

Stakeholder Advisory Committee Workshop 2



Event Description

The Stakeholder Advisory Committee (SAC) met initially on June 27th, 2024, to better understand transit planning concepts and the trade-off decisions that will be faced by TARC as this process evolves. The second SAC meeting on July 29th, 2024, focused on presenting three transit system concepts to help the community evaluate goals and priorities. The three concepts were intended to illustrate contrasting images of how the network could look, depending on feedback from the community on their priorities. The first two concepts (the Ridership and Coverage Concepts) assume that TARC can run about 50% less service than it could in the Spring of 2024, due to the limitations of expected revenues. With such a limited budget the community and TARC must make some hard decisions about what's most important.

The Planning Team also provided one concept (the Growth Concept) that illustrates what's possible with increased funding towards transit. The transit system concepts are all available on the project webpage here, [TARC 2025 Concepts](#), and a public survey has been made available to collect broad community feedback to inform the TARC Board through this decision making process ([TARC Concepts Survey](#)).

Location/Time Leadership Louisville, 707 W. Main Street Louisville, KY 40202
Monday July 29th, 2024, 11:30 AM-2:00 PM

Weather Indoor Event

Team Participants TARC Staff, JWA Staff, Gresham Smith Staff, EHI Staff

Attendees 72 Stakeholders

Event Summary The second SAC meeting began with a recap of the first meeting and the critical challenges facing TARC, the key concepts of transit planning, and discussion of the trade-off decisions that will ultimately be made by the TARC Board informed by the community. The Planning Team reviewed the previous background information, key concepts and challenges as well as the results of the statistically valid survey that was implemented in April of 2024 which surveyed TARC riders as well as the general population.

The Planning Team presented the three concepts, which are not proposals, but rather illustrations of how TARC could revamp its network in light of the fiscal crisis it is facing. The first two concepts showed a fiscally constrained scenario and they varied in how they emphasize key goals: the prioritization of maximizing ridership or coverage area for TARC. The third concept offered a glimpse into what TARC's system could look like if the 50% service cuts were not made and in fact additional funding were to be allocated resulting in an overall increase in service as compared to Spring 2024. Of the participants in the room, 71 % represent either participants or organizations who had attended the previous SAC meeting, 29% were first time attendees to this process.

During the presentation the Planning Team gave detailed presentations of the concepts and their potential impacts on access to jobs, residents, and activity across the TARC service area. All of this information and data is available on the project website at the [concepts page](#) and you can download the [concepts report at this link](#). After presenting the concepts the Planning Team asked the stakeholders a series of questions to better understand their feedback on priorities regarding the system concepts, bus stop spacing and future funding, each summarized below.

- 1. If TARC has no additional funding, where do you want TARC to land in the spectrum represented by the concepts?** 56% of respondents answered, either “highly preferred the Ridership Concept” (25%) or “lean toward the Ridership Concept” (31%). 27% of respondents were halfway in between the two concepts, and 13 % “leaned towards the Coverage Concept” and 4% “highly preferred the Coverage Concept”.
- 2. What do you think is the appropriate distance between bus stops?** 64% of respondents answered every third block, 1,350 feet (approximately one quarter mile). 26% answered every other block, about 900 feet.
- 3. Considering the costs and benefits, would you want to invest more in transit?** 98% of respondents supported increasing funding for transit. 72% of respondents answered they preferred an increase in funding to either achieve the growth concept (41%) or providing even more funding to go beyond the growth concept (31%). 26% answered they prefer some increase in funding for transit, but less than the growth concept. Only 2% of respondents didn't support additional funding.

During the meeting stakeholders asked a number of questions which will be answered throughout the engagement period and responded to directly by the Planning Team and TARC. The themes of those questions included:

- The potential impacts of these changes on access to jobs, especially in areas where service is being cut.
- The alignment of these concepts on future development and the potential for growth overtime.
- How these concepts support/or don't affordable housing.
- Why routes aren't extending into adjacent counties.
- The relationship between JCPS and TARC.
- Communications of these changes to the public and transit users especially.
- Feedback from specific user stakeholder groups with special mobility needs such as seniors and those who face mobility challenges.
- Consideration of future maintenance of the system.
- Concerns over the equity of these changes as depicted in the current concepts.

- Comparison of previous TARC performance and the concepts, what are the key differences?

A few detailed questions arose, and those questions and answers are provided in the last page of this summary.

Participants

Below is a list of the organizations who were invited to this SAC meeting:

AARP	GE	LGE & KU	Preston Area Business Alliance
Al Dia	GLI	Louisville Metro Council	ReLand Development
ATU Local 1447	Goodwill	Louisville Airport	Riverhills Economic Development District
Baptist Health	Highlands Commerce Guild	Louisville Climate Action	South Louisville Community Ministries
Brown-Forman	Humana	Louisville Metro Housing Authority	Streets for People
Catholic Charities	Indiana University Southeast	Louisville Planning Commission	TARC Accessibility Advisory Council
Ceasar's Foundaton of Floyd County	JCPS	Louisville Tourism	University of Louisville
Center for Accessible Living	JCTC	Louisville Urban League	UPS
Center for Neighborhoods	Jefferson County League of Cities	Louisville Zoo	Urban Design Studio, UofL
Churchill Downs	Jeffersontown Chamber	LOUMED	Vision Russell
Coalition for the Homeless	KentuckianaWorks	Metro United Way	Volunteers of America
Downtown Louisville Partnership	Kroger	NAACP	West End Opportunity Partnership
ElderServe	KY Refugee Ministries	Norton Healthcare	West Louisville Dream Team
Friends of Bardstown Road	KY Restaurant Association	One Southern Indiana	Weyland
GatherStrength	Leadership Louisville	One West	

Photos

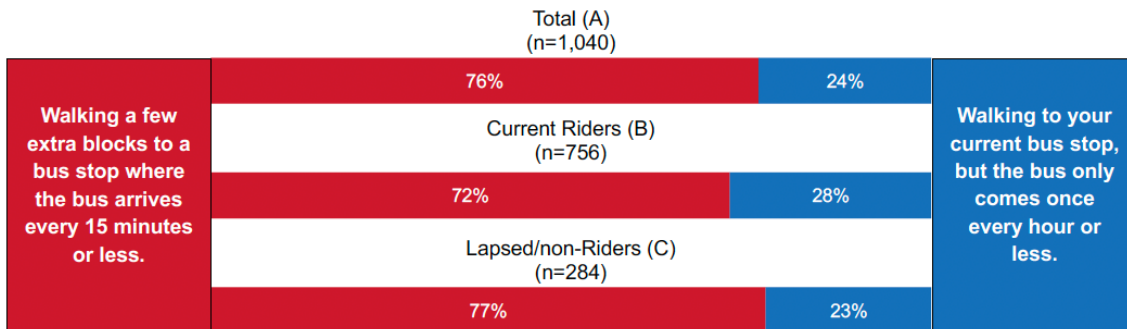


Detailed Questions and Answers

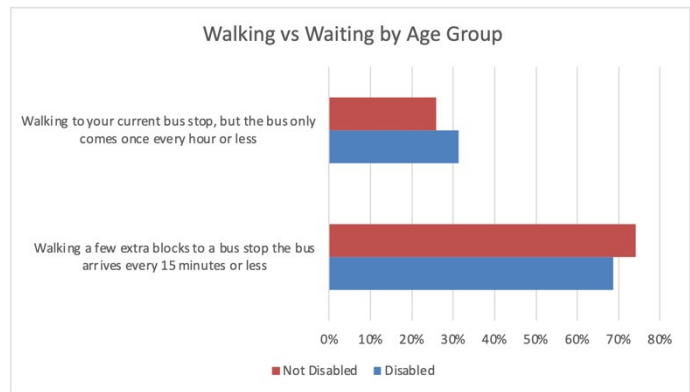
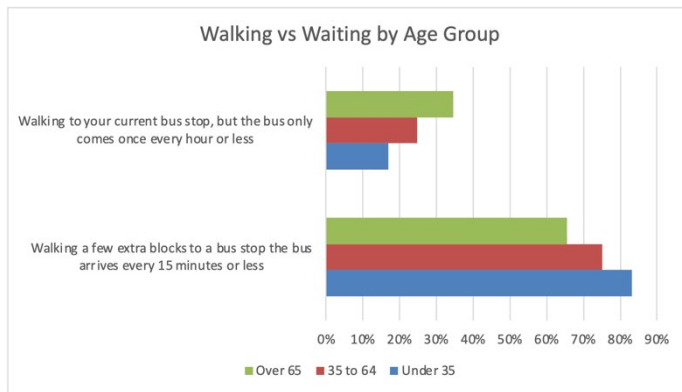
Survey Response Preferences for Walking vs Waiting

During discussion of the Rider and General Public Survey results there was a question about the pattern of responses to the Walking versus Waiting Question. As documented in the survey report and as discussed in the meeting, most riders and the general public preferred a longer walk for a shorter wait, as shown in the table below.

Which would you choose? (16B.)



A few participants wanted to understand how the answers to this question varied by age and disability status. During the meeting the Planning Team discussed that it was very likely that older respondents and respondents with disabilities were likely to prefer a shorter walk more than a younger or non-disabled respondents. The tables below document the differences in response patterns to these questions by age and disability status.



A majority of respondents in all age groups reported that they preferred "Walking a few extra blocks to a bus stop the bus arrives every 15 minutes or less" over "Walking to your current bus stop, but the bus only comes once every hour or less". Older respondents (65+) had a lower rate of preference for walking further for a shorter wait (65% to 35%) and younger respondents had a higher preference (83% to 17%). Nevertheless, all groups had a majority preferring shorter waits.

A majority of respondents with or without a disability preferred a longer walk with a shorter wait. Those with a disability were slightly less likely to prefer the longer walk for shorter wait (69% to 31%) compared to Non-Disabled respondents (74% to 26%). Nevertheless, both groups had a majority preferring shorter waits.