and from employment are also eligible. The Federal share for capital purchases is 80% requiring a 20% local or state match. Up to 50% of the operating deficit may be reimbursed using these funds. The Federal share of complementary paratransit service required by the Americans with Disabilities Act (ADA) is 80% using up to 10% of a recipient's total apportionment. There are operators in Oldham County (OPIE) and Bullitt County (Bullitt County Inter-City Bus) who have received Federal Section 5311 funding. As these areas continue to become more urban, Federal Section 5311 may be discontinued in those areas.

Surface Transportation Program – Urban & State (Federal Highway Administration)

The states and the Metropolitan Planning Organization (KIPDA) are awarded Surface Transportation Program (STP) funds. The funds awarded directly to KIPDA are for use within the urbanized area (Clark and Floyd counties in Indiana; Bullitt, Jefferson, and Oldham counties in Kentucky). The states are also awarded these funds for use throughout each state. STP funds may be used to construct pedestrian facilities, capital transit purchases, safety improvements, and hazard elimination. The Federal share for projects using STP funds is 80%.

Transportation Alternative Program – Urban & State (Federal Highway Administration)

The states and the Metropolitan Planning Organization (KIPDA) are awarded Transportation Alternative Program (TAP) funds. The funds sub-allocated to KIPDA are for use within the urbanized area (Clark and Floyd counties in Indiana; Bullitt, Jefferson, and Oldham counties in Kentucky). The states are also awarded these funds for use throughout each state. TAP funds, with regard to the Coordinated Human Services Transportation Plan, would likely be used to construct pedestrian facilities and amenities. The Federal share for projects using TAP funds is 80%.

Congestion Mitigation/Air Quality Program (Federal Highway Administration)

The Congestion Mitigation/Air Quality (CMAQ) Program must be used for transportation projects and programs that help meet the requirements of the Clean Air Act. Projects and programs eligible under this funding category must focus on reducing congestion and improving air quality in areas (such as portions of the KIPDA urbanized area) that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). Within the urbanized area, these funds are sub-allocated to KIPDA. Proposed projects are required to determine how much they improve air quality. Transit and pedestrian projects have been funded using CMAQ funds. Typically, the higher the potential usage of an area, whether it be a transit route or pedestrian route, the better a project will be evaluated. The Federal share is 80% for CMAQ projects.

Other Funding

In 1976, The Kentucky General Assembly appropriated funds allowing the Kentucky Transportation Cabinet (KYTC) to begin matching public transportation capital grants. Since then, KYTC has provided up to half of the non-Federal share of the capital costs, within budgetary limitations. All transit systems operating in Kentucky are requested to review their capital equipment needs annually for the coming three-year period. The resulting Kentucky Public Transportation Capital Improvement Program is used as the basis for awarding state funds.

The Indiana Department of Transportation provides funding from the Public Mass Transportation Fund to match Federal transit grant. Created in 1980, the fund is derived from a dedication of 0.76 percent of the state's five-percent general sales and uses taxes. The state helps provide up to two-thirds of the non-Federal share required to match a Federal capital or operating grant by matching up to 100% of locally derived income up to the allocation amount. State funds are allocated each calendar year by a performance-based formula. Awards are limited to an amount equal to 100% of the projects' locally derived income or the system's formula allocation, whichever is less.

Local funding for the Transit Authority of River City (TARC) is provided through a one-fifth of one percent occupational tax approved by the voter of Louisville and Jefferson County on November 4, 1974. The occupational tax became legally effective on January 1, 1975 and can be used by TARC for operating and capital purchase matching funds.

Non-Traditional Funding

Transit systems large and small across the United States rely on what are typically viewed as non-traditional funds in the KIPDA Region. While these funding sources may not be widely used within the region today, there is a possibility with decreasing value of funding and the expense of providing transportation services, more of these types of opportunities may be common. In some cases, major

employers and/or retailers contribute to transportation funding in order to get employees to jobs reliably or shoppers to stores. Some smaller cities set aside some local funding for transportation projects, as well. Pooling and leveraging resources in concert with the more traditional funding sources will allow for more programs and projects to be put in place with greater speed. There is some evidence already that projects like these work within our area: businesses have contributed some of the matching dollars for the OPIE service in LaGrange; businesses have also funded and sponsored the successful Frankfort Avenue Trolley Hop and the First Friday Trolley Hop in Louisville.

Projects, Programs, and Strategy Development

ISSUE 1: LAND USE PLANNING AND REGULATIONS

Introduction: Changes in land use regulations can have an immediate and lasting impact on the community. This tool should be utilized to enhance the transportation system for our targeted population of disabled, elderly, and low-income persons. Clustered, mixed-use development that would allow people to live closer to services and employment opportunities would reduce expenses and the need for cross-town transportation in the future.

Significance: Mixed-use development would allow people to live in the same areas that they need to access services, thus allowing for alternate modes of transportation such as walking or biking to their destinations. This would benefit the entire population of the KIPDA Region in terms of fewer vehicle miles traveled, less congestion, and enhanced health benefits. The significance to the at-need populations identified herein would be potentially less money spent for fuel and a vehicle and/or transit fares, and more services available within walking distance. This would also have the potential to reduce costs for transit providers if shorter trips with multiple destinations were more prevalent.

Recommendations:
- Review the Comprehensive Plans and Land Development Regulations (in each community that has them) to identify institutional barriers to mixed-use development. Also review to ensure sidewalks are required for new development and redevelopment.
- Implement a complete streets ordinance in each KIPDA county to ensure that streets are accessible by people of all abilities and all modes of transportation.
- Create clustered developments and reduce vehicle miles traveled by mixing uses and densities.
- Maximize density levels along major transportation routes and existing clustered developments.

Responsibility: Local Land Use Planning Agencies, Planning Commissions, Cities, Fiscal Courts

ISSUE 2: LACK OF ADEQUATE INFRASTRUCTURE

Introduction: The disrepair and lack of pedestrian infrastructure is of substantial concern. The lack of sidewalks connecting people to places is a physical barrier to transportation in the entire KIPDA Region. Sidewalks provide a safe means for people to reach destinations, and to combine trips, if needed, from destination to destination. In other words, a person may need to see a doctor, pick up a prescription at the pharmacy, and then go grocery shopping. These trips may be all accomplished in the same afternoon if these services are available closely enough together to walk from place to place, and if adequate pedestrian facilities exist in those areas.

Adequate sidewalks in good condition are of the upmost importance to someone with mobility issues. If a person is confined to a wheelchair, uses a mobility device, or simply has trouble keeping their balance,

sidewalks must be in good condition with appropriate ramps and curbs, and have no cracks, holes, bumps, etc. to ensure the person will make it safely to their destination. In the rural counties, the majority of roadways are narrow, two-lane rural roadways with little or no shoulder which may be the more appropriate treatment for pedestrians. Even in the urban counties where more sidewalks do exist, many are in a state of disrepair, making pedestrian travel difficult unless the person is fully able-bodied and sure-footed.

The addition of bicycle facilities where possible would also be ideal, allowing people looking for employment or accessing other services a wider area of opportunity than may be available to reach on foot or by connection to transit services. Ideally, bicycle facilities and pedestrian facilities should be kept separated to reduce any incidents between the two types of transportation users. However, installing bike lanes is not always possible in every scenario; therefore multi-use paths may be an adequate solution in these instances.

Of other concern is the lack of transit services and the condition of transit facilities where services currently exist. The KIPDA Region's rural counties are in need of transit services to transport people both within their own county and to connect people to neighboring counties and urban areas. In the urban areas where transit services currently exist, many bus stops are in need of accessible sidewalks, benches, shelters, lighting, etc. to increase the accessibility, safety, appeal and usage of transit services.

Significance: Addressing the issue of inadequate infrastructure would again benefit the population as a whole; children and people with strollers or carts benefit from having sidewalks to stay out of the roadway and potential conflicts with vehicles. By providing sufficient infrastructure for walking and biking, communities would feel safer about utilizing those modes of transportation, thereby reducing congestion, improving health, and reducing the number of vehicle miles traveled. The identified at-need populations would benefit in the same ways, and additionally by not having to necessarily get in a car or use transit because there are safe facilities available. Specifically, persons with disability, depending on their disability, may not be able to walk on uneven terrain. A person with low-vision may not be able to safely walk on a roadway because they cannot see an oncoming vehicle. Older adults may be restricted to using a walker or wheelchair to get around, and providing ADA-compliant sidewalks or similar pedestrian facilities would allow freedom of mobility. Providing bikeways for use lessens the dependence on a personal automobile, reducing related vehicle costs while expanding the amount of area that can be covered by walking alone. Increasing the availability and usage of transit services would provide solutions to many transportation problems that at-need populations face on a daily basis.

Recommendations:
- Advise each local public agency to conduct a sidewalk inventory of their jurisdictions.
- Improve the condition of all sidewalks to meet ADA Regulations.
- Focus on providing transit services to incorporated areas of rural counties, and identified clusters in urban counties.
- Create safe, user-friendly bike lanes with more defined routes and clear signage.

- Calm traffic and create safe, desirable, pedestrian-friendly streets by installing street furniture, landscaping, street lamps, creating street curb bulb outs, and limiting parking to one side of the street where possible.
- Provide signalized crossings that are timed long enough for a disabled or elderly person to safely cross the street.
- Install illuminated crosswalks to identify pedestrian areas.
- Locate transit stops at ideal locations along frequently traveled routes to minimize walking distance from residences to community facilities and transit stops, and to also decrease the amount of time spent in transit.
- Install bus shelters at existing and future transit stops with high usage to protect users from weather elements.
- Install solar-powered lighting along transit routes and at existing and future transit stops to decrease potential crime.

Responsibility: Kentucky Transportation Cabinet, Local Public Agencies

ISSUE 3: PROVIDER AND FUNDING COORDINATION

Introduction: While there is at least one provider in each of the nine KIPDA counties, many of those providers are tied to a singular funding source which supports transportation for a singular purpose or population, such as medical trips or trips for only older adults. Sometimes it is both – a provider, due to funding, is only able to provide, for example, medical trips for older adults, further limiting access for other populations. This translates to a lack of transportation options for people who do not fit the specific criteria, which in turn, translates to a lower quality at life, especially for at-need populations.

Significance: Transportation provides the necessary access to basic essentials such as employment, food, medical services, etc., as well as contact with other people. All of these equate to important parts of life, especially for at-need populations who may already be struggling to remain as independent as possible.

Recommendations:
- Promote the KIPDA Ticket to Ride Program as means of getting people to and from employment.
- Expand the public transportation options within each county that does not already have such service to include an internal county circulator that would make stops within clustered areas of attractions, such as medical offices, senior centers, employments, etc. In order to optimize ridership, various funding sources and riders may be combined in order to offset the costs of providing such a service.
- Existing transportation providers and human providers that provide transportation should review their agreements and funding sources to see if it possible to expand their reach of current services. In some cases, it may make more sense to contract with another agency to

provide transportation for clients while in other situations, it may be possible to remove some of the barriers in order to enlarge the client base to provide services to additional portions of the population.

Responsibility: Ticket to Ride Program, Human Service Providers that provide transportation, Transportation Providers, Local Governments

ISSUE 4: GETTING PEOPLE TO AREAS OUTSIDE THE KIPDA REGION

Introduction: While this plan is concerned with the nine-county KIPDA region, U.S. Census data and comments received from transportation providers, transportation users, and local agencies indicate there is a need for some residents of the KIPDA region to regularly travel to Carroll County, Kentucky; Franklin County, Kentucky; Hardin County, Kentucky; and, Jefferson County, Indiana. In the case of Franklin, Hardin, and Harrison counties, over 1000 people per day commute to these counties from the KIPDA region for employment. In the case of Carroll, Hardin, and Jefferson (IN) counties, in addition to jobs, these are often the most convenient locations for services as opposed to somewhere in the KIPDA region.

Significance: Jobs, medical, and government services may be more easily accessible in these counties than within the KIPDA region due to proximity and/or availability. Several people provided input that it was easier, more convenient, and in most cases, a shorter trip to access these areas as opposed to the alternative of driving into downtown Louisville, for example. By providing trips to these locations, especially if the distance is shorter, transportation providers could realize an overall cost savings in the long-term.

Recommendations:
- Provide a feeder service to provide peak-hour transportation that connects with transit and/or employers in place in these other areas. These connections may be considered specifically:
  - Milton, Kentucky to Madison, Indiana
  - Jefferson and Shelby counties in Kentucky to Franklin County
  - From Trimble County to Carroll County
  - From Jefferson County, Kentucky, and Floyd and Clark counties in Indiana to Harrison County in Indiana
- Promote the Ticket to Ride Vanpool Program as a potential alternative for employment trips. The Ticket to Ride Program can operate in any of the nine counties within the KIPDA region as long as the trip either begins or ends within the KIPDA region.

Responsibility: Local Public Agencies, Indiana Department of Transportation, Kentucky Transportation Cabinet, KIPDA, Ticket to Ride Program

ISSUE 5: LACK OF COORDINATION BETWEEN PROVIDERS

Introduction: Within the KIPDA Region, there have been and currently are ongoing attempts to better coordinate transportation services. Positive change has resulted from these efforts, such as the KIPDA Area Agency on Aging coordinating with TARC for travel training for older adults, and coordination efforts between various human service providers and TARC has resulted in more people able to ride TARC regular fixed-route service allowing agencies the agencies more resources focused on providing human services. Despite these efforts, there are still people who are unable to access transportation services and destinations.

Significance: People throughout the KIPDA Region lack access to transportation services, and therefore destinations. By better coordinating services and pooling resources, transportation providers and human service providers may be able to serve a greater segment of the population, especially older adults and persons with disabilities.

Recommendations:
- Require that application for Federal Section 5310 funding include a "Coordination" section for applicant to explain and elaborate how they coordinate with other agencies for transportation services. The Coordination section would be included in the final evaluation of a project's overall score.
- Expand the Human Services Transportation Program in Kentucky beyond Vocational Rehabilitation, Department for the Blind, and Medicaid transportation services to encompass all age 60+ funding streams to realize greater efficiencies and services.
- Create a Mobility Manager position within each Area Development District (KY) and each Highway District in Indiana. In the case of a bi-state area, such as KIPDA, the people in these positions would work together. This person would be charged with dissolving barriers to coordinated transportation on the regional level while also serving as a liaison to the state/s.
- Market the benefits of coordinated service to assist in breaking down barriers to coordination and the turf wars that may occur between funding streams and agencies.
- Develop a web-based repository of the resources that currently exist for the nine-county KIPDA Region that is updated as needed as a resource as well as a marketing tool to raise awareness about the services that currently exist.

STRATEGIES

The following items are strategies that have been identified through the planning process for the KIPDA Coordinated Human Services Transportation Plan. This list is not meant to be exhaustive nor all-inclusive. Other strategies, in addition to the list below, may be proposed by project sponsors and/or potential sub-recipients. Those found to support the Goals, Objectives, Action Statements, and Performance Measures of this plan may be added and selected for funding at the discretion of the Designated Recipient. Any projects using Federal transportation dollars within the Metropolitan Planning Area (Clark and Floyd counties in Indiana; Bullitt, Jefferson, and Oldham counties in Kentucky) must be included in the Metropolitan Transportation Plan and the Transportation Improvement. For additional information on that process, please contact the KIPDA Division of Transportation.

Table 9: Suggested Strategies

Strategy	Description	Goals & Objectives Supported
Web-Based Coordination Repository	Creation of a webpage or site devoted to coordination and the transportation resources currently available within the KIPDA Region	**Goal V** – Increase education and outreach about existing transportation services. **Objective A** – Increase the number of people who know about, currently utilize, or may utilize transportation services.
Internal County Circulator Service	Develop and implement an internal circulator for each KIPDA county where public transportation services currently do not exist.	**Goal VI** – Expand the availability and capacity of transportation services. **Objective A** – Increase the availability of services where gaps exist. **Objective B** – Increase the number of destinations served.
Complete Streets	Require any new or reconstructed roadways to utilize a context-sensitive Complete Streets approach through the adoption of a Complete Streets policy or ordinance by each Local Public Agency within the KIPDA region.	**Goal I** – Improve access to transportation services for target populations. **Objective A** – Improve existing infrastructure for targeted populations. **Goal II** – Enhance the real and perceived safety of transportation services. **Objective A** – Increase transit usage and reduce the number of crashes involving pedestrians by enhancing the safety of transit services and pedestrian facilities.
Travel Management Coordination Center	Create a centralized call/web-based application for the KIPDA Region that would serve as a one-stop center for transportation services. The center would coordinate the various funding sources and providers, ultimately making it easier for providers and consumers to gain access to various destinations.	**Goal III** – Encourage coordination among transportation providers. **Objective A** – Reduce overlapping coverage, leverage funding resources, and increase the number of persons served within targeted populations.
Pedestrian Facilities	Build context-sensitive pedestrian facilities to connect various destinations that would allow for the safety of pedestrians as well as the efficiency of being able to complete several trips that are located in proximity to each other.	**Goal I** – Improve access to transportation services for targeted populations. **Objective A** – Improve existing infrastructure for targeted populations. **Goal II** – Enhance the real and perceived safety of transportation services. **Objective A** – Increase transit usage and reduce the number of crashes involving pedestrians by enhancing the safety of transit services and pedestrian facilities.

Strategy	Description	Goals & Objectives Supported
ADA-Compliance	Ensure all new and reconstructed facilities and vehicles are ADA-compliant.	**Goal I** – Improve access to transportation services for targeted populations. **Objective A** – Improve existing infrastructure for targeted populations.
Fare-Assistance	Research and/or develop a program to offer assistance to persons unable to afford regular fare prices.	**Goal I** – Improve access to transportation services for targeted populations. **Objective B** – Enhance the level of service for targeted populations.
Quality Assurance	Conduct an annual survey or transportation users across the region to gauge the quality and available of existing transportation services.	**Goal IV** – Enhance quality assurance of transportation services.
Annual Inventory of Transportation Services within the KIPDA Region	On an annual basis, conduct an inventory of transportation providers, geographic coverage, and hours of service to determine where gaps in coverage and service occur.	**Goal VI** – Expand the availability and capacity of transportation services.
Ticket to Ride Program Promotion	Coordinate with the Ticket to Ride Program to promote the van-pooling and car-pooling services within the KIPDA Region.	**Goal V** – Increase education and outreach of existing transportation services. **Objective A** – Increase the number of people who know about, currently utilize, or may utilize transportation services.
Support of Existing Services	Continue to support and grow existing transportation services within the KIPDA Region.	**Goal VI** – Expand the availability and capacity of transportation services.
County-to-County Service	Provide a public transportation feeder service to Carroll County, Kentucky; Hardin County, Kentucky; Harrison County, Indiana; Jefferson County, Indiana; and Jefferson County, Kentucky from select counties to connect people with jobs and services.	**Goal VI** – Expand the availability and capacity of transportation services. **Objective A** – Increase the availability of services where gaps exist. **Objective B** – Increase the number of destinations served.
Land Use Planning & Regulations Review & Recommendations	Conduct a review of land use planning and regulations within the KIPDA Region to determine where policies and regulations may present barriers or other issues with regard to transportation access, such as pedestrian facility requirements, etc. The purpose of the review is to recommend any needed changes that would remove barriers and obstacles to more accessible transportation.	**Goal I** – Improve access to transportation services for targeted populations. **Objective A** – Improve existing infrastructure for targeted populations. **Goal II** – Enhance the real and perceived safety of transportation services.

THIS **P**AGE **I**NTENTIONALLY **L**EFT **B**LANK.

Appendix A: Outreach Activities

Summary of Activities

The following activities were used to disperse and gather information as well as input for the KIPDA Nine-County Coordinated Human Services Transportation Plan:

Date	Activity
January 22, 2013	Regional Mobility Council Meeting
January 28, 2013	Southern Indiana Transportation Advisory Group (SITAG) Meeting
March 7, 2013	Meeting with Spencer County Officials
March 14, 2013	Meeting with Henry County Officials
March 19, 2013	Meeting with Trimble County Officials
March 20, 2013	Meeting with Shelby County Officials
March 27, 2013	Regional Mobility Council Meeting
April 10, 2013	Meeting with Bullitt County Officials
April 11, 2013	Meeting with Oldham County Officials
April 15 – May 15, 2013	Transportation & Human Survey Transportation Provider Survey Period I
April 22, 2013	Southern Indiana Transportation Advisory Group (SITAG) Meeting
May 22, 2013	Regional Mobility Council Meeting
June 19, 2013	Regional Mobility Council Meeting
August 28, 2013	Regional Mobility Council Meeting
September 25, 2013	Regional Mobility Council Meeting
September 26, 2013	Transportation Policy Committee Meeting (Working Group Formed)
October 28, 2013	Southern Indiana Transportation Advisory Group (SITAG) Meeting
October 29, 2013	Coordinated Plan Working Group Meeting
November 6, 2013	Regional Mobility Council Meeting
November 8, 2013	Coordinated Plan Working Group Meeting
November 18 – December 23, 2013	Transportation & Human Survey Transportation Provider Survey Period II
November 26, 2013	Regional Transportation Council Meeting
December 3, 2013	Coordinated Plan Working Group Meeting
December 23, 2013 – January 30, 2014	Transportation User Survey Period I
January 23, 2014	Regional Transportation Council Meeting (Approved Goals & Objectives)
January 23, 2014	Transportation Policy Committee Meeting (Approved Goals & Objectives)
January 27, 2014	Southern Indiana Transportation Advisory Group (SITAG) Meeting
January 29, 2014	Transportation Summit
February 26, 2014	Regional Mobility Council Meeting
March 1 – March 14, 2014	Transportation User Survey Period II
March 6, 2014	Meeting with Norton Neuroscience Institute Resource Center
March 26, 2014	Regional Mobility Council Meeting
April 8, 2014	Regional Planning Council Meeting
April 9, 2014	Transportation Technical Coordinating Committee Meeting
April 23, 2014	Regional Mobility Council Meeting
April 24, 2014	Regional Transportation Council Meeting (Approval for Public Review of Draft Plan)
April 24, 2014	Transportation Policy Committee Meeting (Approval for Public Review of Draft Plan)
April 28 – June 4, 2014	Public Review and Comment Period of Draft Plan
April 28, 2014	Southern Indiana Transportation Advisory Group (SITAG) Meeting
April 28, 2014	Public Review Meeting #1, New Albany-Floyd County Public Library
May 5, 2014	Public Review Meeting #2, Oldham County Fiscal Court Building

Date	Activity
May 5, 2014	LaGrange City Council Meeting
May 6, 2014	Public Review Meeting #3, Spencer County Fiscal Court Building
May 8, 2014	Public Review Meeting #4, Shelby County Stratton Center
May 12, 2014	Public Review Meeting #5, Jefferson County Southwest Government Center
May 13, 2014	Public Review Meeting #6, Trimble County UK Extension Office
May 15, 2014	Public Review Meeting #7, Henry County Fiscal Court Building
May 19, 2014	Public Review Meeting #8, Jefferson County East Government Center
May 20, 2014	Public Review Meeting #9, Jefferson County, TARC Headquarters
May 21, 2014	Public Review Meeting #10, Clark County, Jeffersonville Public Library
May 28, 2014	Regional Mobility Council Meeting
May 29, 2014	Public Review Meeting #11, Bullitt County Fiscal Court Building
June 2, 2014	Public Review Meeting #12, Jefferson County Central Government Center
June 5 – June 19, 2014	TPC/RTC Review and Consideration of Public Comments Received
June 11, 2014	Transportation Technical Coordinating Committee Meeting
June 26, 2014*	Regional Transportation Council Meeting (Approval)
June 26, 2014*	Transportation Policy Committee Meeting (Approval)

Tentative. Subject to change.

THIS PAGE INTENTIONALLY LEFT BLANK.

APPENDIX B: SURVEY EFFORTS

Transportation & Human Services Provider Survey

The following is the information and survey that was sent in hard copy and electronically to human service and transportation providers in the KIPDA nine-county region:

As a transportation service provider in the Kentuckiana area, KIPDA is requesting for you to complete the following survey to help better understand and address transportation needs for low-income populations, older (Age 60+) adults and persons with disabilities within the following counties in Kentucky: Bullitt, Henry, Jefferson, Oldham, Spencer, Shelby, Trimble and the following counties in Indiana: Clark and Floyd.

The current Federal legislation which authorizes funding for transportation is called Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) human service transportation programs: Section 5310 Elderly Individuals and Individuals with Disabilities Program. All projects selected for funding from MAP-21 must be derived from this coordinated plan and be competitively selected.

KIPDA is committed to providing all individuals with as many opportunities as possible through innovative and coordinative effort beyond those that are required under the provisions of the Americans with Disabilities Act. The Coordinated Plan will not only establish eligibility for Federal funding but also provide strategies to address gaps in provision of service through coordination with transportation providers and human services agencies in the KIPDA region.

The Coordinated Plan will represent a coordinative and collaborative effort among human service providers, public and private transportation provider, other members of the public and KIPDA. The Coordinated Plan will solicit public participation by holding public meetings in all KIPDA counties to better understand the gaps and services that are needed.

By completing this survey you are helping to identify and provide valuable input on available transportation services in the KIPDA region. The survey can be completed online at https://www.surveymonkey.com/s/BG238QR. Or return this form to

KIPDA
Transportation Department
11520 Commonwealth Drive
Louisville, KY 40299

If you have any further questions, please contact Amanda Deatherage at (502-266-6084)

Thank you.

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN SURVEY

Basic Information

    Organization Name: _____

    Contact Person: _____

    Address: _____

    Address 2:   _____

    City: _____

    State: _____

    ZIP: _____

    Email Address: _____

    Phone Number: _____

1.) Website (if one exists) _____

2.) What type of agency are you?

    a. Government Human Services

    b. Private non-profit Human Service Provider

    c. Private non-profit Transportation Provider

    d. Private For-profit Transportation Provider

    e. Private For-profit Human Service Provider

    f. Public Transportation Provider

    g. Other (please specify)_____

3.) What geographical areas do you serve? (Circle all that apply.)

a.	Bullitt, KY	**f.**	Oldham, KY
b.	Clark, IN	**g.**	Shelby, KY
c.	Floyd, IN	**h.**	Spencer, KY
d.	Henry, KY	**i.**	Trimble, KY
e.	Jefferson, KY	**j.**	Other _____

4.) Who does your agency serve? (Circle all that apply.)

a.	Youth (17 years or younger)	**d.**	Low-income persons
b.	Older Adults (Age 60+ or older)	**e.**	General Public
c.	Persons with disabilities (any age)	**f.**	Other (please specify)_____

5.) What type of transportation route does your agency provide? (Circle all that apply.)

a. Fixed Route

b. Demand Response

c. Both

d. Route Deviation

e. Other (please specify)

6.) What type of transportation service does your agency provide? (Circle all that apply.)

a. Drop off/ pick up

b. Door to door

c. Door through door

d. Door through appointment

e. Fixed Route

7.) Does your agency provide transportation services for agency clients only? _____

_____

8.) During an average week, how many persons use your transportation services? _____

_____

9.) What days per week do you regularly provide transit service? (Circle all that apply.)

a. Sunday

b. Monday

c. Tuesday

d. Wednesday

e. Thursday

f. Friday

g. Saturday

10.) What are your regular hours of operation? (Example 9am-3pm, 5pm-9pm)

a. Sunday _____

b. Monday _____

c. Tuesday_____

d. Wednesday _____

e. Thursday _____

f. Friday _____

g. Saturday _____

11.) When is the demand for trips the highest, if any? (Example 8am-9am, 4pm-6pm)

    a. Sunday _____

    b. Monday _____

    c. Tuesday_____

    d. Wednesday _____

    e. Thursday _____

    f. Friday _____

    g. Saturday _____

12.) How many vehicles do you have in service on: (if none, type 0)

    a. The average weekday? _____

    b. During peak periods? _____

    c. The average weekend? _____

13.) What type of vehicles does your agency offer? (Circle all that apply)

    a. Car

    b. Van

    c. Truck

    d. Bus

    e. Other, (please specify) _____

14.) Are the vehicles your agency provides accessible? _____

    If so, how many vehicles are accessible? _____

15.) Are your agency's trips restricted in any way? (Circle all that apply.)

    a. No restrictions

    b. Age

    c. Agency clients only

    d. Geographic area only

    e. School only

    f. Veterans only

    g. Emergency only

    h. Job training only

    i. Medical visits only

    j. Other (please specify)

    _____

    _____

16.) Why are trips restricted? (Circle all that apply.)

    a. No restrictions

    b. Funding restriction

    c. Agency policy

    d. Trip purpose

    e. Other (please specify) _____

17.) Do you allow passengers to be accompanied by a PCA or service animal? _____

_____

18.) How are services funded? (Circle all that apply)
   a. Charging clients
   b. State funds
   c. Federal funds
   d. Donations/fundraising/volunteers
   e. City/county/special transportation funding
   f. Other (please specify) _____

_____

19.) If charging persons, what is the rate?
   a. Per mile $_____
   b. Per trip $_____
   c. Other (please specify) _____

_____

20.) Are driver's volunteers or paid staff? _____

_____

21.) Do persons regularly have transit needs you cannot serve? If yes, please explain.

_____
_____
_____
_____
_____
_____
_____

22.) Does your agency coordinate with any other agency? If so, what services and with who?

_____
_____
_____
_____
_____
_____
_____

23.) What destinations or trip categories do you see as gaps for persons? Where would they like to go, but you cannot service?

_____
_____
_____
_____
_____
_____
_____

24.) Is there any information about your particular service that you think would be beneficial to the Human Services Coordinated Transportation Plan?

_____
_____
_____
_____
_____
_____
_____

Additional Comments

_____
_____
_____
_____
_____
_____
_____

PLEASE RETURN COMPLETED FORM TO:

KIPDA
Transportation Department
11520 Commonwealth Drive
Louisville, KY 40299

Thank you for your feedback!

Transportation Consumer Survey

The following is the information and survey that was sent to transportation users:

The Kentuckiana Regional Planning and Development Agency (KIPDA) is taking the lead role in developing a locally coordinated human services transportation plan for the Louisville region. The purpose of coordinated planning is to reduce duplication of services among transportation providers and to develop implementation strategies to better serve people with special transportation needs, such as elderly individuals, people with disabilities and people of limited incomes. As a transportation user, your active participation is critical to the success of the above coordinated planning, because:

- Through your voice, transportation planners and providers will hear and understand any unmet transportation needs.

- Through your participation, existing transportation programs can be modified to better serve you and the Louisville region; which includes Clark and Floyd counties in Indiana, and Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties in Kentucky.

- Through your input, a plan for coordinated human service transportation can be established to enhance the quality of life for people with special transportation needs.

This survey is designed to help us understand your transportation needs and how current human service transportation programs have responded to your needs. It is important to answer as many questions as possible, but please skip any questions you are uncomfortable answering. This survey is completely anonymous unless you choose to provide your contact information.

Thank you for your time and participation in this very important project for our community!

The survey can be completed online at https://www.surveymonkey.com/s/CoordinatedPlan.

Or return this form by mail to:

KIPDA Transportation Department
C/O Amanda Deatherage
11520 Commonwealth Drive
Louisville, KY 40299

If you have any further questions, please contact Amanda Deatherage at 502-266-6144 ext. 113

(1) Which zip code do you live in? _____

(2) If you work, which zip code do you work in? _____

(3) If you use childcare, in which zip code is it located? _____

(4) In what zip code(s) are your medical appointments? _____

(5) How old are you?
- ☐ 17 or under
- ☐ 18 – 29
- ☐ 30 – 39
- ☐ 40 – 49
- ☐ 50 – 59
- ☐ 60 – 69
- ☐ 70 – 79
- ☐ 80 or older

(6) Do you have a disability?   Yes _____   No _____
- **OPTIONAL: If yes, what is your disability?** _____
_____

(7) Do you currently have a driver's license?   Yes _____   No _____
- **If yes, do you have a car available for your use?**   Yes _____   No _____
- **If no, is this due to a disability?**   Yes _____   No _____

(8) Do you have any driving limitations?   Yes _____   No _____
- If so, what are they? (For example: don't drive at night, don't drive on highways, only drive short distances, etc.) _____
_____
_____

(9) Have you ever quit or lost a job because it was hard for you to get to work?
Yes _____   No _____

(10) Do you have difficulty obtaining transportation to meet your needs?
Yes _____   No _____

(11) Do you require a wheelchair accessible or specially-equipped vehicle to travel?
Yes _____   No _____

(12) How do you get around in the region? Please rank the top THREE ways you get around. For your top three modes, check column 1 for most used, column 2 for next most used, and column 3 for the third-most often used mode.

	Use Most Often	Use Second-Most Often	Use Third-Most Often
Drive Myself			
Ride from family/friend			
Use public transit (TARC, OPIE)			
Bicycle			
Walk			
Ride Paratransit (TARC 3, Louisville Wheels, etc.)			
Taxi			
Other (please specify)			

Other (please specify) _____

(13) What areas are hard for you to get to because of lack of transportation? *(Check all that apply)*

- ☐ Downtown Louisville
- ☐ West Louisville
- ☐ East Louisville
- ☐ South Louisville
- ☐ Clark county, IN
- ☐ Floyd county, IN
- ☐ Bullitt county, KY

- ☐ Henry county, KY
- ☐ Oldham county, KY
- ☐ Shelby county, KY
- ☐ Spencer county, KY
- ☐ Trimble county, KY
- ☐ Other (please specify)

  _____

(14) Do you have a strong family and/or social circle to depend on for transportation as you age?

Yes _____   No _____

(15) If you currently drive as your primary means of travel, what plans do you have to maintain mobility as you age? (Choose up to 3)

- ☐ Rides from family/friends
- ☐ Public Transit
- ☐ Walk
- ☐ Bicycle
- ☐ Taxi
- ☐ Use a facility service (an assisted living facility bus, etc.)

- ☐ Use a transportation service such as TARC 3, Louisville Wheels, etc.
- ☐ I have not thought about it
- ☐ Other

  _____

  _____

(16) Would any of the following changes to transportation services result in you getting out more frequently? *Please rate only THREE.*

	1st Most Important	2nd Most Important	3rd Most Important
None, I don't expect to use transportation services any more than I do now.			
Earlier morning/later evening service.			
More frequent weekday service (Monday – Friday).			
More frequent weekend service (Saturday and Sunday).			
If information on bus routes, times, transferring was easier to understand.			
If bus stop was closer, well-lit, and/or had a bench/shelter.			
If the experience was more pleasant (less crowded, felt more safe, etc.)			
Other (please specify)			

Other (please specify) _____

(17) How do you *currently* receive information on transportation options?
- ☐ Internet
- ☐ Mailings
- ☐ Newspaper or other local publications
- ☐ Social service provider
- ☐ Other (please specify) _____

(18) How would you *prefer* to receive information about transportation options?
- ☐ Internet
- ☐ Mailings
- ☐ Newspaper or other local publications
- ☐ Social service provider
- ☐ Other (please specify) _____

Additional Comments

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

If you wish to identify yourself and/or receive additional information about the Coordinated Plan, please provide your contact information.

OPTIONAL: Contact Information

Name: _____ _____

Organization (if applicable): _____

Address: _____ _____

_____ _____

_____ _____

Phone Number: _____ _____

Email: _____ __

PLEASE RETURN COMPLETED FORM TO:

    KIPDA Transportation Department
    C/O Amanda Deatherage
    11520 Commonwealth Drive
    Louisville, KY 40299

Thank you for your feedback!

Survey Efforts

Both the Transportation and Human Service Provider Survey and the Transportation User Survey were made available electronically and in hard copy. The same survey was sent out each time, but in hopes of providing additional responses. Notification of both of the surveys was made available through the KIPDA website, Facebook, and through the KIPDA email list of over 2,800 individuals and organizations. In addition, during the survey periods, KIPDA staff emphasized the importance of completing these surveys and passing along the information to meeting attendees as well as through email. The first offering of the Provider Survey was sent in hard copy to close to 200 agencies and organizations. The list of providers that received a hard copy of the survey (and were also able to complete it online, if that was their preference) is as follows:

Table 10: Human Services and Transportation Agencies Where Surveys were Sent

Organization	Address	City	State	Zip	County
A Helping Hand Medical Transportation	3139 Commerce Center Pl	Louisville	KY	40211	Jefferson
Able Care, Inc.	10448 Bluegrass Pkwy	Louisville	KY	40299	Jefferson
Acti-Kare	9016 Old Taylorsville Rd	Louisville	KY	40299	Jefferson
Ambulance Stat		Jeffersonville	IN	47129	Clark
American Red Cross - WHEELS	PO Box 1675	Louisville	KY	40201	Jefferson
Americana Community Center	4801 Southside Drive	Louisville	KY	40214	Jefferson
Apple Patch	7408 Highway 329	Crestwood	KY	40014	Oldham
Avenue Plaza Nutrition Site	400 S 8th St	Louisville	KY	40203	Jefferson
B&D Medical Transportation Services	7300 Shadwell Ln	Louisville	KY	40059	Jefferson
Baxter Community Center	1125 Cedar Court	Louisville	KY	40203	Jefferson
Bedford Ambulance	PO Box 271	Bedford	KY	40006	Trimble
Beechmont Community Center	205 West Wellington Ave	Louisville	KY	40214	Jefferson
Boys & Girls Clubs Of Kentuckiana	1201 Story Avenue, Suite 250	Louisville	KY	40206	Jefferson
Brightstar	400 Blankenbaker Pkwy, Ste 301	Louisville	KY	40243	Jefferson
Brownsboro Community Center	P.O. Box 275	Crestwood	KY	40014	Oldham
Buechel Senior Citizens	3907 Bardstown Rd	Louisville	KY	40218	Jefferson
California Community Center	1600 West Saint Catherine Street	Louisville	KY	40210	Jefferson
Charlestown Civic Center	150 Steve Hamilton Drive	Charlestown	IN	47111	Clark
Checker Cab	1502 Locust St	New Albany	IN	47150	Floyd
Christian Cab Service					Shelby
City of Pioneer Village Community Center	4700 Summit Dr	Shepherdsville	KY	40165	Bullitt
Commonwealth Ambulance	4311 Gibraltar Dr	Louisville	KY	40299	Jefferson
Community Center	3716 St Francis Ave	Louisville	KY	40218	Jefferson
County of Bullitt	5328 N Preston Hwy	Shepherdsville	KY	40165	Bullitt
Cyril Allgeier Community Center	4101 Cadillac Court	Louisville	KY	40213	Jefferson

Organization	Address	City	State	Zip	County
DAV Transportation Program	800 Zorn Ave	Louisville	KY	40206	ALL
Day Break Adult Day Center	2120 Payne St	Louisville	KY	40206	Jefferson
Department of Veterans Affairs	Medical Center 11 Veterans Dr	Lexington	KY	40502	
Douglass Community Center	2305 Douglass Blvd	Louisville	KY	40205	Jefferson
Dumeyer Community Center	1644 Squires Drive	Louisville	KY	40215	Jefferson
East Audubon Baptist Church	1310 Burnett Ave	Louisville	KY	40217	Jefferson
ElderServe	411 E Muhammad Ali Blvd	Louisville	KY	40202	Jefferson
Fairdale Area Community Ministries	P O Box 270	Fairdale	KY	40118	Jefferson
Fairdale Senior Nutrition Site	10616 W Manslick Rd	Fairdale	KY	40272	Jefferson
Family Health Center - Americana	4805 Southside Dr	Louisville	KY	40214	Jefferson
Family Health Center - East Broadway	915 E Broadway	Louisville	KY	40204	Jefferson
Family Health Center - Fairdale	1000 Neighborhood Place	Louisville	KY	40118	Jefferson
Family Health Center - Portland	2215 Portland Ave	Louisville	KY	40212	Jefferson
Family Health Center - Southwest	9702 Stonestreet Rd, Bldg 1, Ste 220	Louisville	KY	40272	Jefferson
Family Health Center- Iroquois	4100 Taylor Blvd	Louisville	KY	40215	Jefferson
Family of the Accused/Convicted	531 N 42nd St	Louisville	KY	40212	Jefferson
Family Support Services	4010 Dupont Cr, Ste 228	Louisville	KY	40207	Oldham/ Jefferson
Federated Transit Services of the Bluegrass (FTSB)	2308 Frankfort Ct	Lexington	KY	40510	Bullitt
Federated Transit Services of the Bluegrass (FTSB)	2308 Frankfort Ct	Lexington	KY	40510	Henry
Federated Transit Services of the Bluegrass (FTSB)	2308 Frankfort Ct	Lexington	KY	40510	Oldham
Federated Transit Services of the Bluegrass (FTSB)	2308 Frankfort Ct	Lexington	KY	40510	Shelby
Federated Transit Services of the Bluegrass (FTSB)	2308 Frankfort Ct	Lexington	KY	40510	Spencer
Federated Transit Services of the Bluegrass (FTSB)	2308 Frankfort Ct	Lexington	KY	40510	Trimble
Fern Creek Community Center	6104 Bardstown Road	Louisville	KY	40291	Jefferson
Flaget Senior Center	4425 Greenwood Avenue	Louisville	KY	40211	Jefferson
Friendship House	30 Ray Rd	Taylorsville	KY	40071	Spencer
Gibson Taxi Inc	222 Pearl Ste 211	New Albany	IN	47150	Floyd
Glass Medical Transportation	870 S 25th ST	Louisville	KY	40211	Jefferson
Goodwill Industries International	450 Boone Station Rd	Shelbyville	KY	40065	Shelby
Greater Harvest Medical Transportation	2516 W Madison St	Louisville	KY	40211	Jefferson
Guerin Woods Senior Center	8037 Unruh Dr	Georgetown	IN	47122	Floyd

Organization	Address	City	State	Zip	County
Helping Hands	2301 Hurstbourne Village Dr Ste 100	Louisville	KY	40299	Jefferson
Highland Community Ministries	2000 Douglass Blvd	Louisville	KY	40205	Jefferson
Hillebrand House	1235 S Third St	Louisville	KY	40203	Jefferson
Home Instead Senior Care	2225 Lawrenceburg Rd, Bldg A Ste4	Frankfort	KY	40601	Henry
Home Instead Senior Care	1512 Crums Lane	Louisville	KY	40216	Jefferson
Home Instead Senior Care	4610 Taylorsville Rd, Ste 100	Louisville	KY	40220	Jefferson
Home Instead Senior Care	1401 State Hwy	New Albany	IN	47150	Floyd
Home Matters	4803 Fawn Meadow Ct	Louisville	KY	40241	Jefferson
Injury Care Assoicates	1939 Goldsmaith Ln	Louisville	KY	40218	Jefferson
Interim Health Care	1009 Dupont Sr North	Louisville	KY	40207	Jefferson
Itransportation		Jeffersonville	IN	47130	Clark
Jeffersontown Community Center	10617 Taylorsville Road	Louisville	KY	40299	Jefferson
Jeffersontown Senior Center	10631 Watterson Trl	Louisville	KY	40299	Jefferson
Jeffersonville Boys & Girls Club	1423 Pennsylvania Avenue	Jeffersonville	IN	47130	Jefferson
JenCare	2406 W Broadway	Louisville	KY	40211	Jefferson
JenCare	8019 Dixie Highway, Ste 101	Louisville	KY	40258	Jefferson
JenCare	1918 Hikes Lane	Louisville	KY	40218	Jefferson
Jewish Community Center	3600 Dutchmans Ln	Louisville	KY	40205	Jefferson
John W. Black Community Center	1551 North Highway 393	Lagrange	KY	40031	Oldham
John-Kenyon American Eye Institute	4040 Dutchmans Lane	Louisville	KY	40207	Jefferson
John-Kenyon American Eye Institute	1305 Wall Street	Jeffersonville	IN	47130	Clark
John-Kenyon American Eye Institute	519 State Street	New Albany	IN	47150	Floyd
Kentukiana Transport		Sellersburg	IN	47172	Clark
Kling Senior Center, Inc	219 W Ormsby Ave	Louisville	KY	40203	Jefferson
Koby Karp Doctors Eye Institute	4004 Dupont Circle	Louisville	KY	40207	Jefferson
Latin American Club Of Louisville	2547 Woodcreek Road	Louisville	KY	40205	Jefferson
Lebanon Junction Senior Center	220 East Main St	Lebanon Junction	KY	40150	Bullitt
Life First EMS	1668 Highway 44 W	Shepherdsville	KY	40165	Bullitt
Life Span Resources Inc./Area Agency on Aging	317 E 5th St	New Albany	IN	47150	Floyd
Lifeline Taxi	4035 Bardstown Rd	Louisville	KY	40218	Jefferson
Local Oldham County Access Line (LOCAL) Transit	1025 Sanibel Way, Ste E	Lagrange	KY	40031	Oldham
Louisville Care Medical Transport					

Organization	Address	City	State	Zip	County
Louisville Central Community Center	1300 West Muhammad Ali Boulevard	Louisville	KY	40203	Jefferson
Louisville Islamic Center	4007 River Road	Louisville	KY	40207	Jefferson
Louisville Wheels Transportation	1134 S Preston St	Louisville	KY	40203	ALL
Lynnview Community Center	1241 Gilmore Lane	Louisville	KY	40213	Jefferson
Medi Cab of Kentucky	530 S Mapleton Street	Columbus	IN	47201	Jefferson
Medical Transportation Management	940 Cherokee Rd	Louisville	KY	402040	Jefferson
Mercy Ambulance Service	468 Huron Ave	Louisville	KY	40209	Jefferson
Middletown Senior Center	11700 Main St	Middletown	KY	40253	Jefferson
Morgan Community Center	47 Victory Ave	Bedford	KY	40006	Trimble
MPCCA Simpsonville Nutrition Site	108 Old Veechdale Rd	Simpsonville	KY	40067	Shelby
Mt Washington Ambulance Service	186 Branham Way	Mt Washington	KY	40047	Bullitt
Multi-Purpose Community Action Agency	214 Frank E Simon Ave	Shepherdsville	KY	40165	Bullitt
Multi-Purpose Community Action Agency	213 Washington St	Shelbyville	KY	40065	Shelby
Multi-Purpose Community Action Agency	44 Creekside Dr	Taylorsville	KY	40071	Spencer
Neighborhood Center Senior Center	225 N 25th St	Louisville	KY	40212	Jefferson
Neighborhood Place - Barret Avenue	810 Barret Avenue	Louisville	KY	40204	Jefferson
Neighborhood Place - Bridges Of Hope	1411 Algonquin Parkway	Louisville	KY	40210	Jefferson
Neighborhood Place - Cane Run Road	3410 Lees Lane	Louisville	KY	40216	Jefferson
Neighborhood Place - First	1503 Rangeland Road	Louisville	KY	40219	Jefferson
Neighborhood Place - Northwest	4018 West Market Street	Louisville	KY	40212	Jefferson
Neighborhood Place - South Central	4255 Hazelwood Avenue	Louisville	KY	40215	Jefferson
Neighborhood Place - South Jefferson	1000 Neighborhood Place	Fairdale	KY	40118	Jefferson
Neighborhood Place - Ujima	3500 Bohne Avenue	Louisville	KY	40206	Jefferson
New Chapel Ems	5820 Utica Pike	Jeffersonville	IN	47130	Clark
Newburg Boys & Girls Club	5020 East Indian Trail	Louisville	KY	40218	Jefferson
Newburg Community Center	4810 Exeter Ave	Louisville	KY	40218	Jefferson
Oldham Ambulance	312 Mount Mercy Dr	Pewee Valley	KY	40056	Oldham
Oldham County Ambulance SVC	PO Box 444	Buckner	KY	40010	Oldham
Oldham County Parks & Recreation Community Center	1551 North Hwy 393	Lagrange	KY	40031	Oldham
Options Unlimited, Inc	205 Castlerock Dr	Shepherdsville	KY	40165	Shelby

Organization	Address	City	State	Zip	County
P.A.L.S. Transportation Service	2821 Klempner Way	Louisville	KY	40205	Jefferson
Park Duvalle Community Health Center	3015 Wilson Ave	Louisville	KY	40211	Jefferson
Park DuValle Community Health Center	411 Reasor Ave	Taylorsville	KY	40071	Spencer
Parkhill Community Center	1703 S Thirteenth ST	Louisville	KY	40210	Jefferson
Parkhill Community Center	1703 South 13th Street	Louisville	KY	40210	Jefferson
Phoenix Health Center For the Homeless	712 E Muhammad Ali Blvd	Louisville	KY	40202	Jefferson
Pleasure Ridge Park H.S. Center	5901 Greenwood Rd	Louisville	KY	40258	Jefferson
Plymouth Community Renewal Center	1626 West Chestnut Street	Louisville	KY	40203	Jefferson
Portland Community Center	640 North 27th St	Louisville	KY	40212	Jefferson
Portland Neighborhood House	201 North 25th Street	Louisville	KY	40212	Jefferson
Portland Promise Center	1837 Baird Street	Louisville	KY	40203	Jefferson
Presbyterian Community Center	701 South Hancock Street	Louisville	KY	40203	Jefferson
R.P. Lifestar	108 S Madison Aver	Louisville	KY	40243	Jefferson
Ralph Lutes Senior Center	300 Delania Dr	Mt Washington	KY		Bullitt
Reema Medical Transportation LLC	845 River Crest Ct # K-17	Louisville	KY	40206	Jefferson
Retired &Senior Volunteer Program	810 Barrett Ave	Louisville	KY	40204	Jefferson
Retired &Senior Volunteer Program	702 E Market St	New Albany	IN	47150	Floyd
Right at Home	221 Executive Park	Louisville	KY	40207	Jefferson
Rural/Metro Ambulance	3307 Gilmore Ln	Louisville	KY	40213	Jefferson
Saint Matthews Community Center	310 Ten Pin Lane	Louisville	KY	40207	Jefferson
Senior Care Experts	145 Thierman Ln	Louisville	KY	40207	Jefferson
Senior Helpers	8401 Shelbyville Rd, Suite 212	Louisville	KY	40222	Jefferson
Senior Mobility Service	3591 Willow Way	Shepherdsville	KY	40165	Bullitt
Seven Counties Services		Louisville	KY		Jefferson
Share Care of Louisville Active Day Care	3795 Poplar Level Rd	Louisville	KY		Jefferson
Shawnee Arts & Cultural Center	607 South 37th Street	Louisville	Ky	40211	Jefferson
Shawnee Boys & Girls Club	317 North 38th Street	Louisville	Ky	40212	Jefferson
Shawnee High School Senior Nutrition Site	4018 E Market	Louisville	KY	40212	Jefferson
Shelby Park Community Center	600 East Oak St	Louisville	KY	40203	Jefferson
Shepherdsville Community Center	176 Frank E Simon	Shepherdsville	KY	40165	Bullitt
Shively Center	3901 Wayside Dr	Louisville	KY	40216	Jefferson
Signature Health Care of Trimble County	50 Shepard Ln	Bedford	KY	40006	Trimble

Organization	Address	City	State	Zip	County
Silver Leaf		Lagrange	KY	40031	Oldham
Silver Leaf	1900 Plantside Dr	Louisville	KY	40299	Jefferson
Somali Community Center	1041 Goss Avenue	Louisville	KY	40217	Jefferson
Sonblest Elder Care	916 E 8th St	Jeffersonville	IN	47130	Clark
South Louisville Adult Day Care	4100 Southern Pkwy	Louisville	KY	40214	Jefferson
South Louisville Community Center	2911 Taylor Blvd	Louisville	KY	40208	Jefferson
Southwick Community Center	3621 Southern Ave	Louisville	KY	40211	Jefferson
Spencer County Ambulance SVC	PO Box 397	Taylorsville	KY	40071	Spencer
St Williams Center	1226 Oak St	Louisville	KY	40210	Jefferson
Stratton Community Center	215 Washington Street	Shelbyville	KY	40065	Shelby
Sun Valley Community Center	6505 Bethany Lane	Louisville	KY	40272	Jefferson
Sutherland Community	6800 Windham Pkwy	Prospect	KY	40059	Jefferson
Taylorsville Nutrition Center	PO Box 502	Taylorsville	KY	40071	Spencer
Tedford Transportation SVC	1705 Bachmann Dr	Louisville	KY	40216	Jefferson
Transit Authority of River City	1000 W. Broadway	Louisville	KY	40203	Bullitt/Jefferson /Oldham/Clark/ Floyd
Tri County Adult Day Center	PO Box South Hwy 453	Lagrange	KY	40031	Oldham
Tri-County Community Action Agency	125 Park Avenue	New Castle	KY	40050	Henry
Tri-County Community Action Agency	3240 Hwy 421	Bedford	KY	40006	Trimble
Tri-County Community Action Agency	1015 Dispatchers Way	Lagrange	KY	40031	Oldham
Trinity Life Center	3811 Hale Ave	Louisville	KY	40211	Jefferson
Valley Medical Transportation	501 Woodbine St	Louisville	KY	40208	Jefferson
Watson-Powell Senior Center	P O Box 23041	Anchorage	KY	40223	Jefferson
WEST BUECHEL COMMUNITY CENTER	3716 Saint Francis Avenue	Louisville	KY	40218	Jefferson
Wheels Transportation	207 Washington St	Shelbyville	KY	40065	Shelby
Wilderness Road Senior Center	8111 Blue Lick Rd	Louisville	KY	40219	Jefferson
Wilkerson Transportation	3101 Commerce Center Place	Louisville	KY	40201	Jefferson
Yellow Ambulance of Southern Indiana	1601 S Preston St	Louisville	KY	40217	Clark
Yellow Ambulance Services	605 Crestview Ct	Jeffersonville	IN	47130	Clark
Yellow Ambulance SVC	PO Box 2107	Louisville	KY	40201	Jefferson
Yellow Cab	1601 S Preston St	Louisville	KY	40217	Jefferson
YMCA Adult Day Health Center	2800 Fordhaven	Louisville	KY	40214	Jefferson
YMCA Of Greater Louisville - Berrytown	1300 Heafer Road	Louisville	KY	40223	Jefferson
YMCA Of Greater Louisville - Bullitt County	409 Joe B. Hall Avenue	Shepherdsville	KY	40165	Bullitt

| Organization	Address	City	State	Zip	County
YMCA Of Greater Louisville - Chestnut Street	930 West Chestnut Street	Louisville	KY	40203	Jefferson
YMCA Of Greater Louisville - Dixie Manor	6801 Dixie Highway, Suite 113-L	Louisville	KY	40258	Jefferson
YMCA Of Greater Louisville - Downtown	545 South Second Street	Louisville	KY	40202	Jefferson
YMCA Of Greater Louisville - Middletown	12330 Shelbyville Road	Louisville	KY	40243	Jefferson
YMCA Of Greater Louisville - Northeast	9400 Mill Brook Road	Louisville	KY	40223	Jefferson
YMCA Of Greater Louisville - Norton Commons	11000 Brownsboro Rd	Louisville	KY	40059	Jefferson
YMCA Of Greater Louisville - Oldham County	20 Quality Place	Buckner	KY	40010	Oldham
YMCA Of Greater Louisville - Safeplace Services	2411 Bowman Avenue	Louisville	KY	40217	Jefferson
YMCA Of Greater Louisville - Safeplace Services	2400 Crittenden Drive	Louisville	KY	40217	Jefferson
YMCA Of Greater Louisville - Southeast	5930 Six Mile Lane	Louisville	KY	40218	Jefferson
YMCA Of Greater Louisville - Southwest	2800 Fordhaven Road	Louisville	KY	40214	Jefferson
YMCA Of Southern Indiana	4812 Hamburg Pike	Jeffersonville	IN	47130	Clark

Appendix C: Provider Survey Response Data

Figure 15: Method of Survey Response

Total Responses: 30

Mail 40%

Online Survey 60%
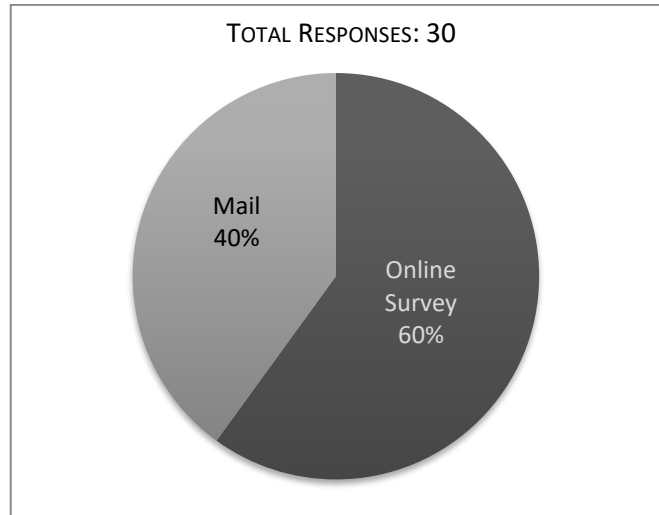
Table 11: Number of Respondents per Survey Question

Question Number	Question	Number of Responses
Optional	Basic Information – Contact Information	30
1	Website (if one exists)	25
2	What type of agency are you?	29
3	What geographical areas do you serve? *(Some respondents gave more than 1 answer)*	68
4	Who does your agency serve? *(Some respondents gave more than 1 answer)*	80
5	What type of transportation route does your agency provide? *(Some respondents gave more than 1 answer)*	28
6	What type of transportation service does your agency provide? *(Some respondents gave more than 1 answer)*	44
7	Does your agency provide transportation services for clients only?	11
8	During an average week, how many persons use your transportation services?	6407
9	What days per week do you regularly provide transit service? *(Some respondents gave more than 1 answer)*	128
10	What are your regular hours of operation? *(Some respondents gave more than 1 answer)*	128
11	When is the demand for trips the highest, if any? *(Some respondents gave more than 1 answer)*	93
12	How many vehicles do you have in service during an average week?	1105
13	What type of vehicles does your agency offer? *(Some respondents gave more than 1 answer)*	33
14	How many accessible vehicles does your agency provide?	97
15	Are your agency's trips restricted in any way? *(Some respondents gave more than 1 answer)*	40
16	Why are trips restricted? *(Some respondents gave more than 1 answer)*	34
17	Do you allow passengers to be accompanied by a PCA or service animal?	22
18	How are services funded? *(Some respondents gave more than 1 answer)*	53
19	If charging persons, what is the rate?	18
20	Are driver's volunteers or paid staff?	23
21	Do persons regularly have transit needs you cannot serve? If yes, please explain.	16
22	Does your agency coordinate with any other agency? If so, what services and with who?	17
23	What destinations or trip categories do you see as gaps for persons? Where would they like to go, but you cannot service?	18
24	Is there any information about your particular service that you think would be beneficial to the Coordinated Human Services Transportation Plan?	13

Figure 16: Percent of Respondents that Provide Transportation Services
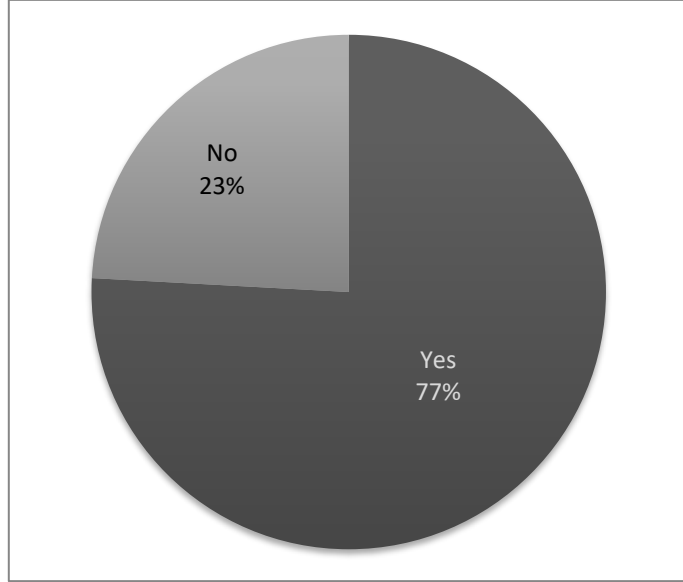
Figure 17: Percent of Respondents by Type of Agency
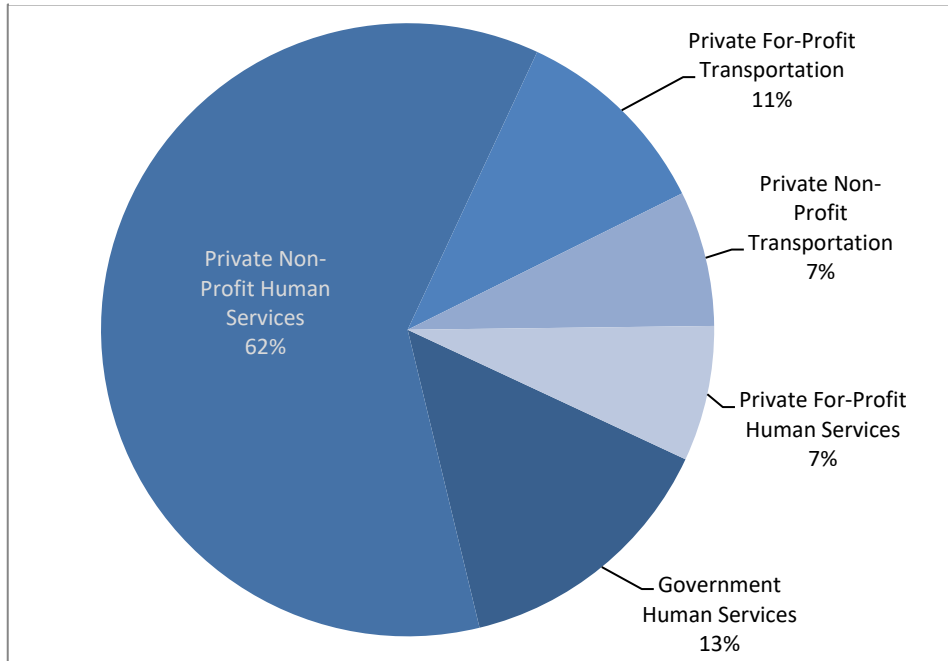
Table 12: Location Where Agency is Based

Crestwood, KY	1
Frankfort, KY	1
Georgetown, IN	1
Jeffersonville, IN	1
LaGrange, KY	1
Louisville, KY	18
New Albany, IN	2
Shepherdsville, KY	2
Shelbyville, KY	1
Taylorsville, KY	2
Total	30

Figure 18: Percent of Agencies that Serve Each County
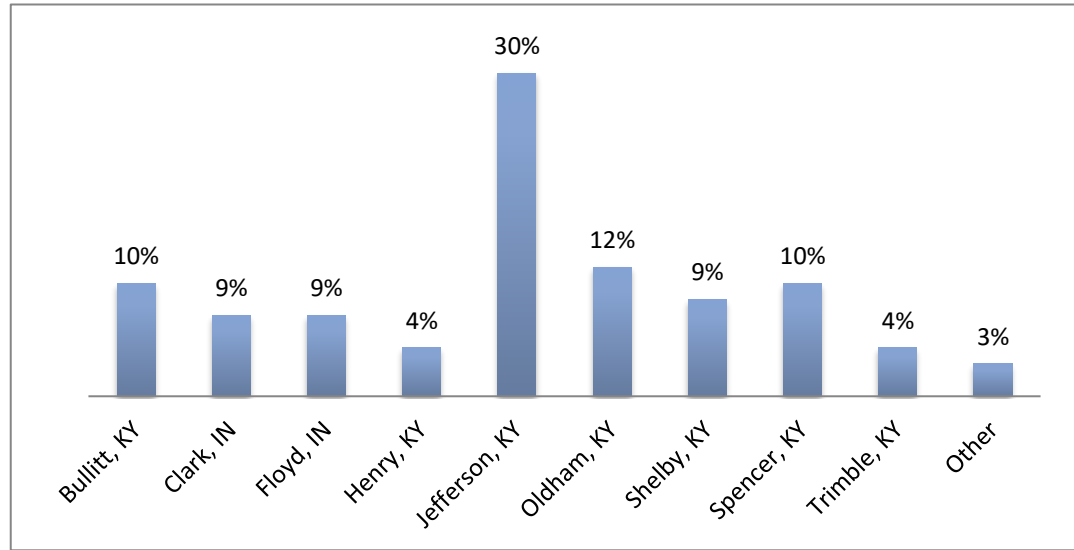
ANSWERS TO "OTHER"

Number	Location
1	Many other counties in Bluegrass region (not KIPDA)

Figure 19: Percent of Agencies that Serve Certain Populations
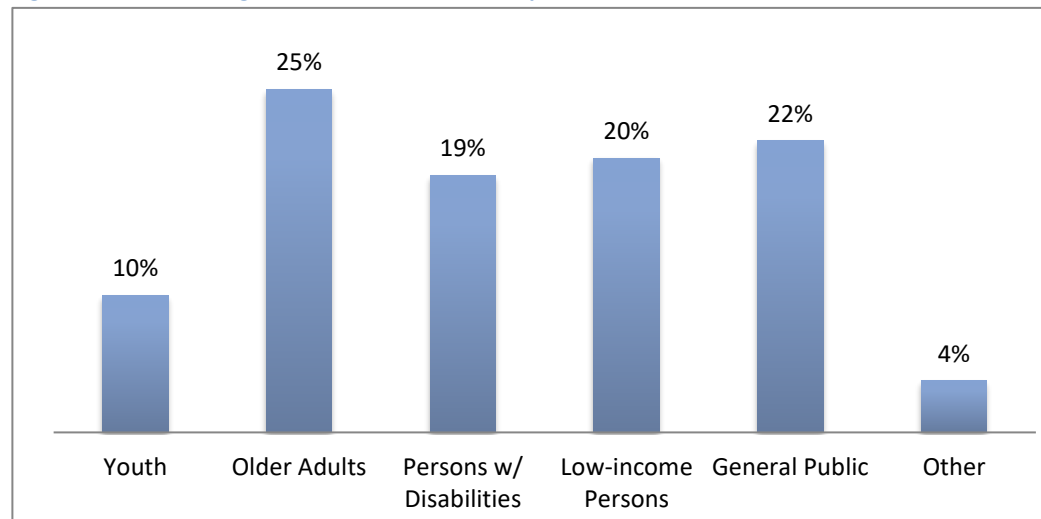
ANSWERS TO "OTHER"

Number	Population
1	Age 18+ with disabilities
2	Some under age 60
3	Refugees and immigrants

Figure 20: Percent of Agencies that Provide Each Type of Route
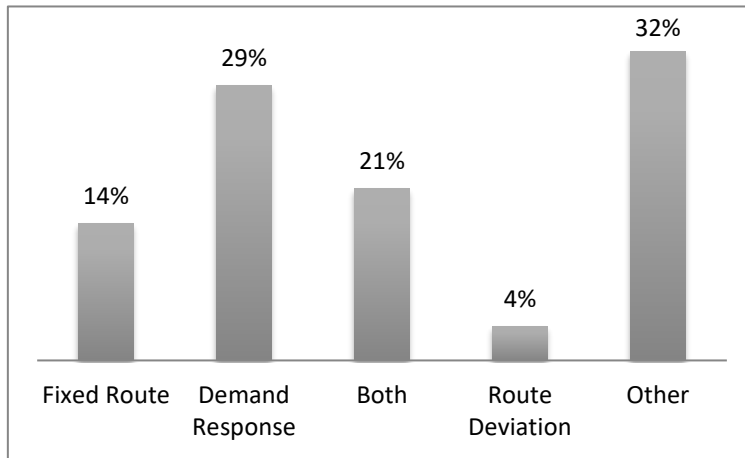
ANSWERS TO "OTHER"

Number	Population
1	Subcontract through Louisville Wheels
2	TARC tickets and Cab vouchers
3	Advanced Scheduling
4	We go where we need to go
5	Shopping trips 4 times per month
6	Transport to and from activities in community
7	Ambulance Service
8	Adult Day Care Only
9	Only field trips or outings

Figure 21: Percent of Agencies that Provide Each Type of Service
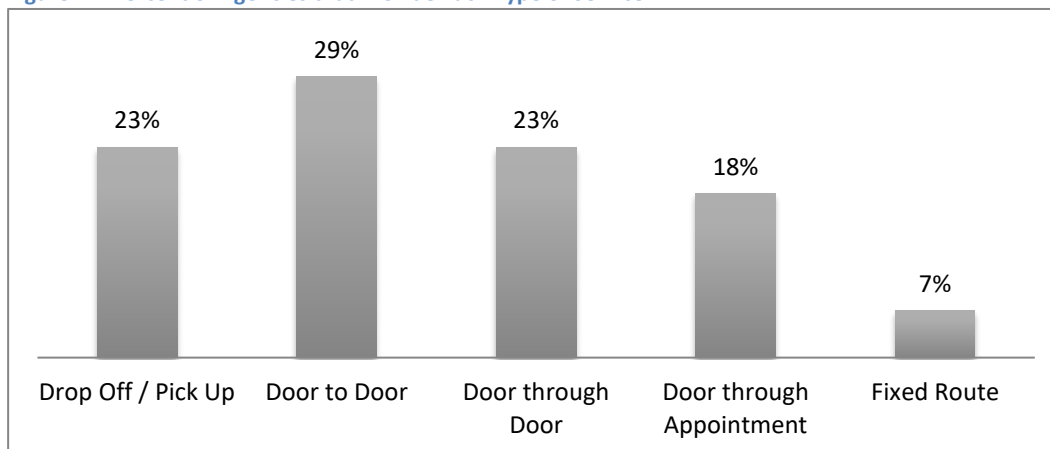
Figure 22: Percent of Agencies by Type of Restriction
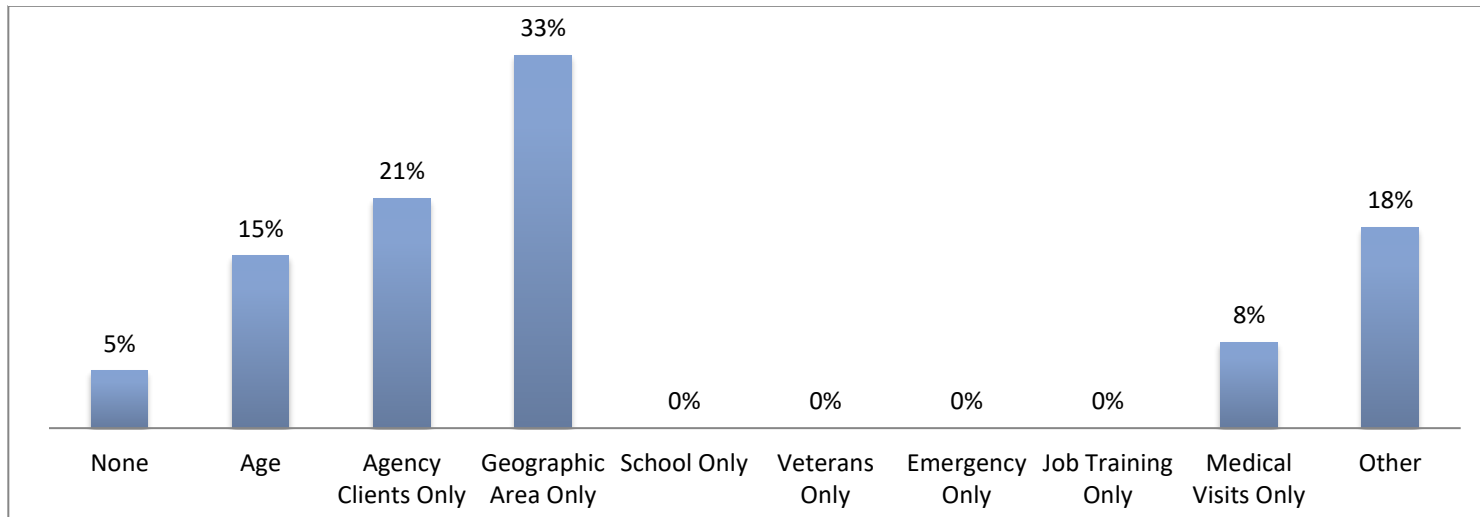
ANSWERS TO "OTHER"

Number	Types of Restrictions
1	Disabled Persons
2	Senior Centers/Nutrition
3	Rides home or to medical appts.
4	Emergency & Non-Emergency Medical
5	We serve clients 60+ and some <60 who can no longer drive
6	Non-emergency
7	Outings Only

Figure 23: Percent of Agencies by Reason for Restrictions
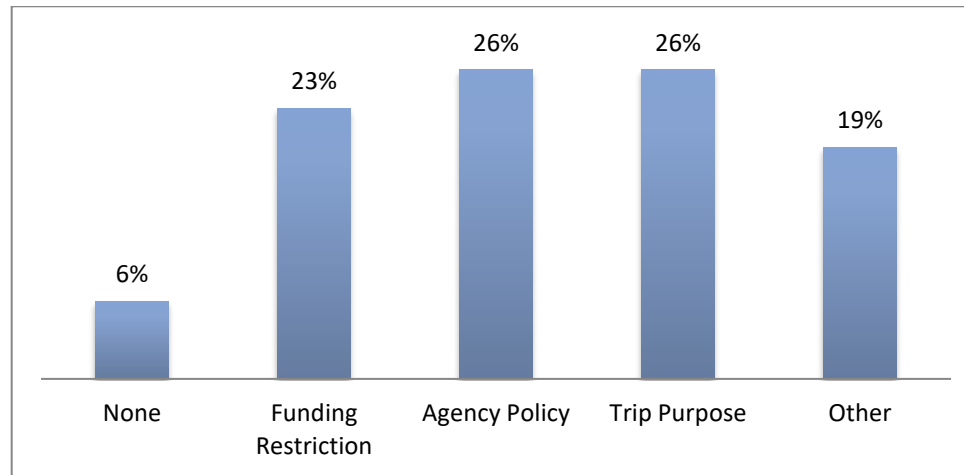
ANSWERS TO "OTHER"

Number	Reason for Restrictions
1	State Law
2	We serve those who can no longer drive
3	Dept. of Transportation Certificate, Jefferson Co.
4	Volunteers' availability
5	Limited by CON to pick up in Jefferson, Henry, Oldham, Trimble
6	Ability of volunteer drivers

Figure 24: Percent of Agencies Who Only Serve Clients
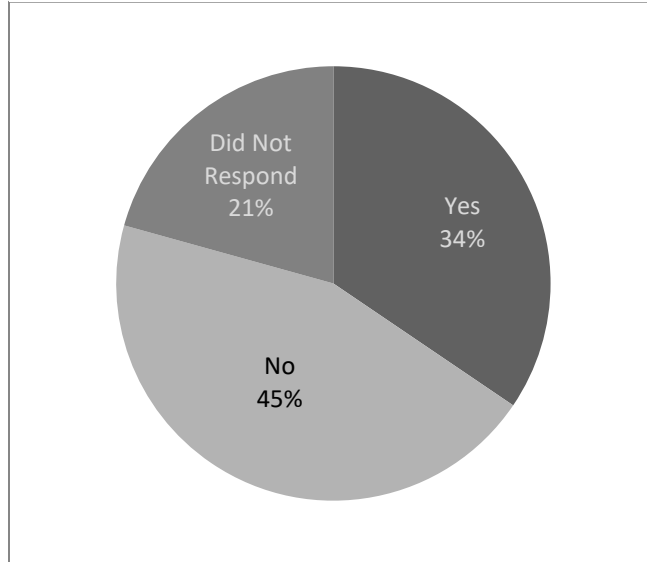
Figure 25: Number of People Each Agency Serves Per Week
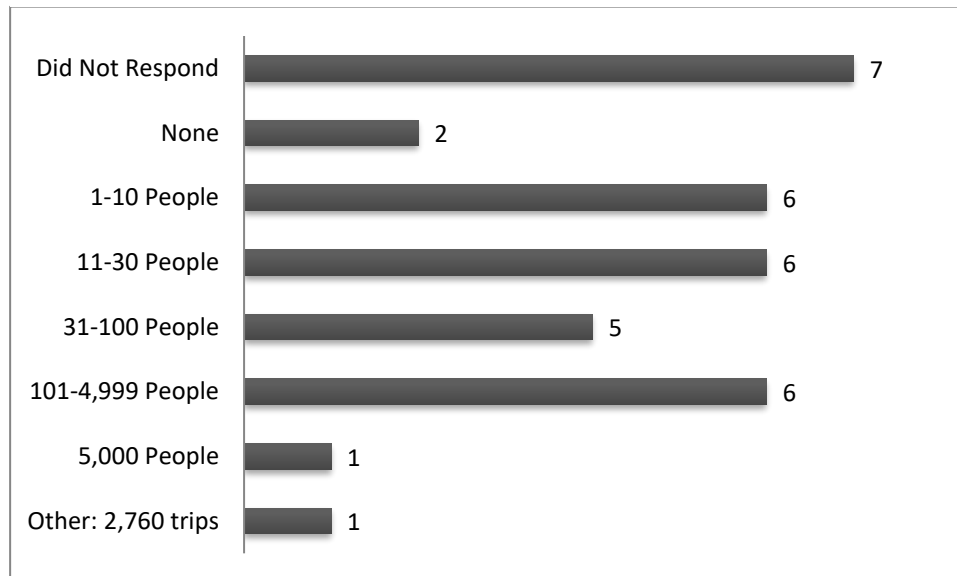
Table 13: Peak Hours for Transportation Services

Transportation Provider *(that responded to this question)*	Peak Hours						
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Apple Patch Community		6am - 6:30pm	6am - 6:30pm	6am - 6:30pm	6am - 6:30pm	6am - 6:30pm	
Catholic Charities of Louisville			8am - 4pm				
Catholic Charities of Louisville - Migration and Refugee Services		8:30am - 4:30pm	8:30am - 4:30pm	8:30am - 4:30pm	8:30am - 4:30pm	8:30am - 4:30pm	
Flaget Senior Center		8:30am - 5pm	8:30am - 5pm	8:30am - 5pm	8:30am - 5pm	8:30am - 5pm	
Home Instead Senior Care	8am - 12pm	8am - 12pm	8am - 12pm	8am - 12pm	8am - 12pm	8am - 12pm	8am - 12pm
Jewish Community Center		8:30am - 2pm	8:30am - 2pm	8:30am - 2pm	8:30am - 2pm	8:30am - 2pm	
Jewish Family & Career Services		12pm - 3pm	9am - 11am	9am - 3pm	12pm - 4pm	9am - 11am	
LifeSpan		8am - 11am	8am - 11am	8am - 11am	8am - 11am	8am - 11am	
Louisville Wheels		4:30am - 9:30am; 2:30pm - 6pm	4:30am - 9:30am; 2:30pm - 6pm	4:30am - 9:30am; 2:30pm - 6pm	4:30am - 9:30am; 2:30pm - 6pm	4:30am - 9:30am; 2:30pm - 6pm	4:30am - 9:30am; 2:30pm - 6pm
Multi-Purpose Community Action Agency		7am - 8am; 4pm - 5pm	7am - 8am; 4pm - 5pm	7am - 8am; 4pm - 5pm	7am - 8am; 4pm - 5pm	7am - 8am; 4pm - 5pm	
Options Unlimited		9am - 3pm	9am - 3pm	9am - 3pm	9am - 3pm	9am - 3pm	
Park DuValle Community Health Center		8am - 11am	8am - 11am	8am - 11am	8am - 11am	8am - 11am	
Rauch, Inc.	12pm - 8pm	8am - 6pm	8am - 6pm	8am - 6pm	8am - 6pm	8am - 6pm	12pm - 8pm
Rural/Metro Ambulance	24/7	24/7	24/7	24/7	24/7	24/7	24/7
Senior Care Experts		9am - 2pm	9am - 2pm	9am - 2pm	9am - 2pm	9am - 2pm	
Southwest YMCA Adult Day Center		7:30am - 10:30am; 1pm - 4pm	7:30am - 10:30am; 1pm - 4pm	7:30am - 10:30am; 1pm - 4pm	7:30am - 10:30am; 1pm - 4pm	7:30am - 10:30am; 1pm - 4pm	
Spencer County Ambulance Service		8am - 6pm	8am - 6pm	8am - 6pm	8am - 6pm	8am - 6pm	
Yellow Cab		6am - 7pm	6am - 7pm	6am - 7pm	6am - 7pm	6am - 7pm	

Figure 26: Total Number of Vehicles in Service
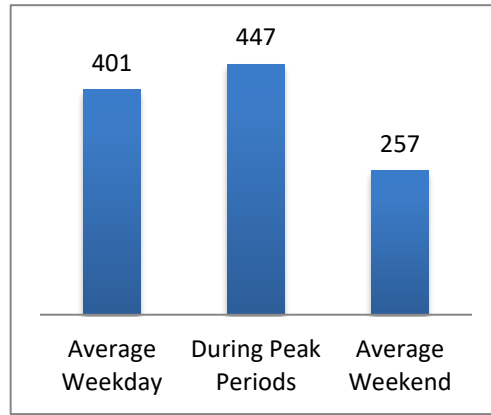
Figure 27: Percent of Agencies with Each Type of Vehicle
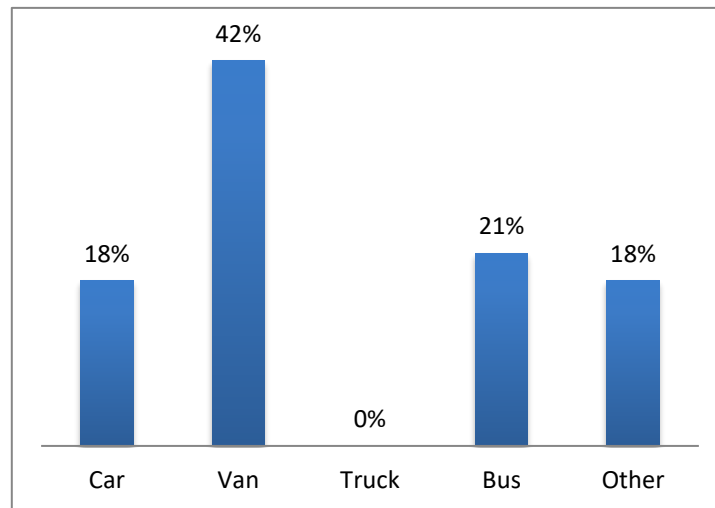
Table 14: Number of Accessible Vehicles Among All Service Providers

Number of Accessible Vehicles Among All Service Providers
97

Figure 28: Percent of Agencies by Funding Source
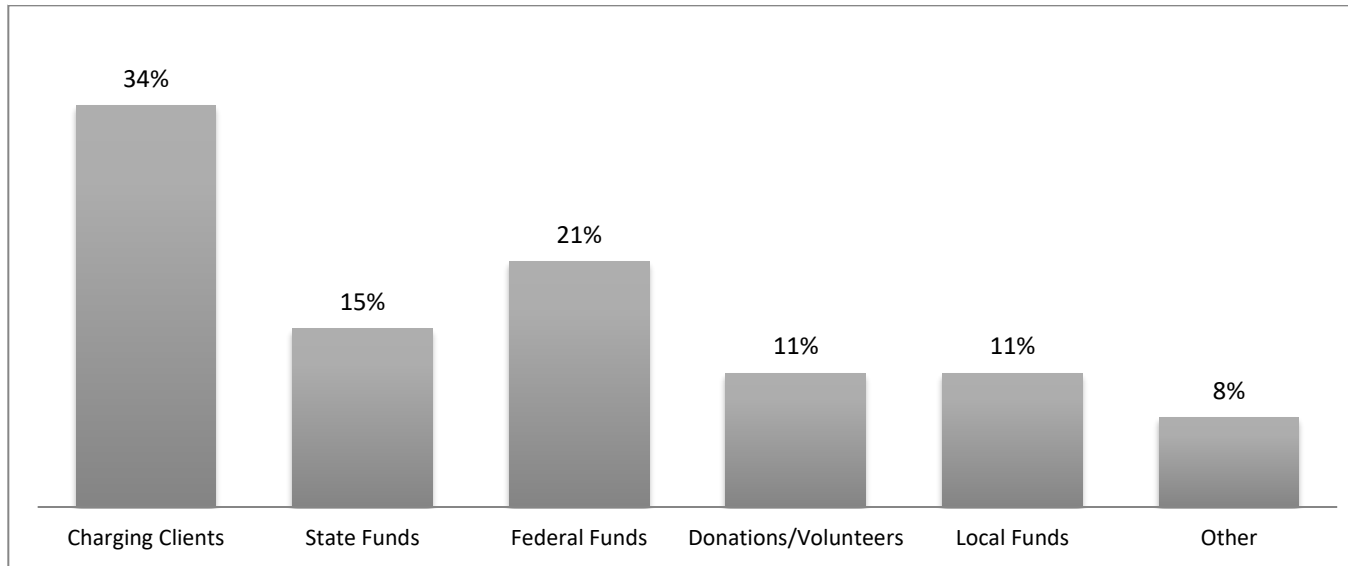
ANSWERS TO "OTHER"

Number	Funding Source
1	Agency Contracts
2	Subsidized Agency
3	Program Income
4	Medical Insurance if medical necessity is met

Table 15: Needs that Providers Cannot Serve

| |
|---|
| Bullitt County does not have its own transportation service |
| Counties other than Jefferson |
| Occasionally have request for non-stretcher transfer to doctor appoint or dialysis and bariatric patients. Each patient must have a PCS proving medical necessity for stretcher transfer. |
| We are non-medical transport |
| We can serve almost anyone. We run into problems when people outside of our service area request rides. |
| We do not have regular problems. There have been a few times when the location has been too far away from our center, so we were unable to transport participants. |
| We sometimes have a need for more wheelchair accessible vehicles. |
| When medical transport is needed, we contact Louisville Wheels for transport. This comes to us via fax from KIPDA's case managers. |
| Yes |
| Yes - outside pick up area |
| Yes - the patients living outside the boundaries we have established. |
| Yes - we could serve more seniors if we could transport them to and from our center every day. |
| Yes! Medical trips, especially kidney dialysis and cancer treatment. Because these are subscriptions trips there is NOT enough funding to cover these trips. |
| Yes, cannot transport persons who use wheelchairs |
| Yes, often asked to provide transportation to doctors and groceries. |
| Yes, we serve low-income persons who have difficulty with accessing transportation. |
| Yes. Doctor appointments and grocery trips. |

Table 16: Coordinate with Other Agencies

For all other transportation needs: Jewish Family and Career Services, Catholic Charities, and TARC 3
For medical care only.
FTSB
FTSB
FTSB, Wheels, Life First
Have not found anyone who is equipped to help yet.
If needed, the local fire departments assist.
Louisville Wheels
Louisville Wheels and TARC
Senior Centers - Social Service trips, recreational trips, and medical trips. Nutrition Centers - social recreational, social service trips. Adult Day Care Centers - social, recreational = social service trips.
Some seniors use TARC 3, but very few.
transportation to and from work for some of our clients through Lifespan and TARC
We have MOUs with all counties bordering Spencer.
We recommend TARC 3 for anyone needing transportation.
Wheels
Yes - TARC & FTSB
Yes, Highlands Community Ministries - trips

Table 17: Identified Destination Gaps

Doctors, grocery, field trips.
Field trips for our youth and family programs
Grocery stores, pharmacy
Individuals outside public transit routes and underfunded contracted routes
Many folks say they cannot afford to pay privately for our services. There is no reimbursement from the state to non-medical home care agencies for this service.
Medical appointments, shopping trips, social service trips, educational trips, job-related training trips.
Out of our geographic area
Shopping, church, socializing.
Shopping, doctors' appointments
So many seniors still need transportation to medical appointments. Transportation still remains a large concern through the state, especially rural areas.
Southern portion of Bullitt County
The public transportation in the city is poor. There is a very limited amount of cross town routes available. Also a limited amount of times/routes to the east end, where many potential employers and housing complexes are located.
There are not enough transportation services outside of Jefferson County.
To and from clinics.
Transportation for medical appointments is available at our 3015 Wilson Ave. Location. Transportation pickup and dropoff would be desirable at our satelite locations: 1015 W. Chestnut, 2237 Hikes Lane (Louisville) and 311 Reasor Ave. (Taylorsville)
Transportation to center, dining, specialty trips.
We are an interstate provider for our assigned counties and therefore are limited to just 10 miles into Kentucky for client trips.
We do not have a lot of transportation requests, if we do, we refer them to Jewish Family and Career Services, Catholic Charities, and TARC 3, door-to-door

Table 18: Additional Comments

Any assistance would be appreciated!
If the state would reimburse non-medical homecare services for the services we provide, many more citizens would have access to things they critically need - like transportation to and from physician appointments.
Lack of transportation services in southern Bullitt County does not allow elderly or disabled the use of the public transportation to doctors, grocery, and any other needs.
Mostly serves Senior population
Rauch appreciates the effort of all this planning in assisting our client population.
Utilizing volunteers is a wonderful way to provide extra socialization to clients and a sense of fulfilment and purpose to the volunteer. We get a lot of positive feedback from both clients and volunteers regarding the benefits of having volunteer drivers.
We are a medical, meal site and daycare transportation provider in Clark and Floyd counties. It would be wonderful to have a nine county transportation provider listing with what services provided for reference so when we can't take someone, we refer them.
We are more than a pick up and delivery service. We will go in the office with the client if they request that. We also will help client in the grocery get items off the shelves and put the groceries away if the client wants us to do that. It is a much more personal service.
We do not provide transportation of any kind. We have a van for club use only.

We help our senior population remain home safely and independently. This does include younger adults with disabilities. Our partnership with Wheels helps many seniors and others. More funding may help this much needed service. Our senior population is very vulnerable. Possibly with more education on what is available would help this much needed service.
We offer bariatric services.
We provide one on one care and transport to appointments, pharmacy, grocery, or other. Our caregiver/driver can assist with transfers and attend appointments or assist with other tasks.
We serve area residents who are off the TARC route and ineligible for TARC services. We often get requests from dialysis patients who needs transportation 3 times per week, who are in wheelchairs. Our volunteers cannot transport wheelchairs, especially as most volunteers are elderly themselves.

APPENDIX D: CONSUMER SURVEY RESPONSE DATA

Transportation Consumer Survey Results

Figure 29: Method of Survey Response

TOTAL RESPONSES: 704

Mail 33%
Online 67%
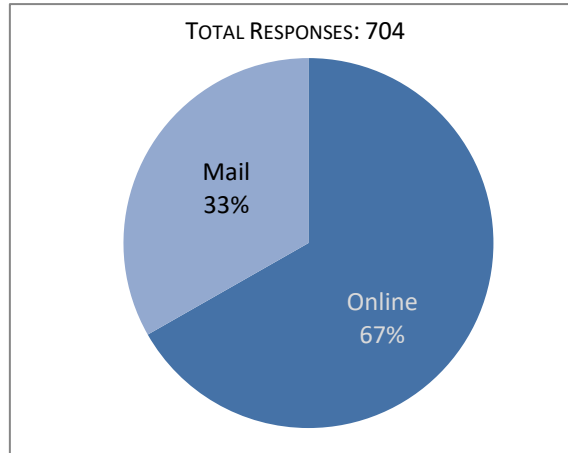
Table 19: Number of Respondents per Survey Question

Question Number	Question	Number of Responses
1	Which zip code do you live in?	702
2	If you work, which zip code do you work in? *(Some respondents gave more than 1 answer).*	441
3	If you use childcare, in which zip code is it located?	74
4	In what zip code(s) are your medical appointments? *(Some respondents gave more than 1 answer).*	564
5	How old are you?	700
6	Do you have a disability?	678
6a	If yes, what is your disability?	165
7	Do you currently have a driver's license?	698
7a	If yes, do you have a car available for your use?	624
7b	If no, is this due to a disability?	531
8	Do you have any driving limitations?	633
8a	If so, what are they?	67
9	Have you ever quit or lost a job because it was hard for you to get to work?	646
10	Do you have difficulty obtaining transportation to meet your needs?	647
11	Do you require a wheelchair accessible or specially-equipped vehicle to travel?	646
12	How do you get around in the region? Please rank the top THREE ways you get around *(Some respondents gave more than 1 answer).*	2045
13	What areas are hard for you to get to because of lack of transportation? *(Some respondents gave more than 1 answer).*	1046
14	Do you have a strong family and/or social circle to depend on for transportation as you age?	662
15	If you currently drive as your primary means of travel, what plans do you have to maintain mobility as you age? *(Some respondents gave more than 1 answer).*	1138
16	Would any of the following changes to transit services result in you getting out more frequently? *(Some respondents gave more than 1 answer).*	1544
17	How do you *currently* receive information on transportation options? *(Some respondents gave more than 1 answer).*	750
18	How would you prefer to receive information about transportation options? *(Some respondents gave more than 1 answer).*	746
Optional	Additional Comments	103
Optional	Contact Information	165

Table 20: Survey Respondents' Zip Codes

Jefferson County, KY					
Town	Zip Code	Live	Work	Childcare	Medical
Fisherville	40023	2	1	0	0
Masonic Home Louisville	40041	1	0	1	0
Prospect	40059	7	0	0	3
Fairdale	40118	0	0	0	1
Louisville	40201	0	0	0	3
Louisville	40202	3	71	1	74
Louisville	40203	17	18	0	16
Louisville	40204	22	30	1	27
Louisville	40205	34	9	4	26
Louisville	40206	25	9	4	13
St. Matthews	40207	26	6	4	112
Shively	40208	8	13	0	6
Louisville	40210	4	2	0	2
Shively	40211	8	1	0	2
Louisville	40212	8	7	0	2
Watterson Park	40213	6	5	1	5
Louisville	40214	20	16	1	8
Shively	40215	4	1	1	2
Shively	40216	6	7	0	10
Parkway Village	40217	10	1	1	15
Watterson Park	40218	15	3	1	9
South Park View	40219	7	3	1	4
Jeffersontown	40220	22	7	0	15
Hurstbourne	40222	17	7	0	15
Anchorage	40223	13	7	1	17
Hollow Creek	40228	5	1	0	2
Hillview	40229	5	3	0	1
Barbourmeade	40241	13	4	5	20
Lyndon	40242	11	14	0	7
Middletown	40243	4	1	0	11
Worthington Hills	40245	13	2	0	11
Pleasure Ridge Park	40258	10	2	2	5
Valley Station	40272	6	3	0	7
Jeffersontown	40291	8	3	3	7
University of Louisville	40292	0	8	1	1
Louisville	40295	0	0	0	1
Jeffersontown	40299	24	23	0	13
Louisville	Non-specific	0	0	0	7
Jefferson County TOTALS		**384**	**288**	**33**	**480**

Oldham County, KY

Town	Zip Code	Live	Work	Childcare	Medical
Buckner	40010	2	2	1	0
Crestwood	40014	33	5	4	19
LaGrange	40031	54	25	7	57
Pewee Valley	40056	7	0	1	1
Westport	40077	1	0	0	0
Oldham County, KY	Non-specific	1	0	0	0
Oldham County TOTALS		**98**	**32**	**13**	**77**

Bullitt County, KY

Town	Zip Code	Live	Work	Childcare	Medical
Mt. Washington	40047	2	0	0	0
Shepherdsville	40165	8	5	1	4
Bullitt County TOTALS		**10**	**5**	**1**	**4**

Spencer County, KY

Town	Zip Code	Live	Work	Childcare	Medical
Taylorsville	40071	3	0	0	3
Spencer County TOTALS		**3**	**0**	**0**	**3**

Shelby County, KY

Town	Zip Code	Live	Work	Childcare	Medical
Bagdad	40003	1	0	0	0
Shelbyville	40065	14	23	4	14
Simpsonville	40067	1	1	0	1
Shelby County TOTALS		**16**	**24**	**4**	**15**

Henry County, KY

Town	Zip Code	Live	Work	Childcare	Medical
Campbellsburg	40011	5	1	1	3
Eminence	40019	5	2	0	6
Lockport	40036	2	0	0	0
New Castle	40050	6	4	1	4
Pleasureville	40057	8	2	0	2
Smithfield	40068	4	0	0	0
Sulphur	40070	1	0	0	0
Turners Station	40075	5	0	0	0
Henry County TOTALS		**36**	**9**	**2**	**15**

Trimble County, KY					
Town	**Zip Code**	**Live**	**Work**	**Childcare**	**Medical**
Bedford	40006	40	7	2	18
Milton	40045	22	2	4	6
Pendleton	40055	7	1	0	1
Trimble County, KY	Non-specific	1	0	0	0
Trimble County TOTALS		**70**	**10**	**6**	**25**

Floyd County, IN					
Town	**Zip Code**	**Live**	**Work**	**Childcare**	**Medical**
Floyds Knobs	47119	7	0	1	1
Georgetown	47122	3	1	1	1
Greenville	47124	2	0	0	1
New Albany	47150	26	35	6	39
Floyd County TOTALS		**38**	**36**	**8**	**42**

Clark County, IN					
Town	**Zip Code**	**Live**	**Work**	**Childcare**	**Medical**
Charlestown	47111	3	1	0	1
Henryville	47126	1	0	0	1
Clarksville	47129	6	4	2	7
Jeffersonville	47130	20	15	2	23
Jeffersonville	47131	0	0	0	1
Marysville	47141	1	0	0	0
Sellersburg	47172	5	0	0	0
Clark County, IN	Non-specific	0	0	0	1
Clark County TOTALS		**36**	**20**	**4**	**34**

Outside of KIPDA Region					
Town - County	**Zip Code**	**Live**	**Work**	**Childcare**	**Medical**
Bardstown, KY (Nelson Co.)	40004	0	0	0	2
Howardstown, KY (Nelson Co.)	40028	0	1	0	0
Fort Knox, KY (Hardin Co.)	40121	0	0	0	3
Radcliff, KY (Hardin Co.)	40160	1	0	0	0
Versailles, KY (Woodford Co.)	40383	1	1	0	1
Danville, KY (Boyle Co.)	40422	1	0	0	1
Lexington, KY (Fayette Co.)	40501	0	0	0	1
Lexington, KY (Fayette Co.)	40502	0	1	0	0
Lexington, KY (Fayette Co.)	40503	1	1	0	1
Lexington, KY (Fayette Co.)	40504	0	0	0	1
Lexington, KY (Fayette Co.)	40505	0	0	1	1
Lexington, KY (Fayette Co.)	40509	1	1	0	1
Lexington, KY (Fayette Co.)	40516	0	1	0	0
Frankfort, KY (Franklin Co.)	40601	2	5	0	2
Pineville, KY (Bell Co.)	40977	1	0	0	0
Carrollton, KY (Carroll Co.)	41008	0	1	0	6
Florence, KY (Boone Co.)	41042	0	0	0	1
Walton, KY (Boone Co.)	41094	1	0	0	0
Bowling Green, KY (Warren Co.)	42101	0	1	0	1
Glasgow, KY (Barren Co.)	42141	1	1	0	1
Scottsville, KY (Allen Co.)	42164	1	0	0	0
Adairville, KY (Logan Co.)	42202	0	1	0	0
Elizabethtown, KY (Hardin Co.)	42701	0	0	0	2
Buffalo, KY (Larue Co.)	42716	0	0	1	0
Greensburg, KY (Green Co.)	42743	1	0	0	0
Hodgenville, KY (Larue Co.)	42748	0	1	0	0
Corydon, IN (Harrison Co.)	47112	0	1	0	4
Marengo, IN (Crawford Co.)	47140	1	0	1	0
Ramsey, IN (Harrison Co.)	47166	1	0	0	0
Columbus, IN (Bartholomew Co.)	47202	0	0	0	1
Madison, IN (Jefferson Co.)	47250	0	2	0	2
Bloomington, IN (Monroe Co.)	47401	0	0	0	1
Lexington, KY (Fayette Co.)	Non-specific	0	0	0	1
Outside of KIPDA Region TOTALS		**14**	**19**	**3**	**34**

Non-Specific Locations					
Location	**Zip Code**	**Live**	**Work**	**Childcare**	**Medical**
Several	Non-specific	0	4	0	8
TOTALS FOR ALL SURVEY RESPONDENTS					
GRAND TOTAL		**705**	**447**	**74**	**737**

Note: These totals include multiple answers to one question.

Figure 30: Number of Respondents by Zip Code of Residence
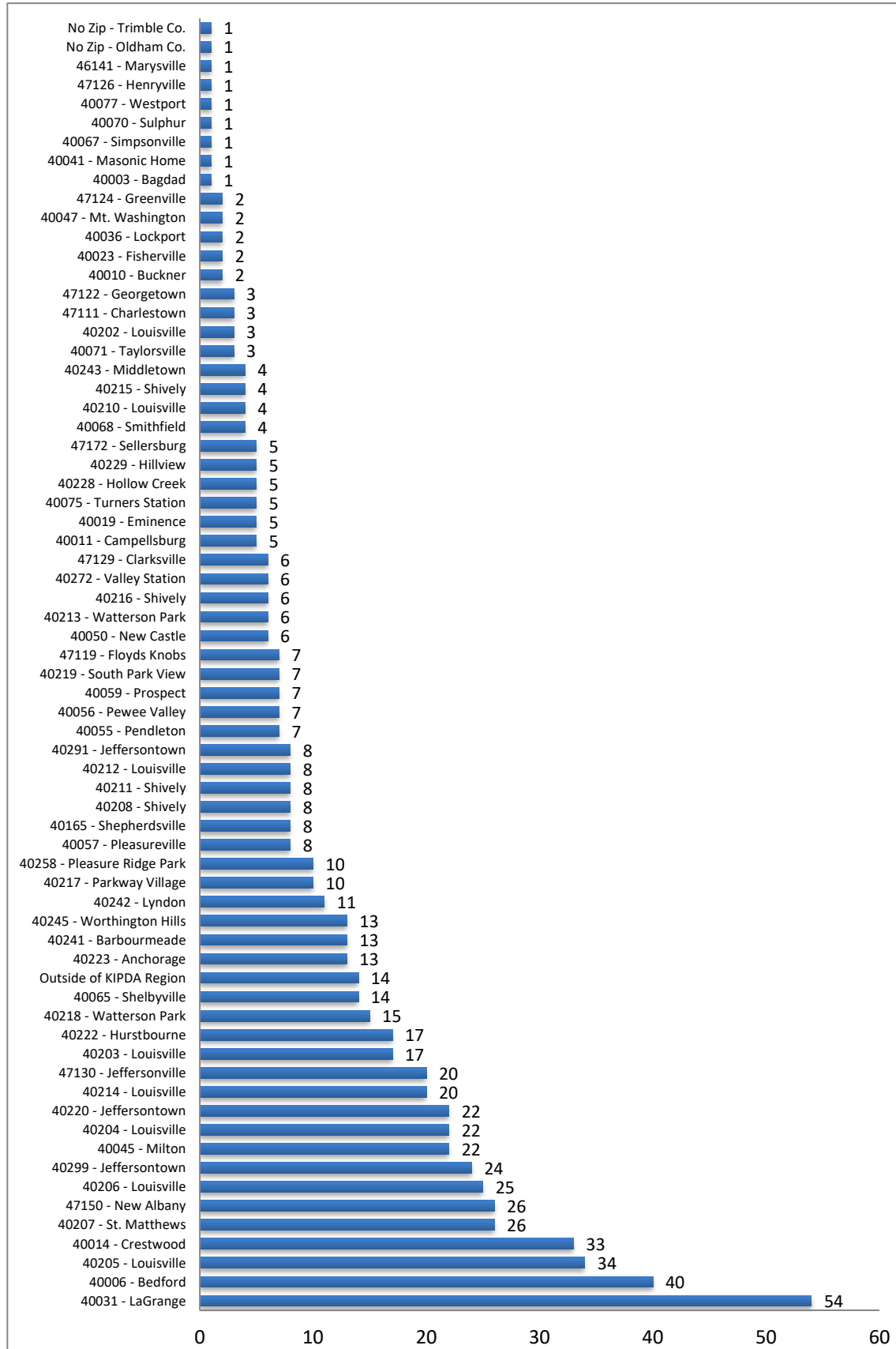
**Figure 31: Number of Respondents by Zip Code of Employment**

Zip Code	Count
47122 - Georgetown	1
47111 - Charlestown	1
40243 - Middletown	1
40228 - Hollow Creek	1
40217 - Parkway Village	1
40215 - Shively	1
40211 - Shively	1
40067 - Simpsonville	1
40055 - Pendleton	1
40023 - Fisherville	1
40011 - Campbellsburg	1
40258 - Pleasure Ridge Park	2
40245 - Worthington Hills	2
40210 - Louisville	2
40057 - Pleasureville	2
40045 - Milton	2
40019 - Eminence	2
40010 - Buckner	2
40291 - Jeffersontown	3
40272 - Valley Station	3
40229 - Hillview	3
40219 - South Park View	3
40218 - Watterson Park	3
Several Zip Codes	4
47129 - Clarksville	4
40241 - Barbourmeade	4
40050 - New Castle	4
40213 - Watterson Park	5
40165 - Shepherdsville	5
40014 - Crestwood	5
40207 - St. Matthews	6
40223 - Anchorage	7
40222 - Hurstbourne	7
40220 - Jeffersontown	7
40216 - Shively	7
40212 - Louisville	7
40006 - Bedford	7
40292 - University of Louisville	8
40206 - Louisville	9
40205 - Louisville	9
40208 - Shively	13
40242 - Lyndon	14
47130 - Jeffersonville	15
40214 - Louisville	16
40203 - Louisville	18
Outside of KIPDA Region	19
40299 - Jeffersontown	23
40065 - Shelbyville	23
40031 - LaGrange	25
40204 - Louisville	30
47150 - New Albany	35
40202 - Louisville	71

Figure 32: Number of Respondents by Zip Code of Childcare
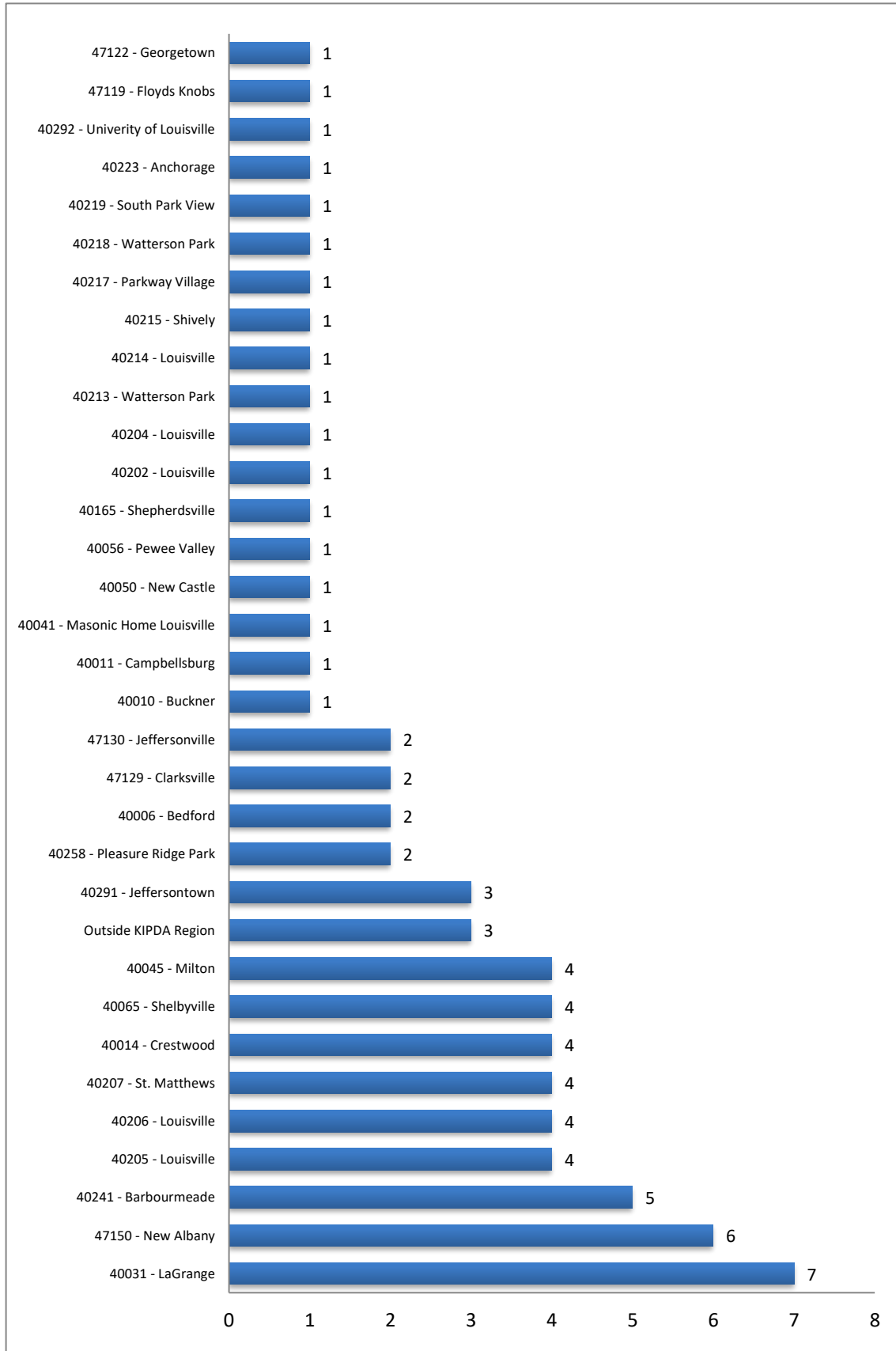
Figure 33: Number of Respondents by Medical Appointment Zip Code

| Zip Code	Count
No Zip - Clark Co.	1
47131 - Jeffersonville	1
47126 - Henryville	1
47111 - Charlestown	1
47124 - Greenville	1
47122 - Georgetown	1
47119 - Floyds Knobs	1
40055 - Pendleton	1
40067 - Simpsonville	1
40056 - Pewee Valley	1
40295 - Louisville	1
40292 - University of Louisville	1
40229 - Hillview	1
40118 - Fairdale	1
40057 - Pleasureville	2
40228 - Hollow Creek	2
40215 - Shively	2
40212 - Louisville	2
40211 - Shively	2
402010 - Louisville	2
40011 - Campbellsburg	3
40071 - Taylorsville	3
40201 - Louisville	3
40059 - Prospect	3
40050 - New Castle	4
40165 - Shepherdsville	4
40219 - South Park View	4
40258 - Pleasure Ridge Park	5
40213 - Watterson Park	5
40045 - Milton	6
40019 - Eminence	6
40208 - Shively	6
47129 - Clarksville	7
No Zip - Louisville	7
40291 - Jeffersontown	7
40272 - Valley Station	7
40242 - Lyndon	7
Several Zip Codes	8
40214 - Louisville	8
40218 - Watterson Park	9
40216 - Shively	10
40245 - Worthington Hills	11
40243 - Middletown	11
40299 - Jeffersontown	13
40206 - Louisville	13
40065 - Shelbyville	14
40222 - Hurstbourne	15
40220 - Jeffersontown	15
40217 - Parkway Village	15
40203 - Louisville	16
40223 - Anchorage	17
40006 - Bedford	18
40014 - Crestwood	19
40241 - Barbourmeade	20
47130 - Jeffersonville	23
40205 - Louisville	26
40204 - Louisville	27
Outside KIPDA Region	34
47150 - New Albany	39
40031 - LaGrange	57
40202 - Louisville	74
40207 - St. Matthews	112

**Figure 35: Identified Disabilities by Category**
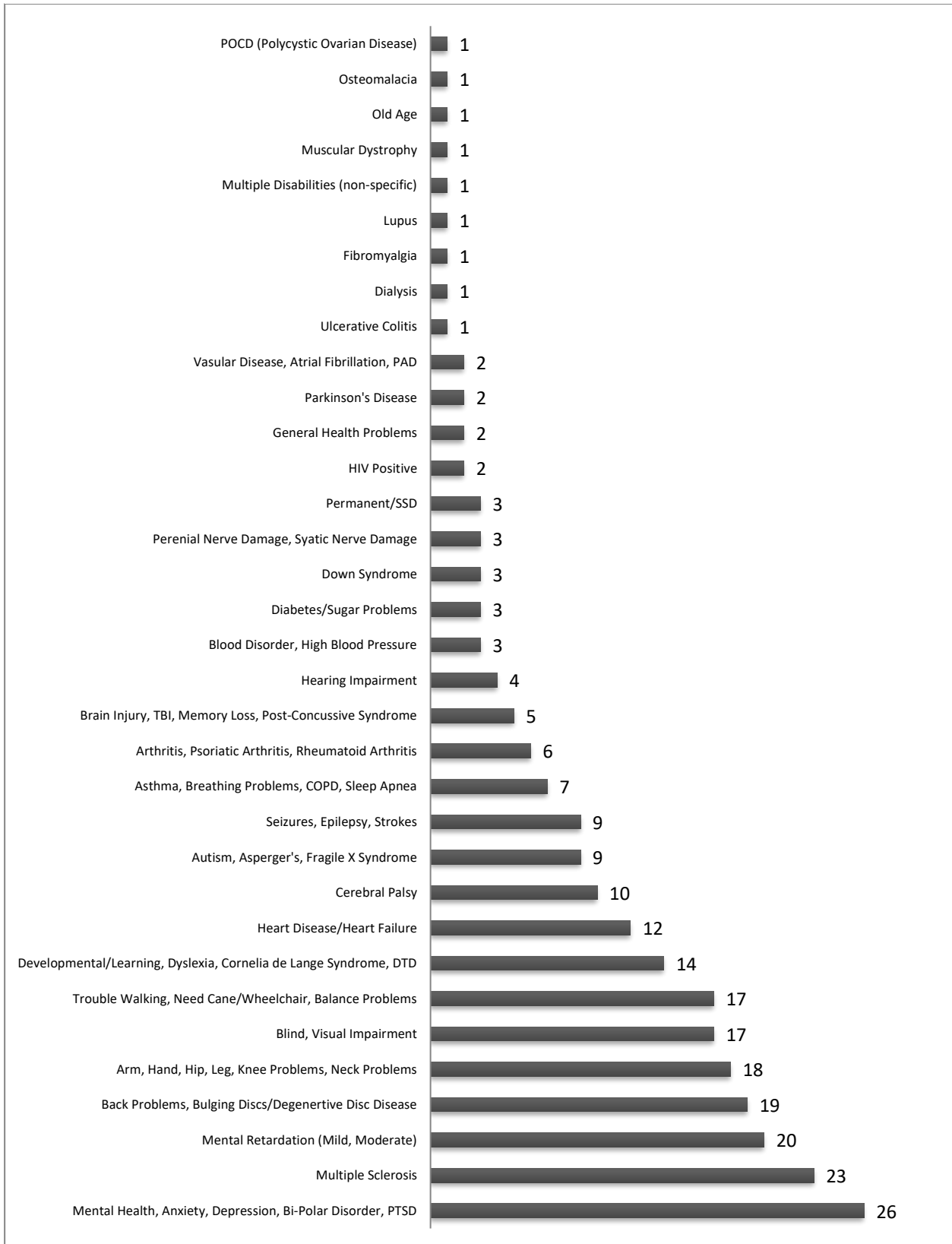
Figure 36: Percent of Respondents by Disability
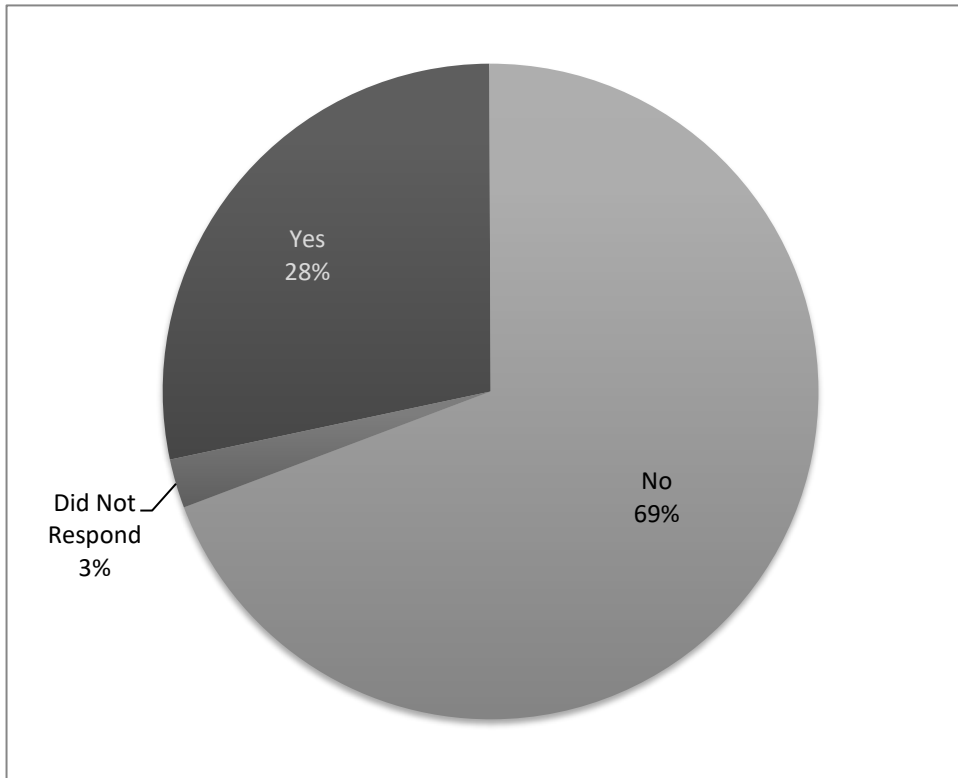
Table 21: Respondents' Identified Disabilities

Identified Disability	Identified Disability
14 year old son's disability -- severe autism	cut right arm off, shattered collar bone
acquired brain injury	DDD, DTD (Developmental Topographical Disorientation), Arthritis, Syatic nerve damage, Depression, Anxiety, Bi-Polar
Arthritis	Degenerative disc disease, anxiety, depression
Arthritis	Depression/nerves
Asperger's	Developmental
Asthma, POCD, PSOS, Anxiety, Rod in RT leg from hip to ankle	Developmental Disability
Autism	Developmental Disability
Autism	Developmental Disability
Autism, anxiety	Developmental Disability
autism, cornelia de lange syndrome	Developmental Disability, Legally Blind
Autism, MMR	Dialysis
Autism, MMR	Difficulty seeing after dark or at dusk or with heavy rain and breathing difficulty.
Back	Down syndrome
Back	Down Syndrome
back & neck problem	Down Syndrome
back and health problems	Epilepsy
Back and knee problems	fibromyalgia
back surgeries and heart	Fragile X Syndrome
back trouble walking	Handicap hand
balance problems, double vision, can use one left hand, walk with a cane, short term memory loss, in constant pain in right arm due to injury	Hearing Impairment under VA guidelines.
Bi polar disorder and heart disease	Hearing problems, heart failure
Bi-polar	Heart
Bi-polar	Heart and other Health problem
Bi-polar and PTSD	Heart Disease
Bi-Polar, Back Injury	Heart Disease
Bi-polar, sleep apnea, HIV positive	Heart Disease
blind	Heart Disease
Blindness	heart, sugar, back pain
Blood disorder	High blood pressure, arthritis, anxiety
Brachial Plexus injury to left arm	High-functioning autism
Brain injury, seizure disorder	HIV positive
breathing and depression	I am signed up for disability but haven't been approved yet.
Broken Hip - in wheel chair	I do not walk well. I am off balance. I also have pain. I have Multiple Sclerosis.
Bulging discs, asthma, high blood pressure	I had strokes
cerebral palsy, travel in a power wheel chair, I am a total lift, with caregiver always	I have MS and will not be driving much longer! (Which REALLY bothers me!) and would be needing transportation!
Cerebral Palsy	I have vascular disease and afib
cerebral palsy	I need to use a walker full time and also a wheelchair at times.
Cerebral Palsy[mild]	Intellectual/developmental
Congestive Heart Failure	Knee problems
Congestive Heart Failure	Knee replacement, B. Lat. Back surgery - can't stand long, Diabetes, Depression, Cirrhosis of the liver due to weight gain
COPD - unsteady	

Identified Disability
Learning
Legs
lose equilibrium and lose full use of hands both of them
Low vision
lungs
Lupus
M.S.
M.S.
M.S.
Major depression, idiopathic epilepsy
many
Mental
Mental Health
Mental retardation
MH (mental health)
Mild ID (intellectual disability), Cerebral Palsy
Mild ID, dyslexia, anxiety
Mild Intellectual Disability and Cerebral Palsy
mild MMR and seizures
MMR
MMR
MMR
MMR
MMR
MMR
MMR, anxiety
MMR, Anxiety
MMR, Hearing Loss
MMR, TBI
mobility issues which affect my walking
Moderate mental retardation, Cerebral palsy
MR, Blind
MR, CP
MR, Muscular Dystrophy
MS
MS
MS
MS
MS
MS
ms
MS and PAD
MS. Walking issue

Identified Disability
MS; severely hard of hearing.
multiple sclerosis
Multiple Sclerosis
Multiple Sclerosis
Multiple Sclerosis
multiple sclerosis
Multiple Sclerosis impacting movement and cognitive.
My back
My two daughters have cerebral palsy they both are 19
Old age
Osteomalacia, and Joint Deterioration
P.A. (Psoriatic arthritis?)
Parkinson's
PD (Parkinson's disease?)
perennial nerve damage
Permanent
Pinched syatic nerve going down both legs
Progressive MS
Ptsd, chronic back problem
Rheumatoid Arthritis and Ulcerative Colitis
Right arm, Left eye
Seizures
Seizure disorder
Seizures, MMR
Seizures, MR, Depression
sight is not all that great
Spine, eyes, agoraphobia, Madelung's Disease
SSD
sugar problems, MS, leg problems, back, neck
TBI, syncope & collapse, fall risk, required to use platform walker or crutches, memory loss, DDD, post-concussive syndrome
totally blind
use a cane
vision   25% blind in left eye
Visual, and mental
visually impaired
Visually impaired
visually impaired
visually impaired
Walk with a walker because of balance issues.
Walking
wheelchair bound

Note: Out of the 199 respondents who identified as havnig a disability, 165 respondents specified that disability.

**Figure 38: Percent of Respondents with a Driver's License**

No
17%

Did Not
Respond
1%

Yes
82%
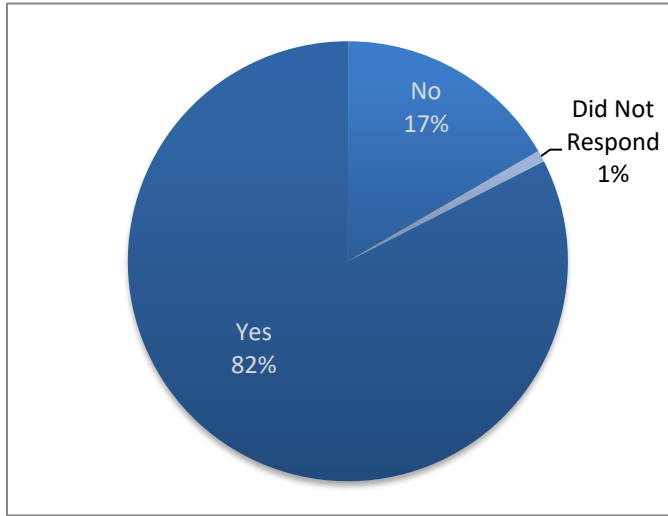
Figure 37: Percent of Respondents with a Car Available

No
6%

Not
Applicable (I
do not have
a driver's
license)
12%

Yes
71%

Did Not
Respond
11%
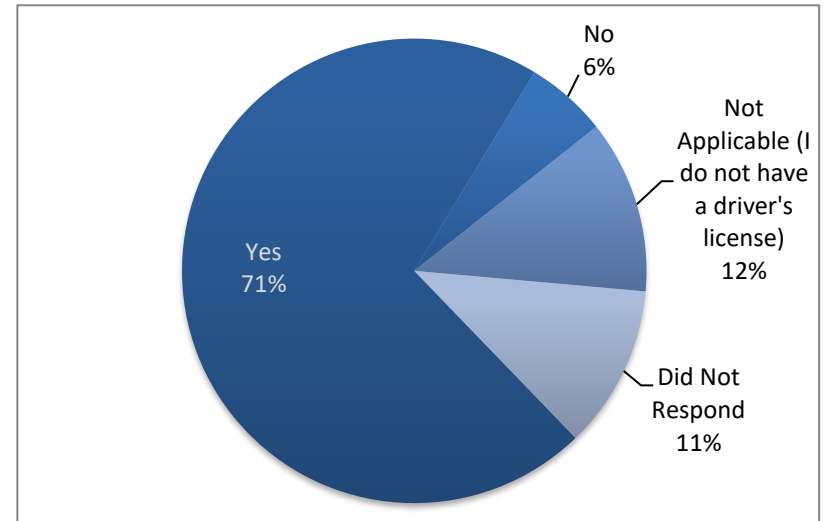
Figure 39: Percent of Respondents Who Do Not Have a Driver's License Due to a Disability
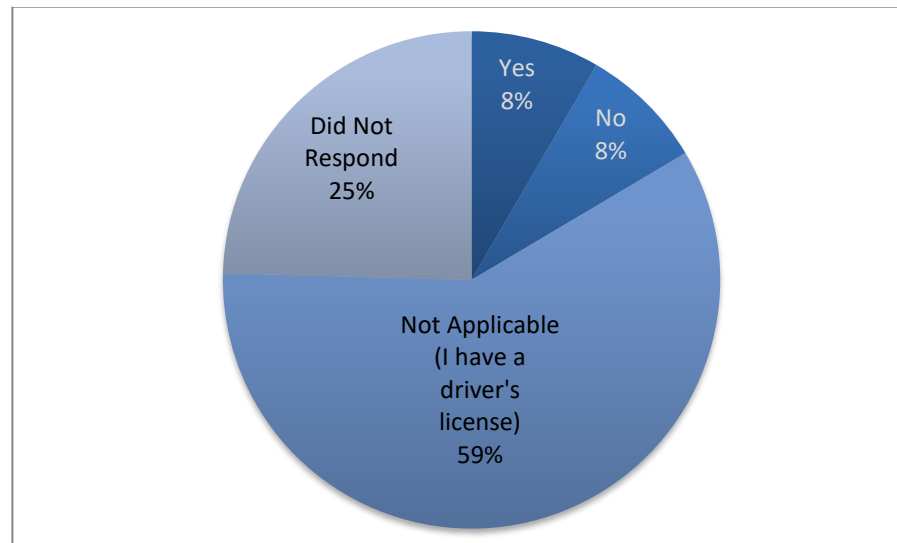
Yes
8%

No
8%

Did Not
Respond
25%

Not Applicable
(I have a
driver's
license)
59%

Figure 40: Number of Respondents by Driving Limitation
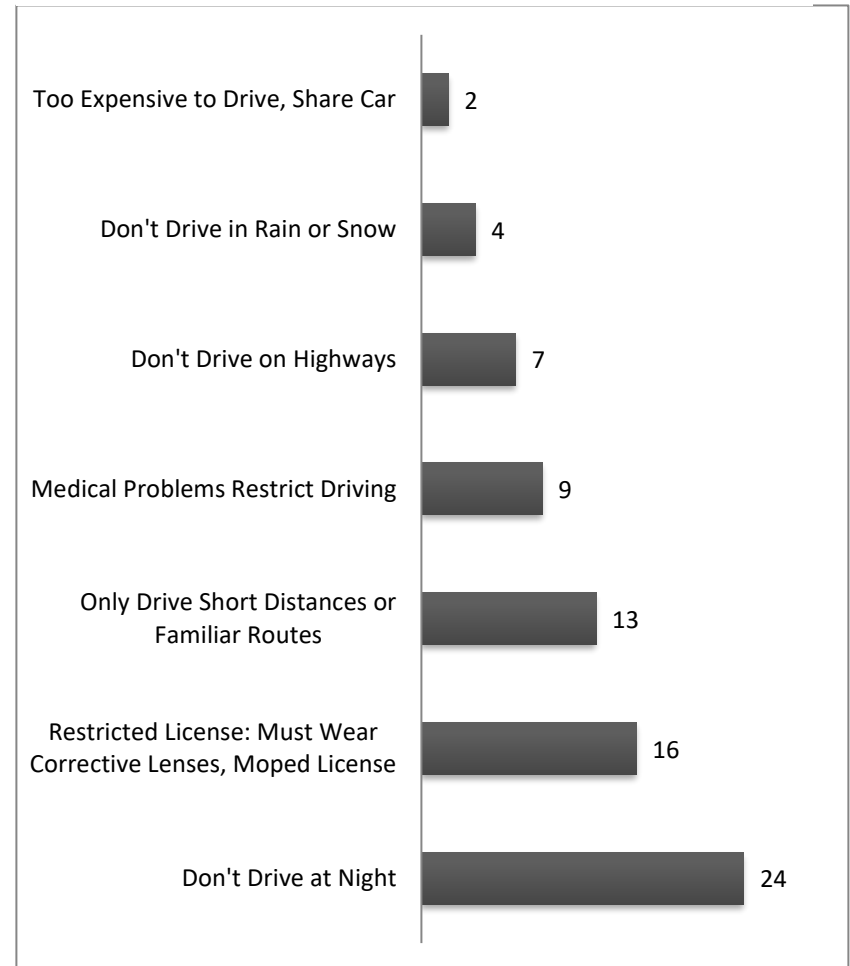
Figure 41: Percent of Respondents with Driving Limitations

Table 22: Respondents' Identified Driving Limitations

Identified Driving Limitations
Can't drive long time
can't see at night, diabetic eyes
Can't see well in the dark
Contacts, don't drive much at night
Corrective lenses
Corrective lenses required
difficulty driving at night due to vision
Don't drive at night
don't drive at night
don't drive at night
don't drive at night & only short distances
don't drive at night and only drive short distances
don't drive at night, don't drive on highways, only drive short distances
don't drive at night, stay off highways, only drive short distances
don't drive at night, stay off highways, only drive short distances
don't drive because I have a broken elbow and arthritis in hand, hard to turn my head
Don't drive when raining!
don't see very good
Drive slow, avoid interstates
Eyeglasses
Glasses
Glasses
Have to use glasses or contact lenses.
I avoid driving at night
I do not drive. Blurry vision and unable to follow directions. I get lost and don't know where I am.
I don't have any medical driving limitations, but do avoid driving at night.
I have occasional dizziness from Meniere's & I cannot drive when it flares up
I have to limit the amount of driving I do and I have a hard time driving at night sometimes because my sight can be blurry.
I share a car with my wife. Car is not always available. I do TARC and Bike to work, piano class, etc.
I stay off Interstate highways as much as possible because of my nerves.
I try not to drive at night because I do not see well.

| Identified Driving Limitations |
| --- |
| Just don't like to in the snow or ice |
| keep to familiar routes when possible |
| knees/back |
| Lack of CONTRATION (concentration?) |
| Limitations are by choice. Prefer not to drive on busy highways (Watterson) or after dark or during heavy rain or distances. |
| Limited driving at night |
| Medical |
| Moped Driver's License. |
| must wear contacts or glasses |
| Must wear eye glasses |
| Must wear glasses or contacts |
| Must wear glasses when driving |
| My sleep schedule is weird because of chronic fatigue syndrome so sometimes I am awake third shift hours. it's difficult to stay awake and be able to drive to appts that are schedule for first shift hours. I could use transportation for those days when I'm awake but too tired to drive. |
| night and money problems |
| Night blind |
| Night blindness |
| Night Driving, Corrective lenses |
| only drive short distances |
| only drive short distances |
| Only short distances, never is bad rain or snow, never if dizzy or confused; at current, not supposed to drive, but have no other options being as all but one Norton MD is in KY |
| optical |
| Seizures |
| short distance |
| short distances |
| stay off highways |
| Too impulsive to drive |
| Wear eyeglasses |
| Wear glasses |
| Wear glasses. |

**Figure 42: Percent of Respondents Who Have Lost a Job Due to Lack of Transportation**
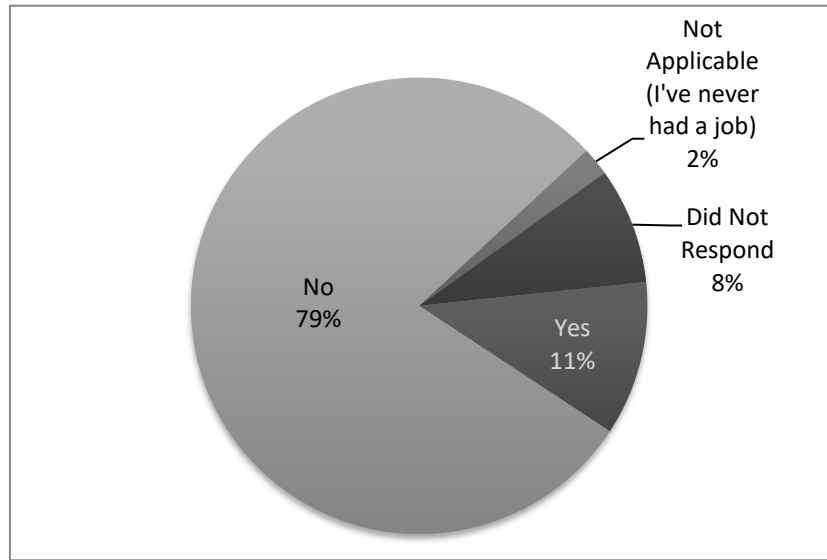
**Figure 43: Percent of Respondents Who Have Difficulty Obtaining Transportation**
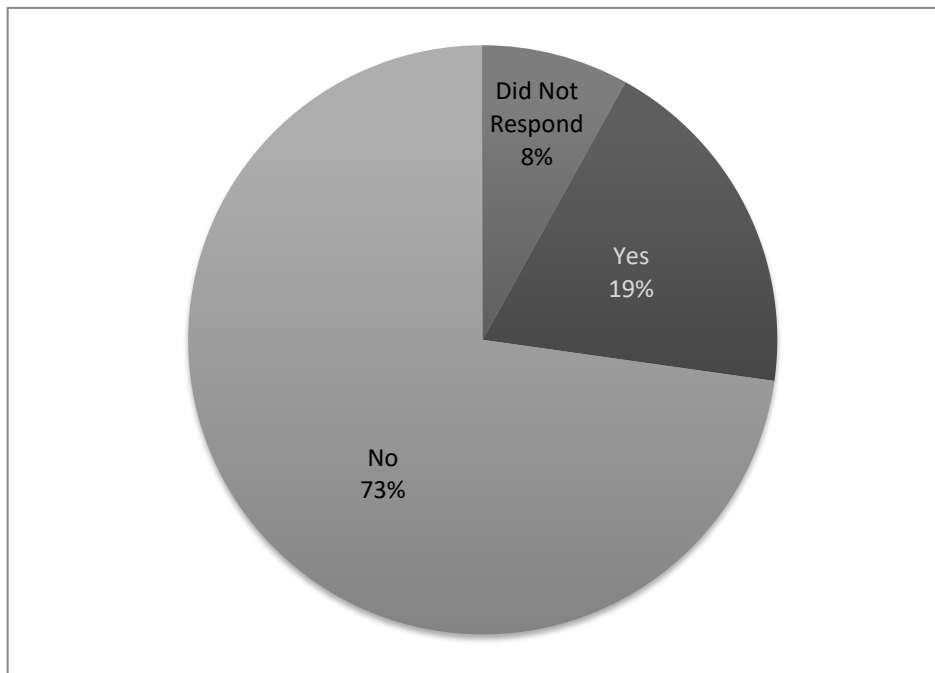
Figure 44: Percent of Respondents Who Need an Accessible Vehicle to Travel
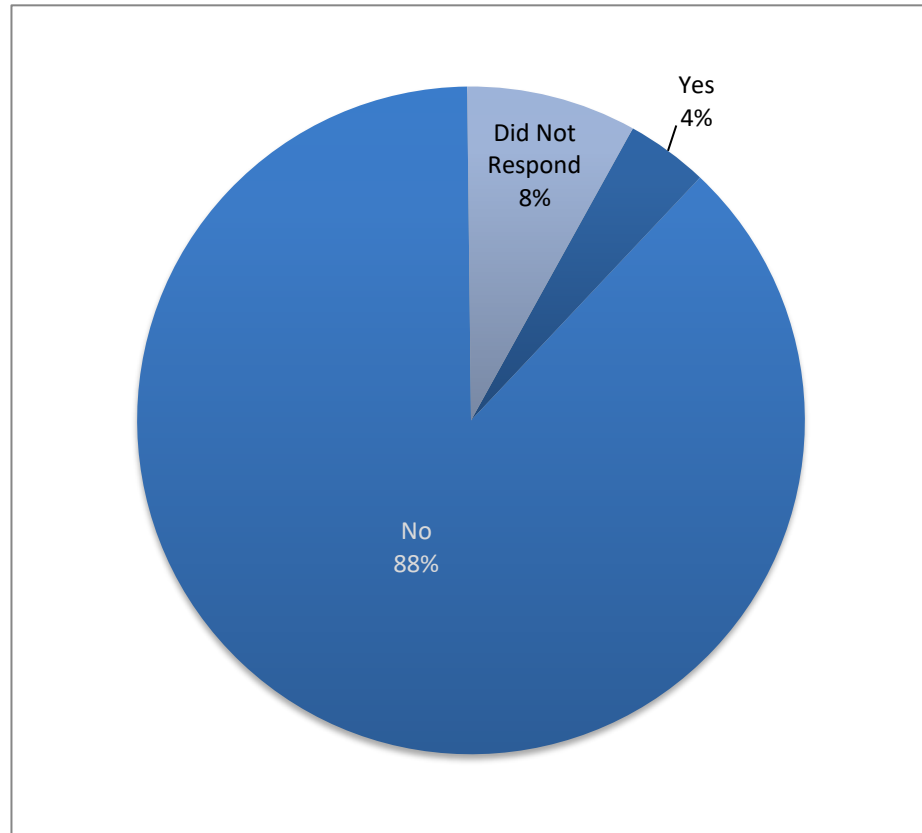
Figure 45: Respondents' Most Used Forms of Transportation
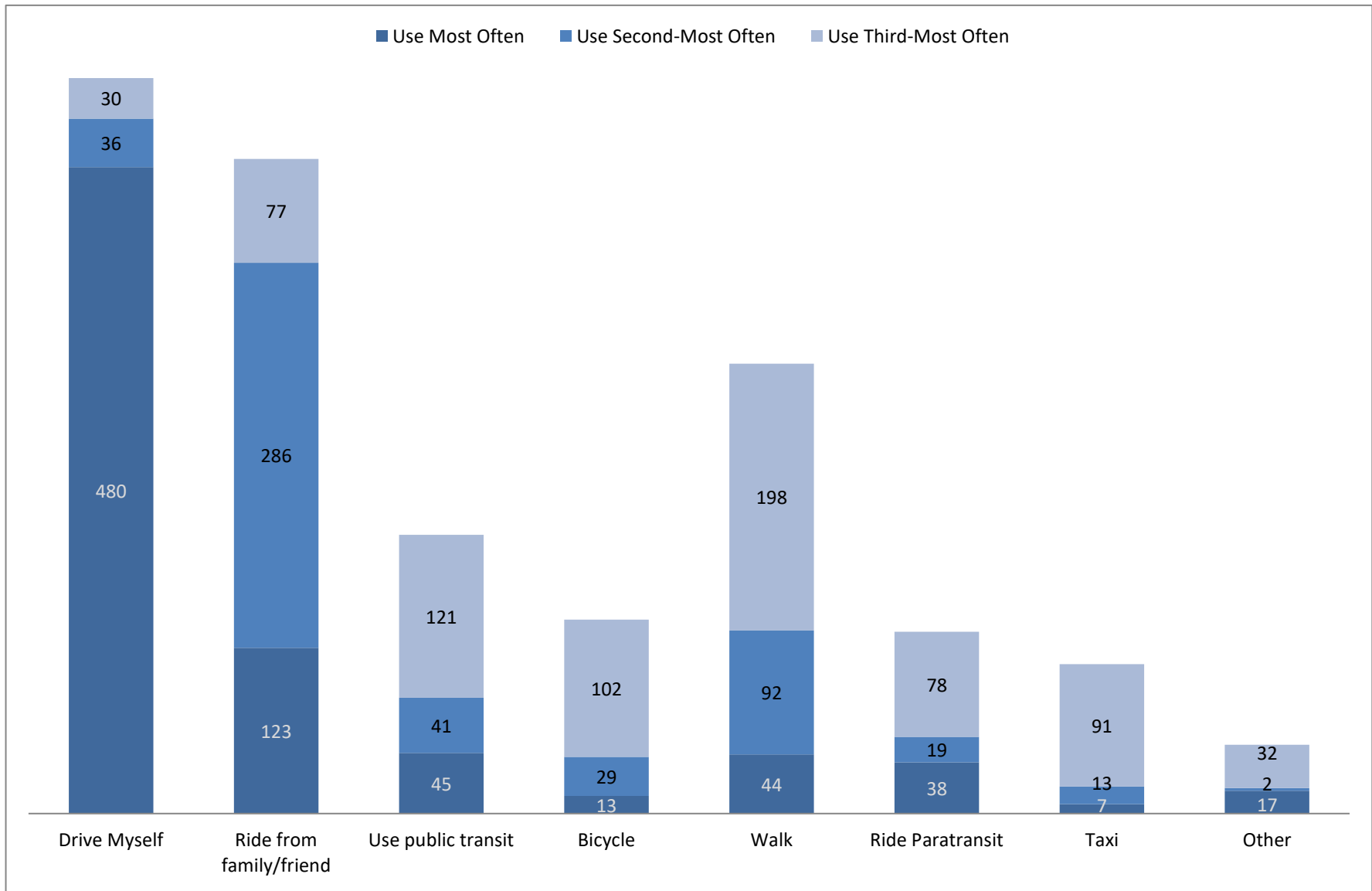
Figure 46: Number of Respondents Who Identified Other Forms of Transportation

ANSWERS TO "OTHER"

Identified Other Modes Of Transportation
CASE MANAGER
Community Access person
don't go
Don't go
Employee drives me
hitchhike
I just don't go most of the time whether I need to or not.
Preferred scooter, then drive or bicycle
Ride from provider
Service Provider
Service Provider
Service Provider
Service Provider
Service Provider
Service Provider
Service Provider
Staff will transport equally to family friends.
sulking at home while wait del. by PS
Transportation is from provider
Would use your moped but it is broken down

Note: Out of the 51 respondents who identified as using other modes of transportation, 20 respondents specified that mode.

Figure 47: Number of Respondents by Areas Difficult to Reach Due to Lack of Transportation
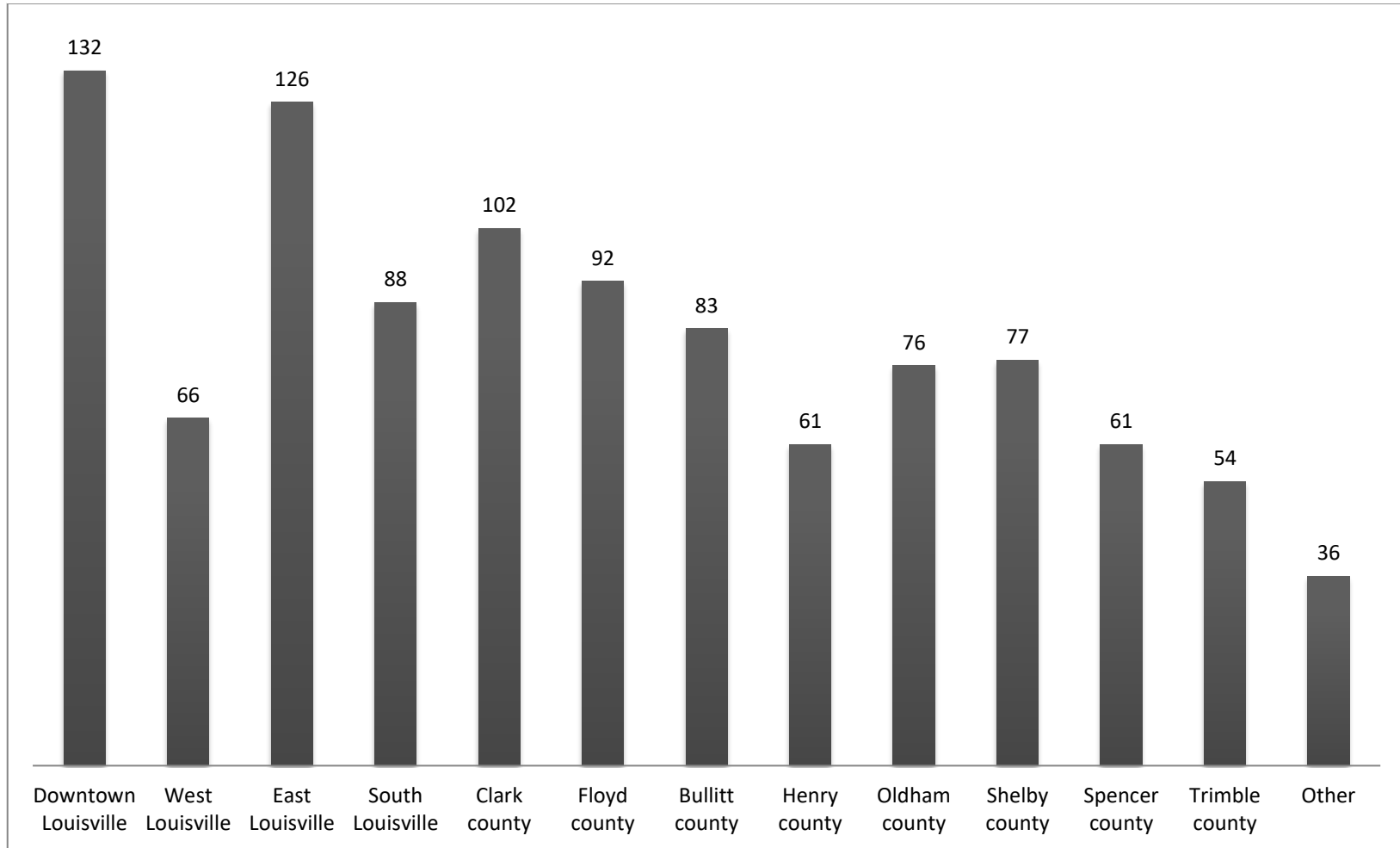
Figure 48: Number of Respondents Who Identified Other Areas as Difficult to Reach
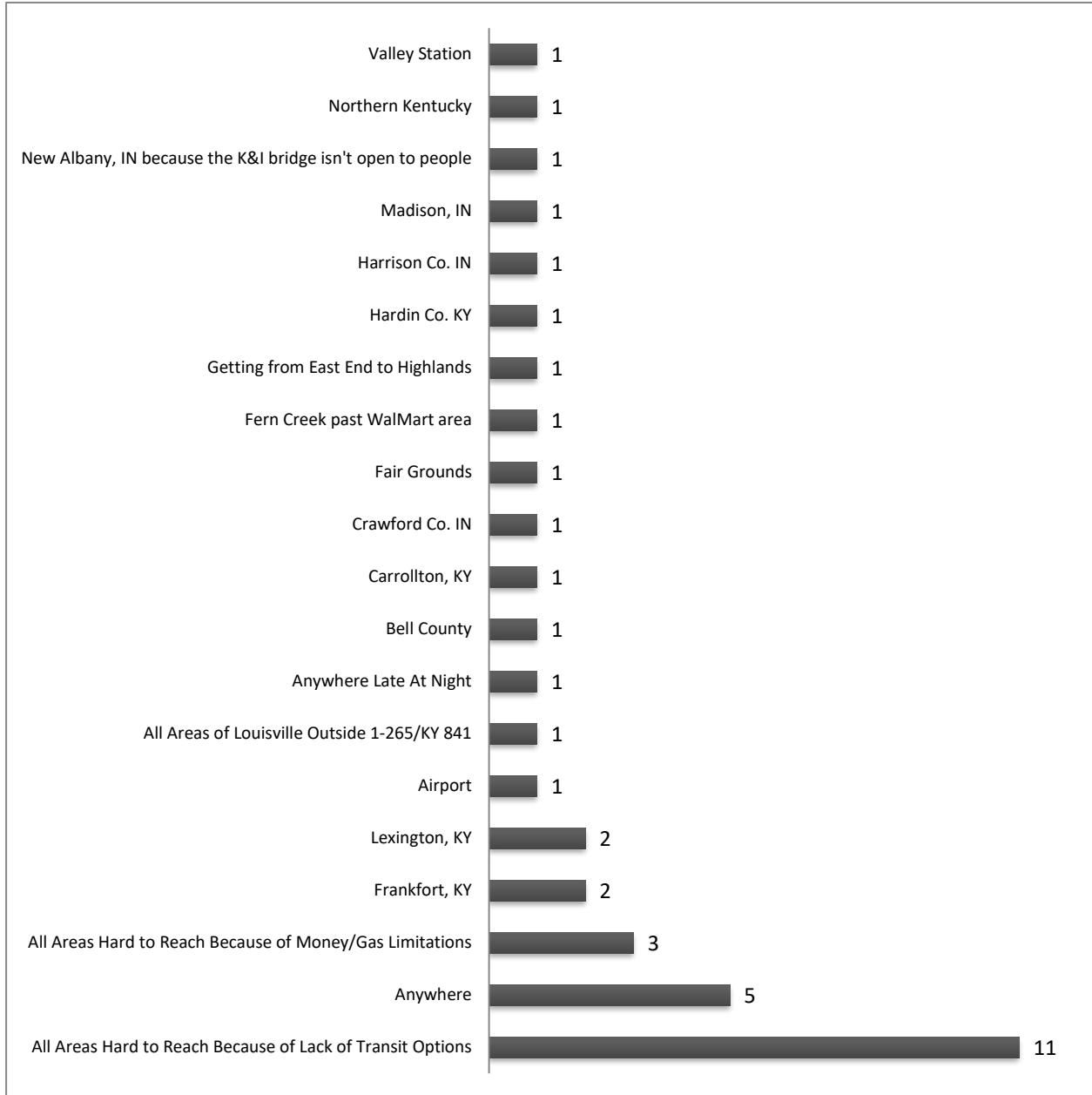
Area	Number
Valley Station	1
Northern Kentucky	1
New Albany, IN because the K&I bridge isn't open to people	1
Madison, IN	1
Harrison Co. IN	1
Hardin Co. KY	1
Getting from East End to Highlands	1
Fern Creek past WalMart area	1
Fair Grounds	1
Crawford Co. IN	1
Carrollton, KY	1
Bell County	1
Anywhere Late At Night	1
All Areas of Louisville Outside 1-265/KY 841	1
Airport	1
Lexington, KY	2
Frankfort, KY	2
All Areas Hard to Reach Because of Money/Gas Limitations	3
Anywhere	5
All Areas Hard to Reach Because of Lack of Transit Options	11

ANSWERS TO "OTHER"

Other Areas Hard To Reach
Airport
Anywhere
Anywhere
Anywhere late at night
As long as I have gas I have no problem
Bell County
Carrollton
Crawford county
Every place
Everywhere. If I did not have a car, I would be trapped.
Fair grounds and Franklin Co.
Family lives in Bullitt county I cannot get transportation there my parents have to come and get me.
Fern Creek past WalMart area
Frankfort and Lexington - It'd be great if coordination could occur that offers regular transport options between cities.
Gas limitations
getting from east end to highlands
hard to drive due to knee pain, right knee
Hardin County, KY anywhere
Harrison County, IN
Home to Floyd
I can get there, but parking and being able to access the building is the deterrent for me.
I prefer taking public trans. over driving; it's easy to get downtown from here, but hard to get many other places
I usually have transportation. Distance and cost would be more of an issue.
I will have to move from Oldham County into Jefferson to access TARC3 when I can no longer drive.
It's hard to get around unless you drive.
lack of bike lanes through the city (Louisville).
Lexington, KY
Madison, IN
Need transportation for son for therapy appts
New Albany, IN, b/c the K&I bridge isn't open to people
No busline--Buslines decreased
None of these, but would more public transport such as TARC if it were more convenient to do so. Use public transport all the time when visiting Chicago where I park my car and forget it!
Northern KY
There is no TARC service from where home to work.
transportation needed for same day emergencies/after hours emergencies
Valley Station, all areas of Louisville outside I-265/KY 841

*Note: Out of the 36 respondents who identified other areas as difficult to reach, 36 respondents specified that area.*

Figure 49: Percent of Respondents with a Strong Social Circle to Depend on for Transportation
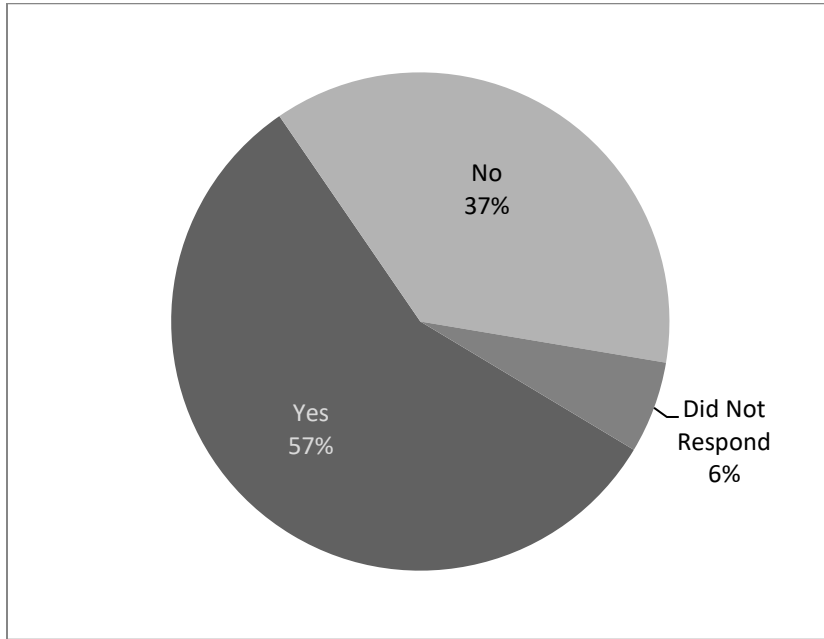

Figure 50: Percent of Respondents Who Do Not Have a Strong Social Circle to Depend on for Transportation

PERCENT OF RESPONDENTS WHO DO *NOT* HAVE A STRONG SOCIAL CIRCLE THAT STILL RELY ON RIDES FROM FRIENDS AND FAMILY TO MAINTAIN MOBILITY AT THEY AGE
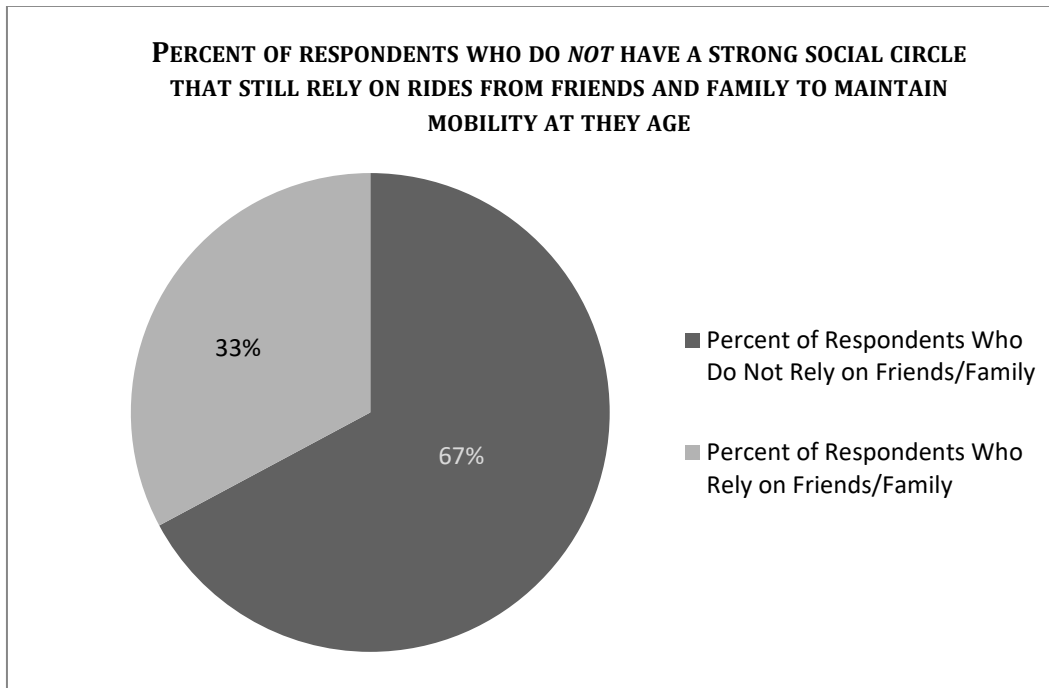
Figure 51: Number of Respondents Who Plan to Use Each Mode of Transportation as they Age

Mode	Number
Rides from family or friends	329
Public transit	142
Walk	139
Bicycle	42
Taxi	43
Use a facility service	52
Use a transportation service	102
I have not thought about it	232
Other (please specify)	31
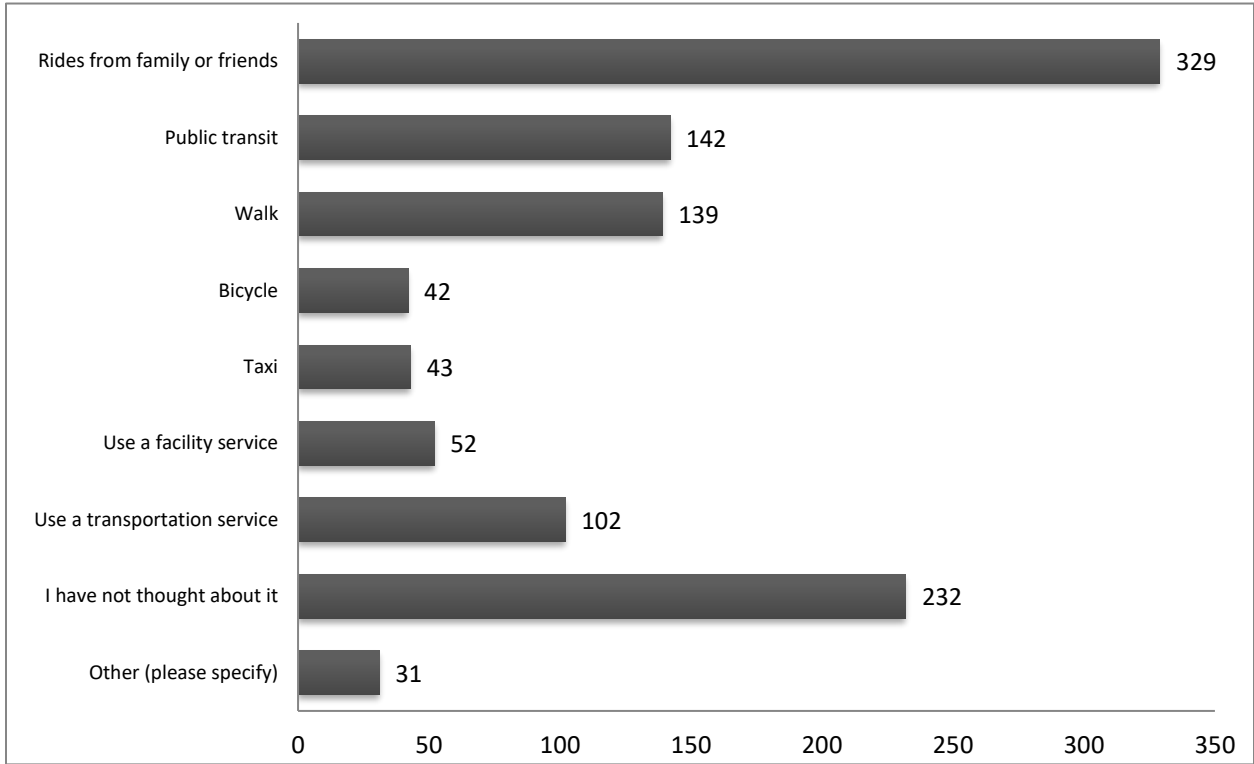
Figure 52: Number of Respondents Who Identified Other Modes of Transportation
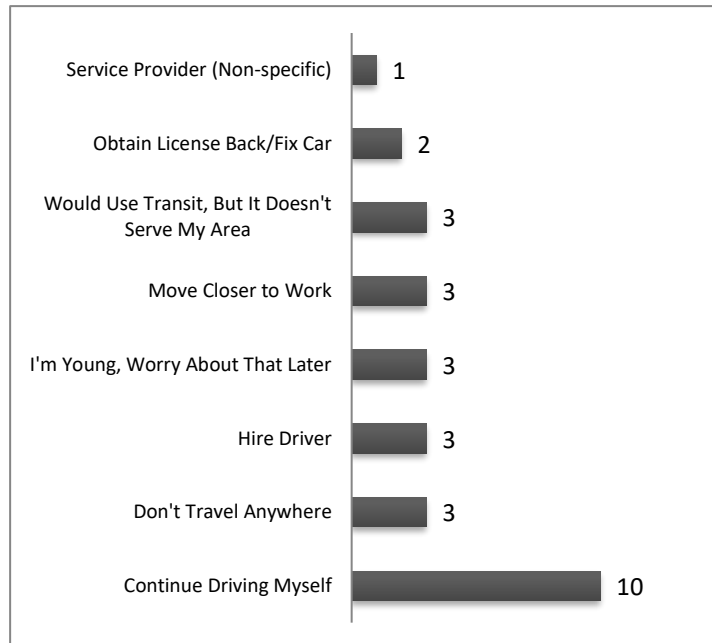
Mode	Number
Service Provider (Non-specific)	1
Obtain License Back/Fix Car	2
Would Use Transit, But It Doesn't Serve My Area	3
Move Closer to Work	3
I'm Young, Worry About That Later	3
Hire Driver	3
Don't Travel Anywhere	3
Continue Driving Myself	10

ANSWERS TO "OTHER"

Other Modes Of Transportation
Because TARC3 does not serve my county, I will have to move as I age, should my husband predecease me or become incapacitated.
Been advocating for public transit since '99
Car
Car
car service
continue driving
continue to drive of course
don't go anywhere
Drive
drive myself
Employees
fix my car
Go nowhere
Hire Driver
I drive myself
I have no plans because there are no options.
I will have to see what are my alternatives when the time comes.
I would rely on transit, except for insufficient service.
I'm young, I'll worry about that when I need to
keep driving
Keep driving.
Move closer to work
Move to somewhere more agreeable to the elderly
myself
not sure because there is no public transport in Shelby County
Obtain license back
Seeking options
Service Provider

Figure 53: Number of Respondents Who Would Get Out More Often if These Changes Were Made to Transportation Services

Legend: ■ 1st Most Important ■ 2nd Most Important ■ 3rd Most Important

Category	1st Most Important	2nd Most Important	3rd Most Important
None, I don't expect to use transportation services any more than I do now.	284	14	32
Earlier morning/later evening service.	82	40	48
More frequent weekday service (Monday - Friday).	110	47	46
More frequent weekend service (Saturday and Sunday).	67	63	48
If information on bus routes, times, transferring was easier to understand.	72	45	56
If bus stop was closer, well-lit, and/or had a bench/shelter.	89	50	66
If the experience was more pleasant (less crowded, felt more safe, etc.)	63	47	64
Other	44	10	14

Table 23: Respondents' Identified Other Changes to Transit

Other (please specify)
Adding service to areas not currently served in the region
Always ends up taking forever when I need a transfer.
Any Transportation that takes me from my home to somewhere else
availability
Better E-W Louisville connections without going through downtown. I would GLADLY take bus to work, if it didn't take 2+ hours to do so.
cost less
Door to door given difficulty walking.
expanded range of service
family will always take me
Fewer Transfers
Friends, because they work.
have bus transportation
Have local Gov't find the need of it, not just luxuries
I need a route that takes me from where I live to work
I would love to bicycle within 40031 but it is far too dangerous other than recreational.
If available to me
If buses pulled in near stores or malls, I could shop independently. Instead, they stop by the street or highway and I have to cross huge parking lots with no information about which part of the parking lot the bus stops near.
If buses were available in my area.
If drivers show up on time or at all when scheduled.
If I lived within 1@ mile of an 'established' bus route.
If there was a bus to Ramsey, I would make an attempt to use it at some point each week!
If there was light rail
If we had light rail service, would shop more and consider working in Louisville
If we had some access with in town that didn't cost so much
Included Fern Creek area
It does not make any difference about the size of crowd, I still enjoy myself
It is costly to have a car and ride public transit. You kind of have to choose.
It takes me less time to ride my bike from 40214 to 40213 than it would take on a bus

Other (please specify)
Less time in-transient while traveling to/from destinations and shorter turn-around time for necessary short trips like to the bank or pick up meds, etc.
Lower fares
money problems
Monorail please
More bike lanes would get me riding a bike more frequently
More frequent routes from Oldham County into Louisville
Need another mass transit system like a monorail or some other type of rail system
No other canned answer applies.
No public transportation available in my area and can't afford taxi
Not able. Live outside of service
Not at this time, maybe in future
Price for tarc 3 could be a little lower
public transit would get out of the way
Rides are to long
Rides being on time.
Route closer to my place of work
TARC 3 needs to come to Oldham County for more than just transporting to the VA
The bus would go east Louisville to east Louisville without having to go by route of downtown
transportation was more punctual
We have NO public transportation in Bell county
We need a train to run From LaGrange to Downtown
Wish there was something to avoid the numerous speed bumps on route - they cause much discomfort when you have to ride in the rear.
With the support of community access person this could be possible if I felt safe.

Note: Out of the 68 respondents who identified other changes to transit would result in them getting out more frequently, 51 respondents specified those changes.

**Figure 54: Number of Respondents Who Receive Transportation Information From Each Method**
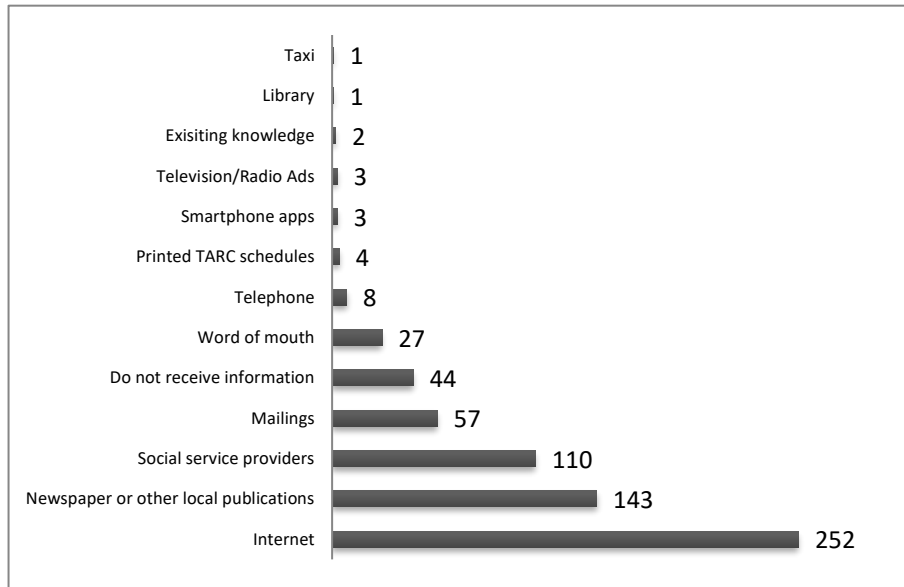
OTHER METHODS OF RECEIVING INFORMATION ON TRANSPORTATION OPTIONS

Other Ways Of Receiving Information
Ask people who use it
bus drivers will answer or give information IF they know it
by telephone, don't take newspaper, TV
call bus depot
call people
Daughter
Do not receive
does not apply
don't
Don't
don't
don't look for them
don't need transportation
don't receive
don't receive
don't receive any
Don't receive info
don't recive that info
Family
family
Family
Family
Family
family

Other Ways Of Receiving Information
friends
friends
Friends and Family
Friends/family/ or call Tarc
HERE Transit application on my smartphone
I call tarc3. I ask friends. I call tarc but that's confusing.
I can call them for any information
I do not receive.
i don't
I don't
i don't
I don't
I don't
I don't
I don't receive any options, drive myself
I don't receive any transportation option information.
I dont recieve any info on Transportation options
I don't seek out info on transportation options
I don't?
I know when the bus runs
I need help to get information
I only have family help
Library
local knowledge which is sketchy

OTHER METHODS OF RECEIVING INFORMATION ON TRANSPORTATION OPTIONS (CONTINUED)

Other Ways Of Receiving Information
Mobile Apps
my friend, social disability
No
No
None
None
none
none
none
none
none
none
none
none
none
none
none
None. Does not apply to me
not sure that I do
organizations or friends or co-workers
Parents
people
People
Phone calls
printed TARC schedule
Recorded messages on the automated TARC call-in line.
Rely on friends to help navigate internet to find information
Schedules at TARC bus stops
Smartphone apps
TARC commercials/TV
Taxi
telephone
telephone
Through friends
TV, family
viewing transportation options at the time
Word of mouth
word of mouth
word of mouth
word of mouth
YOU DON'T!! Info is held in LTADD site if can be found

Note: Out of the 101 respondents who said they receive information on transportation options from other methods, 89 identified that method.

Figure 55: Number of Respondents Who Prefer to Receive Transportation Information from Each Method
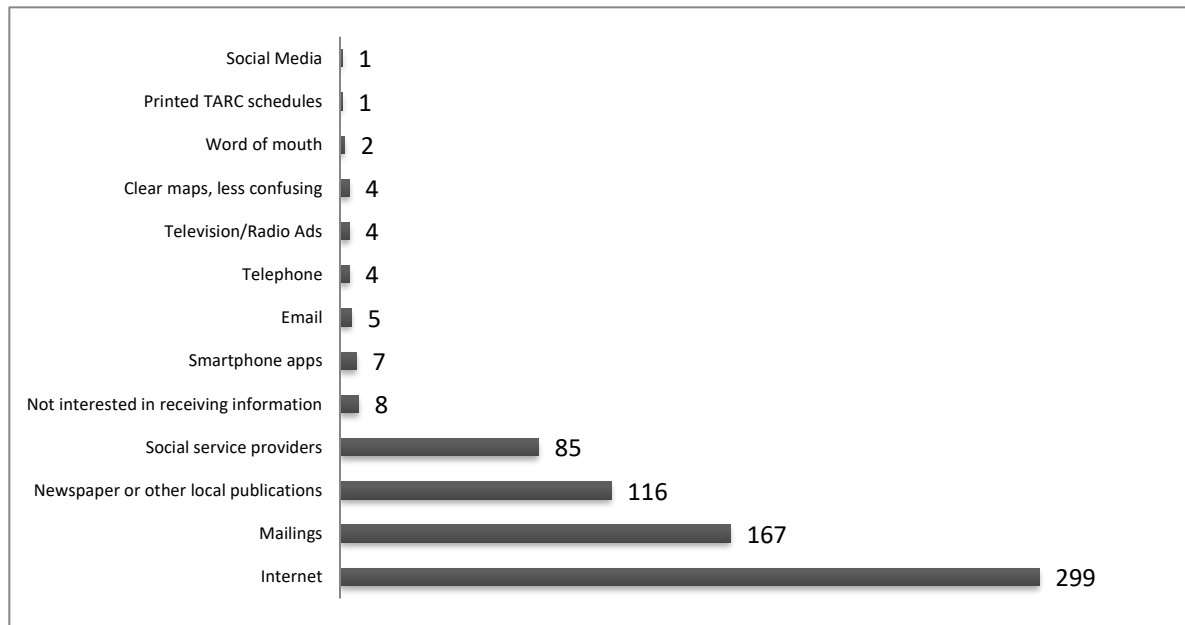
ANSWERS TO "OTHER"

Other Ways Of Receiving Information
A functional iPad app
Because the TARC3 service has not be available for me, I haven't used mass transit. I am thinking ahead and could be well served and able to stay in my home with reliable TARC3 service.
bus drivers NEED to have routes pamphlets ON the busses, a lot of times they don't have the route they drive or any that are connected to their route
by telephone, don't take newspaper, TV
Clear maps. People, not disengaged voices.
Continue from Parents
Don't
Don't need to
Email
email
emails
eNewsletter
I don't need to receive transportation option information.
I wish money would stop being wasted on mailings
I would like better information on transfers!
Internet meaning email, not website
Less confusing printed routes
MOBILE APPS!!!

Other Ways Of Receiving Information
Mobile Apps
no real interest, that's why I have a car
none
none
not interested
Not needed
phone
phone to TARC
smartphone
Smartphone app
Smartphone apps
social media
TARC Schedule
Televised notices on changes and routes (metro TV)
Text
TV
TV is good
word of mouth
would be nice to be able to call and get schedule information easily

Note: Out of the 43 respondents who said they'd prefer to receive information on transportation options from other methods, 37 identified that method .

Table 24: Additional Comments

Number	Additional Comments
(4 in this category)	**Respondent Relies on Family, Caregiver, or Support Staff**
	This survey was completed with assistance from support staff in Tameka's behalf. She would be very interested if she felt safe in learning how to use the public transportation with assistance from her Community access person.
	as my disease progressive, the person I depend on for transportation will not be able to do it
	Right now I am relying on my aunt to take me to work but when she goes back to work it will be difficult to get to my job.
	I drive myself and when I can't my kids take me.
(5 in this category)	**Complaints**
	I am a caregiver, not disabled. This survey seems to be for a disabled person
	this survey appears to be heavily oriented toward soliciting answers to support additional public transportation options. I have worked hard to develop a comfortable, yet modest. lifestyle that joyfully includes having my own vehicle which I happily pay for to provide me mobility. While I recognize others have different needs, desires, and situations, I am disappointed that yet another "public service" is being pushing that will ultimately cost addition tax dollars and serve a limited number of people in a less than cost effective way (i.e., lose money).
	Our family is thinking of leaving the Louisville area due to the poor quality of KIPDA's transportation planning and services. The current and past leadership at KIPDA has created a looming crisis which is decreasing disposable (or real) incomes of area families as they can only depend on a car for transportation. This makes the cost of living in our city very high and exposes our home values substantial losses as energy costs rise as our commute distances are very long. Also, KIPDA has no viable contingency plan for the impending climate crises which likely will increase the cost of food by a factor of 2 to 3. This is exactly what happened in the 1815 after a large volcano erupted which caused major crop losses in the U.S. and Europe. How can Louisville families endure these real scenarios against our community and quality of life if KIPDA's political leadership and management continue to ignore them?
	public transit is such a waste
	I don't understand why seniors are asked to do this survey.
(10 in this category)	**Respondent Has Concerns About Costs**
	My limitations are due to unreliable transportation. Unable to afford a "new" to me car and unable to fix the car I have. So I rely on public transportation.
	Lower prices would be very helpful.
	Most people recognize that providing public transportation in rural areas is extremely cost prohibitive. The truth is, as my disability worsens, I will be forced to sell my home because I will lose my job and will have to move to a facility that might afford public transportation as an option.
	I don't have significant transportation barriers but the population that I work with as a social worker does. Our most vulnerable people and families still struggle to be able to afford and utilize public transportation. Despite the resources currently available, I hear stories daily from clients about how public transportation takes too long or the route they need doesn't come often enough and this threatens their children's education and their work opportunities. Despite having access to discounted bus passes etc, clients still struggle to afford transportation.
	I am a disabled single parent raising a child with multiple disabilities. I depend a lot on my vehicle, which is bordering on inoperable. I cannot afford to repair or replace it. The money which should have gone for that is going to pay high heating bills this winter. I don't know what we will do when the car dies. We are going to be very isolated & stuck. The bus doesn't work for us and taxi is unaffordable.
	Could do so much more if had a car to live
	For traveling around the city of Louisville, fixed route TARC meets my needs. I also can afford to use taxi services. For most individuals with disabilities, economics is a huge concern.
	problems gas money
	most of the time money problems getting gas money
	I have no other way to get to doctor without the wheels or pay someone to take me. I'm on fix income.

(11 in this category)	Compliments
	Thank you for this opportunity to have a choice, a possible brighter future!
	Great job u all do, we r new to area n r pleased with service. Most drivers r friendly knowledgeable n helpful with where to go.
	I ride TARC because I have to, but I really do not have any major complaints!
	I hope you can help. My MS friends who drive naively have no idea what the future holds for them. Your effort is appreciated.
	Thank you for seeking public input.
	Thanks for the help the few times I've been here. I don't come unless I really need it. You all are appreciated. =)
	Everyone here is always very helpful and very nice. Don't know what I would do if you all didn't help me.
	Thanks to Tri-County Action in LaGrange for all you do for people.
	"The drivers are great (OPIE); and they are very nice. Please keep them. I really am grateful for the bus in order to be able to get to Dr. office, grocery store, and pick up meds at Walgreens. At times my eyes are blurry and it's due to some of the meds. When this is going on, I feel safe on the bus. Again I will say 'THANK YOU' and I am very grateful.
	"I have further comments, but will call Amanda to discuss (she hasn't contacted me yet). Thank you for the great service you provide and for having such kind, caring, patient drivers."
	"I would like [to thank] the operators of Oldham's Public Bus for the great service they are providing. I'm glad to see more people tiding the O.P.B. buss now. I consider it to be great. Keep up the great work."

(25 in this category)	Transportation Connections, Frequency, and Assistance Issues
	Tarc 3 drivers never walk me to the door. yellow cab has made we wait for 3 hours to pick me up. drivers to not carry their license with them, UPS will not let them in the gate, my manager has to come get me.
	At this time I am on the van for 2 to 2 1/2 hours each way. My house mates and I are the first picked up and the last dropped off. I have missed medical appointment because transportation didn't pick me up in time to get to my appointment in time to be seen.
	Primarily try to use public transport to get to the airport for very early/late flights when it is inconvenient for family to drop me off pick me up but there often aren't route early /late enough for me when including a transfer.
	It is my understanding that buses run too infrequently to inconvenient [not in close proximity to locations desired] sites
	I have been skipped by TARC on occasion. Very troubling
	I find that the TARC is unreliable at times and the rides are not frequent enough to make up for busses that miss their schedules. In addition, there are some neighborhoods that are poorly connected. For example, the Clifton/Crescent Hill and the Highlands neighborhoods require a 45-50 minute connection when it takes 5 minutes in a car.
	I've used the TARC for years now. It is helpful but not always the most reliable way to get around. Sometimes buses no show or (more often) are late which poses a problem when used for work
	Bus service takes too long in Louisville. A twenty minute drive is usually a one and a half hour bus trip.
	It's very difficult to get from the Highlands to Clifton and back by bus without going all the way downtown. I had an extremely frustrating time trying to transfer from the eastbound Bardstown Rd. bus (40?) to the eastbound 19 bus. Although the routes cross, the bus driver didn't know where I should wait for the 19. There was a sign at the stop he pointed me to saying that the 19 didn't stop there. This kind of situation is intolerable for people who depend on transit.
	It would just be too hard to use the public TARC as I am slow and cannot walk long distances.
	I often hear from my blind clients that the drivers are not helpful in letting the rider know about the stop or helping them get to accessible seats
	There is a need for better connecting transportations services to surrounding communities so that one isn't limited to just the Louisville area and just areas serviced by current fixed routes as the basis for where one can currently travel. A change needs to take into account extreme weather conditions where "door-to-door services forces some to be out in the extreme weather conditions because drivers can't/won't come inside to get you. Scheduling needs to be seriously looked at because a waste in time/services occur too often where 3 or 4 vehicles go to one location to pick up one person at a time that live very close to each other while others are grouped in a vehicle where they travel all over town for more than 1.5 hours til they get to their destinations.
	I qualify for Tarc3, but it doesn't quite come to my house, so my mom has to drive me to get picked up/dropped off, so I still have no independence.
	I do not take bus, as it is impossible to get home from bus stop. I would have to cross Shelbyville Road where there is no light.
	The lack of shelters is a big issue. One terrible example is the TARC stop that is literally in a ditch at Westport Village. There is no shelter, and if a car went off the road there, which is likely, people waiting for the bus could be seriously injured.
	While I am healthy and own my own car, I would consider using the bus to get to and from work if I had a bus stop closer to me and if the bus dropped me off next to my office without transfers. Must be easy and work in all weather conditions. I used to have my son drive me to the bus stop on Shelbyville Road and Madison from our house in Anchorage and then get off on First Street and walk to S. Jackson because my express bus did not stop in front of the UofL Hospital. I loved not having to drive and

	use my gas and pay for parking. I enjoyed the company of others on the bus and reading the paper. However walking in the pouring down rain from First and Liberty into work and on the return trip I walked from Shelbyville Road to our house in a downpour. If weather was good I loved the walk but it was a problem in bad weather.
	I was told I cannot get Tarc 3 service to my home. I need transportation. I miss lots of things in the community and DSL because I have no transportation.
	I live in Jeffersontown and two of five days I work in Middletown. I would love to take a bus, but it is virtually impossible to do. I work in Frankfort otherwise and use a KIPDA/TARC van.
	This is a great idea, but I live in new Albany and access to public transportation to OBC, suburban, & other facilities are not currently available to me
	There needs to be a closer bus stop to me. I live on N Camden Ln. Zip code 40014.
	My MS is just currently getting to a point where I may need more help with driving and Transportation. I certainly do not know of any TARC buses that come to Charlestown or past. I would really have to research transportation options available for Clark County.
	In my case, the nearest bus stop is about one mile away from our house and unsheltered from weather
	It would be nice to have more TARC services in our local area.
	It would be nice to have more TARC services in our area.
	Would be nice to have public transportation service available in all areas
(21 in this category)	**Alternative Transportation Comments**
	I am appalled at the focus on highways and cars in a city that is compact enough to benefit from mass transit. The farther out you go the worse Tarc stops are.
	Metro Louisville would benefit greatly from more frequent mass transit options.
	I would love to see more SAFE bike lanes going to useful places like parks, schools, work areas and connecting travel to other areas of town. Shelters and freq times would get me to use TARC more.
	I would like a monorail that runs from Valley Station to downtown. That would be amazing. I think so much more business and money would flow around Louisville if we had a monorail.
	need more bicycle lanes
	1. We must reactivate the rapid transit plan that was canceled some years ago. 2. Light rail rights-of-way should be planned on the new downtown bridge so that a whole new bridge will not have to be built when rapid transit comes to IN and KY.
	I rode the bus/subway regularly when I lived in larger cities. I would here as well if the service was convenient and fast. I don't see that happening any time soon.
	Rail services would be my first choice.
	More sidewalks would be wonderful. Especially on Ash avenue in Pewee Valley
	We need a light rail/passenger rail service/subway whatever
	Light rail would really provide a huge economic and social impact to region. TARC does a good job, but bus service is not ideal for a region our size
	I wish we had a closed rail system similar to Chicago to commute. I would take public transportation if it were more convenient to use and access.
	Light rail or something similar would be spectacular (though at my stage of life, it likely wouldn't help me get to work).
	This survey seemed to concentrate on Bus service. What about the future of a rail system or maybe just smaller buses and more buses and more routes.
	Need a subway system like other cities/countries.
	Not sure who is responsible for this, but I would love to see more car-sharing options in Louisville. Prioritize the movement of people over the movement of cars. Prioritize projects that will strengthen our existing urban neighborhoods. Avoid projects that subsidize sprawl development. Read strongtowns.org Thanks.
	Reduced speed limits on selected streets forming a connected metropolitan network would make travel by bicycle easier.
	We need rail - light rail, subway, railroads. The definition of insanity is doing the same thing over and over again and expecting different results.
	I would be interested in using light rail transportation from the outskirts of the county to downtown. I would drive to a station to use the service.
	Bike and Pedestrian lanes/paths are non-existent in 40031 (La Grange) to vital locations like the grocery. Many people walk along the shoulder but this is unsafe. Local transit is available during business hours. I would love to bike to the grocery but crossing I-71 (on hwy 53) feels suicidal. There are no bike routes in all of Oldham County - except for the lovely but purely recreational path along Commerce Parkway.
	I'm still able to drive myself most everywhere I need to go; but I have taken public transportation in many other cities.

(26 in this category)	General Advice/Comments
	As a driver, reflective street signs in red and white (good contrast at night) and traffic islands with reflective treatment would be helpful. As a pedestrian, bicycles on streets not sidewalks. Nearly hit several times...twice from my front steps to sidewalk. Enforcement of use of handicapped parking spaces. Enforcement of parking distance from corner and hydrants.
	Need transportation to/from and within Bullitt county
	Our seniors are suffering isolation and poor health due to transportation problems. It takes weeks now to get to the doctor for them.
	I presently drive myself, but I know of others in Shelby County, KY that could use the transportation service.
	Our clients have the most difficulty getting to our services and if I had a survey to rate their challenges that would be much more beneficial data for you. Many of our clients are below the federal poverty guidelines and have little or no access to transportation. Medicab is no always available. I'd be glad to speak with someone and assist in getting them to complete a survey, if you're interested.
	You should consider sending a version of this survey to service providers, who can tell you about their clients' needs. Most of my clients use public transportation.
	It is high time we started truly planning AND FUNDING less for cars/driving and more for improved public transit, biking, and walking options throughout our city.
	If TARC3 service areas were widened to include the rural counties, more people with disabilities would be empowered to work.
	Has it been discussed to have a shuttle from Louisville to Oldham County in the morning and reversed in the afternoon? I know there's one going from Oldham to Louisville, but I'd ride one out to work in Oldham, and folks at Rawlings might too.
	TARC 3 only comes to Oldham County to transport to and from the VA Laundry. This is very, very limiting.
	Can all bus stops be moved so as they are located AFTER the intersection. This will prevent accidents with other drivers turning right.
	I did this survey because I saw something about development. I would like to state that it would be very beneficial for handicapped spots to be covered or in the shade because many people with MS have problems with heat and humidity. If the spots were in the shade or a covered area, it would cut down on neurological side effects and overall safety, because heat causes symptoms to flare and that hinders cognitive ability/reaction times.
	I do not use transit services due to the variability of my work schedule and around-town travel required. However, I am mostly concerned about transportation accessibility for employees who work 3 shifts, 7 days a week.
	Please send to my daughter, contact information below.
	Occasionally my patients have difficulty making it to their appointments due to lack of transportation.
	Transportation options at this time work for me, but as I age and do not drive - traveling to rural communities or parts of Jefferson County will be near impossible if our current structure remains. Modified modes and options for travel - including vans periodically traveling to portions of region (pre-scheduled and part of an on-going service) will be necessary. Local taxes should support this expansion (sales tax and hospitality taxes).
	There should be more transportation options from Louisville to northern KY other than just Greyhound, which doesn't run very frequently and only stops on the Cincinnati side of the river. Also, more public transportation between Louisville and Bullitt and Oldham counties would be helpful.
	It's time Louisville Metro had meaningful transit service. It would make for a more inclusive place and life would be better for all.
	Need bus/TARC service from Shelby County to Louisville/Jefferson County
	Need late night services from U of L campus to entertainment such as Headliners, Highlands, etc.
	Currently I don't have need for public transportation, but as I age, I will - and I know that many in my area could use it now.
	I feel like people that are elderly and don't drive should have transportation provided for them to doctors app and stores.
	People need more transportation to get where they are going especially the older people.
	I wish we had buses we could get around on like Louisville does, it would make it more better for me.
	Some kinda public transportation would be wonderful. There's absolutely no help for transportation rides to grocery, medical, work, etc.
	In Trimble County, Wheels is the only means of transportation for the elderly. This program is so vital to the community and without it, I don't know what our community will do. Consider this when it comes to deciding funding, budget cuts, etc.

Note: Out of a total of 704 survey respondents, 103 respondents had additional comments.

THIS PAGE INTENTIONALLY LEFT BLANK.

APPENDIX E: DETAILED CENSUS INFORMATION

Table 25: Sex by Age by Disability Status

County	Clark	Floyd	Bullitt	Henry	Jefferson	Oldham	Shelby	Spencer	Trimble	Entire KIPDA Region
Total:	108,704	73,642	74,187	15,363	732,033	55,940	41,038	16,970	8,803	1,126,680
Male:	52,988	35,746	36,629	7,636	352,626	27,540	20,168	8,585	4,485	546,403
Under 5 years:	3,677	2,215	2,265	511	24,965	1,579	1,455	560	263	37,490
With a disability	75	0	23	0	221	0	58	0	0	377
No disability	3,602	2,215	2,242	511	24,744	1,579	1,397	560	263	37,113
5 to 17 years:	9,615	6,716	7,257	1,511	62,637	6,810	3,879	1,704	869	100,998
With a disability	740	515	622	168	5,339	544	503	157	158	8,746
No disability	8,875	6,201	6,635	1,343	57,298	6,266	3,376	1,547	711	92,252
18 to 34 years:	11,966	7,671	7,559	1,399	83,161	4,184	3,980	1,572	839	122,331
With a disability	981	608	802	125	6,356	193	407	144	174	9,790
No disability	10,985	7,063	6,757	1,274	76,805	3,991	3,573	1,428	665	112,541
35 to 64 years:	21,892	15,194	15,688	3,263	142,467	12,506	8,550	3,869	1,967	225,396
With a disability	3,500	2,027	2,465	578	22,226	774	1,027	489	341	33,427
No disability	18,392	13,167	13,223	2,685	120,241	11,732	7,523	3,380	1,626	191,969
65 to 74 years:	3,608	2,422	2,599	611	22,566	1,768	1,540	618	351	36,083
With a disability	1,167	659	866	160	6,322	332	424	234	135	10,299
No disability	2,441	1,763	1,733	451	16,244	1,436	1,116	384	216	25,784
75 years and over:	2,230	1,528	1,261	341	16,830	693	764	262	196	24,105
With a disability	1,241	731	672	190	8,238	372	322	201	130	12,097
No disability	989	797	589	151	8,592	321	442	61	66	12,008

County	Clark	Floyd	Bullitt	Henry	Jefferson	Oldham	Shelby	Spencer	Trimble	Entire KIPDA Region
Female:	55,716	37,896	37,558	7,727	379,407	28,400	20,870	8,385	4,318	580,277
Under 5 years:	3,644	2,239	2,253	453	23,715	1,612	1,392	493	239	36,040
With a disability	14	30	14	3	259	31	0	0	0	351
No disability	3,630	2,209	2,239	450	23,456	1,581	1,392	493	239	35,689
5 to 17 years:	9,102	6,628	6,842	1,351	59,894	6,541	3,732	1,615	765	96,470
With a disability	233	275	205	210	2,946	205	177	69	101	4,421
No disability	8,869	6,353	6,637	1,141	56,948	6,336	3,555	1,546	664	92,049
18 to 34 years:	11,989	7,771	7,532	1,407	86,352	4,222	3,968	1,585	817	125,643
With a disability	698	463	330	159	6,643	301	249	115	66	9,024
No disability	11,291	7,308	7,202	1,248	79,709	3,921	3,719	1,470	751	116,619
35 to 64 years:	23,145	16,205	16,378	3,329	153,128	13,151	9,122	3,834	1,892	240,184
With a disability	3,737	2,287	2,943	766	25,173	967	1,165	500	376	37,914
No disability	19,408	13,918	13,435	2,563	127,955	12,184	7,957	3,334	1,516	202,270
65 to 74 years:	4,347	2,615	2,807	677	28,464	1,816	1,519	539	361	43,145
With a disability	1,474	643	911	205	8,102	363	363	123	121	12,305
No disability	2,873	1,972	1,896	472	20,362	1,453	1,156	416	240	30,840
75 years and over:	3,489	2,438	1,746	510	27,854	1,058	1,137	319	244	38,795
With a disability	1,766	1,104	1,044	269	14,431	487	640	160	140	20,041
No disability	1,723	1,334	702	241	13,423	571	497	159	104	18,754

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates, B18101: Sex by Age by Disability Status

Table 26: Age by Disability Status by Poverty Status

County	Clark	Floyd	Bullitt	Henry	Jefferson	Oldham	Shelby	Spencer	Trimble	Entire KIPDA Region
Total:	108,458	73,464	73,826	15,191	725,727	55,821	40,737	16,830	8,759	1,118,813
Under 18 years:	25,792	17,699	18,256	3,654	168,138	16,423	10,205	4,232	2,092	266,491
With a disability:	1,053	812	838	381	8,601	761	713	208	259	13,626
Income in the past 12-months below poverty level	353	292	128	169	3,258	114	213	16	92	4,635
Income in the past 12-months at or above poverty level	700	520	710	212	5,343	647	500	192	167	8,991
No disability:	24,739	16,887	17,418	3,273	159,537	15,662	9,492	4,024	1,833	252,865
Income in the past 12-months below poverty level	4,068	3,086	2,180	942	38,499	1,224	1,405	321	363	52,088
Income in the past 12-months at or above poverty level	20,671	13,801	15,238	2,331	121,038	14,438	8,087	3,703	1,470	200,777
18 to 64 years:	68,992	46,762	47,157	9,398	461,875	34,063	25,572	10,860	5,515	710,194
With a disability:	8,916	5,385	6,540	1,628	60,177	2,235	2,846	1,248	957	89,932
Income in the past 12-months below poverty level	2,085	1,539	1,408	473	19,067	491	652	242	200	26,157
Income in the past 12-months at or above poverty level	6,831	3,846	5,132	1,155	41,110	1,744	2,194	1,006	757	63,775
No disability:	60,076	41,377	40,617	7,770	401,698	31,828	22,726	9,612	4,558	620,262
Income in the past 12-months below poverty level	5,727	3,143	3,129	1,001	49,744	1,667	2,518	437	627	67,993
Income in the past 12-months at or above poverty level	54,349	38,234	37,488	6,769	351,954	30,161	20,208	9,175	3,931	552,269
65 years and over:	13,674	9,003	8,413	2,139	95,714	5,335	4,960	1,738	1,152	142,128
With a disability:	5,648	3,137	3,493	824	37,093	1,554	1,749	718	526	54,742
Income in the past 12-months below poverty level	665	473	343	176	5,213	153	206	64	113	7,406
Income in the past 12-months at or above poverty level	4,983	2,664	3,150	648	31,880	1,401	1,543	654	413	47,336
No disability:	8,026	5,866	4,920	1,315	58,621	3,781	3,211	1,020	626	87,386
Income in the past 12-months below poverty level	365	311	342	159	3,757	166	79	110	80	5,369
Income in the past 12-months at or above poverty level	7,661	5,555	4,578	1,156	54,864	3,615	3,132	910	546	82,017

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates, C18130: Age by Disability Status by Poverty Status

Table 27: Disability Characteristics

County	Clark		Floyd		Bullitt		Henry		Jefferson	
Subject	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population
Total civilian non-institutionalized population	15,626	14.4%	9,342	12.7%	10,897	14.7%	2,833	18.4%	106,256	14.5%
Population under 5 years	89	1.2%	30	0.7%	37	0.8%	3	0.3%	480	1.0%
With a hearing difficulty	89	1.2%	11	0.2%	37	0.8%	3	0.3%	352	0.7%
With a vision difficulty	66	0.9%	20	0.4%	37	0.8%	3	0.3%	337	0.7%
Population 5 to 17 years	973	5.2%	790	5.9%	827	5.9%	378	13.2%	8,285	6.8%
With a hearing difficulty	63	0.3%	189	1.4%	105	0.7%	83	2.9%	834	0.7%
With a vision difficulty	135	0.7%	149	1.1%	78	0.6%	37	1.3%	876	0.7%
With a cognitive difficulty	785	4.2%	554	4.2%	699	5.0%	243	8.5%	6,756	5.5%
With an ambulatory difficulty	78	0.4%	72	0.5%	120	0.9%	30	1.0%	1,003	0.8%
With a self-care difficulty	178	1.0%	93	0.7%	235	1.7%	6	0.2%	1,030	0.8%
Population 18 to 64 years	8,916	12.9%	5,385	11.5%	6,540	13.9%	1,628	17.3%	60,398	13.0%
With a hearing difficulty	1,612	2.3%	1,216	2.6%	1,405	3.0%	316	3.4%	9,382	2.0%
With a vision difficulty	1,255	1.8%	933	2.0%	652	1.4%	294	3.1%	8,969	1.9%
With a cognitive difficulty	3,666	5.3%	2,215	4.7%	2,426	5.1%	598	6.4%	27,232	5.9%
With an ambulatory difficulty	4,901	7.1%	2,612	5.6%	3,864	8.2%	913	9.7%	32,179	6.9%
With a self-care difficulty	1,550	2.2%	795	1.7%	1,361	2.9%	330	3.5%	10,615	2.3%
With an independent living difficulty	3,354	4.9%	1,857	4.0%	2,248	4.8%	659	7.0%	21,395	4.6%
Population 65 years and over	5,648	41.3%	3,137	34.8%	3,493	41.5%	824	38.5%	37,093	38.8%
With a hearing difficulty	2,108	15.4%	1,395	15.5%	1,470	17.5%	335	15.7%	13,427	14.0%
With a vision difficulty	1,032	7.5%	656	7.3%	613	7.3%	185	8.6%	6,698	7.0%
With a cognitive difficulty	1,478	10.8%	745	8.3%	1,085	12.9%	245	11.5%	9,830	10.3%
With an ambulatory difficulty	3,999	29.2%	1,989	22.1%	2,133	25.4%	509	23.8%	24,569	25.7%
With a self-care difficulty	1,171	8.6%	703	7.8%	876	10.4%	95	4.4%	8,692	9.1%
With an independent living difficulty	2,288	16.7%	1,367	15.2%	1,624	19.3%	304	14.2%	16,938	17.7%

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates, S1810: Disability Characteristics

County	Oldham		Shelby		Spencer		Trimble		Entire KIPDA Region	
Subject	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population	Persons with a disability	Percent of Population
Total civilian non-institutionalized population	4,569	8.2%	5,335	13.0%	2,192	12.9%	1,742	19.8%	158,792	14.1%
Population under 5 years	31	1.0%	58	2.0%	0	0.0%	0	0.0%	728	0.1%
With a hearing difficulty	0	0.0%	58	2.0%	0	0.0%	0	0.0%	550	0.0%
With a vision difficulty	31	1.0%	0	0.0%	0	0.0%	0	0.0%	494	0.0%
Population 5 to 17 years	749	5.6%	680	8.9%	226	6.8%	259	15.9%	13,167	1.2%
With a hearing difficulty	120	0.9%	115	1.5%	0	0.0%	34	2.1%	1,543	0.1%
With a vision difficulty	131	1.0%	114	1.5%	14	0.4%	0	0.0%	1,534	0.1%
With a cognitive difficulty	562	4.2%	530	7.0%	180	5.4%	223	13.6%	10,532	0.9%
With an ambulatory difficulty	127	1.0%	45	0.6%	50	1.5%	18	1.1%	1,543	0.1%
With a self-care difficulty	231	1.7%	48	0.6%	34	1.0%	52	3.2%	1,907	0.2%
Population 18 to 64 years	2,235	6.6%	2,848	11.1%	1,248	11.5%	957	17.4%	90,155	8.0%
With a hearing difficulty	609	1.8%	736	2.9%	310	2.9%	215	3.9%	15,801	1.4%
With a vision difficulty	270	0.8%	516	2.0%	122	1.1%	156	2.8%	13,167	1.2%
With a cognitive difficulty	828	2.4%	1,407	5.5%	532	4.9%	398	7.2%	39,302	3.5%
With an ambulatory difficulty	917	2.7%	1,489	5.8%	496	4.6%	510	9.2%	47,881	4.2%
With a self-care difficulty	328	1.0%	587	2.3%	210	1.9%	211	3.8%	15,987	1.4%
With an independent living difficulty	888	2.6%	888	3.5%	423	3.9%	322	5.8%	32,034	2.8%
Population 65 years and over	1,554	29.1%	1,749	35.3%	718	41.3%	526	45.7%	54,742	4.9%
With a hearing difficulty	667	12.5%	807	16.3%	351	20.2%	239	20.7%	20,799	1.8%
With a vision difficulty	202	3.8%	258	5.2%	105	6.0%	102	8.9%	9,851	0.9%
With a cognitive difficulty	356	6.7%	432	8.7%	206	11.9%	102	8.9%	14,479	1.3%
With an ambulatory difficulty	1,016	19.0%	1,116	22.5%	390	22.4%	393	34.1%	36,114	3.2%
With a self-care difficulty	409	7.7%	323	6.5%	125	7.2%	122	10.6%	12,516	1.1%
With an independent living difficulty	723	13.6%	677	13.6%	229	13.2%	200	17.4%	24,350	2.2%

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates, S1810: Disability Characteristics

Table 28: Employment Status by Disability Status

County	Clark	Floyd	Bullitt	Henry	Jefferson	Oldham	Shelby	Spencer	Trimble	Entire KIPDA Region
Total:	68,992	46,841	47,157	9,398	465,108	34,063	25,620	10,860	5,515	713,554
In the labor force:	55,318	38,048	36,981	6,835	367,157	27,470	20,380	8,752	3,974	564,915
Employed:	50,568	34,856	33,740	6,265	330,832	25,771	18,698	8,010	3,575	512,315
With a disability	3,159	1,986	2,157	528	19,589	848	1,215	613	279	30,374
No disability	47,409	32,870	31,583	5,737	311,243	24,923	17,483	7,397	3,296	481,941
Unemployed:	4,750	3,192	3,241	570	36,325	1,699	1,682	742	399	52,600
With a disability	675	422	409	64	4,962	108	135	72	61	6,908
No disability	4,075	2,770	2,832	506	31,363	1,591	1,547	670	338	45,692
Not in labor force:	13,674	8,793	10,176	2,563	97,951	6,593	5,240	2,108	1,541	148,639
With a disability	5,082	2,977	3,974	1,036	35,847	1,279	1,498	563	617	52,873
No disability	8,592	5,816	6,202	1,527	62,104	5,314	3,742	1,545	924	95,766

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates, C18120: Employment Status by Disability Status

Table 29: Sex by Disability Status by Full-Time Work Status

County	Clark	Floyd	Bullitt	Henry	Jefferson	Oldham	Shelby	Spencer	Trimble	Entire KIPDA Region
Total:	72,706	49,455	49,860	9,860	488,597	39,809	27,793	11,535	5,870	755,485
Male:	36,070	24,220	24,731	4,911	239,060	21,562	13,292	5,828	2,993	372,667
With a disability:	4,803	2,823	3,358	731	30,213	2,264	1,542	704	548	46,986
Worked in the past 12 months:	2,110	1,412	1,560	243	13,042	655	809	408	176	20,415
Worked full-time, year-round	1,102	697	867	139	6,194	293	447	143	100	9,982
Worked less than full-time, year-round	1,008	715	693	104	6,848	362	362	265	76	10,433
Did not work in the past year	2,693	1,411	1,798	488	17,171	1,609	733	296	372	26,571
No disability:	31,267	21,397	21,373	4,180	208,847	19,298	11,750	5,124	2,445	325,681
Worked in the past 12 months:	26,861	18,552	18,436	3,518	177,517	15,174	10,177	4,539	2,098	276,872
Worked full-time, year-round	19,256	13,261	12,973	2,395	122,579	11,104	7,128	3,373	1,534	193,603
Worked less than full-time, year-round	7,605	5,291	5,463	1,123	54,938	4,070	3,049	1,166	564	83,269
Did not work in the past year	4,406	2,845	2,937	662	31,330	4,124	1,573	585	347	48,809
Female:	36,636	25,235	25,129	4,949	249,537	18,247	14,501	5,707	2,877	382,818
With a disability:	4,591	2,844	3,351	963	32,871	1,364	1,711	650	511	48,856
Worked in the past 12 months:	1,720	1,160	1,028	364	12,042	575	679	331	142	18,041
Worked full-time, year-round	904	477	546	216	5,467	335	350	87	46	8,428
Worked less than full-time, year-round	816	683	482	148	6,575	240	329	244	96	9,613
Did not work in the past year	2,871	1,684	2,323	599	20,829	789	1,032	319	369	30,815
No disability:	32,045	22,391	21,778	3,986	216,666	16,883	12,790	5,057	2,366	333,962
Worked in the past 12 months:	25,913	18,145	17,208	3,059	172,557	13,153	9,632	3,944	1,799	265,410
Worked full-time, year-round	16,320	10,749	9,981	1,658	102,372	6,950	5,697	2,201	981	156,909
Worked less than full-time, year-round	9,593	7,396	7,227	1,401	70,185	6,203	3,935	1,743	818	108,501
Did not work in the past year	6,132	4,246	4,570	927	44,109	3,730	3,158	1,113	567	68,552

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates, C23023: Sex by Disability Status by Full-Time Work Status

This Page Intentionally Left Blank.

APPENDIX F: STATUTORY REFERENCES 49 U.S.C. SECTION 5310

Section 5310

§ 5310. Formula grants for the enhanced mobility of seniors and individuals with disabilities

(a) DEFINITIONS.—In this section, the following definitions shall apply:

(1) RECIPIENT.—The term 'recipient' means a designated recipient or a State that receives a grant under this section directly.

(2) SUBRECIPIENT.—The term 'subrecipient' means a State or local governmental authority, a private nonprofit organization, or an operator of public transportation that receives a grant under this section indirectly through a recipient.

(b) GENERAL AUTHORITY.—

(1) GRANTS.—The Secretary may make grants under this section to recipients for—

(A) public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;

(B) public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.);

(C) public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; and

(D) alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

(2) LIMITATIONS FOR CAPITAL PROJECTS.—

(A) AMOUNT AVAILABLE.—The amount available for capital projects under paragraph

(1)(A) shall be not less than 55 percent of the funds apportioned to the recipient under this section.

(B) ALLOCATION TO SUBRECIPIENTS.—A recipient of a grant under paragraph (1)(A) may allocate the amounts provided under the grant to—

(i) a private nonprofit organization; or

(ii) a State or local governmental authority that—

(I) is approved by a State to coordinate services for seniors and individuals with disabilities; or

(II) certifies that there are no private nonprofit organizations readily available in the area to provide the services described in paragraph (1)(A).

(3) ADMINISTRATIVE EXPENSES.—A recipient may use not more than 10 percent of the amounts apportioned to the recipient under this section to administer, plan, and provide technical assistance for a project funded under this section.

(4) ELIGIBLE CAPITAL EXPENSES.—The acquisition of public transportation services is an eligible capital expense under this section.

(5) COORDINATION.—

(A) DEPARTMENT OF TRANSPORTATION.—To the maximum extent feasible, the Secretary shall coordinate activities under this section with related activities under other Federal departments and agencies.

(B) OTHER FEDERAL AGENCIES AND NONPROFIT ORGANIZATIONS.—A State or local governmental authority or nonprofit organization that receives assistance from Government sources (other than the Department of Transportation) for nonemergency transportation services shall—

(i) participate and coordinate with recipients of assistance under this chapter in the design and delivery of transportation services; and

(ii) participate in the planning for the transportation services described in clause (i).

(6) PROGRAM OF PROJECTS.—

(A) IN GENERAL.—Amounts made available to carry out this section may be used for transportation projects to assist in providing transportation services for seniors and individuals with disabilities, if such transportation projects are included in a program of projects.

(B) SUBMISSION.—A recipient shall annually submit a program of projects to the Secretary.

(C) ASSURANCE.—The program of projects submitted under subparagraph (B) shall contain an assurance that the program provides for the maximum feasible coordination of transportation services assisted under this section with transportation services assisted by other Government sources.

(7) MEAL DELIVERY FOR HOMEBOUND INDIVIDUALS.—A public transportation service provider that receives assistance under this section or section 5311(c) may coordinate and assist in regularly providing meal delivery service for homebound individuals, if the delivery service does not conflict with providing public transportation service or reduce service to public transportation passengers.

(c) APPORTIONMENT AND TRANSFERS.—

(1) FORMULA.—The Secretary shall apportion amounts made available to carry out this section as follows:

(A) LARGE URBANIZED AREAS.—Sixty percent of the funds shall be apportioned among designated recipients for urbanized areas with a population of 200,000 or more individuals, as determined by the Bureau of the Census, in the ratio that—

(i) the number of seniors and individuals with disabilities in each such urbanized area; bears to

(ii) the number of seniors and individuals with disabilities in all such urbanized areas.

(B) SMALL URBANIZED AREAS.—Twenty percent of the funds shall be apportioned among the States in the ratio that—

(i) the number of seniors and individuals with disabilities in urbanized areas with a population of fewer than 200,000 individuals, as determined by the Bureau of the Census, in each State; bears to

(ii) the number of seniors and individuals with disabilities in urbanized areas with a population of fewer than 200,000 individuals, as determined by the Bureau of the Census, in all States.

(C) RURAL AREAS.—Twenty percent of the funds shall be apportioned among the States in the ratio that—

(i) the number of seniors and individuals with disabilities in rural areas in each State; bears to

(ii) the number of seniors and individuals with disabilities in rural areas in all States.

(2) AREAS SERVED BY PROJECTS.—

(A) IN GENERAL.—Except as provided in subparagraph (B)—

(i) funds apportioned under paragraph (1)(A) shall be used for projects serving urbanized areas with a population of 200,000 or more individuals, as determined by the Bureau of the Census;

(ii) funds apportioned under paragraph (1)(B) shall be used for projects serving urbanized areas with a population of fewer than 200,000 individuals, as determined by the Bureau of the Census; and

(iii) funds apportioned under paragraph (1)(C) shall be used for projects serving rural areas.

(B) EXCEPTIONS.—A State may use funds apportioned to the State under subparagraph (B) or (C) of paragraph (1)—

(i) for a project serving an area other than an area specified in subparagraph (A)(ii) or (A)(iii), as the case may be, if the Governor of the State certifies that all of the objectives of this section are being met in the area specified in subparagraph (A)(ii) or (A)(iii); or

(ii) for a project anywhere in the State, if the State has established a statewide program for meeting the objectives of this section.

(C) LIMITED TO ELIGIBLE PROJECTS.—Any funds transferred pursuant to subparagraph (B) shall be made available only for eligible projects selected under this section.

(D) CONSULTATION.—A recipient may transfer an amount under subparagraph (B) only after consulting with responsible local officials, publicly owned operators of public transportation, and nonprofit providers in the area for which the amount was originally apportioned.

(d) GOVERNMENT SHARE OF COSTS.—

(1) CAPITAL PROJECTS.—A grant for a capital project under this section shall be in an amount equal to 80 percent of the net capital costs of the project, as determined by the Secretary.

(2) OPERATING ASSISTANCE.—A grant made under this section for operating assistance may not exceed an amount equal to 50 percent of the net operating costs of the project, as determined by the Secretary.

(3) REMAINDER OF NET COSTS.—The remainder of the net costs of a project carried out under this section—

(A) may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local social service agency or a private social service organization, or new capital; and

(B) may be derived from amounts appropriated or otherwise made available—

(i) to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation; or

(ii) to carry out the Federal lands highways program under section 204 of title 23.

(4) USE OF CERTAIN FUNDS.—For purposes of paragraph (3)(B)(i), the prohibition under section 403(a)(5)(C)(vii) of the Social Security Act (42 U.S.C. 603(a)(5)(C)(vii)) on the use of grant funds for matching requirements shall not apply to Federal or State funds to be used for transportation purposes.

(e) GRANT REQUIREMENTS.—

(1) IN GENERAL.—A grant under this section shall be subject to the same requirements as a grant under section 5307, to the extent the Secretary determines appropriate.
(2) CERTIFICATION REQUIREMENTS.—

(A) PROJECT SELECTION AND PLAN DEVELOPMENT.—Before receiving a grant under this section, each recipient shall certify that—

(i) the projects selected by the recipient are included in a locally developed, coordinated public transit-human services transportation plan;

(ii) the plan described in clause (i) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public; and

(iii) to the maximum extent feasible, the services funded under this section will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services.

(B) ALLOCATIONS TO SUBRECIPIENTS.—If a recipient allocates funds received under this section to subrecipients, the recipient shall certify that the funds are allocated on a fair and equitable basis.

(f) COMPETITIVE PROCESS FOR GRANTS TO SUBRECIPIENTS.—

(1) AREAWIDE SOLICITATIONS.—A recipient of funds apportioned under subsection
(c)(1)(A) may conduct, in cooperation with the appropriate metropolitan planning organization, an areawide solicitation for applications for grants under this section.

(2) STATEWIDE SOLICITATIONS.—A recipient of funds apportioned under subparagraph (B) or (C) of subsection (c)(1) may conduct a statewide solicitation for applications for grants under this section.

(3) APPLICATION.—If the recipient elects to engage in a competitive process, a recipient or subrecipient seeking to receive a grant from funds apportioned under subsection (c) shall submit to the recipient making the election an application in such form and in accordance with such requirements as the recipient making the election shall establish.

(g) TRANSFERS OF FACILITIES AND EQUIPMENT.—A recipient may transfer a facility or equipment acquired using a grant under this section to any other recipient eligible to receive assistance under this chapter, if—

(1) the recipient in possession of the facility or equipment consents to the transfer; and

(2) the facility or equipment will continue to be used as required under this section.

(h) PERFORMANCE MEASURES.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of the Federal Public
Transportation Act of 2012, the Secretary shall submit a report to the Committee on Banking, Housing, and Urban Affairs of the Senate and the Committee on Transportation and
Infrastructure of the House of Representatives making recommendations on the establishment of performance measures for grants under this section. Such report shall be developed in consultation with national nonprofit organizations that provide technical assistance and advocacy on issues related to transportation services for seniors and individuals with disabilities.

(2) MEASURES.—The performance measures to be considered in the report under paragraph (1) shall require the collection of quantitative and qualitative information, as available, concerning—
(A) modifications to the geographic coverage of transportation service, the quality of transportation service, or service times that increase the availability of transportation services for seniors and individuals with disabilities;

(B) ridership;

(C) accessibility improvements; and

(D) other measures, as the Secretary determines is appropriate.

APPENDIX G: GLOSSARY

A

AASHTO   American Association of State Highway and Transportation Officials

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

ADA   Americans with Disabilities Act of 1990

A Federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

ADD   Area Development District

Fifteen regional planning agencies mandated by Kentucky state legislation. The fifteen ADDs in Kentucky are the regional planning agencies through which various federal and state programs are administrated. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.

ADT   Average Daily Traffic

An average daily traffic figure for a 24-hour period based on actual traffic counts and factored to account for seasonal variations.

AMPO   Association of Metropolitan Planning Organizations

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.

APTA   American Public Transit Association

The American Public Transportation Association (APTA), is an international organization that has been representing the transit industry for over 100 years, since 1882. Over ninety percent of passengers using transit in the U.S. and Canada are carried by APTA members. APTA includes bus, rapid transit and commuter rail systems, and the organizations responsible for planning, designing, constructing, financing and operating transit systems. In addition, government agencies, metropolitan planning organizations, state departments of transportation, academic institutions, and trade publications are also part of APTA.

Apportionment

A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed funding formulas in the law and consists of dividing authorized obligation authority for a specific program among the states.

Arterial

A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Attainment Area

An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. An area may be an attainment area for one pollutant and a nonattainment area for others. Nonattainment areas are areas considered not to have met these standards for designated pollutants.

B

Bicycle

A vehicle having two tandem wheels, propelled solely by human power, upon which any person or persons may ride.

Bicycle Facilities/Amenities

A general term denoting provisions made to accommodate or encourage bicycling, including parking facilities, shared roadways, bikeways, etc.

Bicycle Lane (Bike Lane)

A portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists.

Bicycle Route (Bike Route)

A segment of a system of bikeways designated by the jurisdiction having the authority with appropriate directional and informational markers, with or without a specific bicycle route number. See also signed, shared roadway.

Bikeway

A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

Budget Authority

Empowerment by Congress that allows Federal agencies to incur obligations or spend or lend money. This empowerment is generally in the form of appropriations; however, for the major highway program categories, it is in the form of "contract authority."

C

CAA   Clean Air Act

Originally passed in 1970 to improve air quality in America to assure basic health conditions for all. The CAA was amended in 1990 (often referred to as the CAAA) and imposes requirements for State Implementation Plans to improve air quality.

Census Defined Urbanized Area (UZA)

UZA is defined by the Bureau of the Census as being comprised of "… one or more central places/cities, plus the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons." The urban fringe consists of a contiguous territory having a population density of at least 1,000 per square mile. The UZA provides population totals for transportation-related funding formulas that require an urban/rural population number.

CBD   Central Business District

That portion of a city which serves as the primary activity center. Its land use is characterized by intense business activity that serves as a destination for a significant number of daily work trips.

CMAQ   Congestion Mitigation and Air Quality Funds

A categorical funding program created with ISTEA and continued under TEA-21 and SAFETEA-LU. Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity available to SOVs (single-occupant vehicles).

CMP   Congestion Management Process

The Congestion Management Process (CMP), which has evolved from what was previously known as the Congestion Management System (CMS), is a systematic approach, collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs) – urbanized areas with a population over 200,000, or any area where designation as a TMA has been requested. Although the CMP is not required in non-TMAs, the CMP represents the state-of-the-practice in addressing congestion, and should be considered in metropolitan areas that are facing current and future congestion challenges.

Collector

A roadway linking traffic on local roads to the arterial road network.

Conformity

Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The Clean Air Act defines the conformity process.

Coordinated Public Transit Human Services Transportation Plan

Federal Transit Law, as amended by MAP-21, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310) programs be derived from a locally developed, coordinated public transit- human services transportation plan and that the plan be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public. These plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

Corridor Analysis

Corridor Analysis refers to the study of a transportation corridor or pathway that generally follows an arterial, transit route, or rail line. The study examines the population and trip needs served by the corridor and potential types of transportation solutions to serve the corridor.

D

E

EIS   Environmental Impact Statement

Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth. This acronym is also added to in order to describe the current status of the EIS (i.e., FEIS: Final Environmental Impact Statement and DEIS: Draft Environmental Impact Statement).

EJ   Environmental Justice

Environmental Justice; a term used to encapsulate the requirements of federal Executive Order 12898 which state, in part, that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations" and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

EPA   Environmental Protection Agency

The Federal regulatory agency responsible for administering and the enforcement of Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.

Emissions Budget

The part of the State Implementation Plan (SIP) that identifies the allowable emissions levels, mandated by the National Ambient Air Quality Standards (NAAQS), for certain pollutants emitted from mobile, stationary, and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstrations.

F

FHWA   Federal Highway Administration

A Division of the United Stated Department of Transportation (USDOT) responsible for funding highway planning and programs.

FTA   Federal Transit Administration

A Division of the United States Department of Transportation (USDOT) responsible for funding transit planning and programs.

Functional Classification

A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local roads are the chief classes.

G

GIS   Geographic Information System

A GIS is a computerized mapping technology that allows the creation and overlay of various geographic features, commonly linked to socioeconomic and other data.

H

HOV   High Occupancy Vehicle

A motor vehicle carrying at least two or more occupants including the driver. An HOV could be a transit bus, vanpool, or any other vehicle that meets the minimum occupancy requirements, usually expressed as two or more, or three or more, etc., persons per vehicle.

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

Highway Information System: a comprehensive database of highway inventory information maintained by, and in many cases collected by, the KYTC Division of Planning.

I

INDOT   Indiana Department of Transportation

INDOT is the state agency responsible for transportation funding, planning and programs at the statewide level.

ISTEA   Intermodal Surface Transportation Efficiency Act of 1991

Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places and increased emphasis on public participation and transportation alternatives. Many of the programs that began with ISTEA have been continued through the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law June of 1998.

ITS   Intelligent Transportation Systems

Use of computer and communications technology to facilitate the flow of information between travelers and system operators. Includes concepts such as "freeway management systems," "automated fare collection," and "transit information kiosks."

Intermodal

The ability to connect and the connections between modes of transportation.

Interstates

Interstates (I-64, I-65, I-264, et cetera) are designed for interstate travel and high-volume, high-speed, unimpeded traffic flow. They are easily recognized as divided highways utilizing grade separation and accessible only by a system of ramps from arterial roadways.

J

JARC   Job Access Reverse Commute

The Job Access and Reverse Commute (JARC) program (Federal Section 5316) was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services.

The JARC program funds transportation projects designed to help low-income individuals access to employment and related activities where existing transit is unavailable, inappropriate, or insufficient. The JARC program also funds reverse commute transit services available to the general public.

K

KYTC   Kentucky Transportation Cabinet

KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

L

LOS   Level of Service

This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow in a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

Local Roads

Local roads carry the lowest traffic volumes and typically connect with other local roads and collectors (i.e., internal subdivision roads). This class of roadway is generally excluded from Federal funding.

Long-Range Statewide Transportation Plan

A federally required long-range transportation plan for a minimum period of twenty years. The federal legislation requires that a plan be developed for at least a twenty year period and must be financially balanced. This document, which was first produced in Kentucky in 1995 and updated in 1999, included both policy and projects. The 2006 Plan is a policy-only plan.

Long Term

In transportation planning, refers to a time span of generally 20 or more years. The transportation plan for metropolitan areas and States should include projections for land use, population, and employment for no shorter than a 20-year period.

M

MAP-21   Moving Ahead for Progress in the 21st Century Act

On July 6, 2012, President Obama signed the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) providing $105 billion to fund surface transportation programs for fiscal years (FY) 2013 and 2014.

MPO   Metropolitan Planning Organization

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. KIPDA is the MPO for the Louisville area, which includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky.

MSA   Metropolitan Statistical Area

An area defined by the Office of Management and Budget as a Federal statistical standard. An area qualifies for recognition as an MSA if it includes a city of at least 50,000 population or an urbanized area of at least 50,000 with a total metropolitan area population of at least 100,000.

Maintenance Area

Any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

Metropolitan Study Area Boundary (Study Area Boundary)

This boundary must enclose at least the existing Urban Area and the contiguous area expected to be urbanized in the next twenty years. This boundary establishes the area covered by the Transportation Improvement Program (TIP), other program activities, and the current boundary that recognizes the authority of the Transportation Policy Committee (TPC).

Multimodalism

An emphasis on using multiple modes of transportation.

N

NAAQS National Ambient Air Quality Standards
Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the Clean Air Act (CAA).

National Highway (NHS)
A network of interstate and state highways which serve longer distance mobility needs, are important to the nation's economy, defense, and mobility, and are eligible for matching federal funds for capital improvement.

New Freedom Program
The New Freedom formula grant program (Federal Section 5317) aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Non-Attainment Area
A non-attainment area is one where air quality monitors show that the area exceed the level of toxic emissions (ozone or carbon monoxide) allowed by the EPA. The boundary of the area is determined by the EPA in conjunction with the governor of each state. A geographic region of the United States that the EPA has designated as not meeting the National Ambient Air Quality Standards (NAAQS).

O

P

Pedestrian
A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

Population
All people, male and female, child and adult, living in a given geographic area.

> **Group quarters population**
> Defined by the United States Census Bureau as all people not living in households. This term includes those people residing in group quarters as of the date on which a particular survey was

conducted. Two general categories of people in group quarters are recognized: 1) the institutionalized population which includes people under formally authorized supervised care or custody in institutions at the time of enumeration (such as correctional institutions, nursing homes, and juvenile institutions); and, 2) the non-institutionalized population which includes all people who live in group quarters other than institutions (such as college dormitories, military quarters, and group homes). The non-institutionalized population includes all people who live in group quarters other than institutions.

Poverty Level

The minimum level of money income adequate for families of different sizes, in keeping with American consumption patterns. These levels are determined annually by the U.S. government on the basis of an index originated by the U.S. Social Security Administration and released biennially by the U.S. Census Bureau for states and counties.

Q

R

ROW   Right-of-Way

A ROW is a priority path for the construction and operation of highways, light and heavy rail, railroads, et cetera. The ROW phase of a project is the time period in which land in the right-of-way will be purchased.

S

SAFETEA-LU   Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users

On August 10, 2005, President Bush signed the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), providing $286.4 billion in guaranteed funding for federal surface transportation programs over five years through FY 2009, including $52.6 billion for federal transit programs – a 46% increase over transit funding guaranteed in TEA-21.

SC   State Contingency

State Contingency Account; a discretionary account available to the Secretary of the Kentucky Transportation Cabinet for emergency or economic development projects.

SIP   State Implementation Plan

A plan mandated by the CAA and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

SP   State Funded Projects

State Funded Projects; monies dedicated to a 100% state funded project development program. Funding in this program is the "balancing account" within the transportation development program, and hence is subject to cash availability; projects in this category are subject to substantial delay should cash not be available to support planned expenditures.

STIP   State Transportation Improvement Program

A short-term transportation planning document covering at least a three-year period and updated at least every two years. STIPs are created in conjunction with MPOs and the MPO's TIP is incorporated into the state's STIP. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must consistent with the be long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

STP   Surface Transportation Program

A categorical funding program created in ISTEA and retained in the Transportation Equity Act for the 21st Century (TEA-21). Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration, and rehabilitation; roadway operational improvements; capital costs for transit projects; highway and safety

SUA   Small Urban Area

Small Urban Area; population centers of between 5,000 and 50,000 persons.

SYP   Six Year Highway Plan

A short-range highway plan of projects to be implemented by phase and funding levels for a six-year period in Kentucky. This plan is mandated by Kentucky Legislation and is updated and approved by the Kentucky Legislature every two years.

Shared Use Path

A pathway physically separated from motor vehicle traffic and used by bicyclists and pedestrians. Generally, shared use paths serve corridors not served by streets and highways to minimize conflict with cross-street traffic.

Signed, Shared Roadway

A segment of roadway designated by bike route signage that either provides continuity to other existing bicycle facilities or that designates a preferred route through a corridor.

T

TAZ   Transportation Analysis Zone

An area defined by a Metropolitan Planning Organization (MPO) for tabulating transportation statistics from the census. A TAZ may be as small as a Census block, may combine several Census Blocks, or its boundaries may cut through Census blocks due to physical barriers to travel.

TCM   Transportation Control Measure

Actions to adjust traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, ridesharing, telecommuting, etc. Such actions may be included in the State Implementation Plan (SIP) if needed to demonstrate attainment for National Ambient Air Quality Standards (NAAQS)

TDM   Transportation Demand Management

The operation and coordination of various transportation system programs to provide the most efficient and effective use of existing transportation services and facilities. TDM is one category of traffic system management actions.

TE   Transportation Enhancement Funds

A federal funding category for projects that add community or environmental value to any active or completed transportation project. For instance, sidewalk, landscaping and bikeway projects are some of the ways in which a roadway could be enhanced.

TEA-21   Transportation Equity Act of the 21st Century

A law enacted in 1998, TEA-21 authorized federal funding for transportation investment for the time period spanning fiscal year 1998 to fiscal year 2003. Approximately $218 billion in funding was authorized, the largest amount in history, and is used for highway, transit, and other surface transportation programs.

TIP   Transportation Improvement Program

A program of transportation projects drawn from, or consistent with the transportation plan and developed pursuant to Tile 23, U.S.C. and the Federal Transit Act. This document is prepared by Metropolitan Planning Organizations (MPOs) listing projects to be funded with FHWA/FTA funds for the next one to three-year period.

TMA   Transportation Management Area

Any urbanized area over 200,000 in population. Within a TMA, all transportation plans and programs must be based on a continuing and comprehensive process carried out by the MPO in cooperation with States and transit operators. The TMA boundary affects the responsibility for the selection of transportation projects that receive Federal funds.

TSM   Transportation System Management

Actions that improve the operation and coordination of transportation services and facilities to effect the most efficient use of the existing transportation system. Actions include operational improvements to the existing transportation system, new facilities, and demand management strategies.

Transportation Plan

A long-range plan that identifies facilities that should function as an integrated transportation system, and developed pursuant to Title 23, U.S.C. and the Federal Transit Act. It gives emphasis to those facilities that serve important national and regional transportation functions, and includes a financial plan that demonstrates how the long-range plan can be implemented.

Transportation Planning

A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time, and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of twenty years; short-range programming of specific projects usually covers a period of three to five years.

Traffic Volume

Number of vehicles passing a given point over a period of time.

Transportation for Elderly Persons and Persons with Disabilities

This program (Federal Section 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people. Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of Federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual sub-recipients within the state.

Transportation Study Area/Transportation Planning Area

This federally mandated area includes the Urban Area, the contiguous area expected to become urban in the next twenty years, and the non-attainment area.

Travel Demand Forecasting Model

A computer model that simulates real world conditions that can be used to show the impact of changes in a metropolitan area on the transportation system (such as adding a new road or transit line, or increases in population or employment). Current FHWA and FTA planning regulations require only that the MPO have an analytical process in place for evaluating projects.

U

UA   Urban Area

The Census Bureau defines "urban" for the 1990 census as comprising all territory, population, and housing units in urbanized areas and in places of 2,500 or more persons outside urbanized areas. More specifically, "urban" consists of territory, persons, and housing units in: 1.) Places of 2,500 or more persons incorporated as cities, villages, boroughs (except in Alaska and New York), and towns (except in the six New England States, New York, and Wisconsin), but excluding the rural portions of "extended cities;" 2.) Census designated places of 2,500 or more persons; and 3.) Other territory, incorporated or unincorporated, included in urbanized areas. Territory, population, and housing units not classified as urban constitute "rural." This boundary is the line of demarcation for rural/ urban functional classification on roadways.

UZA   Census Defined Urbanized Area

UZA is defined by the Bureau of the Census as being comprised of "… one or more central places/cities, plus the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons." The urban fringe consists of a contiguous territory having a population density of at least 1,000 per square mile. The UZA provides population totals for transportation-related funding formulas that require an urban/rural population number.

V

VMT   Vehicle Miles of Travel

The measure of the level of travel activity in an area. The figure is generally found by multiplying the average length of a trip by the total number of trips. As vehicle miles of travel increase, congestions and auto emissions that degrade air quality may be expected to increase also.

W

X

Y

Z

THIS PAGE INTENTIONALLY LEFT BLANK.