TARC 2025:
Moving Forward Together

Volume III: Draft Plan

March 2025

Managed by:

Prepared by:

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Executive Summary

About *TARC 2025: Moving Forward Together*

TARC 2025: Moving Forward Together is one TARC's core approaches to pro-actively address its looming fiscal cliff (see page 17) and maintain a reliable and effective regional transit system. It is also an important opportunity to redesign Louisville's transit network to update and innovate service to better match the current and future needs of the Louisville region.

After hearing priorities from the community during the TARC 2025 Concepts Phase last summer, TARC is planning its network to prepare for a range of possible funding scenarios. This Draft Plan report presents three different network proposals at **three different price points:**

- The Draft **Limited** Network would have a **29% cut in service** compared to Spring 2025. TARC would need to implement this as a **last resort** if no new funding is identified for TARC or no further service cuts are made by 2028. Thanks to recent cost cutting measures (which have included two rounds of service cuts), TARC could run this network until 2030. If no new funding is available by then, TARC could only afford to run the Limited Network.
- The Draft **Enhanced** Network would be a **smaller 12% cut** in service in the short term. It would provide **better access to jobs and coverage** than the Limited Network, and **covers all JCPS Magnet High Schools.**
- The Draft **Growth** Network is a vision to support the **long-term future growth** of Louisville. As an illustration, we show a network with **64% more service** than TARC operates today. It would have **more useful service in more areas,** and would have much better access to jobs.

Redesigning the Network with Public Input

Redesigning the TARC network means deciding where TARC routes go, how frequently they run, and what hours and days they operate.

Within limited funding for transit, these network design decisions are difficult because of an inherent geometric trade-off: a bus can be used to provide frequent, useful service in the busiest places to get the most **ridership,** or it can be used to provide **coverage** in less busy places, but it cannot do both at the same time.

With service cuts, these decisions become even more difficult. Almost every route would change to make the best use of TARC's limited transit resources, and some places may no longer have any transit service in the future. For this reason, **community feedback is critical to the TARC 2025 process.**

In Summer 2024, we shared a set of Network Concepts with the community to illustrate difficult transit choices, and gather feedback about their priorities for transit. **We conducted an extensive public engagement effort, and gathered input from more than 2,800 people,** including key stakeholders, TARC riders, and the general public. The three draft network proposals in this plan were designed based on direction from the TARC board after hearing this feedback.

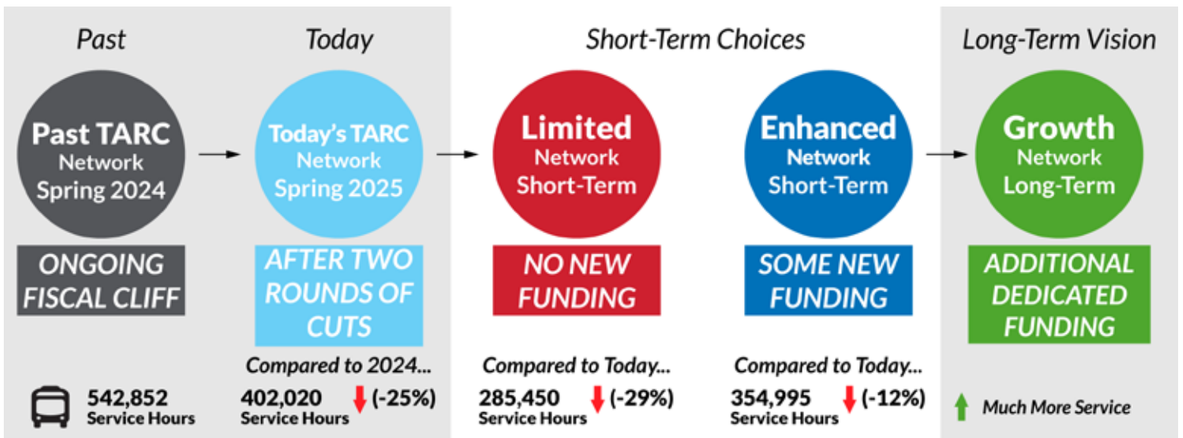


Figure 1: The TARC 2025 Draft Plan presents three future network scenarios based on different funding levels.

When Would the Network Changes be Implemented?

The earliest TARC could fully implement a redesigned network is summer 2026, though partial changes are feasible before then. The exact timing will depend on whether additional funding looks likely - and at what level.

Available funding will ultimately dictate what plan or service level TARC will choose. TARC's cost savings measures over the last year - including two rounds of service cuts in the last six months – has bought the region more time to make a decision. Nevertheless, TARC still faces a sizeable fiscal gap and further service reductions would be needed if local or state partners do not provide more funding for TARC. Restoring service levels to the level TARC had in Spring 2024 would require significant new funding.

TARC will be gathering community feedback on this TARC 2025 Draft Plan from March 4 to April 30.

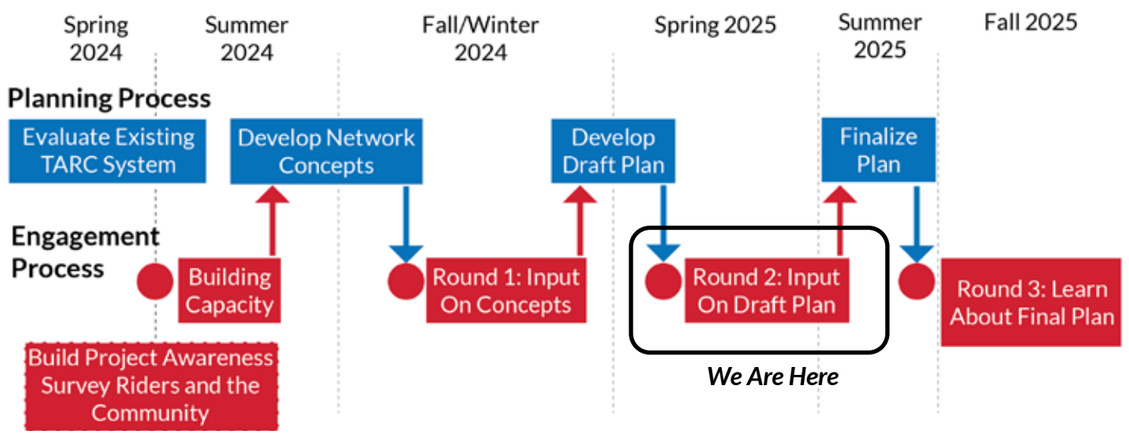


Figure 2: The timeline for planning changes to the TARC bus network that will be implemented by 2026.

Maps of the Draft Limited Network

Limited Network Short-Term

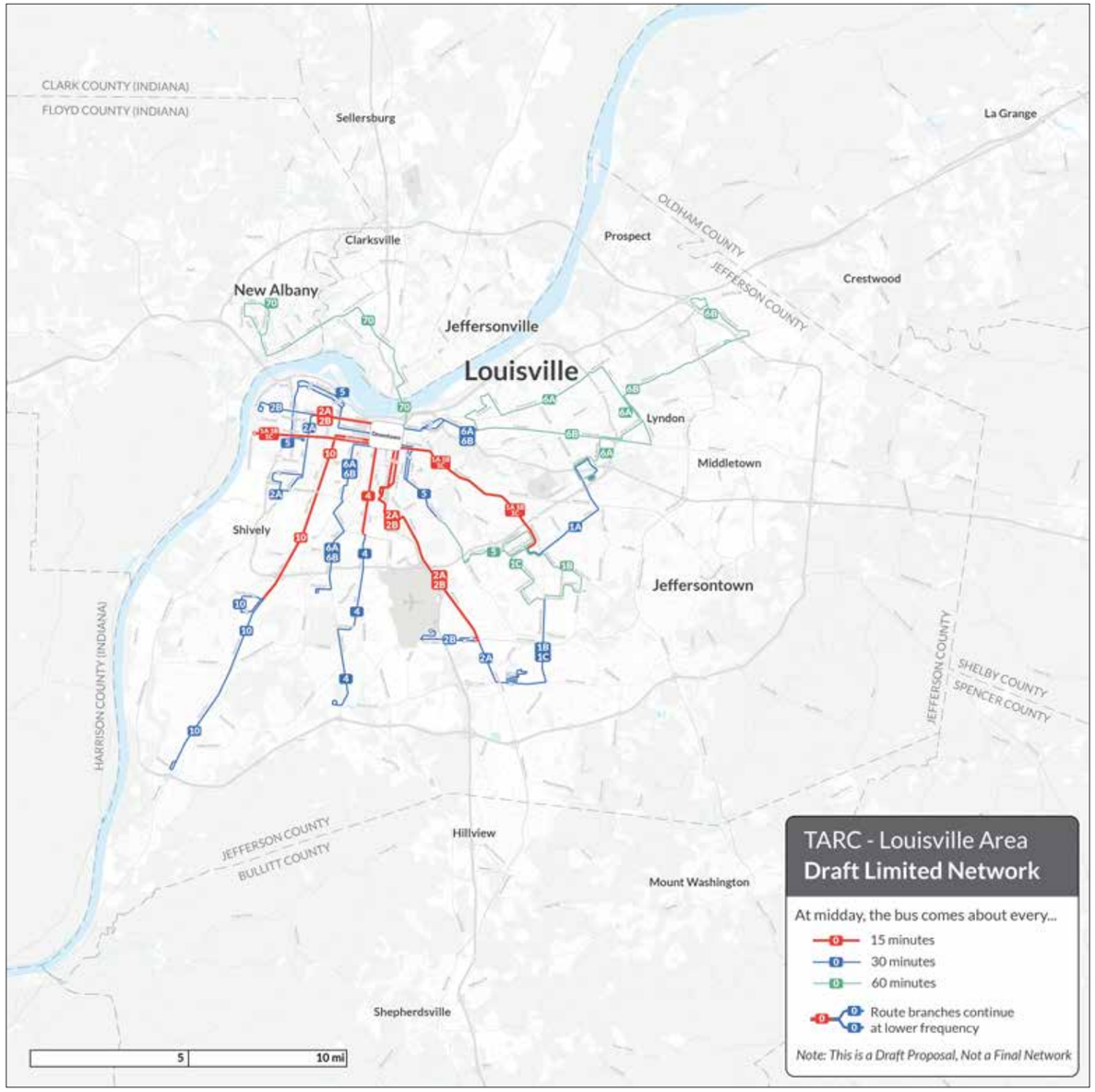
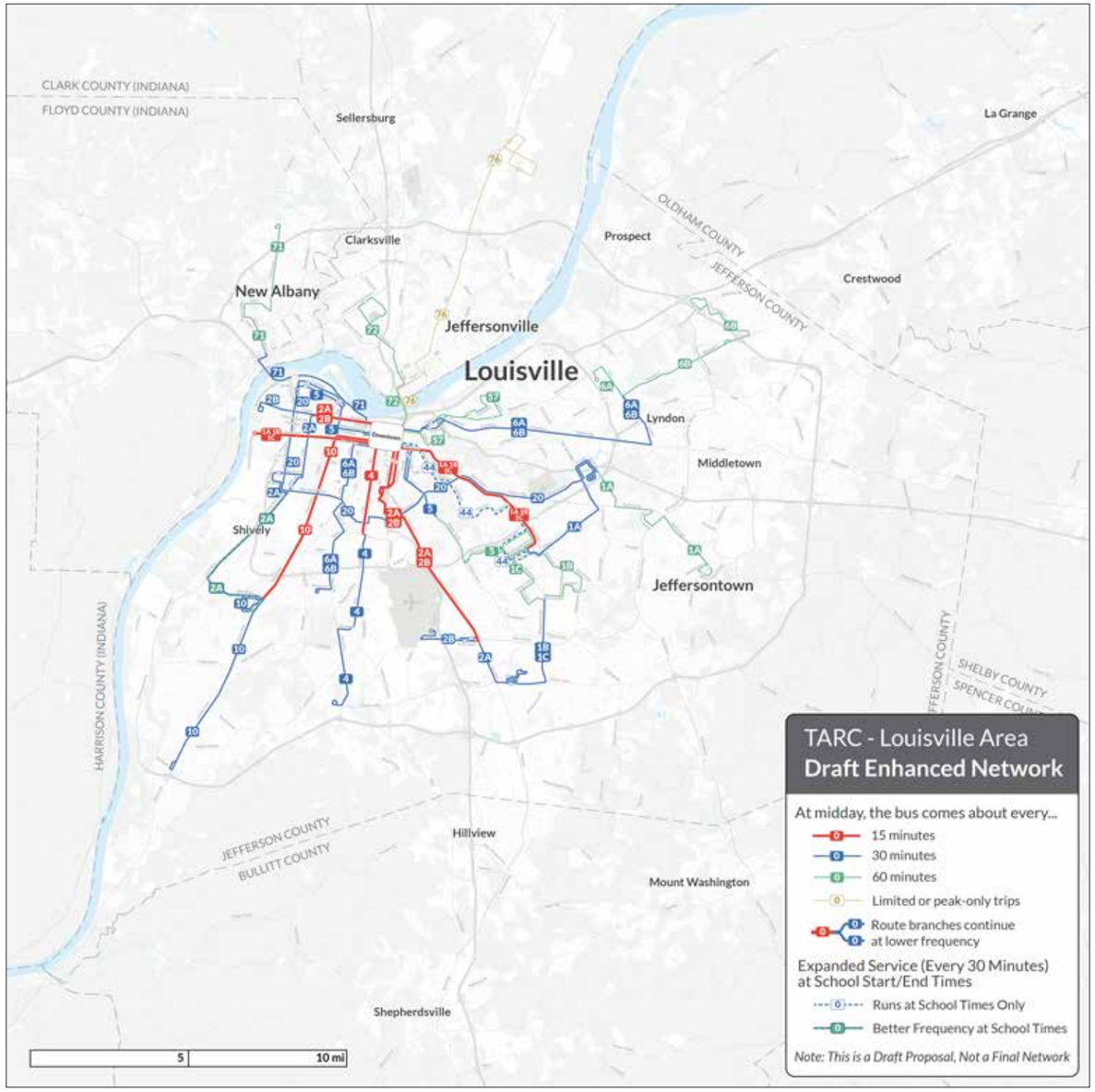


Figure 3: The Draft Limited Network would be financial sustainable for TARC at existing funding levels, using 29% less service than is operated today, and 46% less service than TARC operated in Spring 2024. The frequent corridors (red) would be preserved in the areas where the most people ride today, and where the most vulnerable people live. But that preservation comes at the expense of coverage, which would be much reduced across Jefferson County.

Maps of the Draft Enhanced Network

Enhanced Network Short-Term



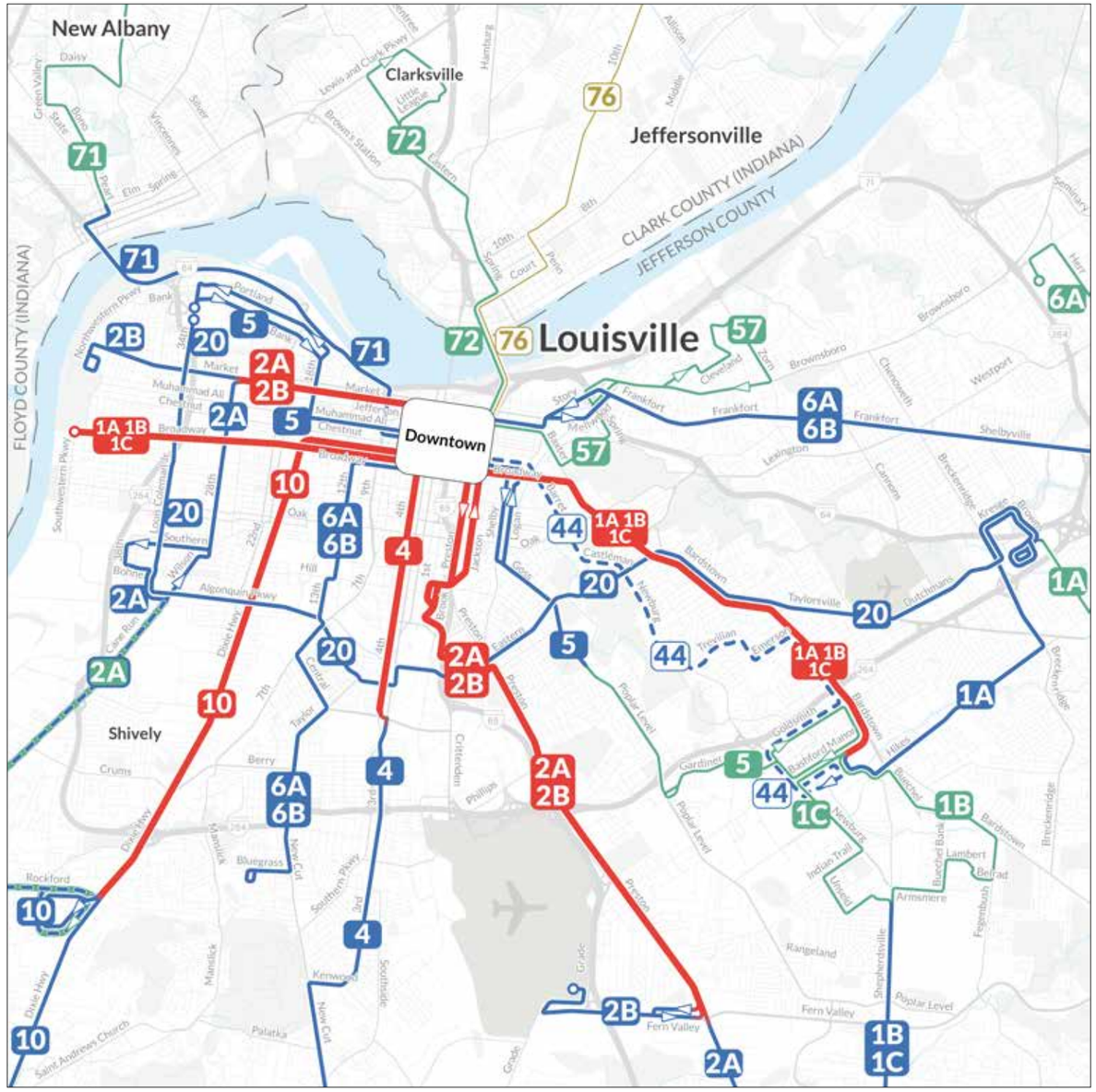
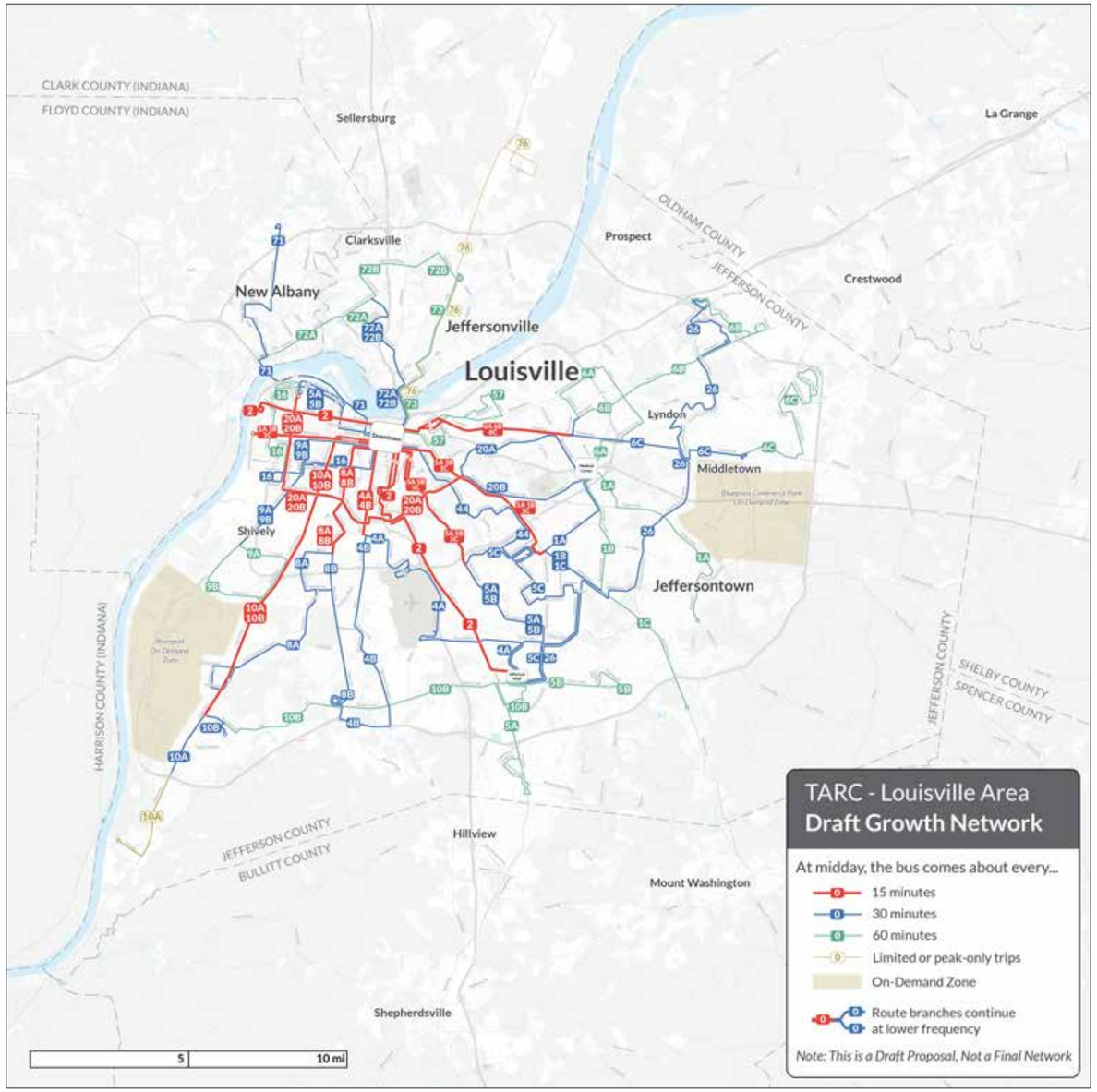


Figure 4: The Draft Enhanced Network would build on the Limited Network. It would add some 30-minute services, especially the southern orbital Route 20. It would also maintain more coverage in lower-density areas farther from the center of the network, such as along Shelbyville Road, Taylorsville Road, Cane Run Road, and into New Albany.

Maps of the Draft Growth Network

Growth Network Long-Term



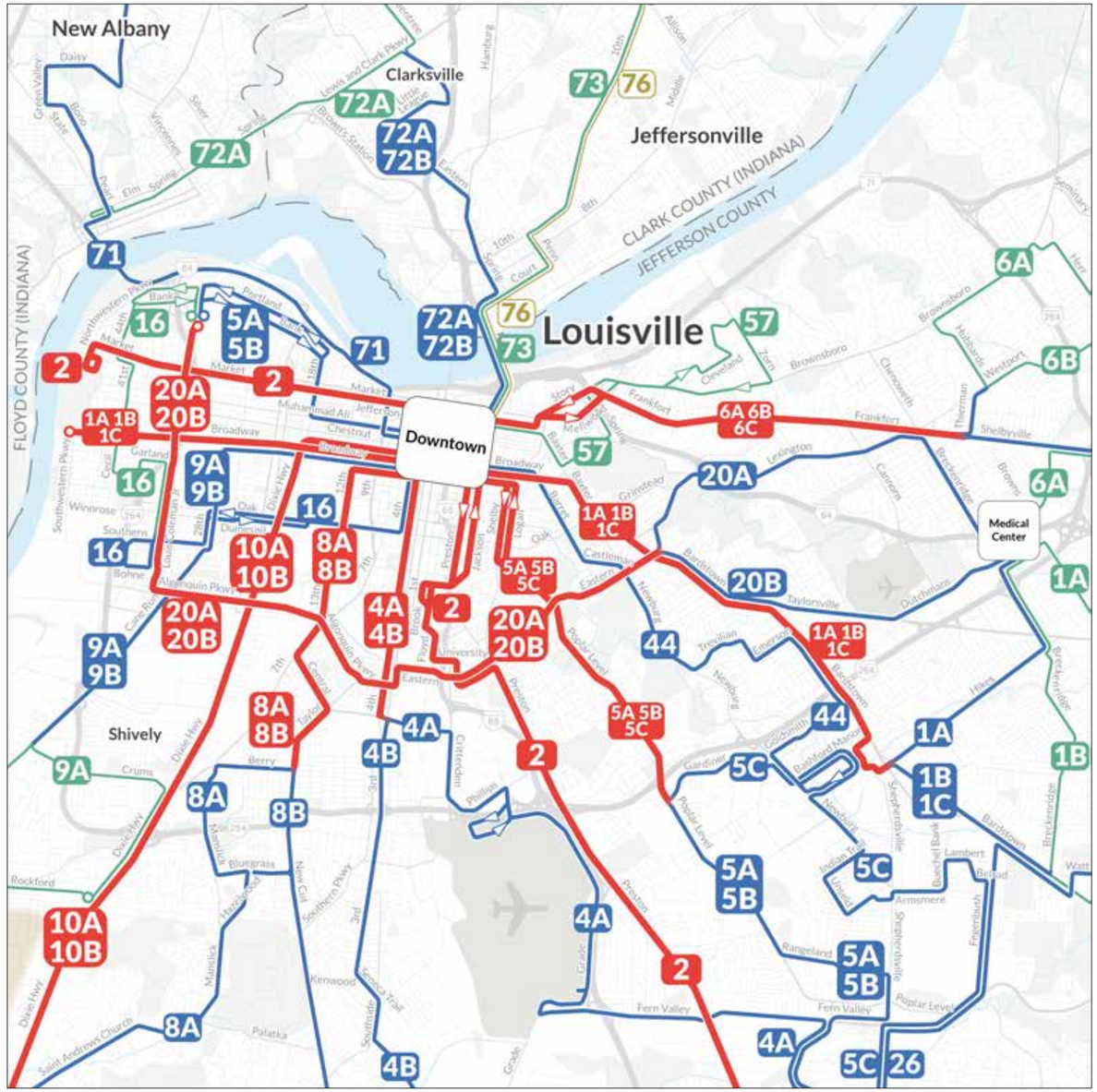


Figure 5: The Draft Growth Network shows the type of network that Louisville could get to in the long term future with a large investment in transit. Instead of four frequent routes, as in the previous two scenarios, it would boast eight frequent routes. 30-minute frequency would be greatly expanded into many outer areas of Louisville, all areas that are covered today would still be covered, and some areas would receive service for the very first time.

Maps of the Spring 2025 Network (Today's TARC Network)

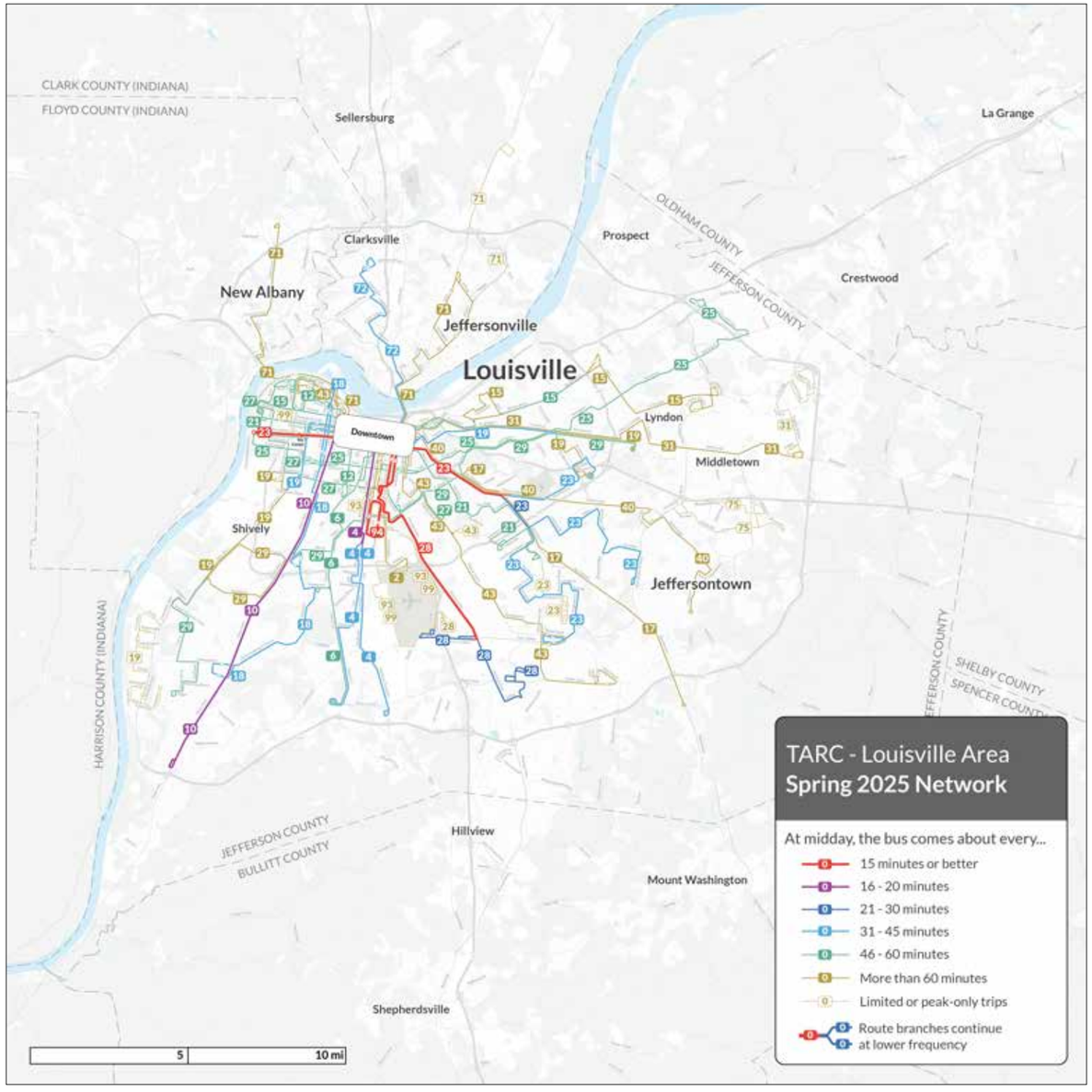


Figure 6: Today's TARC Network offers low frequencies, but covers a large area with minimal service. The network is complex, many routes are circuitous and duplicative, and travel times are quite long. Most routes offer low frequencies and short hours of service each day, particularly on weekends. But this network is temporary. To match its available funding sources, TARC must cut 29% of the service out of this network.

Measuring the Benefits and Impacts of Changes

This report describes in detail how the Draft Limited Network and the Draft Enhanced Network would positively benefit or negatively impact the people of Louisville. There are very different ways to measure benefits and impacts, and each measure speaks to different goals for transit.

Measuring Usefulness and Ridership Potential

Many people care about transit being useful and well-used, and serving many riders relative to costs. Ridership goes up and down for many reasons outside of TARC's control, but TARC can influence ridership by changing how useful its network can be for people's travel.

A useful network allows large numbers of people to make trips in a reasonable amount of time, and so it gets more riders.

Access to Jobs

To measure usefulness and potential for high ridership, we measure people's access to jobs. Jobs are important destinations, and they also represent places where people go to work, study, shop, get services, and more. A network that provides high access to jobs is probably useful for many other kinds of trips as well.

When measuring access, we take into account travel time. Most people are busy, and if a trip on transit takes too long, they'll find another option.

Measuring access answers the question: *"How many jobs could someone reach, in a reasonable amount of time, on this transit network?"*

Isochrones

As part of measuring access, we can make maps to show the area someone could reach in a reasonable amount of time, from a particular place. Drawing this area on a map, it looks like a blob. It's technical name is an "isochrone."

Isochrones get larger when people have more frequent service, so that they spend less time waiting; have faster buses; have more direct and linear routes; and have shorter walks to a bus stop.

Two example isochrones are shown below. They show the changes in access from either the Draft Limited Network or the Draft Enhanced Network. For people traveling from this location, their access wouldn't change much under the Limited Network, but it would improve greatly under the Enhanced Network.

More isochrones like these are shown throughout this report, describing the change in access that would result from each network scenario.

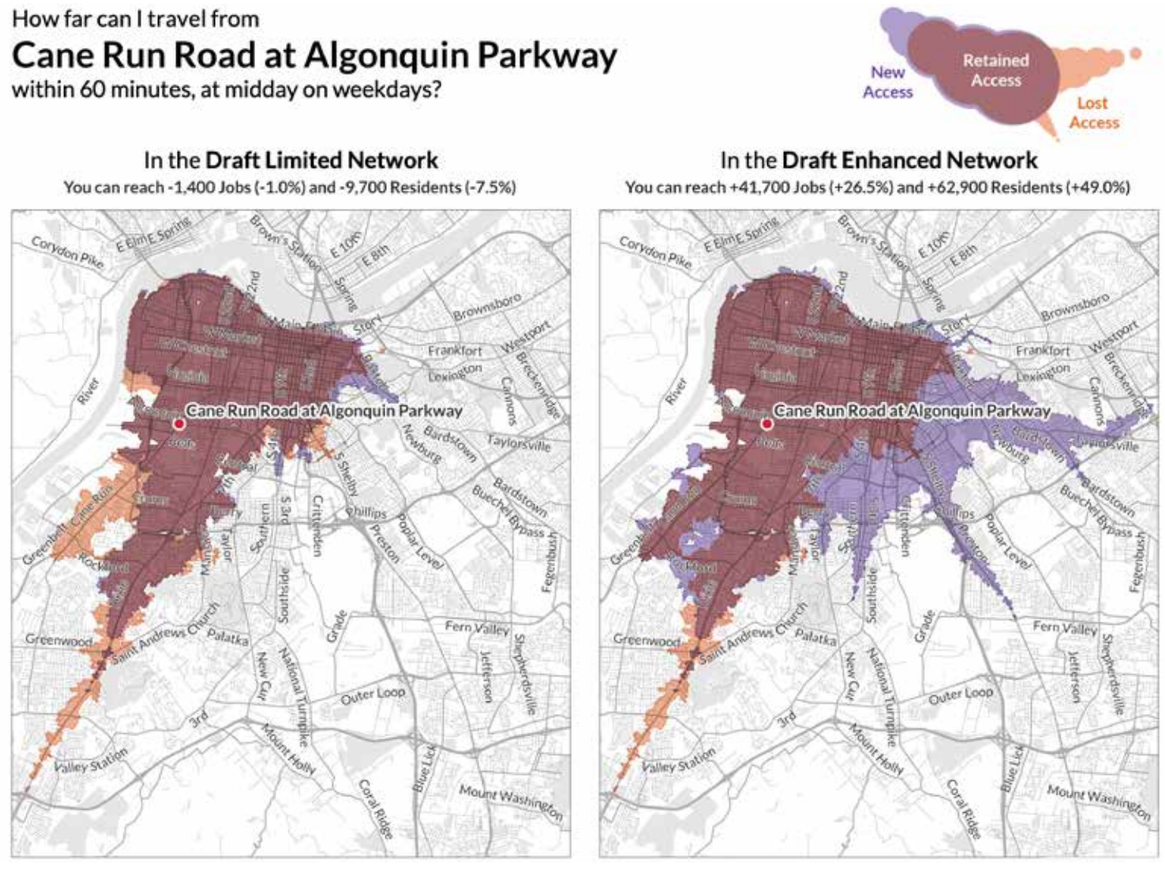


Figure 7: These two isochrones show 60 minutes of travel from Cane Run Road at Algonquin Parkway. At left, the Draft Limited would cause some loss in access (shown in orange) and a small gain (shown in purple). At right, the Draft Enhanced Network would cause a small loss of access in some areas (in orange) and a large gain (in purple).

Measuring Coverage

While many people care about transit being useful, and being well-used, **many people also care about the opposite goal for transit: that it should be available near many people, regardless of whether it is used.**

Covering large numbers of people and destinations with transit provides geographic inclusion and gives people an option against total isolation. But it requires dividing limited transit service across many miles of routes over a large area.

Spreading transit out means spreading it thin. Transit can get to more areas, but the resulting low frequencies and short hours of service make transit much less useful for most people.

When we measure coverage, we are measuring the opposite goal as when we measure usefulness or ridership potential. TARC can move towards one of these goals or the other, but it is physically impossible to improve both at the same time– except by increasing the total amount of service.

Proximity to Service

To measure coverage, we sum up how many of the Louisville's residents and jobs are within a half-mile walk of bus stops with transit service.

We also note the best nearby frequency for each person or job covered. While the most important measure of coverage tends to be the presence or absence of *any* service nearby, people also care about the frequency of services covering their neighborhood.

Change in Access to Jobs in the Short Term

The isochrones on the previous page show how the Draft Limited and Enhanced Networks would change access from one location in Louisville.

The Draft Limited Network, being such a large service cut, would reduce access to jobs for many neighborhoods throughout Louisville. Yet, some neighborhoods would have better access. The change in job access for every neighborhood in Louisville are shown in the map on page 33.

The Draft Enhanced Network, because of the slightly higher investment in coverage and frequency, would help avoid some of the worst impacts on access to jobs with a service cut. Many areas would have better access than they do today. But because the Enhanced Network is still a service cut compared to today, some areas would end up having lower access. These changes are shown in the map on page 43.

In both short-term scenarios, some neighborhoods would gain access and some would lose access compared to today's network. But **almost every neighborhood would have better access outcomes in the Enhanced Network compared to the Limited Network.**

Change in Access Citywide

We can also calculate change in access across the entire population of Louisville. To do so, we created isochrones (like the ones on the previous page) for every location in Louisville, and summed up the jobs inside the isochrones. We then combined that information with the number of residents living at each location.

Figure 8 shows the number of jobs accessible on average by Louisville residents in three networks: Today's Spring 2025 TARC network, the Draft Limited Network, and the Draft Enhanced Network.

The Draft Limited Network, being such a big reduction in service, could not possibly maintain all the access to jobs for residents across Louisville compared to today. But it would maintain useful service in the densest and busiest parts of the city, and manage a decline of just 9% in access. This would be possible in part by sacrificing coverage across large, low-density swaths of the County.

The Draft Enhanced Network would provide much better access to jobs compared to the Limited Network. Louisville residents would be able to access close to 9,000 more jobs on average in the Draft Enhanced Network (or 14% more jobs), compared to the Limited Network. This would be slightly higher job access than even today's network. Compared to today, Louisville residents would be able to reach 2,400 more (or 3% more) jobs in the Draft Enhanced Network.

Access Change for Specific Groups

We can also measure these average access change outcomes for specific groups of people: Residents in Areas of Persistent Poverty, Low-Income Residents, Households Without Cars, and Residents of Color.

For all these groups, the proportional impact of job access reduction in the Draft Limited Network is slightly lower (4-7% reduction) than it is for all Louisville residents overall (9%). Similarly, the proportional benefits of job access improvement in the Draft Enhanced Network are slightly higher (4-6% improvement) than for all Louisville residents overall (3%).

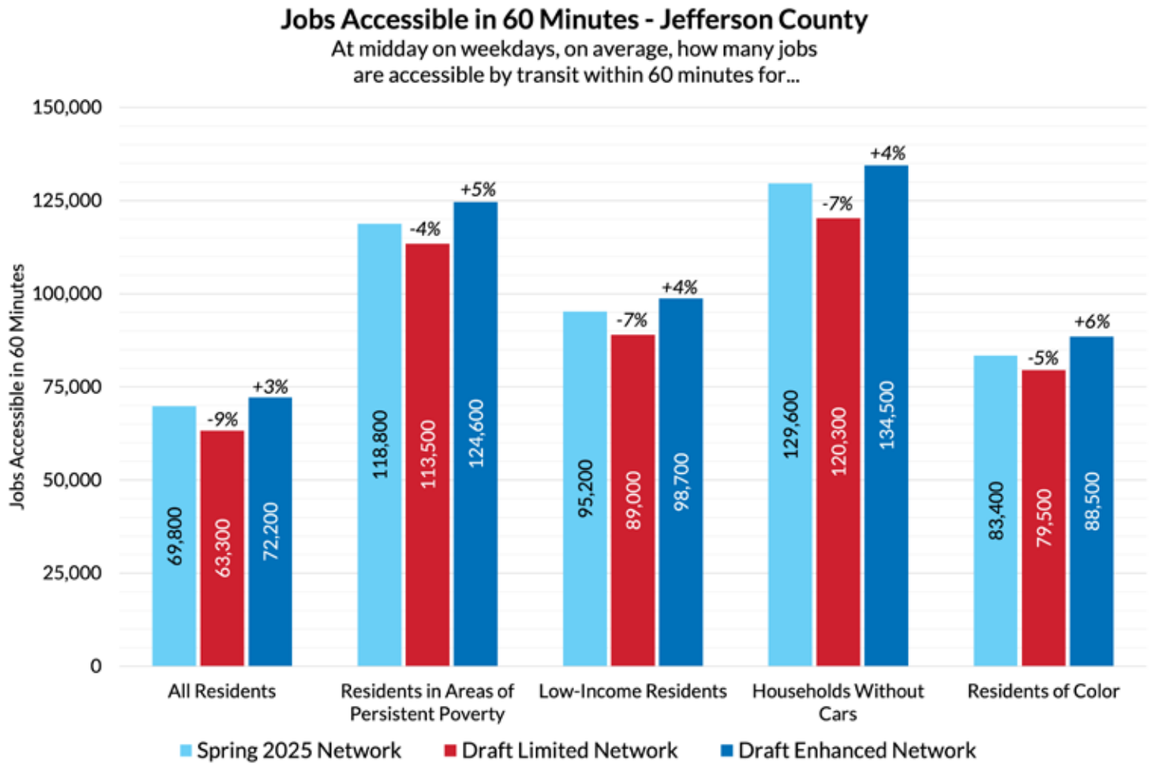


Figure 8: The Draft Limited Network would reduce access to jobs on average for Louisville's residents. But the Draft Enhanced Network would increase access on average compared to both today's network and the Limited Network.

With a 29% service cut, in the Draft Limited Network, Louisville's residents would have access to 6,500 fewer jobs (9% less) than today.

Even with a 12% service cut, in the Draft Enhanced Network, Louisville's residents would have access to 2,400 more jobs (3% more) than today.

Change in Transit Coverage in the Short Term

The Draft Limited and Enhanced Networks both represent a direction from the TARC Board to move TARC's resources towards useful service and more access for large numbers of people, rather than covering more areas with fewer people and destinations. This direction was based on the input that we received from key stakeholders and the general community.

In both short-term scenarios, many people and jobs would no longer be covered by transit, but many more people and jobs would be near *useful* transit service.

Proximity to Any Service

The charts in Figure 9 show the coverage provided by today's TARC network, compared to the Draft Limited Network and the Draft Enhanced Network, at midday on a weekday. Each stacked bar is the number of residents and jobs that would be within a half-mile walk of transit.

The colored bands inside each bar show what would be the best nearby frequency for that given number of people or jobs. The **total height of each bar is how many people or jobs would be near service.**

The Draft Limited Network would greatly reduce the number of residents and jobs in Louisville who are near at least some minimal service. 147,500 people and 132,200 jobs would no longer have any transit within a half-mile walk. This would be a 34% reduction in the number of people and 30% reduction in the jobs near transit in Louisville.

In today's network, 80,800 people (19% of all people near transit) and 107,900 jobs (24% of all jobs near transit) only have very infrequent service with a worse frequency than every hour, or only have occasional trips at best (tan bars). So **a large portion of the people and jobs who would lose nearby transit coverage don't have any useful service nearby today.**

The Draft Enhanced Network would have slightly better coverage than the Limited Network. 31,000 more people and 15,500 more jobs in Louisville would be near transit in the Enhanced Network compared to the Limited Network. However, this would still be quite a bit lower than the total number of people and jobs covered by transit today: 27% fewer people and 26% fewer jobs would be covered in the Enhanced Network.

Proximity to Frequent, Useful Service

Both the Draft Limited Network and the Draft Enhanced Network would bring **frequent service every 15 minutes to 35,200 more people (47% more) and 17,300 more jobs (12% more) than today's network.** These people and jobs are shown in the red bands in the charts to the right.

Both short-term networks would massively increase the number of people and jobs who are near service that is at least every 30 minutes or better. These can be seen in the large **combined heights of the red and blue bands** in the two short-term scenarios, compared to the smaller red, purple, and blue bands in today's network. These changes would amount to an additional:

- 108,400 people (91% more) and 67,400 jobs (38% more) in the Draft Limited Network, and
- 134,700 more people (113% more) and 94,600 more jobs (54% more) in the Draft Enhanced Network.

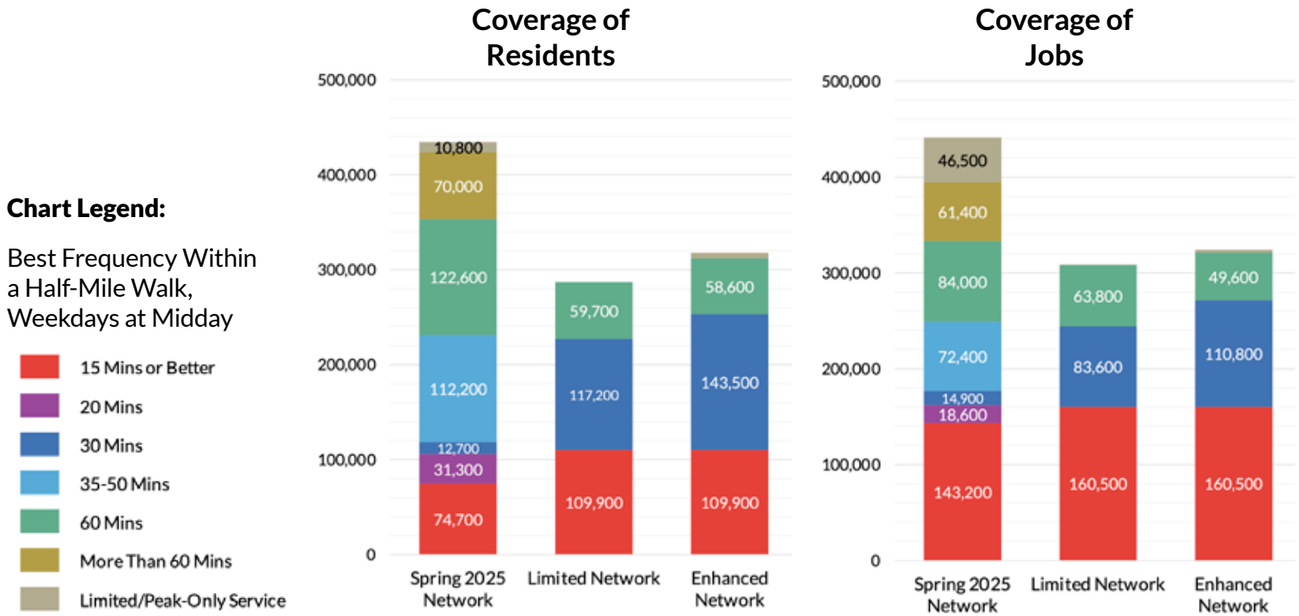


Figure 9: With the 29% cut in service, the Limited Network would reduce the number of residents and jobs covered by service. Greater investment in transit, as illustrated by the Enhanced and Growth Networks, could restore that coverage, making more residents and jobs proximate to service.

The Draft Enhanced Network would cover 31,000 more people and 15,500 more jobs in Louisville than the Draft Limited Network.

Coverage Change for Specific Groups

While large portions of residents who have service today would not be covered in the two short-term networks (34% in the Limited Network and 27% in the Enhanced Network), **the loss in coverage would be proportionally less severe** for:

- Residents in Areas of Persistent Poverty[1]: 17% fewer people would be covered in the Limited Network, and 13% fewer would be covered in the Enhanced Network.
- Low-Income Residents: 26% fewer in the Limited Network, and 20% fewer in the Enhanced Network.
- Households Without Cars: 19% fewer in the Limited Network, and 15% fewer in the Enhanced Network.
- Residents of Color: 30% fewer in the Limited Network, and 23% fewer in the Enhanced Network.

Proximity to Frequent, Useful Service

In both short-term networks, the proportional increase in coverage by frequent service every 15 minutes (red bands) would be higher for:

- Residents in Areas of Persistent Poverty: 57% more residents are within a 1/2 mile walk of frequent service in both Limited and Enhanced Networks.
- Low-Income Residents: 54% more people in both short-term networks.
- Residents of Color: 65% more people of color, when compared to the increase for residents overall (47%).
- Households Without Cars: 38% more households. This is likely a lower proportional increase because many such households are more likely to be already located near TARC's frequent routes.

Both short-term networks would massively increase the number of people and households in all of these groups who are near service that is at least every 30 minutes or better.

1 Areas of Persistent Poverty (AoPP) are census tracts which have had "a poverty rate of 20% as measured in the American Community Survey (ACS) 2014-2018 5-year data series". This specific definition is relevant because it is used for federal government grants and studies that aim to improve infrastructure, mobility, and access to opportunity for low-income residents.

JCPS Magnet High School Coverage

As part of this stage of the TARC 2025 planning process, our team and JCPS collaborated to formulate ways in which the TARC network could best be a travel option for JCPS students in the near future.

The Draft Enhanced Network would cover all JCPS Magnet High Schools with service every 30 minutes or better, around school start and end times.

We also designed another scenario network which includes a much larger investment in school travel. This "Draft JCPS Network" is described in detail on page 48.

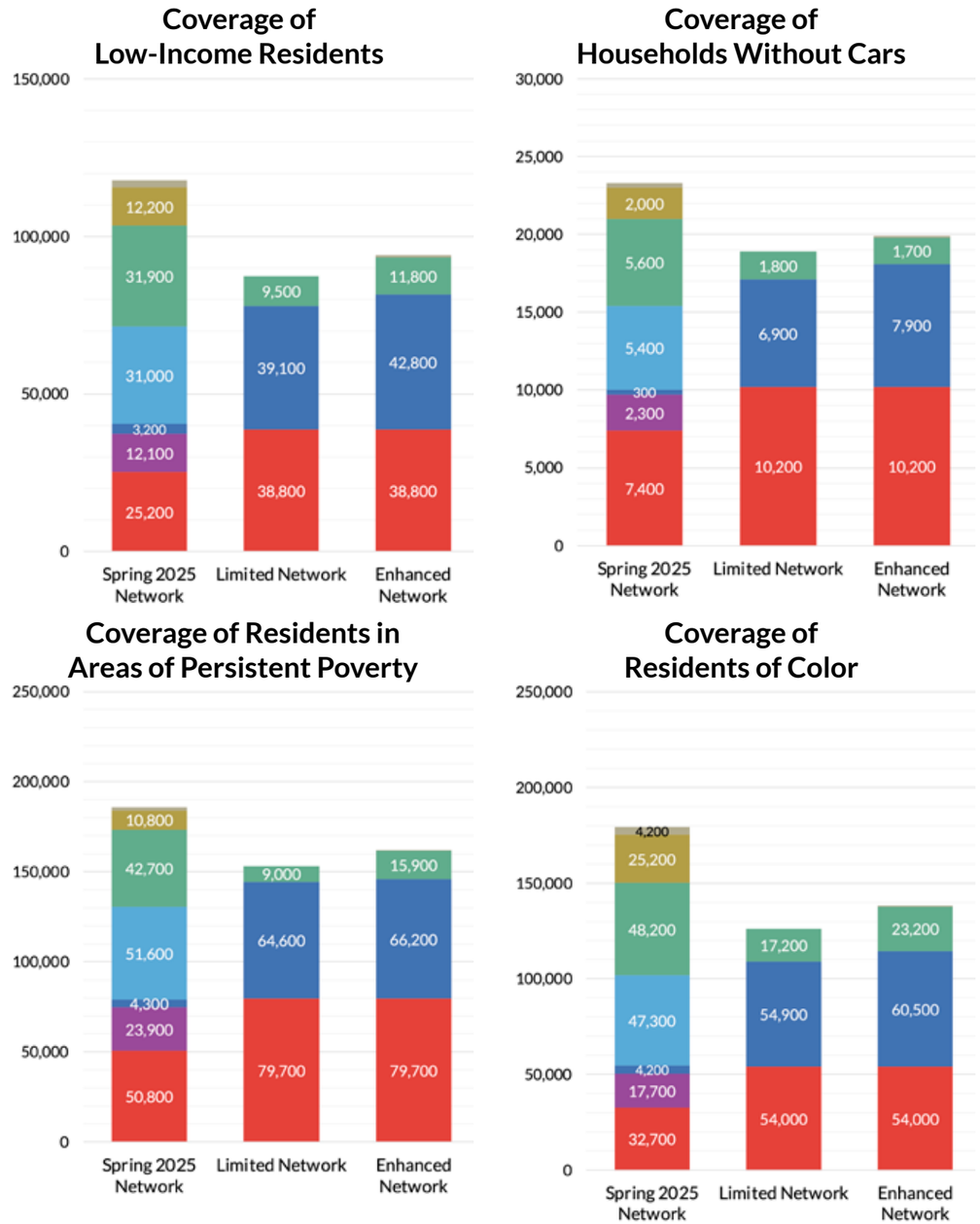
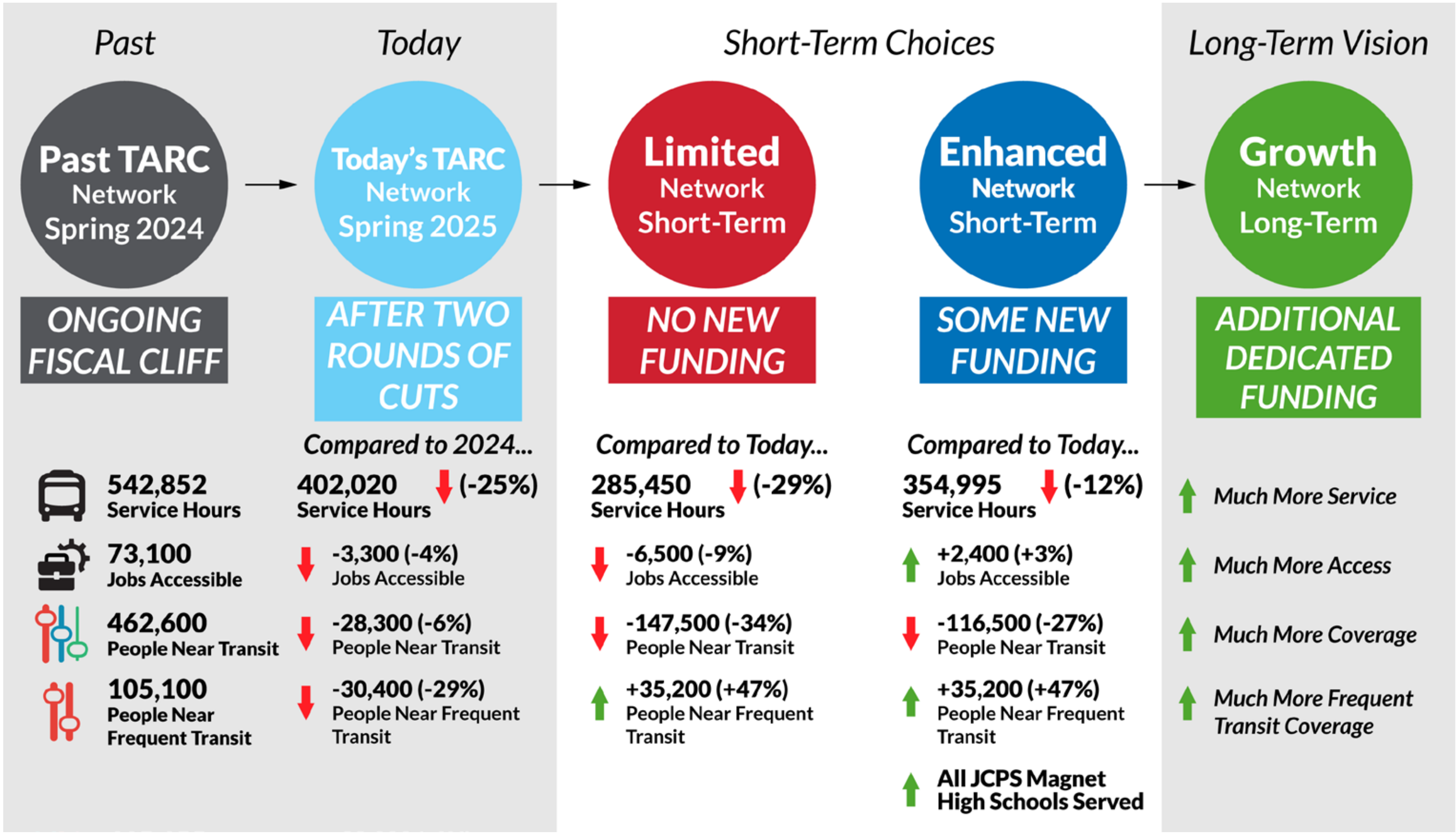


Figure 10: With the 29% cut in service, the Limited Network would reduce the number of residents and jobs covered by service. Greater investment in transit, as in the Enhanced Network, could preserve some of that coverage.

Summary of the Draft Networks and Key Outcomes



Get Involved

The remainder of this report describes the three network scenarios in detail.

We encourage you to visit online resources and give your input, whether or not you read the rest of the Draft Plan.

Chapter 21 describes "How We Got Here" including past engagement with riders and the community about the concepts and the resulting TARC Board policy direction that guided the networks in this report.

Chapter 2, 3, and 4 introduce the Limited Network, Enhanced Network, and Growth Network respectively. Each chapter includes maps, a detailed description of the routes in each network, and tables of frequency of each route over the span of the day and week. Each chapter includes a summary of how each network changes outcomes for people in the region. We present three ways to think about the impacts of each network: isochrones, access, and proximity. These outcomes measure the usefulness of transit (isochrones and access), and whether transit is close to people and jobs, regardless of usefulness (proximity). Which outcome is more important to you depends on your priorities for TARC.

Chapter 5 provides a summary of next steps and ways to provide feedback.

How to Give Input

Throughout this process, we urge you to think about your priorities for the TARC network, and to provide your input. **Please review these networks and their outcomes carefully, because your feedback matters for TARC's future.**

TARC staff and the consultant team supporting this work will host public meetings, will meet riders at bus stops, will attend a variety of community meetings, all to encourage people to understand these scenarios and provide feedback.

The primary way to respond is to take the online survey, or respond to the same questions with a paper survey at an in-person surveying event or public meeting. Details on the latest event and the online surveys will be available at:

www.ridetarc.org/tarc2025

Next Steps

The community and stakeholder input from this round of engagement will inform how TARC staff and the consultant team revise the plan to create the Final Recommended Networks. Those Final Networks will include a constrained budget network and a longer-term growth network.

Those Final Recommended Networks will go to the TARC Board for consideration after the Draft Plan public engagement phase. The approval process will include assessment of various outcomes, including a preliminary Title VI assessment. TARC staff would then begin the process of implementing those networks, including

- completing the required final Title VI assessment of the final network changes,
- developing new public facing schedules, maps, and other materials for each route and the network,
- conducting a public education campaign about the new network,
- implement bus stop sign and location changes,
- training of operators, customer service staff, and other staff about the new network and routes, and
- Roll out the new network: the earliest a new network could be fully implemented is summer 2026, though partial changes would be feasible before then.

We hope you will engage with TARC 2025 so that we can all move forward together.

1: How We Got Here

TARC's Fiscal Challenge

TARC is facing a large gap between its operating costs and funds. The service cuts made in 2024 and 2025 go part of the way towards matching expected funds with costs, but the service TARC operates as of Spring 2025 is still more than it can afford for more than a few years with the current limited funding sources.

Figure 11 at right shows TARC's operating funding deficit through 2023. The red line is operating expenses, and the blue line is operating revenue. For the last several years, the red line has been higher than the blue line: expenses exceeded revenues, which means a consistent funding deficit. This has many causes:

- TARC's small local funding source
- Minimal state support for service
- Reduced fare revenue due to lower ridership
- Growth in the wages needed to attract and retain transit workers
- Growth in paratransit expenses
- Expiration of emergency federal funding from the COVID-19 pandemic

The pandemic led to a drop in TARC's ridership, which fell 53% between 2019 and 2022. This reduced the amount of fare revenue TARC collects from riders.

Even before the pandemic, working and traveling patterns in the US were changing. TARC 2025 is an opportunity to reorient towards people's new travel patterns and schedules. We have fewer people traveling during rush hours, more people traveling in the middle of the day, and more people working in service jobs during evenings and weekends than in past decades.

In addition to the financial dynamics, TARC faces a physical, geometric pressure that increases its costs. The urban and suburban area has grown outwards in the past few decades. These outer areas are more expensive to serve—because longer distances must be crossed to reach passengers. It also means that each person in those new-growth areas is less likely to use transit—because they live and work in places where transit cannot be as useful as a car.

Compared to previous decades, TARC now has to spend more to reach each potential passenger. No technology can solve this problem, because it simply costs more to move people over longer distances, for reasons of physics.

Service Cuts

The cost of transit service is mostly affected by labor costs (such as the wages and benefits). It is less affected by the size of the bus or the cost of fuel.

This means that a good way to estimate service cost is to count the time a bus and driver are out on the road. This is measured using **service hours.** One bus operating on a route, picking up and dropping off people for one hour, has spent one service hour. The service hours required by a route depend on its length, frequency, speed, and how much of the day and week it operates.

Figure 12 at right shows the total service hours provided by TARC from 2013 to 2024. TARC had made an effort to maintain consistent service levels, which had declined only slightly by 2023 compared to 2019. In June 2024, TARC implemented a service cut as part of its cost saving measures. TARC also implemented another service cut in January 2025. These measures have bought the region more time to make a decision for TARC's short-term future.

Beyond that, TARC still faces a sizeable fiscal gap and further service reductions will be needed if no new funding is found.

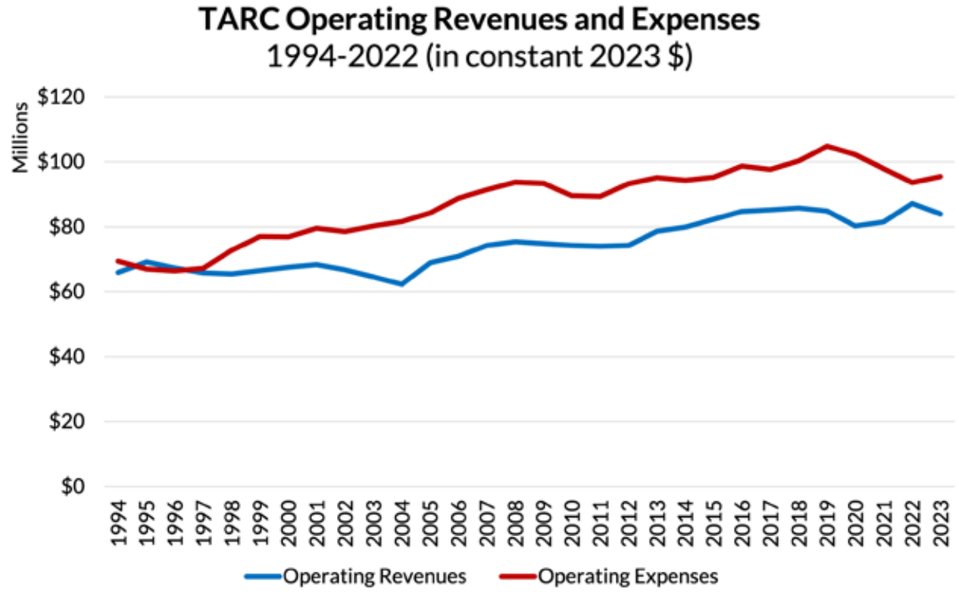


Figure 11: TARC operating revenues have been lower than operating expenses since 1995.

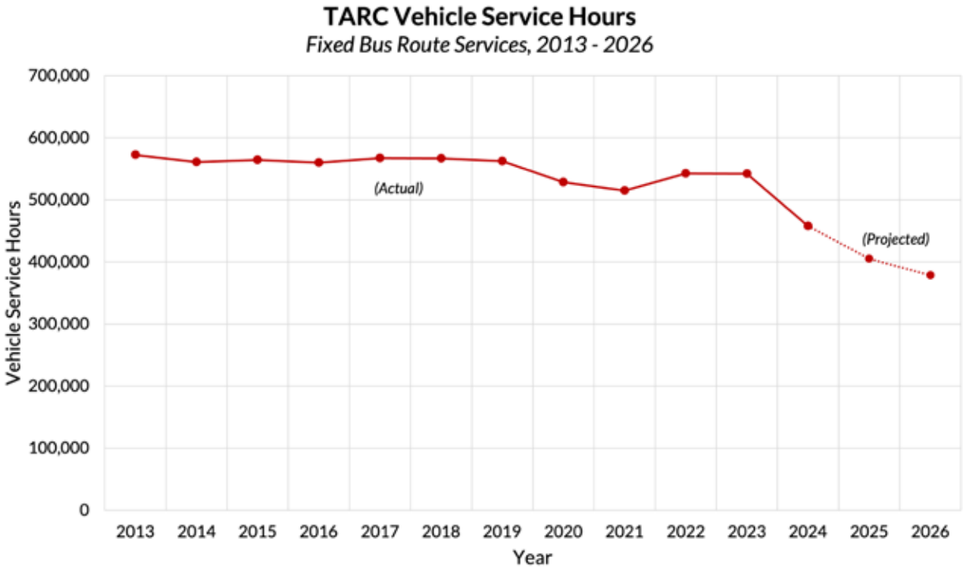


Figure 12: TARC has kept service levels fairly consistent over the past decade, and has needed to cut service in face of its fiscal cliff.

Key Choice: How Should TARC Invest its Limited Resources?

With the constraints on how much service it can offer, TARC must start a conversation with the community about what goals to prioritize.

Transit's Many Goals

Transit can serve many different goals. Within a limited budget, it is not possible to maximize all of transit's goals at the same time. Reasonable people will disagree about which goals are most important. Examples include:

- **Economic:** Transit can give workers access to more jobs, businesses access to more people, and students access to education and training.
- **Social:** Transit can meet the needs of people who are in situations of disadvantage, providing lifeline access to services and jobs.
- **Congestion Mitigation:** Transit can allow for continued economic growth beyond what congestion would limit.
- **Environment:** High transit use can reduce greenhouse gas emissions, and local impacts of air and noise pollution.

Some of these goals are achieved by getting large numbers of people to use transit. For example, transit can only make a major impact for improved workforce access or mitigate congestion if many people take the bus rather than drive. Transit has an impact on the economy when it helps large numbers of people access work or education. We call these **ridership goals** because they are achieved not by the mere *presence* of transit, but by *high ridership* on transit.

Other goals are achieved by making transit available across a large area, regardless of its use. A route may serve an area with few residents, and as a result it gets little use, but for that small number of people it can be a crucial lifeline. Low-ridership transit can be important as a form of social inclusion. It may also fulfill political or social obligations, for example by getting service close to every taxpayer or into every district. We call these types of goals **coverage goals** because they are achieved by *covering areas* with service, regardless of ridership.

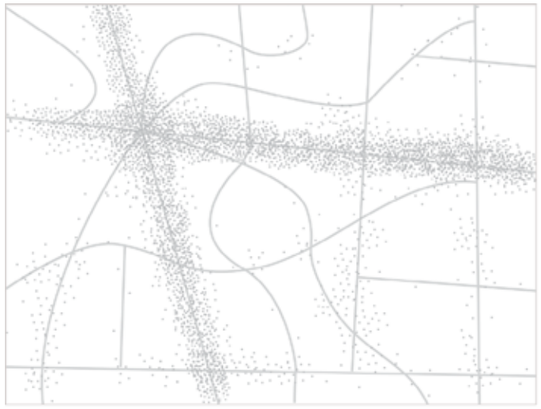
Ridership and Coverage Goals Conflict

Within a limited budget, if a transit agency wants to achieve more of one of these goals, it must achieve less of the other. This trade-off comes from simple geometry, and no amount of technology or creativity can make it go away.

Here is an illustration of why geometry forces us to wrestle with this trade-off. In the fictional neighborhood at the top of Figure 13, the little grey dots are homes, jobs and other buildings. The grey lines are roads. Most of the activity in the neighborhood is concentrated around two main roads. The transit agency has only 18 buses and drivers to operate routes in this area. What routes should they run?

If the transit agency wants to maximize coverage, it will spread out services so that every street has a bus route. This means nine different routes, as in the network at bottom-left. But all nine routes will be *infrequent*, requiring long waits even where the most people live and work.

A transit agency that wants to maximize ridership, on the other hand, will focus service where the most people live and work, where walking to bus stops is easy, and where they can operate straight and fast routes. Concentrating their 18 buses into few routes makes those routes very frequent—a bus is always coming soon, where the most people live and work. This results in a network like the one at bottom-right, with only two crossing routes.



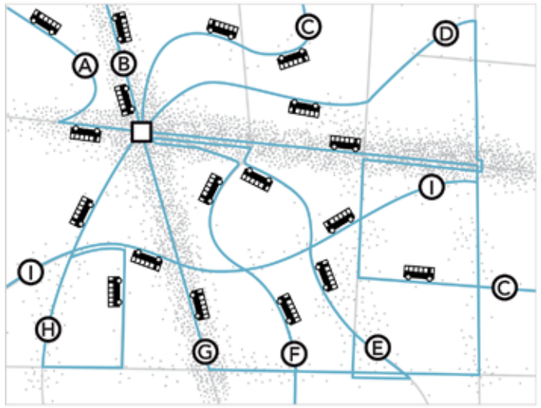
Imagine you are the transit planner for this fictional neighborhood. The dots scattered around the map are people and jobs.

The 18 buses above are the resources the town has to run transit.

Before you can plan transit routes, you must first decide:

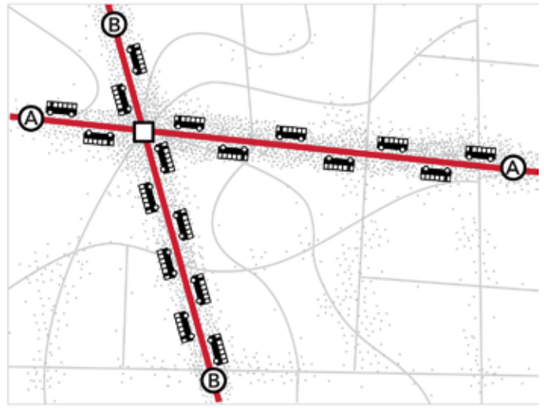
What is the purpose of your transit system?

If you maximize coverage...



...the 18 buses are spread around so that there is a route on every street. Everyone lives near a stop but every route is infrequent, so waits for service are long. Only a few people can bear to wait so long, so ridership is low.

If you maximize ridership...



...all 18 buses are focused on the busiest streets. Waits for service are short but walks to service are longer for people in less populated areas. Frequency and ridership are high but some places have no service.

Figure 13: Comparing an imaginary town, if transit were run with the goal of providing a little service near everyone, to the same town if transit is run with the goal of maximizing frequency and ridership.

An agency can pursue ridership and provide coverage within the same budget, but the more it does of one, the less it must do of the other.

Key Choice: Should We Invest in More Resources for TARC?

Most people value both transit ridership *and* transit coverage. Few people realize that these goals trade-off against one another. They sometimes expect their transit agency to maximize both at the same time, or to find some "optimal" balance based on objective criteria.

Reasonable people can disagree about how to balance these goals for transit. The right balance is a matter of community values, and the reason people want to have a transit system in the first place. A bus network redesign isn't just about changing routes to account for new developments, or data, or technology. It is also about updating the network to match community values.

Getting the transit network right for Louisville may increase people's feeling that they understand and believe in what transit does for the region. But **the community also needs to consider whether there is enough service, of any kind, given the size of the urban area.**

Distances between people and jobs have grown much longer since the occupational tax level for TARC was set in 1974 as Louisville has expanded outwards and grown significantly in less-dense areas. That physical reality increases the amount of service TARC needs to deploy to serve the average resident. As the region has grown but the service levels have stayed low, transit has naturally become less and less relevant to people's lives.

Investment and Relevance

The chart in Figure 14 compares Louisville's transit system to those of peer cities. The chart shows how much service each agency deployed relative to their population (Service Hours per Capita on the horizontal axis), and how much ridership they got relative to their population (Boardings Per Capita on the vertical axis).

There is a known correlation between service per capita and boardings per capita across cities, and it's visible even within this small set of peers. **The more service an area invests in, the higher its ridership is likely to be.**

These peers aren't transit-oriented paradises. They include medium-sized regions with small historic cores and large suburbs, like Cincinnati (OH), Indianapolis (IN), Memphis (TN), Richmond (VA), and New Orleans (LA). They also include the slightly smaller Knoxville (TN) and Spokane (WA), and a medium-sized low-density Canadian city, Hamilton (Ontario), for comparison.

This relation between offering service and getting ridership is obvious if we think about it. People can't ride bus service that doesn't exist. As more routes are offered, the number of destinations someone can reach increases, making each unit of service even more useful as a system grows.

If people want transit to be relevant to the life of a region, the first step is to invest in service.

Investment and Transit Goals

Louisville could improve transit frequencies and perhaps even increase transit ridership without investing in more total service.

Such a shift towards ridership requires a shift *away from providing coverage*. It requires cutting low-ridership services to re-allocate resources to places with more people and destinations. This leaves some areas with no service. There is no way around this basic geometric fact.

This was illustrated by the Ridership Concept in the last phase of planning, and underpins the Draft Limited and Enhanced Networks included in this Draft Plan.

Alternatively, the region could invest in transit and supply more transit service, so that existing coverage can be preserved while frequencies are improved on routes with high ridership potential.

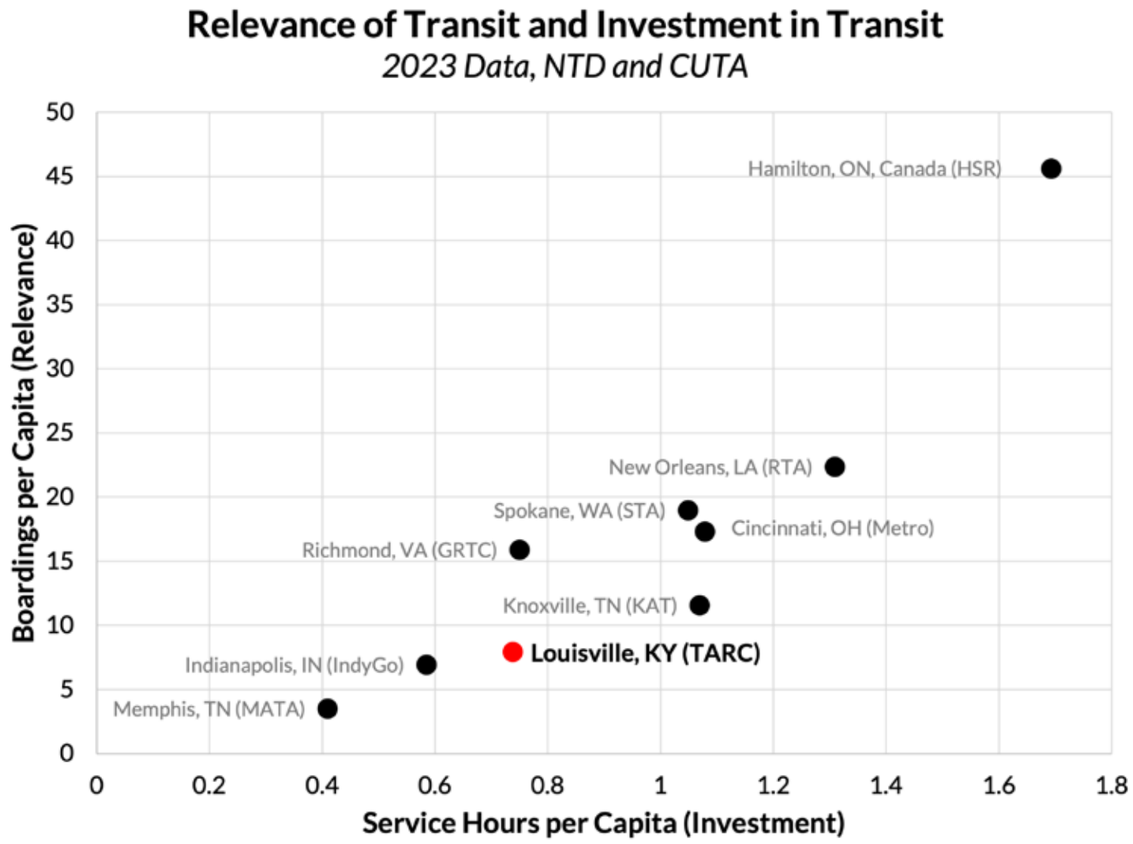


Figure 14: Service Hours per Capita (Investment) and Boardings per Capita (Relevance) for Louisville compared to peers shows the principle of "if you invest, they will ride."

When there is new revenue available for transit, frequencies, access and ridership can be increased without cutting coverage. A growing resource pot protects the community from having to make painful trade-offs between competing goals for transit, and protects the people who have chosen to rely on transit through today.

This choice underpins the Growth Network included in this Draft Plan.

Additional funding for TARC would protect the community from painful service cuts, and support Louisville's future growth.

Network Concepts to Demonstrate Key Choices

Early in Summer 2024, the TARC 2025 team designed **three Network Concepts** to show the range of possibility for the future of the TARC network. These Concepts took the abstract service and network design choices and framed them in the real context of the Louisville area and TARC's funding constraints. Figure 15 on the right shows the space of decisions for these three Concepts. Detailed maps of the Network Concepts are in Appendix A.

The Limited Concepts: Ridership and Coverage

The Ridership Concept and The Coverage Concept illustrated two ends of the spectrum, between prioritizing high ridership and wide coverage. They addressed the question **"How should TARC invest its limited resources?"**

In the Ridership Concept, service would be focused in the densest, busiest parts of Louisville with direct, linear routes. Most frequent corridors would be maintained but many areas would lose service. In the Coverage Concept, service would have been spread to maintain almost all of TARC's current coverage. But only two corridors could provide useful, frequent service.

The Ridership and Coverage Concepts were intentionally very different from one another, so that people could see how a move in one direction or the other would affect bus services they care about, and how that would affect the outcomes of change in service.

These two Concepts were designed with around half as many service hours compared to the Spring 2024 TARC network. Together they showed the painful outcomes of service cuts when TARC's resources will be severely constrained if no new funding is available for TARC.

The Growth Concept

The Growth Concept addressed the question **"Should we invest in more resources for TARC?"** It showed what TARC could look like if additional funding for service was available.

The Growth Concept didn't make a specific ridership-coverage trade-off choice. It showed how additional resources could let us design a network that could maximize useful service in areas of high ridership potential while maintaining most of the existing coverage.

The Growth Concept was designed with approximately 12% more service hours than the Spring 2024 network. It showed a hypothetical but reasonable scale of increased funding for TARC.

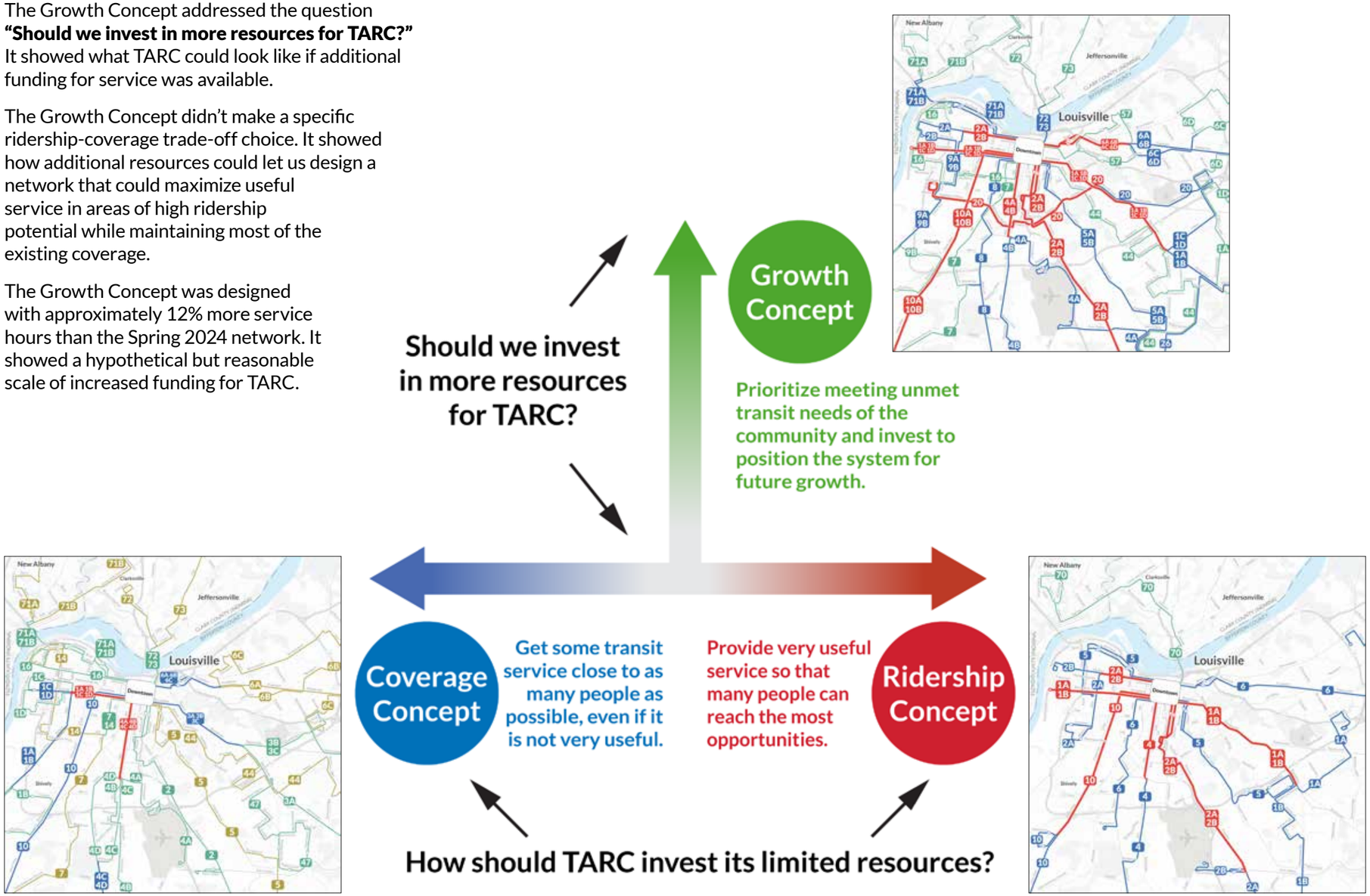


Figure 15: Space of decisions for transit choices for TARC. The Ridership and Coverage Concepts show two contrasting ways to invest TARC's constrained resources. The Growth Concept shows what the TARC network could look like with a lot more additional funding.

Engagement on Network Concepts

In August and September 2024, the TARC 2025 team went to the community to gather their input in an extensive public engagement process. As part of this process, our team:

- Published the Network Concepts Report, which introduced the three Network Concepts for TARC's future, the key choices TARC faces, and the potential outcomes of prioritizing those choices;
- Briefed the TARC Board, the Mayor's Office, and Louisville Metro Council;
- Conducted **two workshops with key stakeholders** in the Louisville community;
- Hosted a press briefing and generated 130 mentions in local publications and stations during the Concepts Phase;
- Conducted **in-person and online surveys** and gathered input from more than **2,800 respondents.**
- Hosted 164 events including:
    - **3 Open House events,** at Southwest Regional Library, United Crescent Hill Ministries, and the TARC Headquarters, where people could drop in and learn about the Concepts;
    - **141 public meetings** across Louisville and Southern Indiana;
    - **20 pop-up events** at high ridership locations and spoke to around **1,000 people**.

As part of our conversations with the community in this extensive engagement process, we explained the key choices for TARC's future through the Network Concepts, and encouraged people to provide their feedback on these Concepts.

Figure 16: We conducted an extensive first phase of public engagement for the TARC 2025 Network Concepts. We spoke to more than 3,300 people and got more than 2,800 survey responses.

What We Heard About the Network Concepts

A Preference for Ridership

The Ridership Concept and the Coverage Concept demonstrated the most important choice for TARC's future with constrained resources. The results of people's preferred Concept are summarized in Figure 17 on the right.

More people preferred the Ridership Concept (47%) over the Coverage Concept (35%).

However, these preferences were relatively polarized. **49% of respondents had a strong preference** for one of the Concepts: 27% for the Ridership Concept and 22% for the Coverage Concept.

When key community stakeholders were asked their preference, a majority (58%) preferred the Ridership Concept, while only 29% supported the Coverage Concept. Their response, if mapped on a spectrum, would translate to a split of close to 70% for ridership goals and 30% for coverage goals.

We can map these options on a spectrum, based on what portion of each Concept's resources are spent towards ridership goals and coverage goals. The overall average of responses is very close to the middle but leans slightly towards the Ridership Concept. This would translate to dedicating 60% of TARC's resources towards high ridership service and 40% to achieve more coverage.

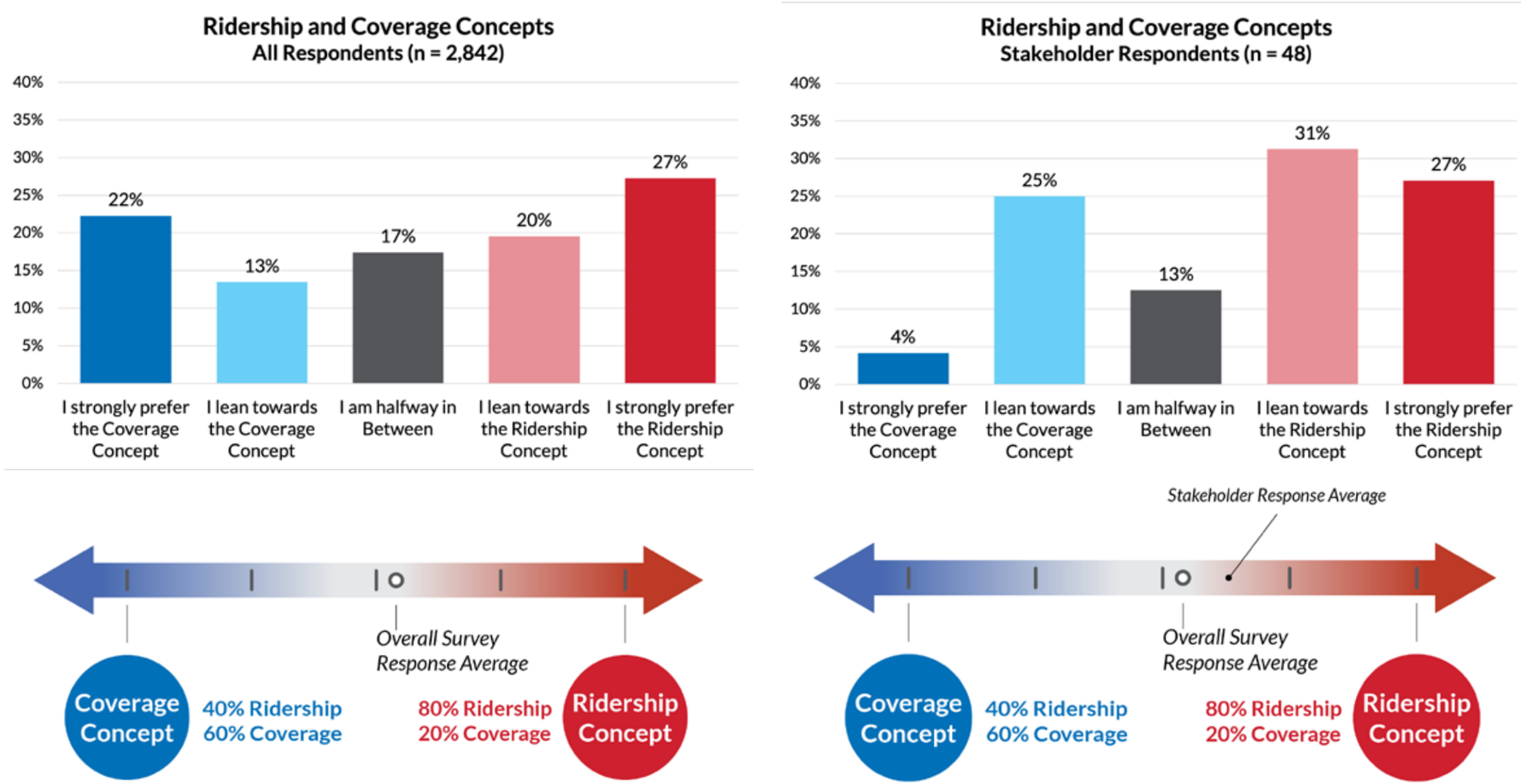


Figure 17: In the first phase of public engagements on the Network Concepts, more people preferred the Ridership Concept than the Coverage Concept for both overall respondents and stakeholder respondents. Preferences were polarized, but the overall result would lean more towards the Ridership Concept.

Support for More Funding for TARC

A large majority of respondents (79%) supported at least the level of funding for TARC shown in the Growth Concept. 43% of respondents supported even more funding for TARC. Another 9% favored at least some increase in funding for TARC, but not as much as in the Growth Concept. 11% of respondents said they supported lower levels of funding. These results are shown in Figure 18 below.

43% of respondents supported more TARC funding than was in the Growth Concept.

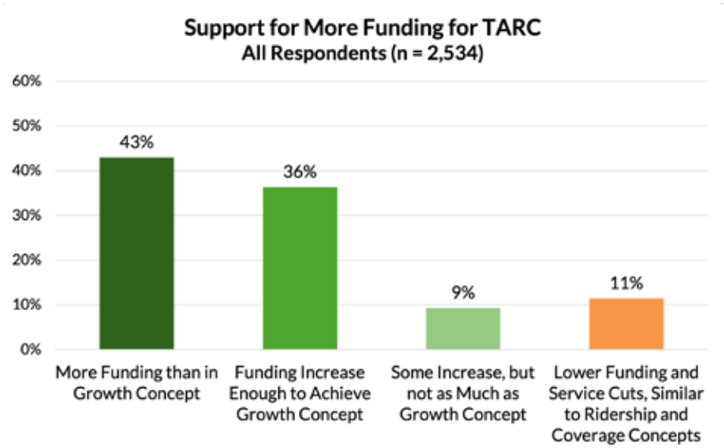


Figure 18: Distribution of the level of support for more funding for TARC.

Emphasize Ridership Goals With More Resources

More respondents preferred that the Growth Concept should emphasize ridership goals and invest even more in frequent service in the busiest places (37%), compared to those who thought that the Growth Concept should cover new places at the expense of frequent service in the busiest places (15%).

44% of respondents thought that the balance of ridership and coverage goals in the Growth Concept was about right. These results are shown in Figure 19 below.

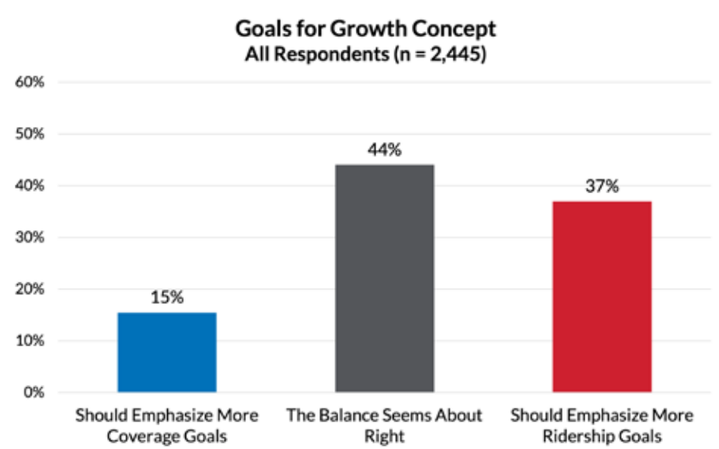


Figure 19: Distribution of preferences for whether increased resources should be invested towards ridership or coverage goals.

Wider Stop Spacing for Faster Travel

TARC bus stops are often very close together in the inner parts of Louisville, often once every block. This can make routes really slow, as buses have to stop more often. When stops are further apart, people have to walk a bit more, but buses can be faster. With faster buses, you can reach a longer distance in the same time.

44% of respondents preferred a stop spacing of every two blocks (around 900 feet, or 6 stops per mile), while 31% of people preferred a spacing of every three blocks (around 1,350 feet, or 4 stops per mile). Only 16% of respondents supported a short stop spacing of 450 feet (about every block). These results are shown in Figure 20 below.

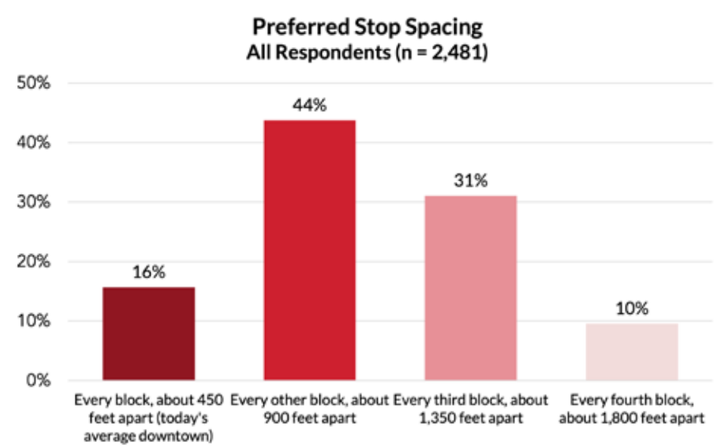


Figure 20: Distribution of stop spacing preferences.

Three Draft Network Scenarios

This Draft Plan contains three network scenarios. Each would require a different level of funding and a different length of time for implementation. All three network scenarios invest 70% of their resources towards achieving ridership goals and 30% towards ensuring broader transit coverage in the community.

There is a higher proportion of frequent service in areas with high ridership potential than the existing TARC network. This also means there is less coverage – especially in the Limited and Enhanced Plans compared to today's network. Most people who take transit today would see more reliable service and reduced travel times than they otherwise would have. But some people near transit today would no longer have access to transit service.

The ridership/coverage breakdown is based on direction from the TARC board after hearing feedback from the TARC 2025 stakeholder advisory committee, TARC customers, and the general community during the concepts phase.

Draft Limited Network

The Draft Limited Network is constrained to the amount of funding that TARC will have from its established sources, and nothing more. It is the **"Do Nothing" scenario.** TARC can offer this network for several years with no new funding.

If implemented, the Limited Network would be a massive cut in service compared to the network now operating (in Spring 2025). It would offer 29% less service than today, and 46% less service than was on the street in Spring of 2024.

If the Limited Network is implemented, Louisville will only have about half as much transit as it had before 2024.

The Draft Limited Network has been designed to be the best network it can be within the small amount of funding available, based on the community's priorities. During Phase 1 of public engagement in 2024, we heard from the community **that maintaining transit's usefulness, especially for existing riders and vulnerable communities, was a high priority.**

The Draft Limited Network is designed to do exactly that, reducing how much is invested in infrequent routes, in order to preserve frequency and access to jobs in the places with the most concentrations of people and opportunities.

For all of our efforts to design the Draft Limited Network, it's just not possible to design away the severity of a 29% service cut.

- The average number of jobs Louisville residents could access would fall by 9%.
- 34% of residents near transit today would find that they no longer have any transit service within half a mile.
- But on the other hand, 47% more residents would be within half a mile of *frequent* transit service than there are today.

Draft Enhanced Network

The Draft Enhanced Network would improve on what is possible in the "Do Nothing," Limited scenario. It would add coverage of some lower-density and lower-ridership areas, which couldn't be served in the Draft Limited Network.

The Draft Enhanced Network would require 24% more service than the Draft Limited Network. That would still be a 12% reduction in service compared to today. But even that level of service would require some new funding for transit. **TARC could operate this network with it between 2026 and 2030.** If no new funding is available by 2030, TARC would need to operate the Limited Network.

That new investment in transit would be used to deliver two different, and major, benefits:

- People's access to jobs on average would improve by 3%, despite a 12% service cut.
- The number of Louisville residents covered by transit would be 11% higher than in the Draft Limited Network (but 27% lower than today).

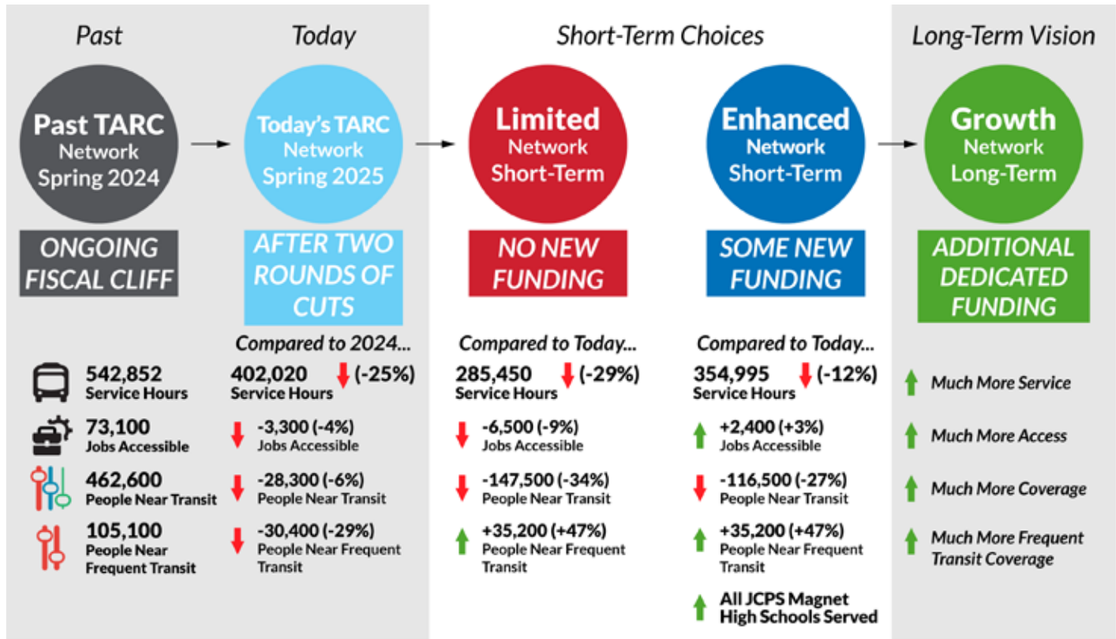


Figure 21: Summary of service levels and key outcomes in today's TARC network and the three Draft Networks.

Draft Growth Network

The Draft Growth Network shows how useful the TARC network would be with more investment, to a level that would bring Louisville in line with its peer cities. It would require more than 64% additional service hours compared to today's TARC network. The Growth Network could:

- Provide frequent routes (every 15 minutes) along most major road corridors in Louisville.
- Greatly expand the area where buses come every 30 minutes (or better).
- Preserve all existing transit coverage across Jefferson County and Southern Indiana.
- Upgrade frequencies for people and destinations across the service area.
- Add a small number of new routes to cover new areas that have never had service before.

During conversations with the community in 2024, we heard strong support for more funding for TARC. While large increases in funding would not be achievable in the near future, the Louisville region can still plan for a long-term future vision that could be reachable with a dedicated commitment to fund a transformative transit system.

Design Principles for the Draft Networks

The three network scenarios in this Draft Plan show how different amounts of service can be used to serve community values for transit. But some questions of network design are constant across all three of these networks. In particular, we have reduced the amount of **complexity** and **specialization** in all three networks.

Existing TARC service is spread thinly across many infrequent and specialized routes. Each specialized route was implemented once upon a time to address a specific need or request, and most of these routes are still used and appreciated today by small groups of people. But the combined effect is a very complex network that few people find meets their needs.

With so much less service, TARC cannot justify operating a complex network of specialized services. Each and every route must be justified by the needs of *large* numbers of people. None of the routes in these network scenarios would be *ideal* for any one person, or any one group of people. But every route would be *workable* for a large and diverse group of people.

Less Duplication

One of the consequences of over-specialization in a transit network is many overlapping routes on a single street, or nearby streets, that don't add up to a reliable good frequency. We have designed the network scenarios in this Draft Plan to reduce duplication as much as possible. Most corridors have at most one or two routes on them. In many cases where routes must overlap, we have designed those routes to work together as a team so that they offer a better combined frequency on their overlapping segment.

Careful Use of Orbital Routes

One of the ways TARC's network has become complex over the years is by responding to people's requests for "orbital" services that circumnavigate Downtown (whereas "radial" services go into Downtown).

Orbital service can be useful for large numbers of people and trips if it is frequent, or if it is so far from Downtown that people will find it's quicker to wait for the orbital than to take radial routes into and out of Downtown. But neither of those conditions are met by the existing orbital routes.

In the Draft Limited Network, there is no orbital route, because with so little service, orbital routes can't be justified over essential radial routes in the same neighborhoods.

In the Draft Enhanced Network, Route 20 would run around the west and south sides of Louisville. It can only be offered every 30-minutes within the limited funding, but even at that modest frequency it greatly improves job access for a large number of residents, by helping them make trips quicker without going Downtown.

In the Draft Growth Network, there is enough service to make orbital Route 20 frequent. This would add even more job access, and create a "frequent grid" in the densest parts of Louisville. Route 20 would intersect six different frequent radial routes, and make it possible for people to reach myriad destinations with a short transfer. The Draft Growth Network would also introduce orbital routes in the south and east parts of Louisville, on Outer Loop Road and Hurstbourne Parkway. This would make new trips possible by transit that would take too long via Downtown.

Orbital routes can be powerful, but they must be deployed carefully if they are to be efficient. The amount of funding and service available for the TARC network will determine whether and where TARC can offer orbital routes.

Very Little Peak-Only Service

"Peak" or "Rush Hour" service is a specialized service type, designed for people who work an 8-to-5 schedule on weekdays. Even before COVID, ridership on TARC buses was fairly level across the hours of the day, and did not peak at rush hours. Since the pandemic, demand for travel during rush hours has fallen even further.

Providing lots of service specifically when office workers commute to and from work is expensive for transit agencies. Peak service needs extra buses that must be bought, maintained and stored. Those extra buses must be driven to and from the garages twice a day.

Peaking also results in inefficient and often unpleasant operator shifts, which start early and end late but with a long unpaid period in the middle of the day. All of these factors add to TARC's costs to provide extra peak frequencies or peak-only routes. For this reason, in all three network scenarios, most routes have a single, flat frequency throughout most of the day. The Draft Enhanced Network has very minor service additions during school times.

No Local Circulators

Circulator services only attract high ridership in rare settings. They have to be extremely frequent in order to be worth riding, because many people will find that they can walk to their nearby destination faster.

The frequency levels required to make a Circulator useful would be expensive to support. With its major financial constraints and the inevitable cuts to more essential services, **TARC would not be able to justify offering circulator routes.**

Stop Spacing Assumptions

One of the ways to make frequent transit even more useful is to intentionally have stops spaced wider from each other. People have to walk a little further to get to transit, but the route can be much faster and get them much further in the same amount of time.

While the network scenarios in this Draft Plan don't include specific stop locations, they do assume a change to the average stop spacing. We have assumed an average stop spacing of every two to three blocks (about every quarter mile) along segments with buses every 15 minutes. This would make services slightly faster, speeding up trips for riders and also making the service more efficient for TARC to operate.

Downtown Connections

A key part of transit's usefulness depends on easy connections between routes, so that riders have access to areas beyond just the route near them. In all three network scenarios we have assumed a transfer point within Downtown Louisville. At this place, multiple routes would meet so that riders can make transfers easily.

This transfer point could be at one of many locations within Downtown. It would need space where many buses can meet and wait for 5-10 minutes every 30 minutes or 60 minutes.

Transfers would also be made at some intersections where frequent routes cross. At those places, no special bus infrastructure is needed, but traffic signals, crosswalks, sidewalks and (ideally) bus shelters are important pedestrian infrastructure to support people making those transfers.

How to Explore the Draft Networks

Reading the Network Maps

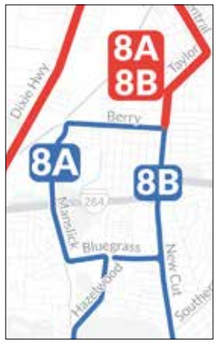
In every network map in this report, **color means frequency** at midday on weekdays:

- **Red** means buses every 15 minutes.
- **Purple** means buses around every 20 minutes.
- **Dark blue** means buses around every 30 minutes.
- **Light blue** means buses more than every 30 minutes, up to every 45 minutes.
- **Green** means buses more than every 45 minutes, up to every 60 minutes.
- **Thicker tan** lines have more than 60 minutes between buses.
- Thinner tan segments have very limited bus trips, or do not operate during the middle of the day.

Route Branching

In every network map, there are some routes which share a long common segment, but also branch off to serve unique areas. These routes are grouped together and given the same number.

It is possible to coordinate buses on these groups of routes, so that the **branch routes** work as a team to provide a higher frequency on their **common trunk segment.** No transfer is needed for someone to ride from one of the branches onto the trunk.



For example, an excerpt from the Growth Network map is shown at right. Branch Routes 8A and 8B, each offering 30-minute frequency (shown in blue), would come together on their way to Downtown. Where they run together, they would offer 15-minute frequency (shown in red).

Short Lines and Long Lines

When the same route number changes color after a certain point, it means that some buses on that route only run in the **more frequent segment of the route,** while other buses drive the whole thing. No transfer is needed for someone to ride from one segment of the route to the other.

An example from the Draft Enhanced Network is shown at right. The segment of Route 4 closer to downtown has buses coming every 15 minutes and is shown in red. Every alternate bus keeps going southwards to the outer end of Route 4, along the long segment shown in blue. That segment only has a frequency of every 30 minutes.

Route Numbering

In all three network scenarios, some routes have a different number than the route in that area today. **The route numbers in an area may also be different across the three networks.**

Often, branch routes in these network scenarios have the same numeric prefix, and are distinguished from each other by the suffixes “A”, “B”, “C”, or “D”, like in the branching example to the left.

Reading Frequency Charts

Maps show where a route is offered, but it’s also important to understand *when*.

For each of the network scenarios in this Draft Plan, we have provided graphics that show the frequency of service for each route over the hours of the day and days of the week. Frequency in this graphic is coded using the same colors as for the maps.

Every row in the chart is a route. Trunks, on which multiple branches combine to offer better frequencies, are shown at the top. Each smaller row below the trunk represents the frequencies on the individual branches.

For example, in the excerpt above, in the top row, branch Routes 1A, 1B and 1C combine to offer 30-minute frequency (in blue) from 5 AM to 6 AM. Starting at 6 AM, they offer 15-minute frequency (shown in red) on their shared trunk. On the lower three rows, each individual branch offers 60-minute frequency (in green) starting at 5 AM. At 6 AM, Route 1A starts offering a frequency of every 30 minutes.

Service Details

The network scenarios in this Draft Plan have not been detailed to the point that they would be ready to implement.

Based on public feedback on this plan, we will develop and publish a Final Plan. Additional routing details may be clarified at that stage.

The network maps and graphics in this Draft Plan are therefore not meant to show:

- Bus stop locations.
- Local routing details such as turnarounds, particularly in Downtown.
- Minor deviations affecting only a few trips.
- Departure times. Frequencies by time of day have been planned, but not the exact times buses start and end service, nor the exact times frequencies change from one frequency to another.
- Any changes to TARC3 paratransit service.

These decisions need to be made once the overall network scenario has been selected for implementation. They will be publicized before implementation of whichever network scenario TARC decides to move forward with.

2: Draft Limited Network

Network Maps

Limited Network Short-Term

The map on the right shows the predominant daytime frequency on each route in the Draft Limited Network, in the inner urban core of Louisville. A map of the Draft Limited Network in the broader Louisville Area is on the next page. Detailed text descriptions of each route are available in a table starting on page 36.

The Draft Limited Network would offer 29% less service than today's TARC network. **With that reduced service, TARC would concentrate on the areas where the most people would use transit and need transit, in order to offer a few high-frequency routes** (red lines on the map).

Because the Draft Limited Network would contain 29% less service and would try to maintain most of the frequency along today's frequent corridors, it would not be able cover nearly as many areas as today's TARC network.

Preserved Frequency

Despite the large service cut, this plan would preserve frequency on TARC's highest ridership-potential corridors. In the Draft Limited Network, the following corridors would be served every 15 minutes on weekdays and Saturdays:

- Broadway and inner Bardstown Road would be served by the trunk segment of the combined branch Routes 1A, 1B, and 1C.
- South Preston and Jackson Streets and Preston Highway would be served by the combined segment of routes 2A and 2B. These routes would continue through Downtown to also serve West Market Street, which would be a **new frequent corridor** compared to today.
- 4th Street between Central Avenue and Downtown would be served by Route 4
- Dixie Highway between Downtown and Rockford Lane would be served by Route 10.

Most other routes would offer a consistent 30-minute frequency. In many close-in urban areas, this would be a frequency improvement over the existing service, which in many places comes every 40 minutes or worse, or at inconsistent intervals throughout the day.

The preservation of frequencies on high-ridership routes, and small improvements to frequencies on weekends, mitigate the major cut in service by maintaining the usefulness of service where the most people use TARC today.

Coverage Losses

Because the Draft Limited Network is a 29% service cut compared to today, it would not be possible to provide nearly as much coverage as is provided today.

Many parts of the following areas would be too far from any transit service:

- Shively, Greenwood, Riverport and Pleasure Ridge Park (served by routes 19 and 29 today)
- Parkwood (Route 18)
- Areas around outer National Turnpike (Route 4)
- Okolona (Route 28)
- Poplar Hills and Highview (Route 43)
- Newburg Road (Route 21)
- Buechel, Fern Creek, and Ashville (Route 17)
- Jeffersontown (Routes 40 and 75)
- Blue Ridge Manor, Middletown, and Anchorage (Route 31)
- Areas around outer La Grange Road (Route 15)
- Jeffersonville and New Albany (Route 71)
- Clarksville (Route 72)

Figure 22: The Draft Limited Network in the urban core of Louisville.

Limited Network Short-Term

Service in Indiana

As in Kentucky, there is a proportionate reduction in service to Indiana. Route 70 would be the only route crossing the river to Indiana, and would connect the downtowns of Jeffersonville, Clarksville, and New Albany to Downtown Louisville. It would operate every 60 minutes.

Changes Compared to Ridership Concept

The Draft Limited Network is very similar to the Ridership Concept that was shown to the community in the previous phase of TARC 2025, but shows a slight shift in prioritization of resources away from ridership goals and towards coverage goals.

Route 1B in the Ridership Concept would have provided 30-minute service in the Newburg area. This has been replaced by a combination of the 60-minute Routes 1B and 1C in the Draft Limited Network. Route 1B would cover Fegenbush Lane and the GE Appliance Park with hourly service, while the Newburg area would be served by Route 1C. They would still alternate for 30-minute service between Bashford Manor Mall and Jefferson Mall, and along Shepherdsville Road.

Half of the trips on Route 5 in the Draft Limited Network would only run between Downtown and Norton Audubon Hospital, instead of all the way to Bashford Manor Mall like in the Ridership Concept. The outer portion of Route 5 would only have a frequency of every 60 minutes.

Route 6 in the Ridership Concept would have been a single route with 30-minute frequency, without branching. This has been replaced by the combination of Routes 6A and 6B in the Draft Limited Network.

This pattern would add coverage every 60-minutes in northeastern Louisville, in places like the VA Hospital, Oxmoor Mall, and Norton Brownsboro Hospital, as well as along Brownsboro Road and Westport Road. But as a result, a large portion of Frankfort Avenue and Shelbyville Road would have only hourly service. The 30-minute combined frequency on Routes 6A and 6B in western and southwestern Louisville would be the same in both networks.

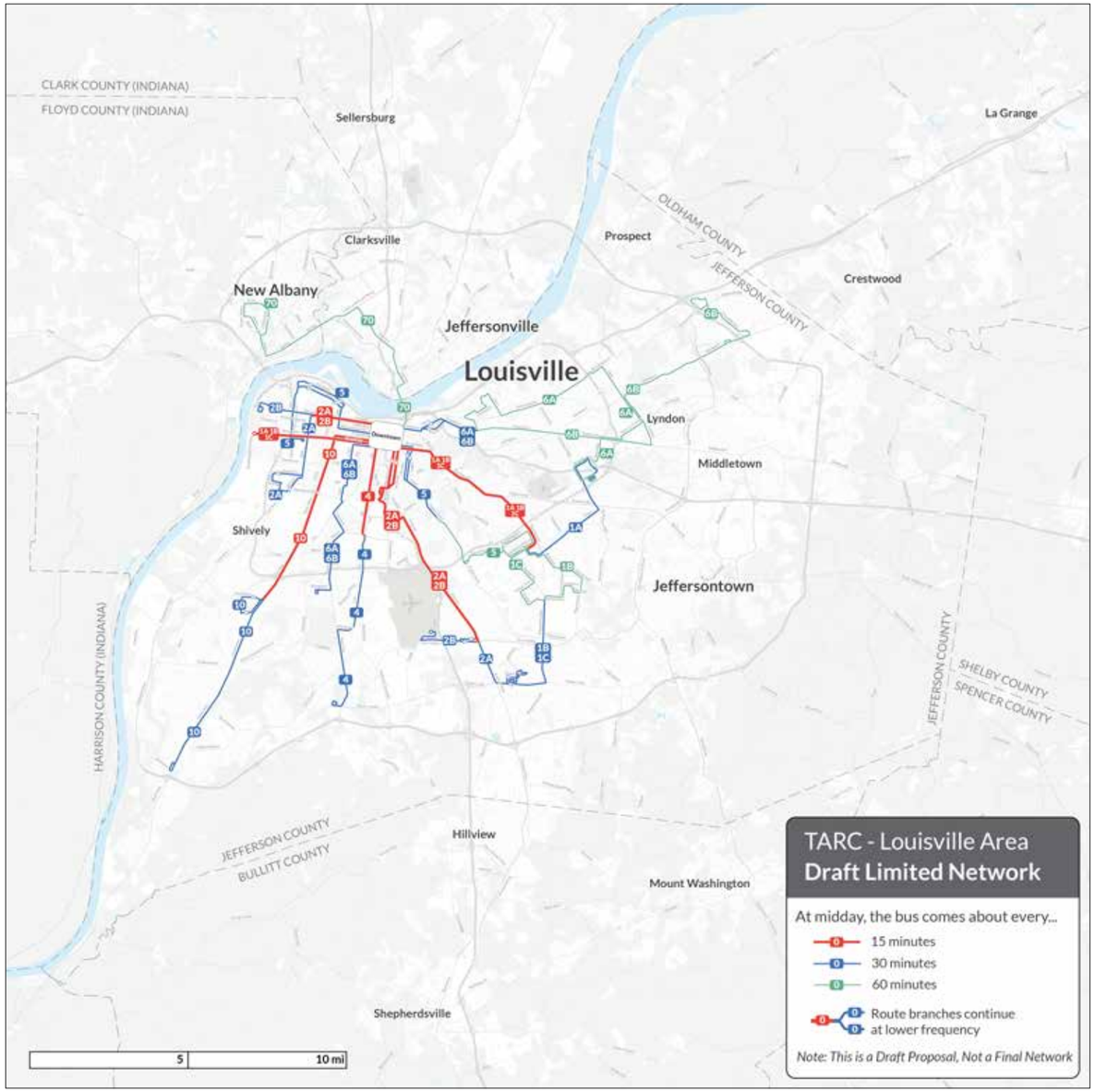


Figure 23: The Draft Limited Network in the Louisville Area.

Hours of Service

Limited Network Short-Term

Consistent Daytime Service Through the Week

The graphic on the next page shows the frequency of each route in the Draft Limited Network for each hour of the day and day of the week. Each cell is colored by the planned frequency of that route during that hour of the day: red is every 15 minutes, blue is every 30 minutes, and green is every 60 minutes.

Route "trunk" segments, where multiple branch routes come together to provide higher frequency, are shown as their own rows.

The Draft Limited Network would offer more consistent service than today's network, with the same frequencies operating either six or seven days of the week. Routes with 15-minute frequencies (shown in red) would offer that frequency Monday through Saturday, while most of the routes with 30-minute frequencies (shown in dark blue) would offer that frequency on Sundays too.

Spans of service each day would also be consistently long. On weekdays, almost all routes would operate from 5 AM to midnight. Every route would offer its predominant daytime frequency between 6 AM and 7 PM. Compared to today's network, the Draft Limited Network would have more consistent frequencies throughout the day across the entire system.

Offering **long spans of service throughout the day and week, in places where large numbers of people can use transit, is key to maintaining ridership or even attracting higher ridership in the future. It is also the way to get the most service close to the most existing TARC riders, even if the total service has to be reduced.**

Infrequent Evening Service

Between 5 AM and 6 AM, and after 7 PM, the frequent "trunk" corridors would go down to 30 minutes. The branch routes (1A, 1B, 2A, and 2B) and long lines (on Routes 4 and 10) would only be every hour during those periods. Route 1C would not operate in the evenings.

Routes 5 and 6A/6B would offer 30 minute frequency until 10 PM and, then every hour until midnight. The branch Routes 6A and 6B and the long line on Route 5 would offer just one or two trips each between 10 PM and midnight.

Route 70 would provide the hourly frequency throughout the day and evening.

These service schedules would be largely the same on Saturdays, except that frequencies on Routes 5 and 6A/6B would drop at 7 PM on Saturdays, instead of 10 PM as on weekdays.

Thin Sunday Service

On Sundays, the best frequency offered would be every 30 minutes, even on the main trunk segments. On all route branches and long lines, frequencies would be every 60 minutes, and after 7 PM some routes would offer a trip every other hour. Route 1C would not operate on Sundays.

Draft Limited Network: Bus Route Frequencies

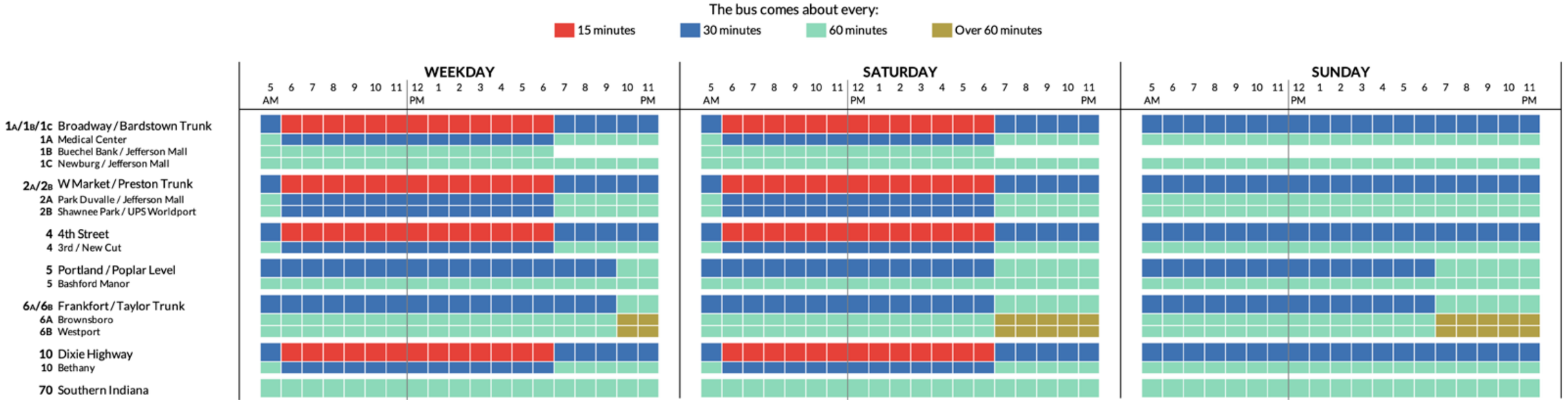


Figure 24: The frequency of service each hour and day of the week, for each route in the Draft Limited Network.

Comparing Outcomes

Limited Network Short-Term

In this section we look at three ways of measuring the impacts of the Draft Limited Network, compared to the existing TARC network.

Isochrones

To understand how a change in the network could affect someone's experience with transit, one could ask: **Where could I get to with transit, in a reasonable amount of time, from where I am?**

Wherever you live, there is a certain area you can reach in a reasonable amount of time. You could draw a map of this area, and it would appear as a blob, with you at the center. **In this blob are things you can use transit to get to:** workplaces, schools, shopping, and anything else you might want to do. The more things that are in this blob, the more useful transit can be as an option for travel.

The technical planning term for this blob is an **"isochrone".** Isochrones visually explain how a transit network changes peoples' freedom to travel to or from a place of interest. They help visualize a person's access to jobs, schools, groceries, medical care, or any other opportunity.

The map in Figure 25 to the left shows the isochrones from Nia Center at midday on a weekday. The maroon areas are reachable today and would remain reachable in the Draft Limited Network, within 60 minutes or less by transit. Newly reachable areas with the Draft Limited Network are shown in purple, and areas that would no longer be reachable within 60 minutes are shown in orange.

Isochrones include all the different parts of a transit trip that take time: the wait time to use a bus, time riding in the bus, any time needed to make a transfer, and time walking to and from bus stops. While looking at these maps, it is also important to note that **it is not just how large an isochrone is, but also what is inside the isochrone that matters.**

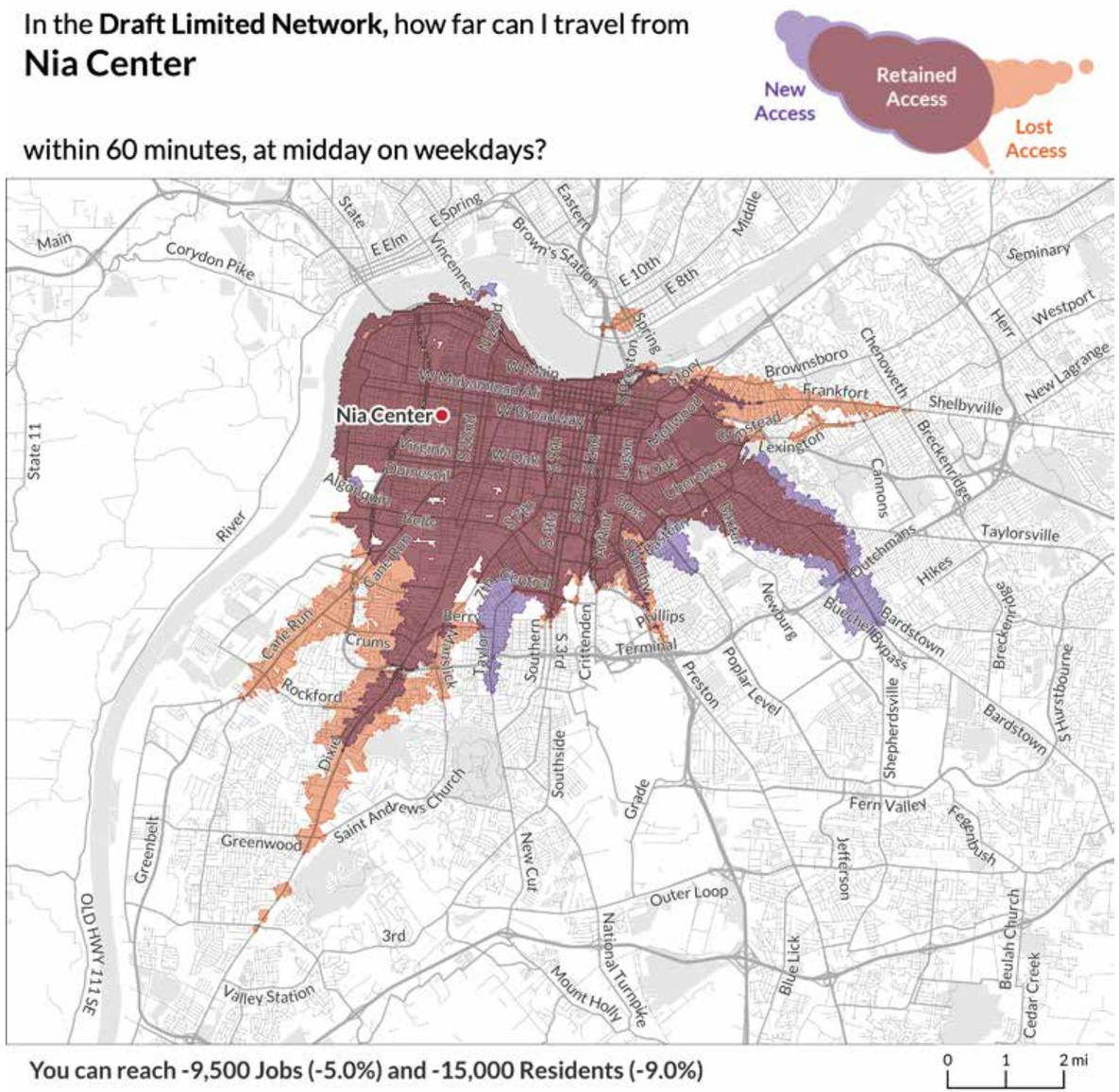


Figure 25: In the Draft Limited Network, you would be able to reach some new areas (purple) in 60 minutes from Nia Center. However, some areas you would no longer be able to reach (orange). In total, you could reach 9,500 fewer jobs and 15,000 fewer people from Nia Center in the Draft Limited Network, compared to what you can reach in today's network.

City-wide Access

Isochrones show the access for a person from one particular place. By **adding up the access from isochrones across all of Louisville,** we can describe how access would change, on average, for all residents (or groups of residents) and to all opportunities.

For comparing transit networks, an access analysis is better than a ridership forecast, as it describes the part of ridership forecasting that is basic math and geometry and so highly predictable.

Proximity

Another way to measure the value of transit is to count the residents and jobs that are simply proximate to service.

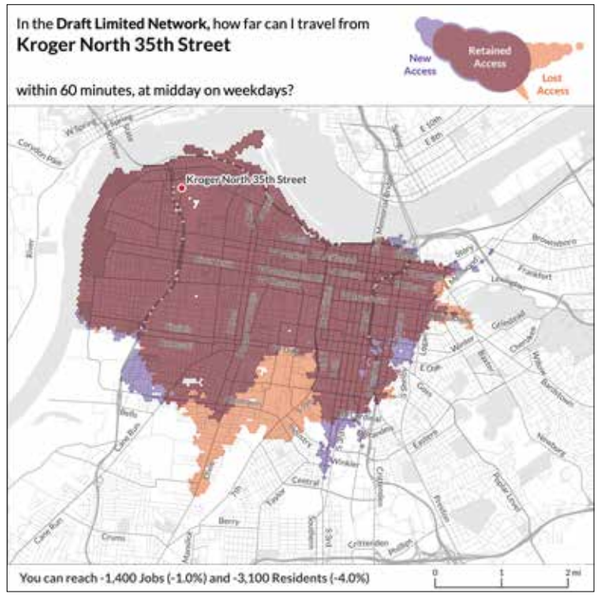
Proximity is a measure of the coverage a transit system provides. If resources are spread out to cover lots of areas, more people and jobs will be near transit. A network with higher proximity provides at least minimal transit close to more people and workplaces. This is an aspect of transit that many people value, regardless of ridership.

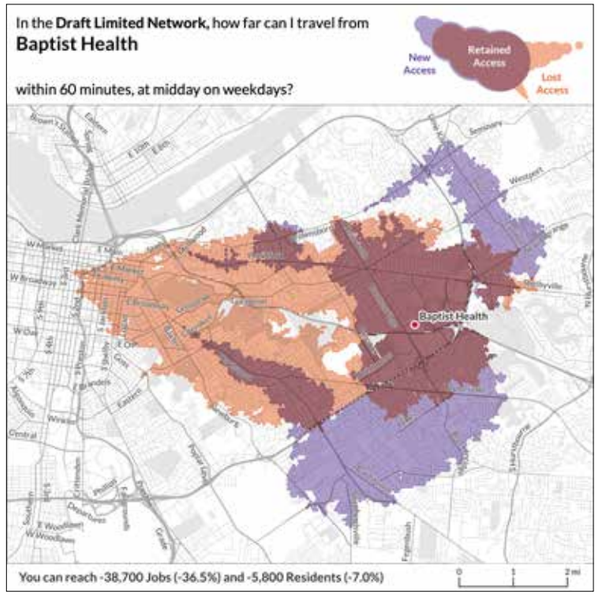
However, proximity by itself does not tell us how useful service can be, nor how likely it is to attract ridership. **Transit being nearby is necessary for attracting ridership, but it isn't sufficient by itself** – the transit service also has to take people places they want to go, in an amount of time they find reasonable. This is why usefulness and potential for high ridership are better-measured by isochrones and access than by proximity.

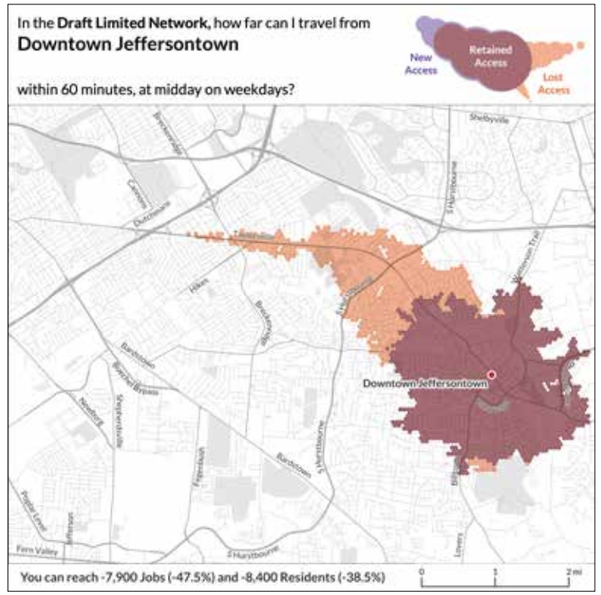
We also report on proximity to transit by the frequency of service, to provide information about how many people are near service that is more likely to be useful.

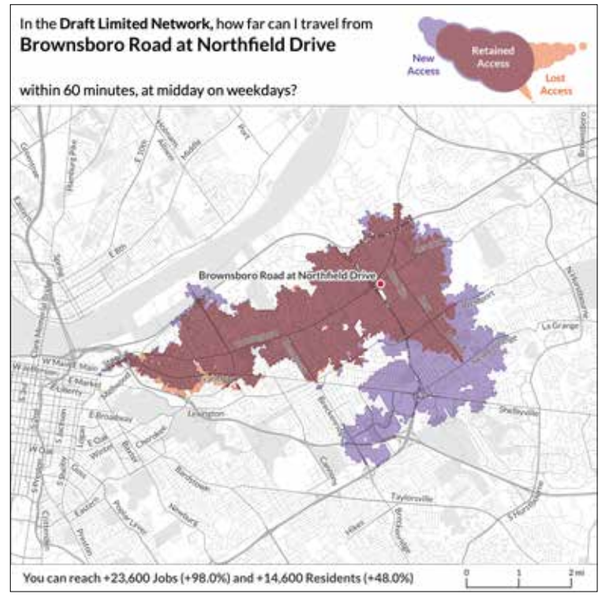
Isochrones Illustrating Change in Access

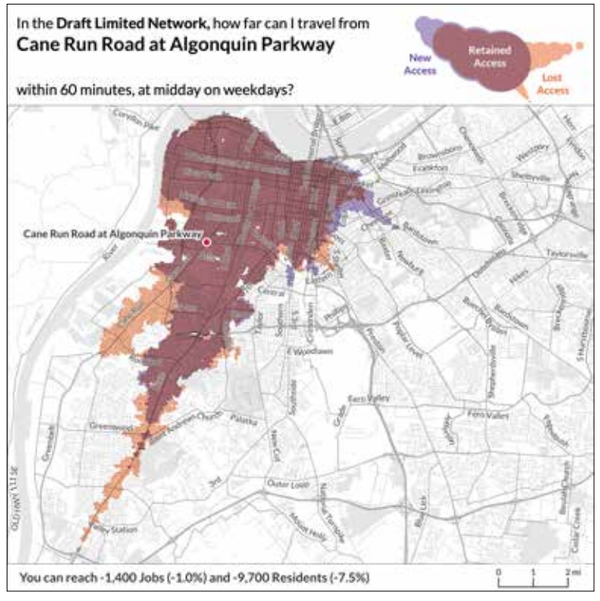
Limited Network Short-Term

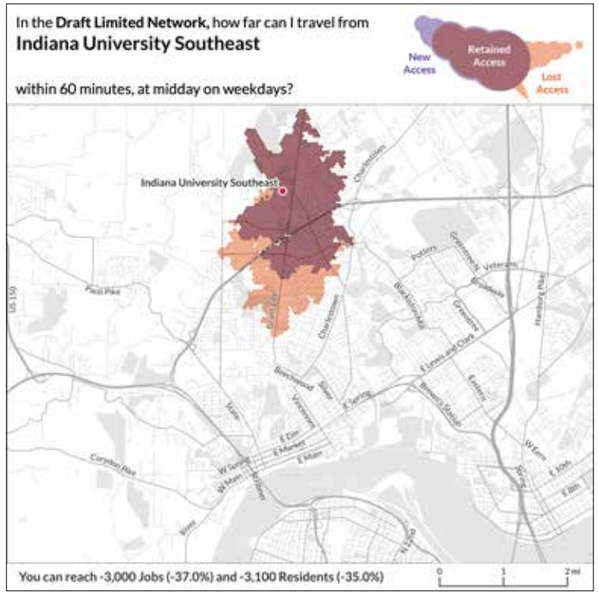


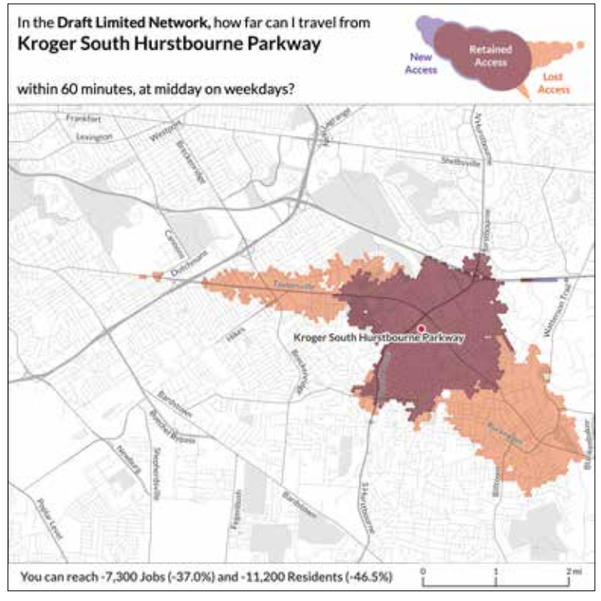












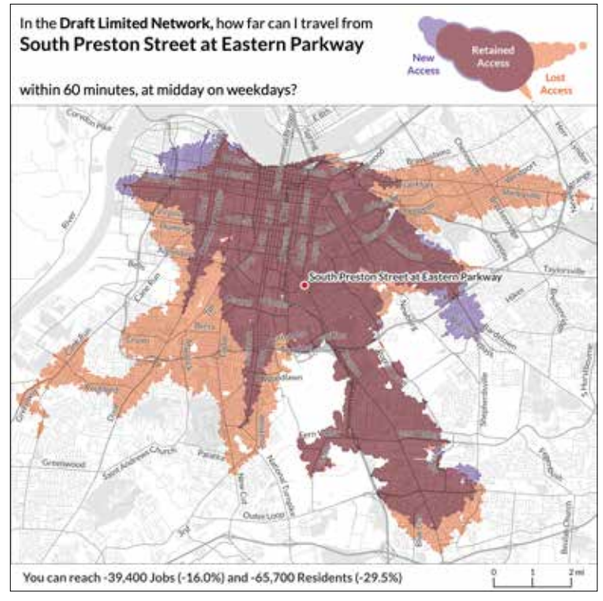


Figure 26: Isochrones for example locations, showing the difference in access that could be provided by the Draft Limited Network (in purple and maroon) or the January 2025 Network (in orange and maroon). Cutting 29% of service would reduce access to and from many places that are served today, though with some careful redesigning of the network some access gains can be delivered. Summing up all the gains (shown in purple) and losses (shown in orange) across all of Louisville, the average change in access to jobs would amount to a 9% reduction overall.

Change in Access to Jobs

Limited Network Short-Term

We can create isochrones for locations across Louisville and see how the Draft Limited Network would change access to and from each of those places. We can estimate how many jobs would be reachable in each isochrone in the Draft Limited Network, and compare that to what is reachable using the today's TARC network.

Why Focus on Access to Jobs?

Job density can tell us not just about where people go for work, but also about important destinations people travel to. **One person's workplace may be a destination for dozens or even hundreds of people throughout the day.** So access to jobs acts as a good proxy for access to many other opportunities.

College, universities, and hospitals have many jobs, and also generate all-day travel demand. Students, staff, patients, and visitors arrive and leave at different times throughout the day as classes start and end and medical appointments are scheduled. Retail and service jobs also attract many customers and visitors.

Job Access Change by Neighborhood

Figure 27 to the right shows how access to jobs within 60 minutes of travel would change with the Draft Limited Network. The comparison is made to today's Spring 2025 network, for travel at midday on a weekday.

Each dot on the map represents 50 residents, and the dots are color-coded based on whether those residents would gain or lose access to jobs.

- Orange dots represent residents who could reach fewer jobs if the Draft Limited Network were implemented.
- Purple dots represent residents who could reach more jobs.
- Where dots are grey, job access would barely change.
- In areas where there are few dots there are few residents.

As expected with a 29% service cut, large swathes of Louisville would lose access to jobs, as shown by the many orange dots. On average, Louisville residents would lose 9% of their access to jobs by transit.

Although the Draft Limited Network would preserve most of TARC's frequent corridors, even the dots along many of those corridors have some degree of job access loss, as seen in the medium orange shades. This is unavoidable in a 29% service cut across the network.

Many areas would not have any service near them at all in the Draft Limited Network. However, because the service available in those areas today is so minimal, transit can't be used to reach many jobs within 60 minutes, so those areas don't show up brightly on this map as losing access. This effect demonstrates the importance of frequency in improving access.

Not every part of Louisville would have access losses. Many people in areas like Shively, Park Hill, the Preston Highway Corridor, Bashford Manor, West Buechel and Lyndon would be able to access more jobs in the Draft Limited Network than they are able to today. These are the purple dots on the map.

In Southern Indiana, Jeffersonville and Clarksville would have major access losses, but parts of New Albany would have better access, because of how Route 70 would be configured.

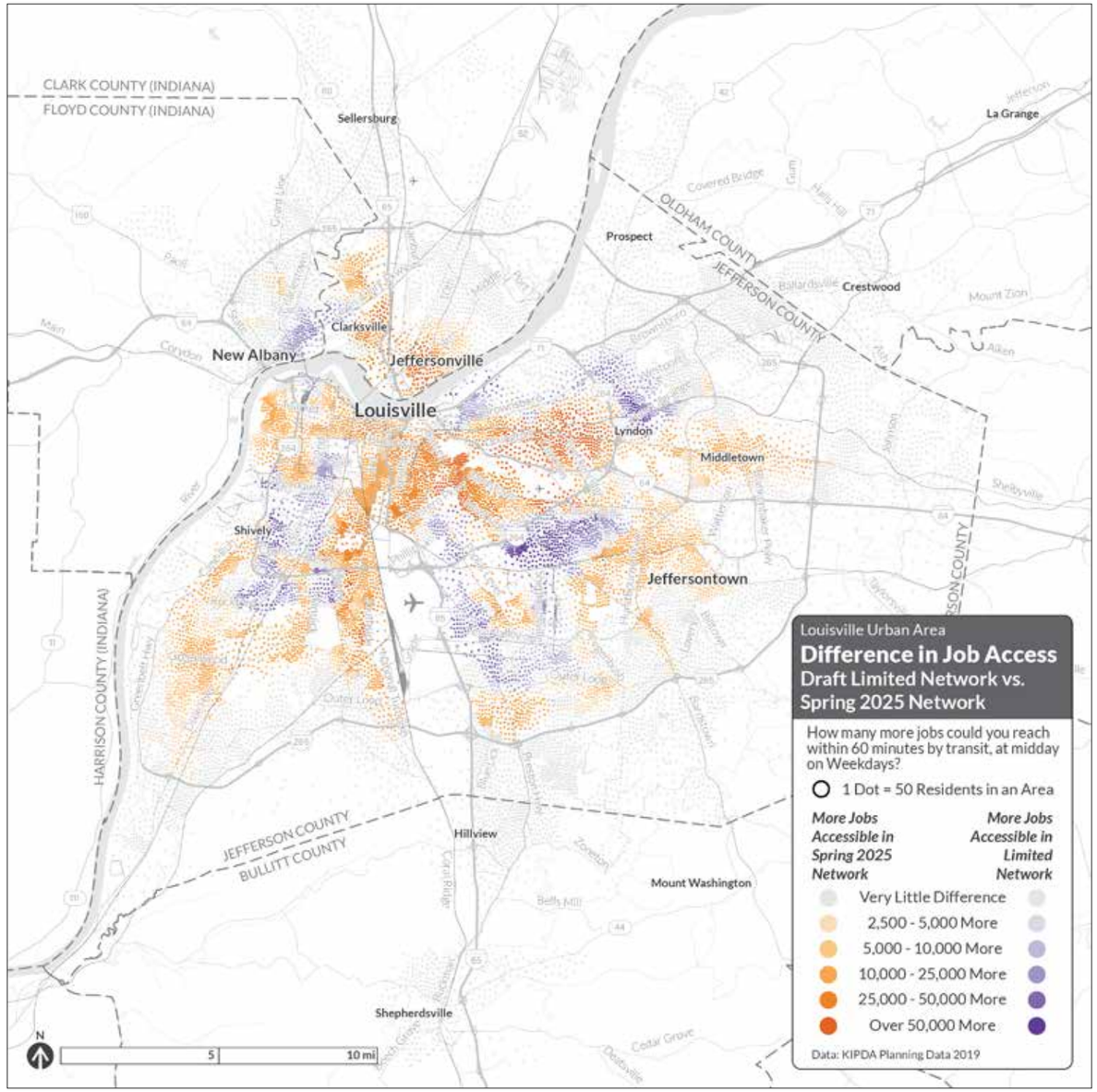


Figure 27: The change in access to jobs within 60 minutes in the Draft Limited Network, compared to the Spring 2025 network. Areas in orange are places where people would lose access, while areas in purple are places where people would gain access to more jobs. On average, across all residents of the County, job access would fall by 9%.

Limited Network Short-Term

Citywide Job Access Change

The map on the previous page showed whether access to jobs would change for residents across Louisville, and by how much. In total, for the whole population, access to jobs would decrease by 9%, as shown in the bar chart in Figure 28 at right.

This may be a surprisingly small loss considering that the Draft Limited Network is a 29% service cut. But when designing this network, the impacts of that cut were mitigated by concentrating what little service remained into frequent, direct routes in the densest and busiest parts of Louisville. Those routes were drawn through the areas with the most residents and jobs – and especially areas with the most vulnerable residents. As a result, a 29% service cut can result in only a 9% job access loss for the whole population; and a 4-7% access loss for specific demographic groups, as shown in Figure 28.

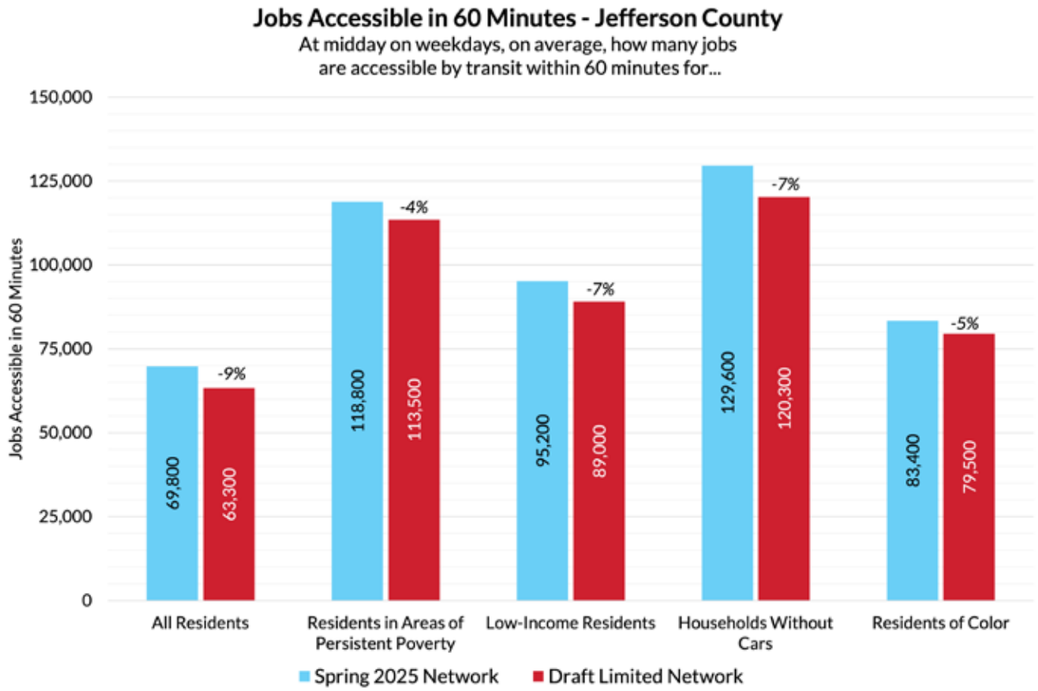


Figure 28: The Draft Limited Network would reduce access to jobs within 60 minutes by 9%. The impacts of the 29% service cut would be mitigated by concentrating the remaining service in the areas with the most people and jobs, especially vulnerable people. The result is less of a reduction in access (9%) than in total service (29%).

Even with a 29% service cut, the average number of jobs accessible by Louisville residents would only fall by 9% in the Draft Limited Network.

With its severe service cut, the Draft Limited Network would try to protect as much job access as possible by making transit useful for as many people as possible. In the previous phase of community engagement, the stronger support for the Ridership Concept suggested that this is the strategy TARC should follow for the Draft Limited Network.

Louisville's Residents in Areas of Persistent Poverty, Low-Income Residents, Households Without Cars and Residents of color would fare better on average with this service cut, compared to residents overall, in terms of job access loss. There are three reasons for this:

- First, the Draft Limited Network was designed with attention to where large concentrations of residents in these groups are located, so as to not cause disparate impacts.
- Second, people in these groups are more likely to live near job centers (Downtown, western, and southern Louisville), or in dense neighborhoods where transit can reach more people efficiently.
- Third, people in these demographic groups are more likely to live near existing frequent bus routes with high ridership, and preserving service near such routes was a high priority in the design of this network. So their access to jobs is likely to be less negatively impacted by service cuts.

Change in Proximity to Transit

Limited Network Short-Term

The charts in Figure 29 to the right show how many people would be near service in the Draft Limited Network, at midday on a weekday, compared to the January 2025 network. Each pair of bars compares the proximity of residents, jobs, or a particular group of residents within Louisville, between the two network scenarios.

Change in Overall Coverage

The Limited Network would greatly reduce the number of residents and jobs in Louisville who are near at least some minimal service. 147,500 people and 132,200 jobs would no longer have any transit within a half-mile walk[1].

Proportionally, 34% of all Louisville residents who have transit service today would no longer be near service in the Draft Limited Network. The drop in coverage of Residents of Color (30%) and Low-Income Residents (26%) would be slightly less severe. The proportional coverage loss for Residents in Areas of Persistent Poverty (17%) and Households Without Cars (19%) would be even less severe than that.

Change in Frequent Coverage

Each bar is divided into colored bands to represent the best frequency of service that would be nearby that number of residents or jobs. For example, in the Limited Network:

- There would be 109,900 residents near service every 15-minutes (shown in red). Many of those residents are also close to service at worse frequencies than every-15-minutes.
- Another 117,200 residents would be close to service every 30-minutes (shown in dark blue), but not close to service as good as every 15-minutes.

With the Draft Limited Network, 147,500 residents jobs would lose nearby service. But it would provide better frequency than today for 108,400 people. 35,200 more people would have frequent service every 15 minutes.

The Draft Limited Network would bring frequent service every 15 minutes (red bands) to 35,200 more people (47% more) and 17,300 jobs (12% more) than today's network.

Despite the large service cut, the draft Limited Network would provide a **massive upgrade to many people's best nearby frequency.** For example, 108,400 more residents (91% more) and 67,400 more jobs (38% more) would be near service that is every 30 minutes or better in the Draft Limited Network, compared to today's TARC network.

The degree of improvement in proximity to 15-minute service would also be higher for Residents in Areas of Persistent Poverty (57%), Low-Income Residents (54%), and Residents of Color (65%), when compared to the increase for residents overall (47%). The proportional increase for Households Without Cars (38%) would be lower (probably because many such households are more likely to be already located near TARC's frequent routes).

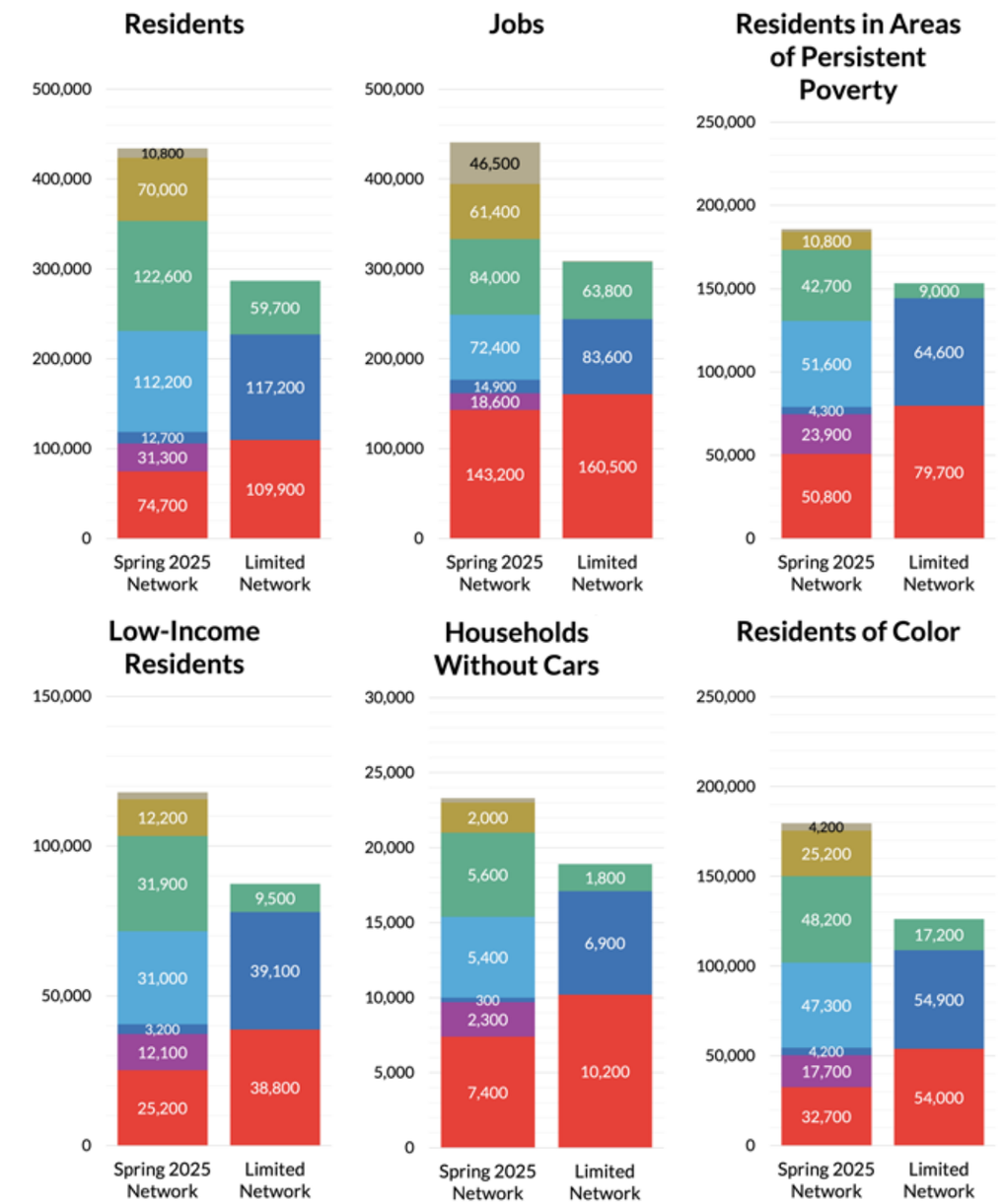


Figure 29: The Draft Limited Network would reduce the proximity of transit to residents and jobs, compared to today's network. However, across all demographic groups, proximity to better frequencies (shown in red and deep blue) would increase.

1 A large portion of these people and jobs today have service that is less frequent than every hour, or only have occasional trips. This thinly spread service covers 80,800 people and 107,900 jobs (tan bands).

Detailed Route Description Table (1/2)

Limited Network Short-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
1A/1B/1C	15 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart)	Bashford Manor Lane at Mall Road
1A	30 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart) - Mall Road (Target) - Champions Trace Lane (Kroger) - Hikes Lane - Breckenridge Lane (Kroger) - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
1B	60 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart) - Mall Road (Target) - Champions Trace Lane (Kroger) - Hikes Lane - Buechel Bypass - Bardstown Road (Aldi, Family Dollar) - Fegenbush Lane - Belrad Drive - Beechbrook Road - Lambert Avenue - Buechel Bank Road (GE Appliances) - Shepherdsville Road (Lighthouse Academy, Dollar General) - Outer Loop - Jefferson Mall	Jefferson Mall
1C	60 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart, Target) - Newburg Road - Indian Trail (Newburg Community Center) - Unseld Boulevard - Garden Green Way - Armsmere Way - Shepherdsville Road (Lighthouse Academy, Dollar General) - Outer Loop - Jefferson Mall	Jefferson Mall
2A/2B	15 min	West Market Street at 28th Street	West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square)	Preston Highway at Fern Valley Road
2A	30 min	Park Duvalle	Southern Avenue (Southwick Community Center) - 38th Street - Wilson Avenue - 28th Street (Nia Center, Kroger) - West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square) - Outer Loop - Jefferson Mall	Jefferson Mall
2B	30 min	Shawnee Park	West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square) - Fern Valley Road - UPS Worldport	UPS Worldport
4	15 min	Downtown Louisville	6th/ 5th Street - W Broadway - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs)	4th Street at Central Avenue
4	30 min	Downtown Louisville	6th/ 5th Street - W Broadway - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs) - 3rd Street (Kroger, Iroquois Manor Shopping Center, DeSales High School) - Kenwood Drive - New Cut Road (Iroquois Park, Kroger, Auburndale Village Shopping Center) - Outer Loop (Walmart)	Walmart Outer Loop
5	30 min	Portland	West Broadway (Nia Center) - Louis Coleman Jr Drive - 35th Street (Kroger) - Bank Street/Portland Avenue (Family Dollar, Save A Lot, Portland Promise Center) - 18th - Chestnut Street - 6th Street - Broadway - Shelby - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital)	Norton Audubon Hospital
5	60 min	Portland	West Broadway (Nia Center) - Louis Coleman Jr Drive - 35th Street (Kroger) - Bank Street/Portland Avenue (Family Dollar, Save A Lot, Portland Promise Center) - 18th - Chestnut Street - 6th Street - Broadway - Shelby - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital, Louisville Zoo, Kroger) - Gardiner Lane (USPS, JCPS). Then, one-way: Goldsmith Lane - Bardstown Road - Bashford Manor Lane (Walmart, Target)	Bashford Manor at Bardstown Rd
6A/6B	30 min	U of L Health Mary & Elizabeth Hospital	U of L Health Mary & Elizabeth Hospital - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street Road - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind)	Frankfort Avenue at Ewing Avenue
6A	60 min	U of L Health Mary & Elizabeth Hospital	U of L Health Mary & Elizabeth Hospital - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street Road - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind) - Ewing Avenue - Brownsboro Road (Kroger) - Lindsay Avenue - Cleveland Boulevard - Robley Rex VA Medical Center - Zorn Avenue - Brownsboro Road (Brownsboro Road Shopping, The Fresh Market, Kroger) - Herr Lane (Ballard High School, Westport Village) - New La Grange Road - Shelbyville Road (Mall St. Matthews) - Bowling Boulevard (Shelbyville Road Plaza) - Kresge Way (Baptist Health) - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
6B	60 min	U of L Health Mary & Elizabeth Hospital	U of L Health Mary & Elizabeth Hospital - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street Road - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind, Crescent Hill Library, Masonic Homes) - Shelbyville Road (Trinity High School) - Thierman Lane (Dollar Tree, Walmart) - Westport Road (Target, McDowell Center, Dollar Tree, Westport Plaza, Springhurst Towne Center) - Chamberlain Lane (Walmart) - Angies Way (Norton Children's Medical Center) - Norton Brownsboro Hospital	Norton Brownsboro Hospital

Detailed Route Description Table (2/2)

Limited Network Short-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
10	15 min	Downtown Louisville	Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center)	Dixie Highway at Rockford
10 (Short Trips)	30 min	Downtown Louisville	Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi) - Upper Hunters Trace - Graston Lane	Hunters Trace
10 (Long Trips)	30 min	Downtown Louisville	Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi, Dixie Manor Shopping Center, Park Place Mall, Southwest Regional Library, Meijer, Valley High School, Walmart, Kroger) - Bethany Lane (Driver's Licensing Regional Office)	Bethany
70	60 min	Downtown Louisville	West Broadway (JCTC), 2nd Street, Liberty Street, Lincoln Memorial Bridge, Court Avenue (Downtown Jeffersonville) - Spring Street (Clark Memorial Hospital) - Eastern Boulevard (Downtown Clarksville) - Lewis and Clark Parkway (Kroger) - Providence Way (Our Lady of Providence High School) - Spring Street (Dollar Tree, Downtown New Albany) - Pearl Street. Then, one-way: Bono Road (Baptist Health Floyd) - Green Valley Road (Kroger) - Daisy Lane - Gray Brook Lane	New Albany

3: Draft Enhanced Network

Network Maps

Enhanced Network Short-Term

The map on the right shows the predominant daytime frequency on each route in the Draft Enhanced Network. A map of the Draft Enhanced Network in the broader Louisville Area is on the next page. Detailed text descriptions of each route are available in a table starting on page 46.

The Draft Enhanced Network demonstrates the benefits of the Louisville community **taking action to commit some reasonable additional funding in the short term** for TARC, to stave off the worst impacts of the "do nothing" Draft Limited Network.

The Draft Enhanced Network would offer 22% more service than the Draft Limited Network, but that would still be 12% less service than TARC operates today.

Changes Compared to the Draft Limited Network

Preserved Frequency

There would be **no additional frequent corridors** in the Draft Enhanced Network (the red lines on the maps of both networks are exactly the same). The 22% additional resources in the Draft Enhanced Network would be spent in restoring some of the most critical coverage and implementing useful 30-minute corridors.

Expanded Coverage and Better Frequency

Routes 1A and 2A would go to more places with hourly frequency in the Draft Enhanced Network. Half of the trips on Route 1A would continue along Taylorsville Road and Stony Brook Drive, providing hourly transit coverage to Jeffersontown.

Similarly, half of the trips on Route 2A would continue beyond Park DuValle along Cane Run Road and Rockford Lane, providing service every hour to these areas at midday. During school start and end times, every Route 2A trip would be extended along Cane Run Road, and that segment would have 30 minute frequency.

In northeastern Louisville, the Draft Enhanced Network is quite different from the Draft Limited Network. Route 57 would run between Downtown Louisville and the VA Hospital every hour. Routes 6A and 6B would together offer 30-minute frequency all along Frankfort Avenue and Shelbyville Road, all the way to Oxmoor Mall and Lyndon Lane. As part of this structure, the outer parts of Brownsboro Road (which have very little ridership today) would not have any service in this network.

Useful Orbital Route

The biggest addition of the Draft Enhanced Network is the orbital Route 20. This would connect West Louisville, Park DuValle, Parkhill, UofL Campus, Bardstown Road, and the hospitals near Dutchmans Lane on a single, useful 30-minute route. Travel between these key places in Louisville would not require a transfer in Downtown.

JCPS Magnet High School Service

The Draft Enhanced Network has been designed so that **every JCPS Magnet High School would be covered** by service that is at least every 30 minutes or better during school start and end times. At that frequency, a route does not need to be tailored to a specific school's timings and can be broadly useful to other users in addition to students. Almost every JCPS Magnet High School would be covered by all-day routes. Further additions specifically to cover JCPS schools are highlighted in the network maps.

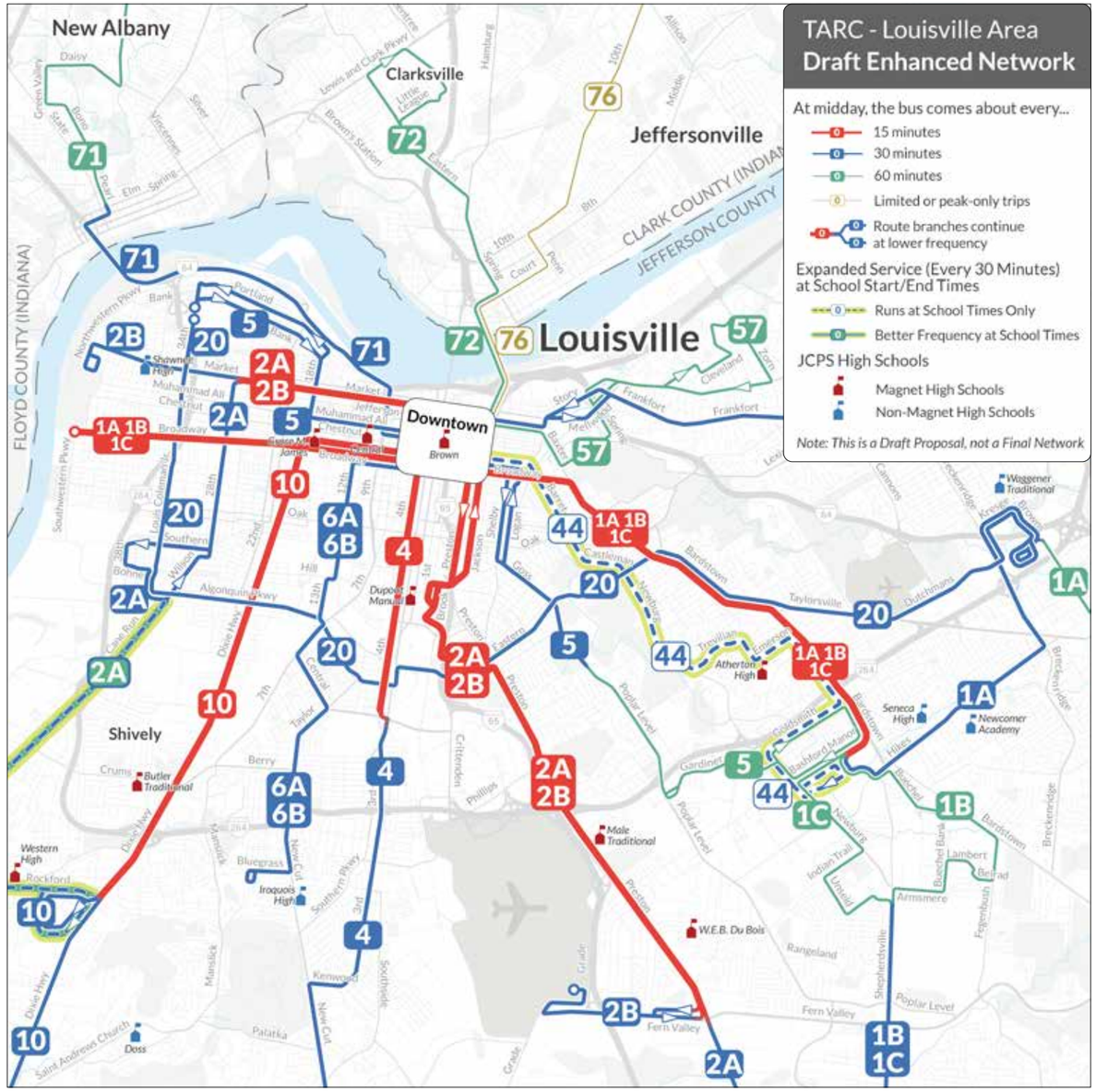


Figure 30: The Draft Enhanced Network in the central part of Louisville.

Enhanced Network Short-Term

Route 2A's weekday school-time frequency along Cane Run Road is specifically meant to cover Western High School. Additionally, the Draft Enhanced Network has Route 44 along Barret Avenue and Newburg Road, that would only operate every 30 minutes at school start and end times, and would cover Atherton High School.

To get the best use of this Magnet High School service investment, there would also be a need for improving sidewalk and crosswalk infrastructure to ensure safe and easy walks to schools at:

- Butler Traditional High School: Crums Lane to Dixie Highway
- W.E.B. DuBois Academy: East Indian Trail to Preston Highway
- Atherton High School: Along Dundee Road/ Emerson Avenue, near the school

Service in Indiana

Service in Southern Indiana in the Draft Enhanced Network is very different from the Draft Limited Network.

Route 71 would provide service every 30 minutes between Downtown Louisville and Downtown New Albany, with a fast ride along I-64. Every other trip would continue along Bono Road and Grant Line Road to the IUS Campus, every 60 minutes.

Downtown Jeffersonville, Downtown Clarksville, and Green Tree Mall would be served by Route 72 with a 60-minute frequency.

Route 76 would provide 30-minute frequency but only for a couple hours each in the morning and afternoon peak period. It would connect Downtown Louisville to Downtown Jeffersonville, East 10th Street, and River Ridge.

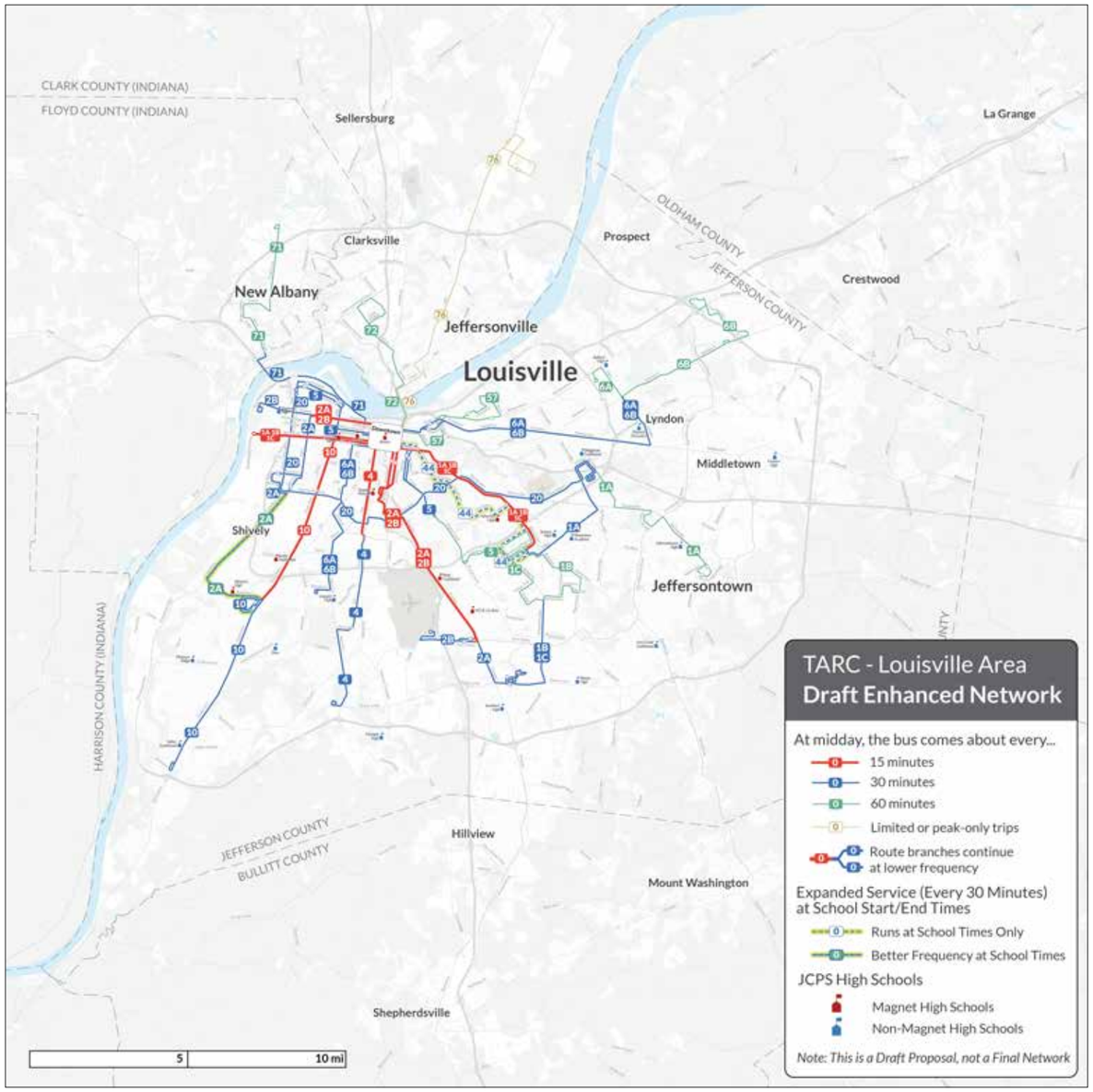


Figure 31: The Draft Enhanced Network in the Louisville Area. Like the Draft Limited Network, it would offer better frequencies where the most people live and ride today. Unlike the Draft Limited Network, it would cover more of the Louisville area, extending routes to Jeffersontown, Lyndon, Louisville and Indiana.

Hours of Service

Enhanced Network Short-Term

Like the Draft Limited Network, the Draft Enhanced Network would offer more consistent service than the existing network, and longer hours of service.

Routes with 15-minute frequencies (shown in red) would offer that frequency Monday through Saturday, while most of the routes with 30-minute frequencies (shown in dark blue) would offer that frequency on Sundays too.

Hours of service each day would be consistently long on almost every route, from 5 am to midnight. Every route would offer its predominant daytime frequency between 6 AM and 7 PM on weekdays and Saturdays.

Like the Draft Limited Network, frequencies on 15-minute and 30-minute routes and segments would be lower after 7 PM on weekdays and Saturdays, and all day on Sundays.

The additional service to ensure JCPS coverage on Routes 2A and 44 would only be implemented on weekday mornings and afternoons. Route 76 to River Ridge would have service only during a couple hours in the mornings and afternoons, but it would operate every day of the week.

Draft Enhanced Network: Bus Route Frequencies

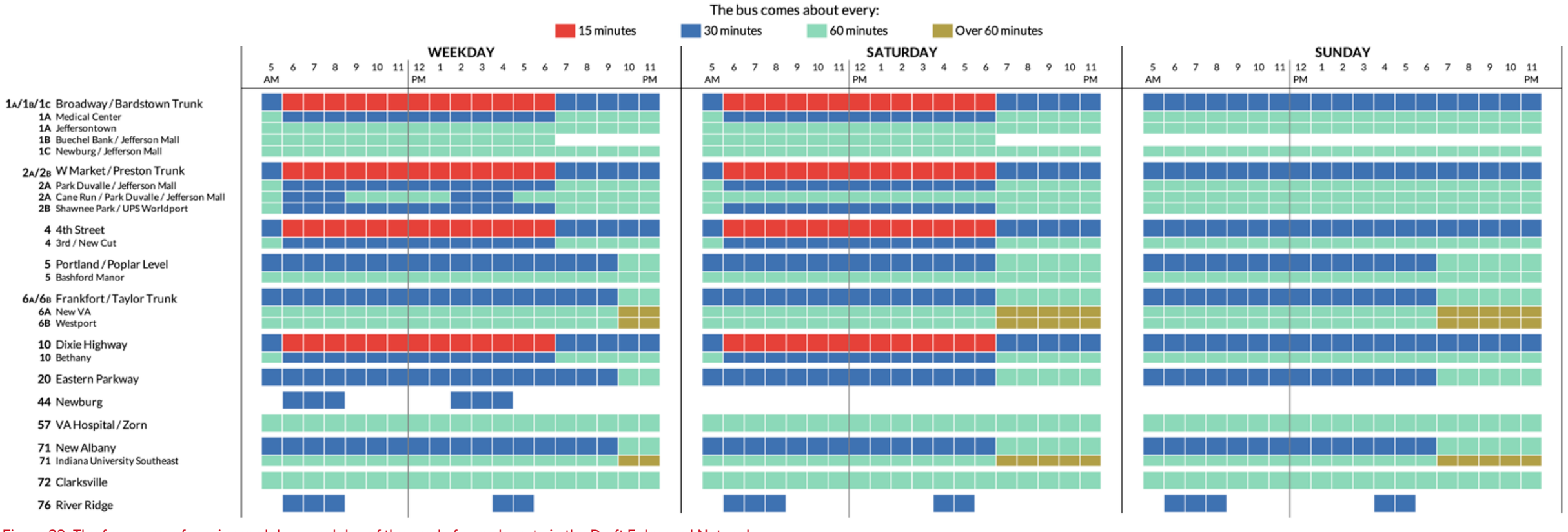
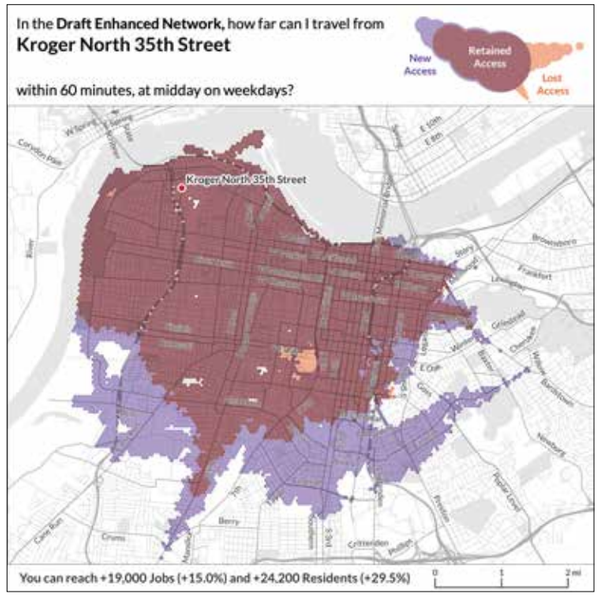
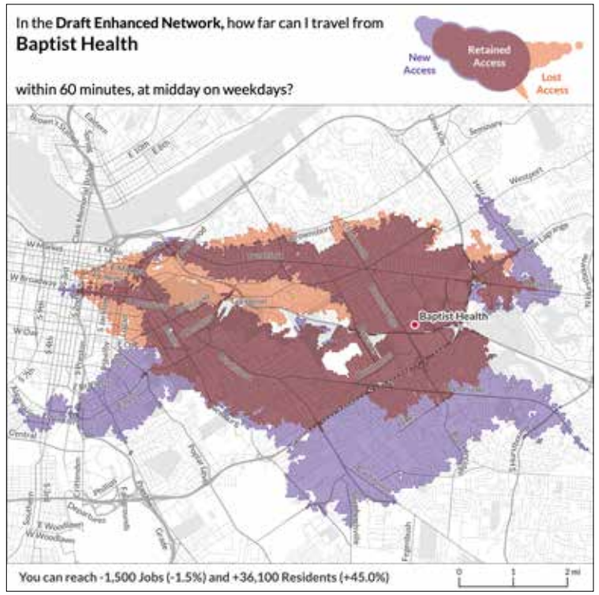


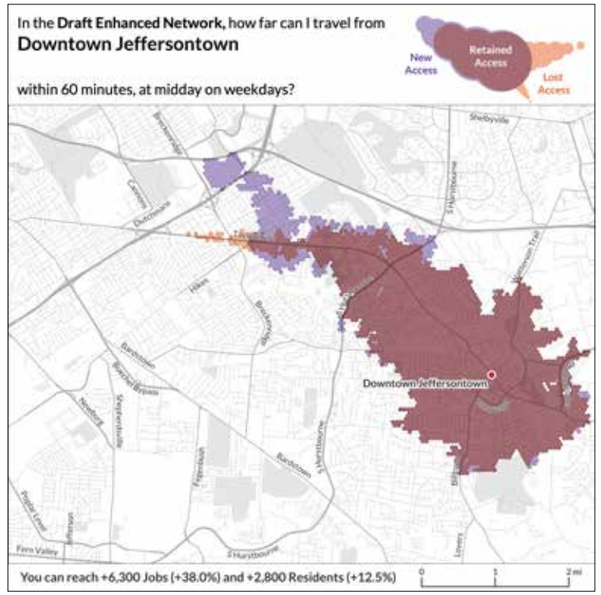
Figure 32: The frequency of service each hour and day of the week, for each route in the Draft Enhanced Network.

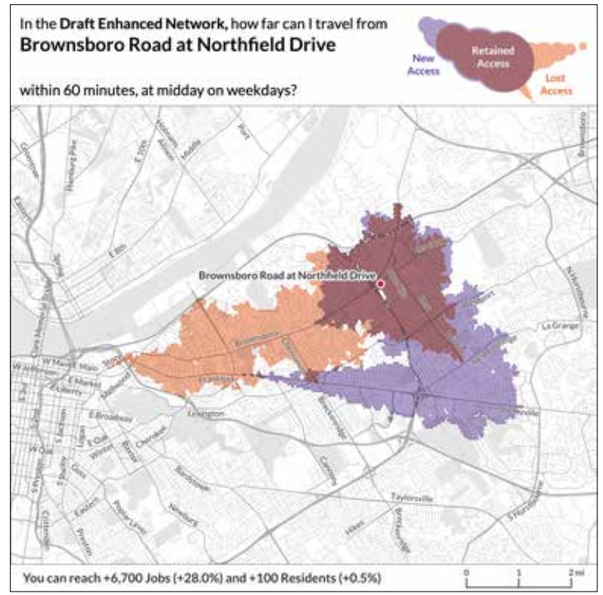
Isochrones Illustrating Change in Access

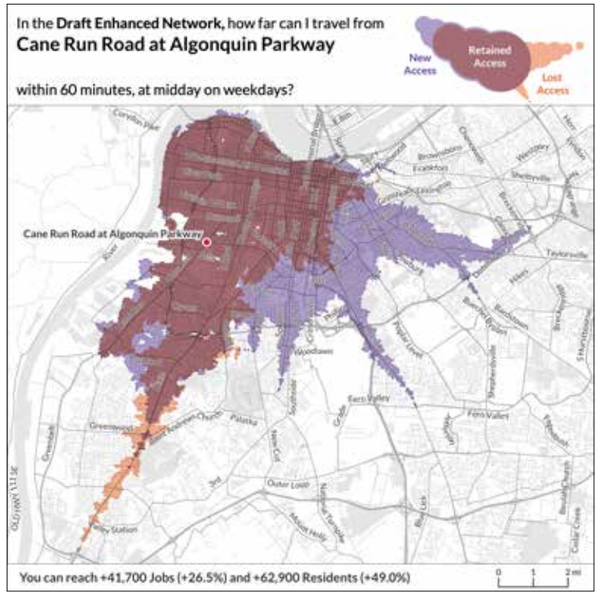
Enhanced Network Short-Term

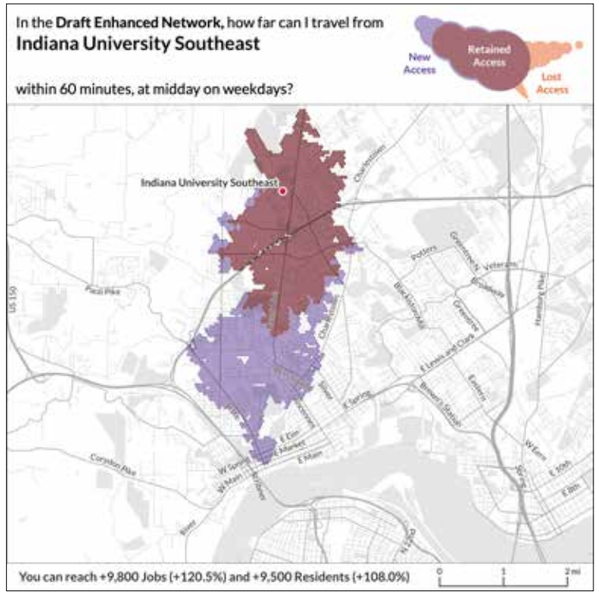


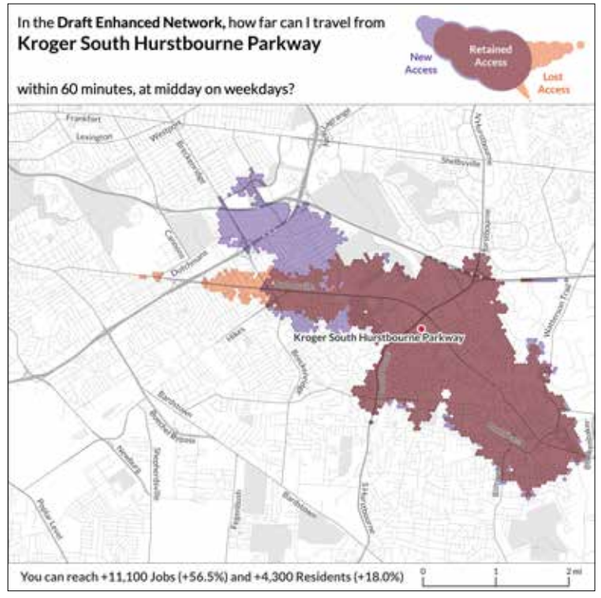












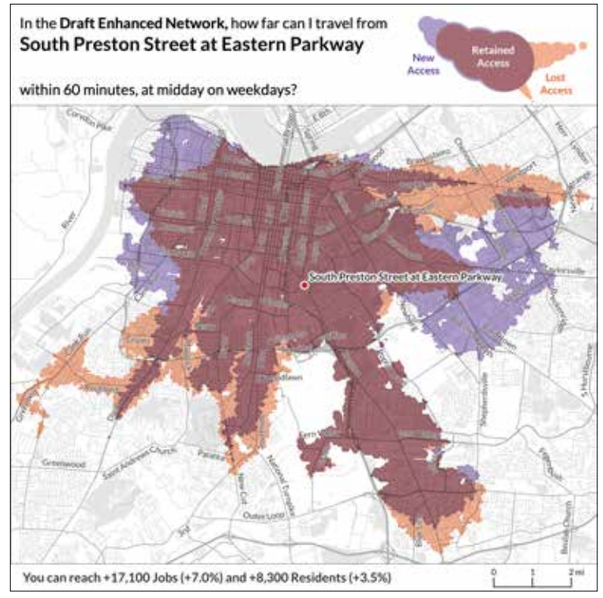


Figure 33: Isochrones for example locations, showing the difference in access that could be provided by the Draft Enhanced Network (in purple and maroon), compared to today's TARC network (in orange and maroon). The orbital Route 20 on the south side of Louisville would increase access for many crosstown trips. Better frequencies in central areas would let people travel farther within a reasonable amount of time. And routes extending further out into Jefferson County, Lyndon and Indiana would increase access for people living farther from the city.

Change in Access to Jobs

Enhanced Network Short-Term

By creating isochrones, like the examples on the previous page, across *all* of Louisville we can see how the Draft Enhanced Network would change access to and from each of those places.

For each of those many isochrones, we can then estimate how many jobs are in that blob. Those are the jobs that would be reachable from that place with the Draft Enhanced Network, within an hour of travel time. Combining that job access with information about how many people live in each place, we then have an estimate of the entire population's access to jobs, and a comparison between the two network scenarios.

Jobs are important because work is so important in people's lives, but they also represent other types of activities and trips to places like colleges, hospitals, shopping centers and restaurants. An estimate of access to jobs is therefore a good proxy for access to other opportunities and services.

Job Access Change by Neighborhood

Figure 34 to the right shows how access to jobs within 60 minutes of travel would change with the Draft Enhanced Network, across Jefferson County. The comparison is made to today's Spring 2025 Network, for travel at midday on a weekday.

Each dot on the map represents 50 residents, and the dots are color-coded based on whether those residents would gain or lose access to jobs.

- Orange dots represent residents who could reach fewer jobs if the Draft Enhanced Network were implemented.
- Purple dots represent residents who could reach more jobs.
- Where dots are grey, job access would barely change.
- In areas where there are few dots there are few residents.

The Draft Enhanced Network would lead to much better access to jobs across most of the Louisville area, compared to the Draft Limited Network. This is visible on the map as large areas of purple dots, and fewer orange dots than in the map on page 33. This access gain would be especially due to:

- Addition of the orbital Route 20 across west and south sides of Louisville, which would reduce people's need to travel into and out of downtown for east-west trips to key destinations, and offer a decent 30-minute frequency.
- Extension of routes into more of Jeffersontown, Lyndon, Shively and Southern Indiana.
- Better frequencies along Shelbyville/Frankfort Roads to Lyndon.

With 12% less service than today, the Draft Enhanced Network could not possibly maintain all existing coverage.

But by concentrating service into simple, more-frequent, more useful routes, it can expand access for large numbers of people.

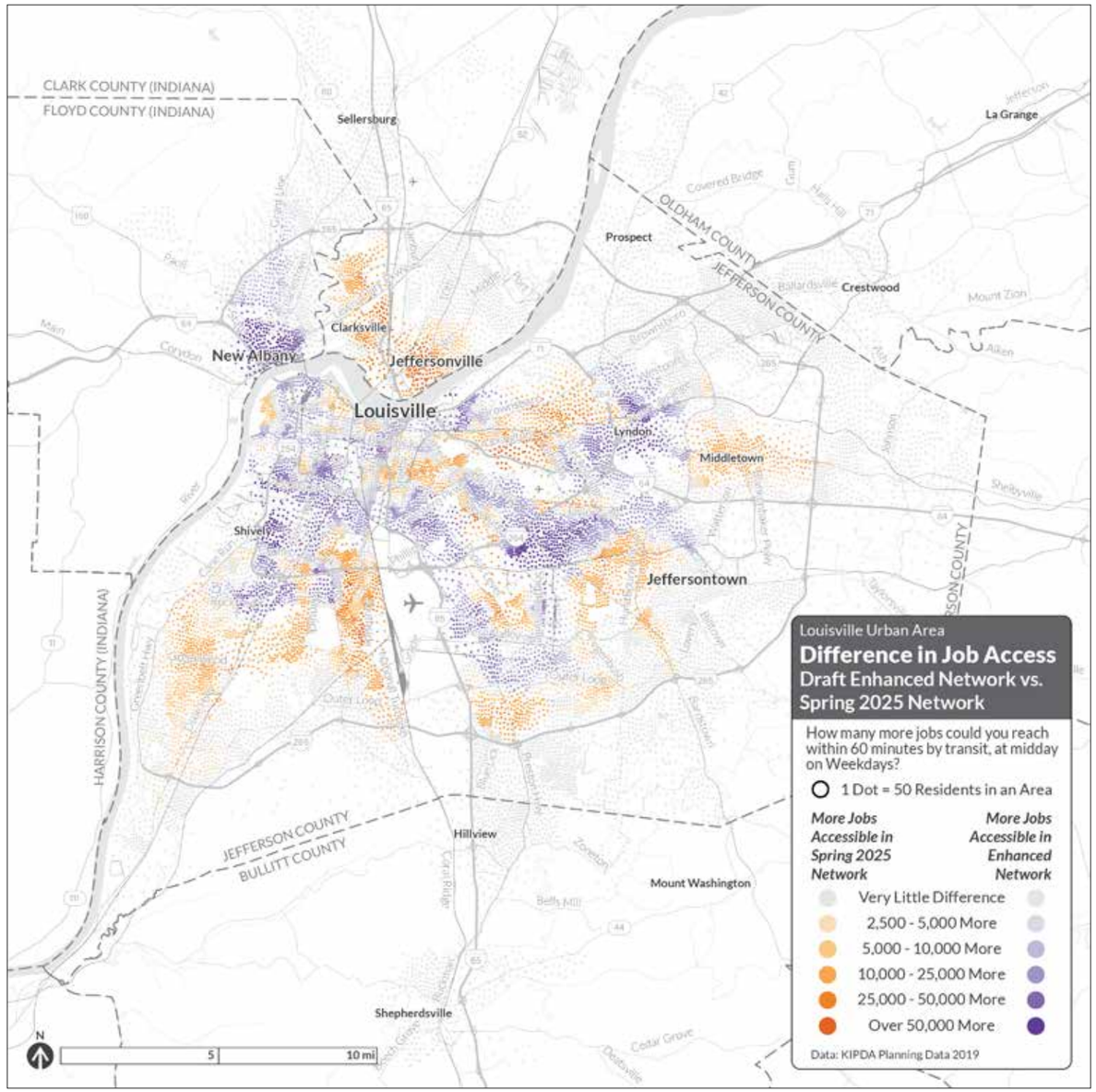


Figure 34: Change in access to jobs within 60 minutes in the Draft Enhanced Network, compared to today's network. Areas in orange are places where people would lose access, while areas in purple are places where people would gain access to more jobs.

Enhanced Network Short-Term

Citywide Job Access Change

Maps on previous pages showed how access to jobs would change for residents in every part of Louisville. We can aggregate these changes for people all across the city.

Overall access to jobs would be higher in the Enhanced Network than even today's network. Even with a 12% service cut compared to today, the Draft Enhanced Network would let Louisville residents access 2,400 more jobs (3% more).

On average, Louisville residents would gain access to 8,900 more jobs (or 14% more jobs) in the Draft Enhanced Network, compared to the Draft Limited Network.

These outcomes are shown in the leftmost group of bars in the chart on the chart in Figure 35 at right.

Vulnerable demographic groups (residents in Areas of Persistent Poverty, low-income residents wherever they live, households without cars and residents of color) would also see gains in access to jobs and other opportunities.

The proportional gains in access for many demographic groups would be slightly higher than the 3% access gain for residents overall. On average:

- Residents in Areas of Persistent Poverty would gain access to 5,800 more jobs (5% more).
- Low-Income Residents would gain access to 3,500 more jobs (4% more).
- Households Without Cars would gain access to 4,900 more jobs (4% more).
- Residents of Color would gain access to 5,100 more jobs (6% more).

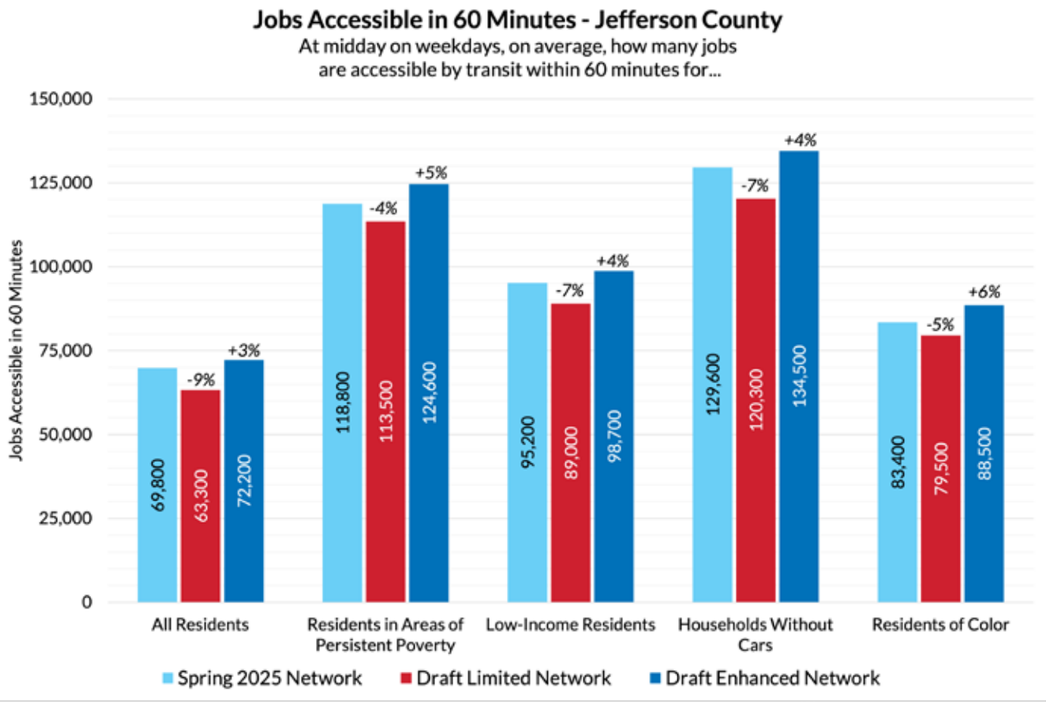


Figure 35: The Draft Enhanced Network would increase access to jobs within 60 minutes by +14% for the average resident.

With this investment in additional service, Louisville residents could access 8,900 more jobs (14%) than in the Draft Limited Network.

Change in Proximity to Transit

Enhanced Network Short-Term

The charts in Figure 36 to the right show how many people and jobs would be near service in the Draft Enhanced Network, compared to today's TARC network and the Draft Limited Network.

Each group of bars compares the proximity of residents, jobs, or specific groups of residents in Louisville, between the three network scenarios. Each bar is divided into colored bands to represent the best frequency of service that would be nearby that number of residents or jobs.

Change in Overall Coverage

In total, 31,000 more people and 15,500 more jobs in Louisville would be near transit in the Enhanced Network compared to the Limited Network. However, this would still be quite a bit lower than the total number of people and jobs covered by transit today: 27% fewer people and 26% fewer jobs would be covered in the Enhanced Network compared to today's TARC network.

However, **the loss in coverage would be much less severe in this network** for Residents in Areas of Persistent Poverty (13%), Low-Income Residents (20%), Households Without Cars (15%), and Residents of Color (23%).

The wider dark blue bands for the Enhanced Network, across all of the charts in Figure 36, mean that many more people and jobs would see an improvement in the best frequency of service available near them, to every-30-minutes. 26,300 more Louisville residents and 27,200 more jobs would be near service every 30 minutes in the Enhanced Network, than in the Limited Network.

Change in Frequent Coverage

The red bands in the Draft Limited and Enhanced Networks are of the same size. This is because the frequent network is exactly the same between these two networks. Compared to today, 35,200 more people (47% more) and 17,300 more jobs (12% more) would be near routes coming every 15 minutes in both networks.

Just like in the Limited Network, the degree of improvement in proximity to 15- service would be higher for Residents in Areas of Persistent Poverty (57%), Low-Income Residents (54%), and Residents of Color (65%), when compared to the increase for residents overall (47%). The proportional increase for Households Without Cars (38%) would be lower.

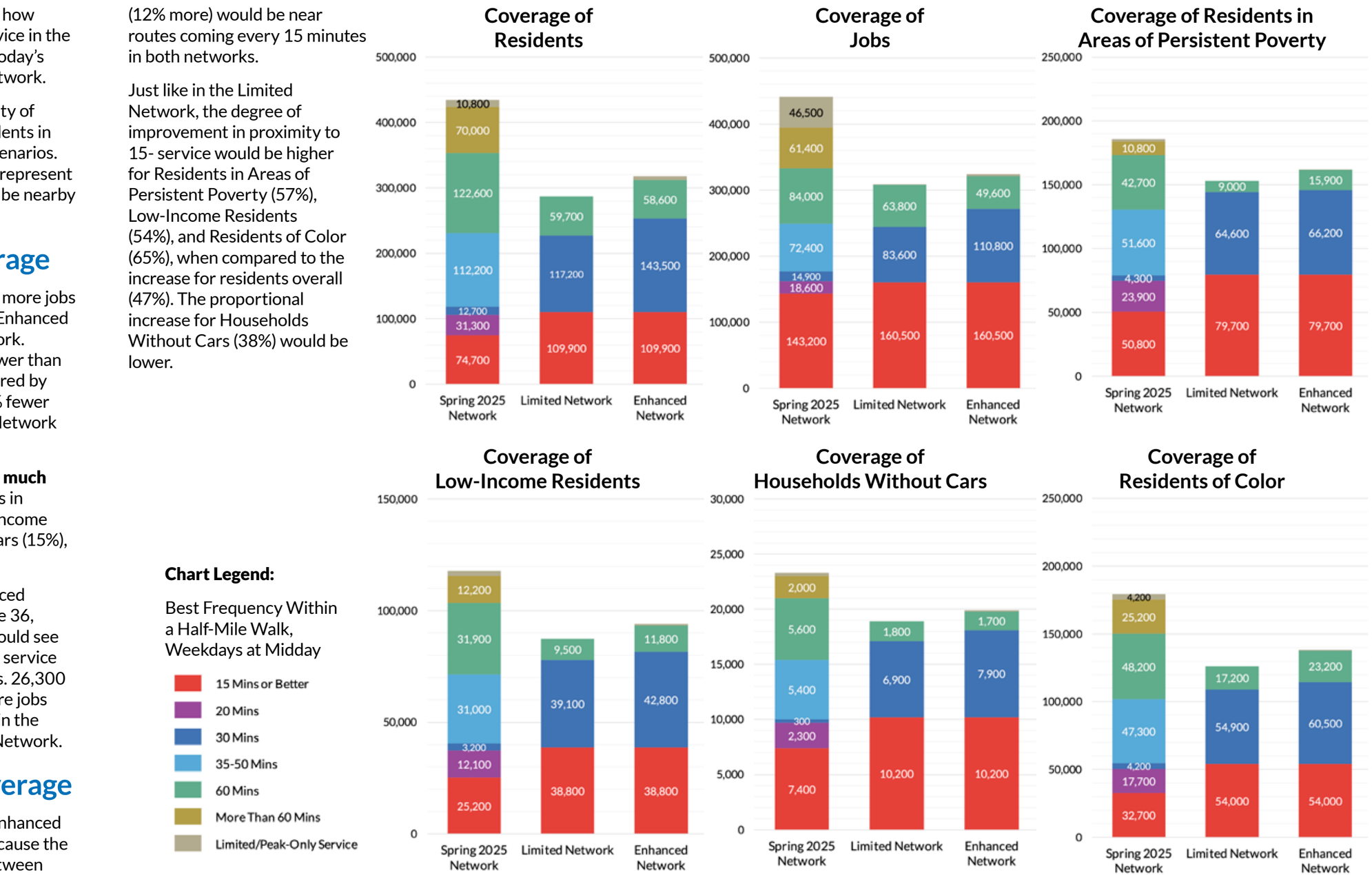


Figure 36: The Draft Enhanced Network would increase the proximity of any service to residents and jobs, compared to the Draft Limited Network, by extending routes to additional areas of the County.

Detailed Route Description Table (1/2)

Enhanced Network Short-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
1A/1B/1C	15 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart)	Bashford Manor Lane at Mall Road
1A	30 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart) - Mall Road (Target) - Champions Trace Lane (Kroger) - Hikes Lane - Breckenridge Lane (Kroger) - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
1B	60 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart) - Mall Road (Target) - Champions Trace Lane (Kroger) - Hikes Lane - Buechel Bypass - Bardstown Road (Aldi, Family Dollar) - Fegenbush Lane - Belrad Drive - Beechbrook Road - Lambert Avenue - Buechel Bank Road (GE Appliances) - Shepherdsville Road (Lighthouse Academy, Dollar General) - Outer Loop - Jefferson Mall	Jefferson Mall
1C	60 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Walmart, Target) - Newburg Road - Indian Trail (Newburg Community Center) - Unseld Boulevard - Garden Green Way - Armsmere Way - Shepherdsville Road (Lighthouse Academy, Dollar General) - Outer Loop - Jefferson Mall	Jefferson Mall
2A/2B	15 min	West Market Street at 28th Street	West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square)	Preston Highway at Fern Valley Road
2A	30 min	Park Duvalle	Southern Avenue (Southwick Community Center) - 38th Street - Wilson Avenue - 28th Street (Nia Center, Kroger) - West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square) - Outer Loop - Jefferson Mall	Jefferson Mall
2B	30 min	Shawnee Park	West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square) - Fern Valley Road - UPS Worldport	UPS Worldport
4	15 min	Downtown Louisville	6th/ 5th Street - W Broadway - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs)	4th Street at Central Avenue
4	30 min	Downtown Louisville	6th/ 5th Street - W Broadway - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs) - 3rd Street (Kroger, Iroquois Manor Shopping Center, DeSales High School) - Kenwood Drive - New Cut Road (Iroquois Park, Kroger, Auburndale Village Shopping Center) - Outer Loop (Walmart)	Walmart Outer Loop
5	30 min	Portland	West Broadway (Nia Center) - Louis Coleman Jr Drive - 35th Street (Kroger) - Bank Street/Portland Avenue (Family Dollar, Save A Lot, Portland Promise Center) - 18th - Chestnut Street - 6th Street - Broadway - Shelby - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital)	Norton Audubon Hospital
5	60 min	Portland	West Broadway (Nia Center) - Louis Coleman Jr Drive - 35th Street (Kroger) - Bank Street/Portland Avenue (Family Dollar, Save A Lot, Portland Promise Center) - 18th - Chestnut Street - 6th Street - Broadway - Shelby - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital, Louisville Zoo, Kroger) - Gardiner Lane (USPS, JCPS). Then, one-way: Goldsmith Lane - Bardstown Road - Bashford Manor Lane (Walmart, Target)	Bashford Manor at Bardstown Rd
6A/6B	30 min	U of L Health Mary & Elizabeth Hospital	U of L Health Mary & Elizabeth Hospital - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street Road - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind)	Frankfort Avenue at Ewing Avenue
6A	60 min	U of L Health Mary & Elizabeth Hospital	U of L Health Mary & Elizabeth Hospital - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street Road - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind) - Ewing Avenue - Brownsboro Road (Kroger) - Lindsay Avenue - Cleveland Boulevard - Robley Rex VA Medical Center - Zorn Avenue - Brownsboro Road (Brownsboro Road Shopping, The Fresh Market, Kroger) - Herr Lane (Ballard High School, Westport Village) - New La Grange Road - Shelbyville Road (Mall St. Matthews) - Bowling Boulevard (Shelbyville Road Plaza) - Kresge Way (Baptist Health) - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
6B	60 min	U of L Health Mary & Elizabeth Hospital	U of L Health Mary & Elizabeth Hospital - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street Road - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind, Crescent Hill Library, Masonic Homes) - Shelbyville Road (Trinity High School) - Thierman Lane (Dollar Tree, Walmart) - Westport Road (Target, McDowell Center, Dollar Tree, Westport Plaza, Springhurst Towne Center) - Chamberlain Lane (Walmart) - Angies Way (Norton Children's Medical Center) - Norton Brownsboro Hospital	Norton Brownsboro Hospital

Detailed Route Description Table (2/2)

Enhanced Network Short-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
10	15 min	Downtown Louisville	Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center)	Dixie Highway at Rockford
10 (Short Trips)	30 min	Downtown Louisville	Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi) - Upper Hunters Trace - Graston Lane	Hunters Trace
10 (Long Trips)	30 min	Downtown Louisville	Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi, Dixie Manor Shopping Center, Park Place Mall, Southwest Regional Library, Meijer, Valley High School, Walmart, Kroger) - Bethany Lane (Driver's Licensing Regional Office)	Bethany
20	30 min	Portland	35th Street (Kroger) - 34th Street / Louis Coleman Jr Drive (Family Dollar) - Algonquin Parkway - Winkler Avenue (Family Dollar, Dollar General) - Eastern Parkway (U of L West Information Center, Kroger) - Bardstown Road (Kroger) - Taylorsville Road - Dutchmans Lane - Kresge Way (Baptist Health) - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
44	30 min (Only at School Start/End Times)	Downtown Louisville	E Broadway (JCTC, Norton Hospital Campus) - Barret Avenue (Kindred Hospital) - Castlewood Avenue - Newburg Road (Our Lady of Peace Hospital, Bellarmine University) - Trevilian Way - Dundee Road - Emerson Avenue (Atherton High School) - Bardstown Road (Assumption High School, Sullivan University) - Goldsmith Lane - Newburg Road - Bashford Manor Lane (Walmart, Target) - Mall Road (Walmart)	Bashford Manor Mall
57	60 min	Downtown Louisville	5th/6th Street (Social Security Office) - Market Street - Story Avenue/ Main Street - Baxter Avenue - Payne Street. Then, on-way: Brownsboro Road (Family Dollar) - Country Club Road (Robley Rex VA Medical Center) - Zorn Avenue	Brownsboro Rd
71	30 min	Downtown Louisville	W Broadway (Jefferson State Technical College) - Roy Wilkins Avenue (Future Waterfront Park Expansion) - Sherman Minton Bridge - Elm Street / Spring Street (Downtown New Albany)	New Albany
71	60 min	Downtown Louisville	W Broadway (Jefferson State Technical College) - Roy Wilkins Avenue (Future Waterfront Park Expansion) - Sherman Minton Bridge - Elm Street / Spring Street (Downtown New Albany) - Pearl Street - Bono Road (Baptist Health Floyd) - Green Valley Road (Kroger) - Daisy Lane - Grant Line Road (Walmart , Aldi) - Alumni Drive (IU Southeast Campus)	Indiana University Southeast
72	60 min	Downtown Louisville	E Broadway - 1st Street/2nd Street (JCTC) - Liberty - Lincoln Memorial Bridge - Court Avenue (Downtown Jeffersonville) - Spring Street (Clark Memorial Hospital) - Eastern Boulevard (Downtown Clarksville) - Lewis and Clark Parkway (Kroger) - Applegate Lane	Clarksville
76 (During Peak Periods)	30 min	Downtown Louisville	E Broadway - 1st Street/2nd Street (JCTC) - Lincoln Memorial Bridge - Court Avenue (Downtown Jeffersonville) - Penn St- 10th Street (Youngstown Shopping Center, Jeffersonville High School, Meijer, Kroger, Wellstone Regional Hospital) - Patrol Road - River Ridge Industrial Area	River Ridge Industrial Area

Potential for Deeper Collaboration With JCPS

Mutually Beneficial Service Investments

For this stage of the TARC 2025 planning process, our team and JCPS collaborated to formulate ways in which the TARC network could best be a travel option for JCPS students in the near future. This collaboration builds on top of JCPS and TARC's June 2024 agreement to train TARC drivers to help offset JCPS's driver shortage.

JCPS's inputs were key in incorporating the service enhancements in the Draft Enhanced Network so as to cover all Magnet High Schools. In addition to that input, our teams together designed **another conceptual network that shows targeted service enhancements to cover all JCPS High Schools.**

To be "covered by transit", a school would need to be within a 10-minute walk (half a mile) of a route that comes every 30 minutes or better during morning start times and evening end times. At that frequency, a route does not need to be tailored to a specific school's timings and can be broadly useful to more people in Louisville.

The Draft Enhanced Network would cover most JCPS schools and all Magnet High Schools. This network shows the minimum amount of investment necessary to cover schools that have the broadest student base and highest need of travel across large parts of Louisville.

With the "JCPS Network" described in this section, all JCPS High Schools would be covered by transit. This would be a substantial investment, but it would give a transit option to many students in every JCPS High School.

We focused on covering high schools over middle schools. Older students are more likely to independently ride transit to school, and also to jobs or extracurricular activities.

Map of the JCPS Network

The map on the right shows the JCPS Network. Detailed text descriptions of each route are available in on page 50. This network would have significant levels of investment in order to cover all JCPS High Schools with service at least every 30 minutes in the morning and afternoons, near school times:

- Western and Pleasure Ridge Park High Schools: All trips in the western portion of Route 2A would continue along Cane Run Road and Rockford Lane at school time like in the Draft Enhanced Network, and these trips would be extended further along Dixie Highway and

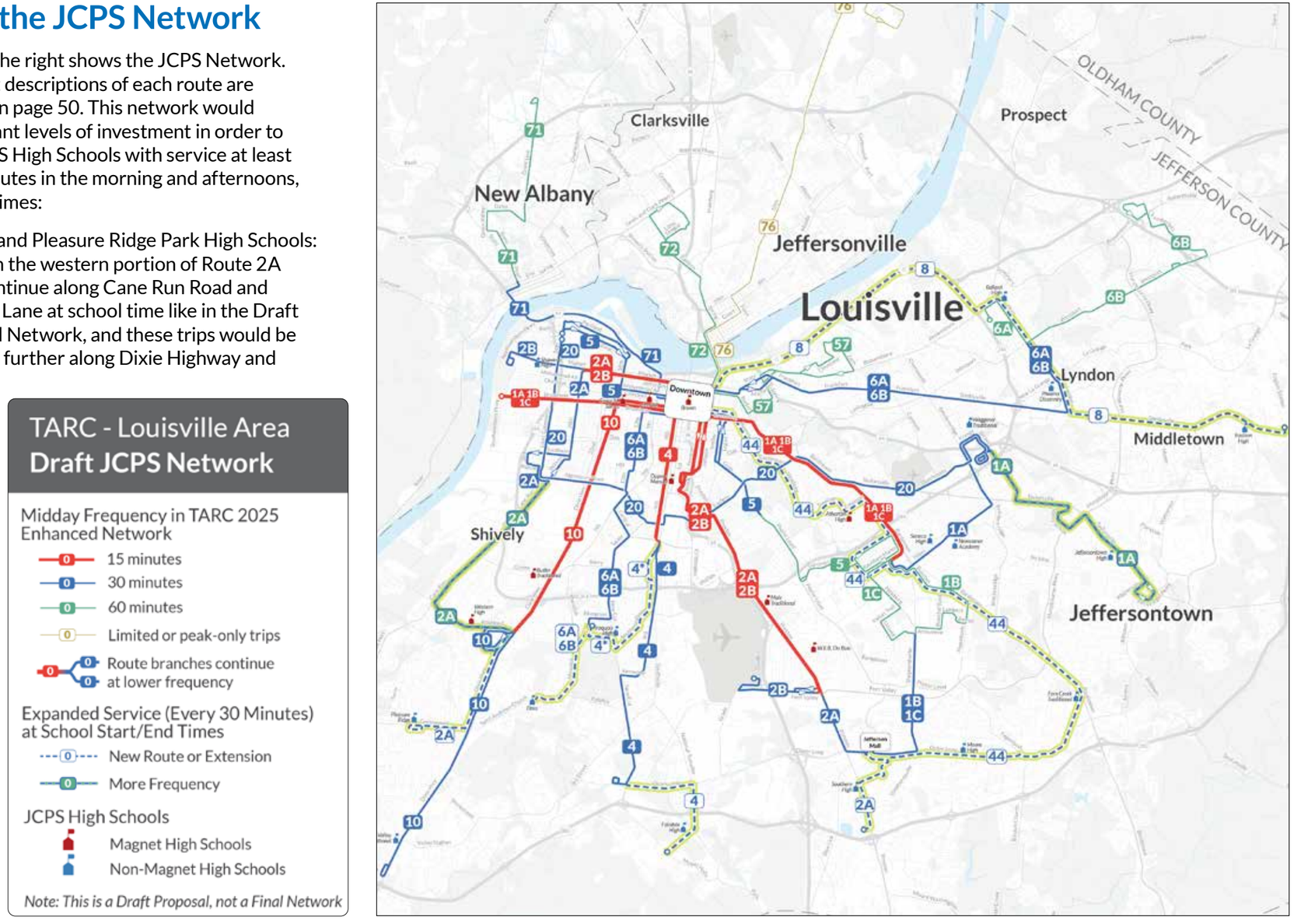


Figure 37: Map of the JCPS Network, with service enhancements over the Draft Enhanced Network highlighted.

Greenwood Road.

- Doss High School: Routes 6A and 6B would be extended along Manslick Road.
- Iroquois High School: On Route 4, the alternate short-running trips between Downtown and Central Avenue would be extended along 5th Street, 3rd Street, and Southern Parkway during school times, to start and end at UofL Mary & Elizabeth Hospital.
- Fairdale High School: On Route 4, the alternate longer trips between Downtown and Outer Loop Walmart would be further extended along Outer Loop, National Turnpike, and Fairdale Road.
- Southern High School: On the eastern portion of Route 2A, all trips would be extended through Okolona during school times to the Meijer near I-265.
- Atherton, Fern Creek, and Moore High Schools: The additional Route 44 would run between Downtown and Jefferson Mall, along Barret Avenue, Newburg Road, Trevilian Way, Goldsmith Lane, Bashford Manor Lane, Bardstown Road, Fern Creek Road, Beulah Church Road, and Outer Loop.
- Jeffersontown High School: All Route 1A trips would be extended to Jeffersontown to provide 30-minute frequency at school times.
- Ballard and Eastern High Schools: The additional Route 8 would be an express Route between Downtown and the New VA Hospital along I-71, and then serve Herr Lane and Shelbyville Road as far as Eastgate Shopping Center.

Investment Needed for Better JCPS Travel

Service Investments

The service additions in JCPS network would be modest relative to the amount of service in the Draft Enhanced Network: only about 26,000 more annual service hours (7% more service).

These service additions would operate only for a few hours in the morning and few hours in the afternoon, similar to "peak" or "rush hour" service. As explained on page 25, this specialized service is more expensive for agencies to provide per service hour. Taking that higher operating cost into account, we estimate that the additional service investments in the JCPS network would cost roughly $5 to $10 million annually.

Infrastructure Investments

Many JCPS High Schools are located in areas where existing pedestrian infrastructure does not allow for safe or easy walks. In order to get the best use from these JCPS investments, Louisville would also need to invest in making some streets safer to walk along and to cross:

- Butler Traditional High School: Crums Lane to Dixie Highway
- W.E.B. DuBois Academy: East Indian Trail to Preston Highway
- Atherton High School: Dundee Road/ Emerson Avenue, near the school
- Jeffersontown High School: Patti Lane to Taylorsville Road

Change in Outcomes at School Times

Compared to the Draft Enhanced Network, the JCPS Network would have enormous benefits for students as well as the broader Louisville community.

Better School Travel for Students

2,900 more students (24% more) could get to their assigned middle or high school within 45 minutes of travel with the JCPS Network compared to the Draft Enhanced Network. This number would be even higher for 60-minute travel to school: 4,400 more students (28% more) would be able to get to their school within an hour in this network.

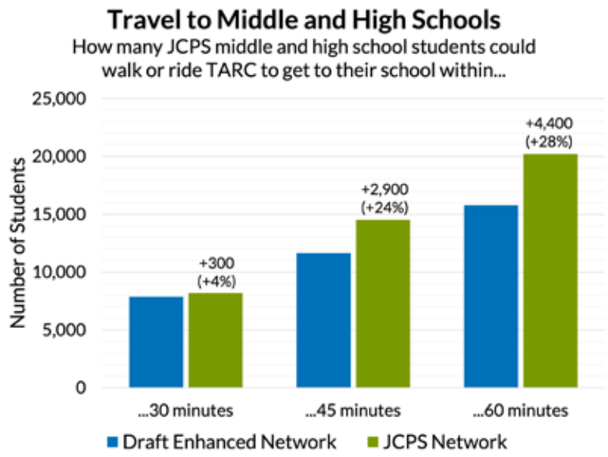


Figure 38: The JCPS Network investments would give many more students an option to get to their school by transit within 45 to 60 minutes.

Better Job Access for Students

The JCPS Network would specifically improve the number of jobs and opportunities students could access after school.

Compared to the Draft Enhanced Network, middle and high school students would be able to reach on average:

- 4,300 more jobs (24% more) in 30 minutes
- 9,500 more jobs (19% more) in 45 minutes
- 25,800 more jobs (27% more) in 60 minutes

Better Transit Coverage for Louisville

Near school start and end times on weekdays, 46,300 more people and 24,300 more jobs in Louisville would be covered by transit, all with a frequency of every 30 minutes.

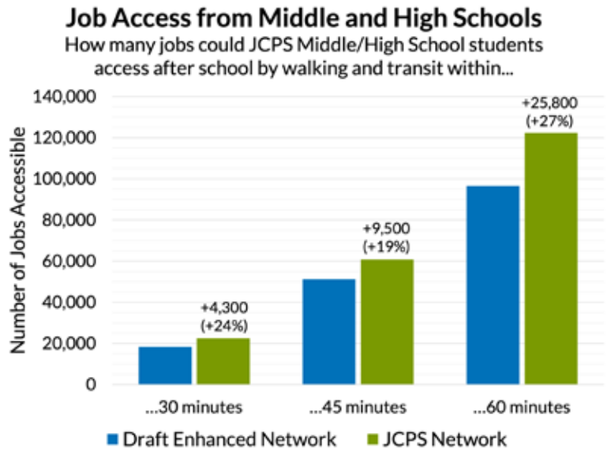


Figure 39: The JCPS Network investments would greatly improve how many jobs students could get to after school.

Detailed Description of Additions in the Draft JCPS Network

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
1A (Expanded Service)	60 min (30 minutes at School Start/ End Times)	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University) - Bashford Manor Lane (Costco, Walmart) - Mall Road - Champions Trace Lane - Hikes Lane - Breckenridge Lane (Kroger) - Dupont/Dutchmans Hospitals - Browns Lane - Taylorsville Road - Stony Brook Drive - Hurstbourne Parkway (Kroger, Target)- Taylorsville Road (Dollar General) - Ruckriegel Parkway (Walmart, Jeffersontown Post Office)	Jeffersontown
2A (Extension)	30 min (at School Start/ End Times Only)	Pleasure Ridge Park	Pleasure Ridge Park High School - Greenwood Road - Dixie Highway (Dixie Manor Shopping Center, Walmart, Holy Cross High School, Aldi, Kroger) - Upper Hunters Trace - Graston Ave - Rockford Ln (Western MST High School)- Cane Run Road - Wilson Avenue - 28th Street (Nia Center, Kroger) - West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square) - Outer Loop (Jefferson Mall, Walmart) - Anella Way - St Rita Drive - Preston Highway (Southern High School) - Meijer	Jefferson Mall
2A (Expanded Service)	60 min (30 minutes at School Start/ End Times)	Hunters Trace	Upper Hunters Trace - Graston Ave - Rockford Ln (Western MST High School)- Cane Run Road (Cane Run Park) - Wilson Avenue - 28th Street (Nia Center, Kroger) - West Market Street (Baxter Square, Metro Hall) - East Broadway (JCTC, Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - U of L Student Activity Center - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square) - Outer Loop - Jefferson Mall	Jefferson Mall
4 (Extension)	30 min (at School Start/ End Times Only)	Downtown Louisville	6th Street - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs) - 3rd Street (Kroger, Iroquois Manor Shopping Center, DeSales High School) - Kenwood Drive - New Cut Road (Iroquois Park, Kroger, Auburndale Village Shopping Center) - Outer Loop (Walmart) - National Turnpike (Dollar General) - Fairdale Road (Fairdale High School)	Fairdale
4* (Branch)	30 min (at School Start/ End Times Only)	Downtown Louisville	6th Street - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs) - Southern Parkway - 5th Street - Southern Parkway - Taylor Boulevard (Iroquois High School) - Bluegrass Avenue (Mary & Elizabeth Hospital)	U of L Health Mary & Elizabeth Hospital
6A/6B (Extension)	30 min (at School Start/ End Times Only)	Doss High School	Doss High School - St Andrews Church Road - Manslick Road - Hazelwood Avenue - Churchman Avenue - (U of L Health Mary & Elizabeth Hospital) - Bluegrass Avenue - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind, Crescent Hill Library, Masonic Homes) - Shelbyville Road (Trinity High School, Dollar Tree, Walmart, Shelbyville Road Plaza, Mall St. Matthews) - Lyndon Lane - Herr Lane (Westport Village)	Westport Road at Herr Lane
6A (Extension at School Start/End Times)	60 min	Doss High School	Doss High School - St Andrews Church Road - Manslick Road - Hazelwood Avenue - Churchman Avenue - (U of L Health Mary & Elizabeth Hospital) - Bluegrass Avenue - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind, Crescent Hill Library, Masonic Homes) - Shelbyville Road (Trinity High School, Dollar Tree, Walmart, Shelbyville Road Plaza, Mall St. Matthews) - Lyndon Lane - Herr Lane (Westport Village, Ballard High School) - Brownsboro Road (Kroger)- VA Medical Center	VA Medical Center
6B (Extension at School Start/End Times)	60 min	Doss High School	Doss High School - St Andrews Church Road - Manslick Road - Hazelwood Avenue - Churchman Avenue - (U of L Health Mary & Elizabeth Hospital) - Bluegrass Avenue - Taylor Boulevard (Hazelwood Shopping Center, Wyandotte Park, Dollar General, Pic-Pac, Churchill Downs) - Central Avenue - 7th Street - 13th Street (Parkway Place) - 12th Street - Broadway (Social Security Office) - 1st Street/2nd Street (JCTC) - Market Street - Story Avenue/ Main Street - Frankfort Avenue (Kentucky School for the Blind, Crescent Hill Library, Masonic Homes) - Shelbyville Road (Trinity High School, Dollar Tree, Walmart, Shelbyville Road Plaza, Mall St. Matthews) - Lyndon Lane - Herr Lane (Westport Village)- Westport Road (Kroger, Aldi, Meijer, Target, Springhurst Towne Center) - Chamberlain Lane (Walmart) - Angies Way (Costco) - Norton Brownsboro Hospital	Norton Brownsboro Hospital
8	30 min (at School Start/ End Times Only)	Downtown Louisville	Broadway - 1st Street/2nd Street (JCTC) - Liberty Street -Watterson Expressway - Brownsboro Road (The Fresh Market, VA Medical Center, Kroger) - Herr Lane (Ballard High School) - Lyndon Lane - Shelbyville Road (Dollar Tree, Kroger, Middletown Branch Library, Eastern High School) - Meridian Hills Drive	Middletown
44	30 min (at School Start/ End Times Only)	Downtown Louisville	E Broadway (JCTC, Norton Hospital Campus) - Barret Avenue (Kindred Hospital) - Castlewood Avenue - Newburg Road (Our Lady of Peace Hospital, Bellarmine University) - Trevilian Way - Emerson Avenue (Atherton High School) - Bardstown Road (Assumption High School, Sullivan University) - Goldsmith Lane - Newburg Road - Bashford Manor Lane (Walmart, Target) - Mall Road (Walmart) - Champions Trace Lane (Kroger) - Buechel Bypass - Bardstown Road (Aldi, Dollar General) - Fern Creek Road (Fern Creek High School) - Beulah Church Road - Outer Loop (Aldi) - Jefferson Mall	Jefferson Mall

4

4: The Draft Growth Network

Network Maps

Growth Network Long-Term

The map in Figure 40 to the right shows the predominant daytime frequency on each route in the Draft Growth Network. A map of the Draft Growth Network in the broader Louisville Area is on the next page. Detailed text descriptions of each route are available starting on page 61.

The Draft Growth Network **illustrates what could be achieved if the Louisville region invested significantly more in transit than it does today.** The Draft Growth Network would vastly improve access to jobs and opportunities, proximity to transit, the scale of the TARC frequent network, and people's freedom to move about Louisville by transit and walking.[1]

Such a long-term vision would require a lot more resources than are available to operate transit today, and would need a new major dedicated funding source.

As an illustration, this report describes a Draft Growth Network that would have 64% more service hours than today's TARC network.

Improved Frequency

The Draft Growth Network would greatly expand the size of the frequent network, compared to the existing network or the short-term Draft Limited Enhanced Networks. It would offer 8 frequent route segments (shown in red) instead of just 4 frequent routes as are shown in the short-term Draft Limited and Enhanced Network.

The scope of the TARC 30-minute network (route segments in blue) would also grow so that almost every neighborhood inside the Watterson would have at worst 30-minute service. Large swathes of the more close-in suburban neighborhoods would also be covered by this frequency.

Almost every route in the Draft Growth Network would have a frequency of every 60 minutes or better.

Greater Freedom with a Frequent Grid

One of the most powerful additions in the Draft Growth Network is the frequent orbital Route 20. With high frequency running north-south (on the west side of Louisville) and east-west (on the south side of Louisville), the city would have a frequent grid. The other radial frequent routes, running into and out of downtown, would intersect with Route 20 at various locations along its path.

A frequent grid allows people to make transfers for trips in any direction, with a reliably short wait of 7-8 minutes on average, and at most 15 minutes. With the addition of the frequent Route 20 plus the other new frequent routes, people would gain access to thousands of new destinations across the city, with one easy transfer.

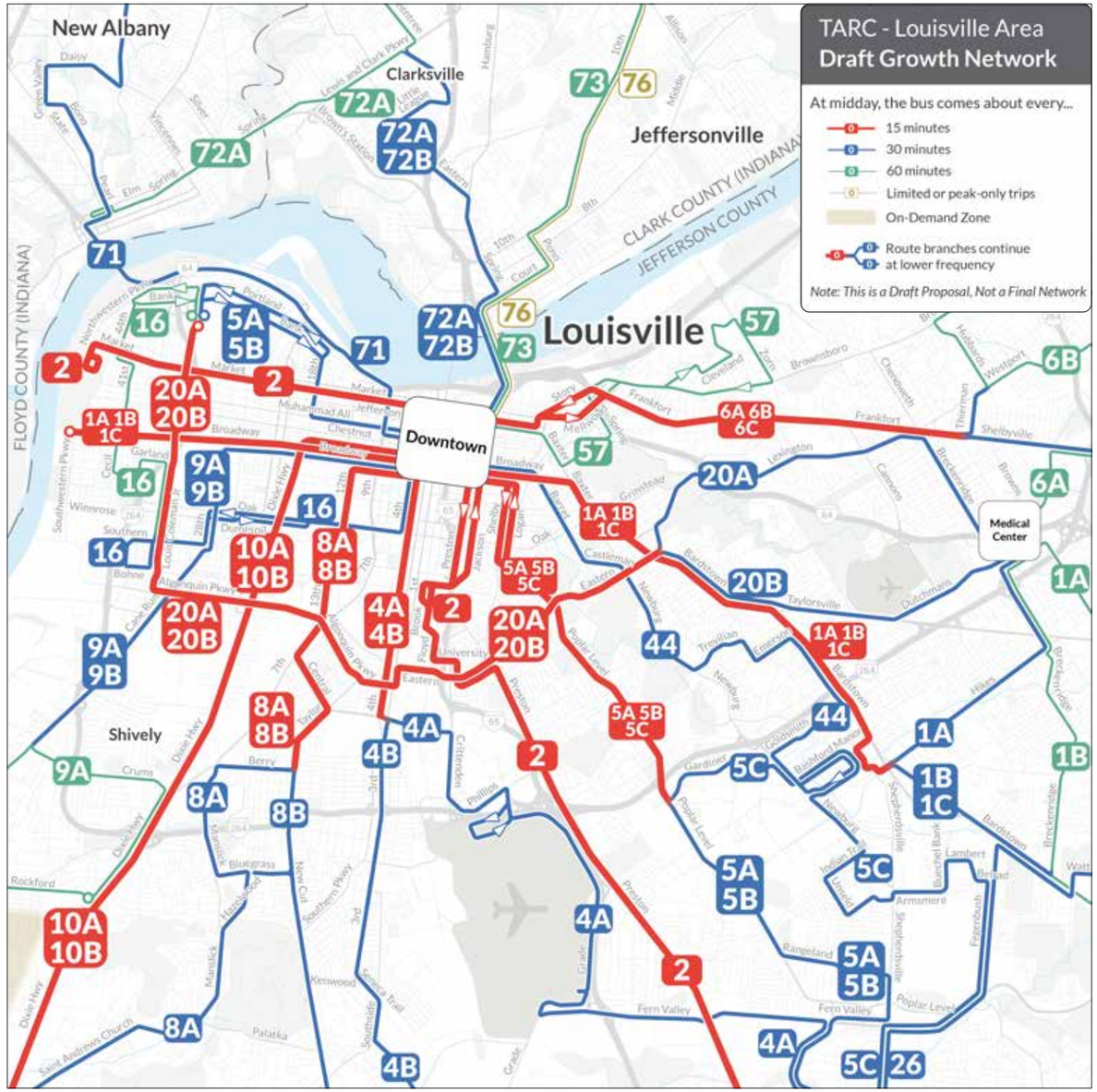


Figure 40: The Draft Growth Network in the central part of Louisville.

1 We do not focus on the estimated outcomes of the Draft Growth Network, but to get an idea of the magnitude of change, we can compare the Growth Concept Network shown in the earlier phase of TARC 2025. That network would provide access to 13,500 more jobs (19% higher) than today. It would cover more people than today's TARC network, provide frequent 15-minute transit coverage to 73,000 more people than today, and get 30-minute-or-better frequencies near 182,300 more people than today.

Growth Network Long-Term

The cities in the U.S. that have increased ridership over the past 15 years all invested in frequent networks like the one shown in red at right. Frequent networks give people the freedom to travel among many places, quickly, the same way they could with a car or bicycle.

Improved Coverage

The Draft Growth Network would restore and expand upon the coverage of the residents and jobs that has been cut because of the fiscal cliff. It would have much more transit coverage than either of the short-term network scenarios described earlier.

Many areas that are covered with very poor frequencies today would see upgrades to 60-minute frequency or even 30-minute frequencies, for example in Lyndon, Middletown, Jeffersontown, West Buechel, Poplar Level Road, Shively, and Jeffersonville.

Other areas where service is very infrequent and circuitous today would have it replaced by "On Demand" service, as shown by the two tan-colored zones in the maps on the right: Riverport On Demand Zone and Middletown On Demand Zone.

In these zones, passengers would have to request a pickup and wait between 20 to 40 minutes in most cases. This is similar to the average waiting time for an hourly fixed route. Passengers would also be able to connect to fixed routes at specific key stops.

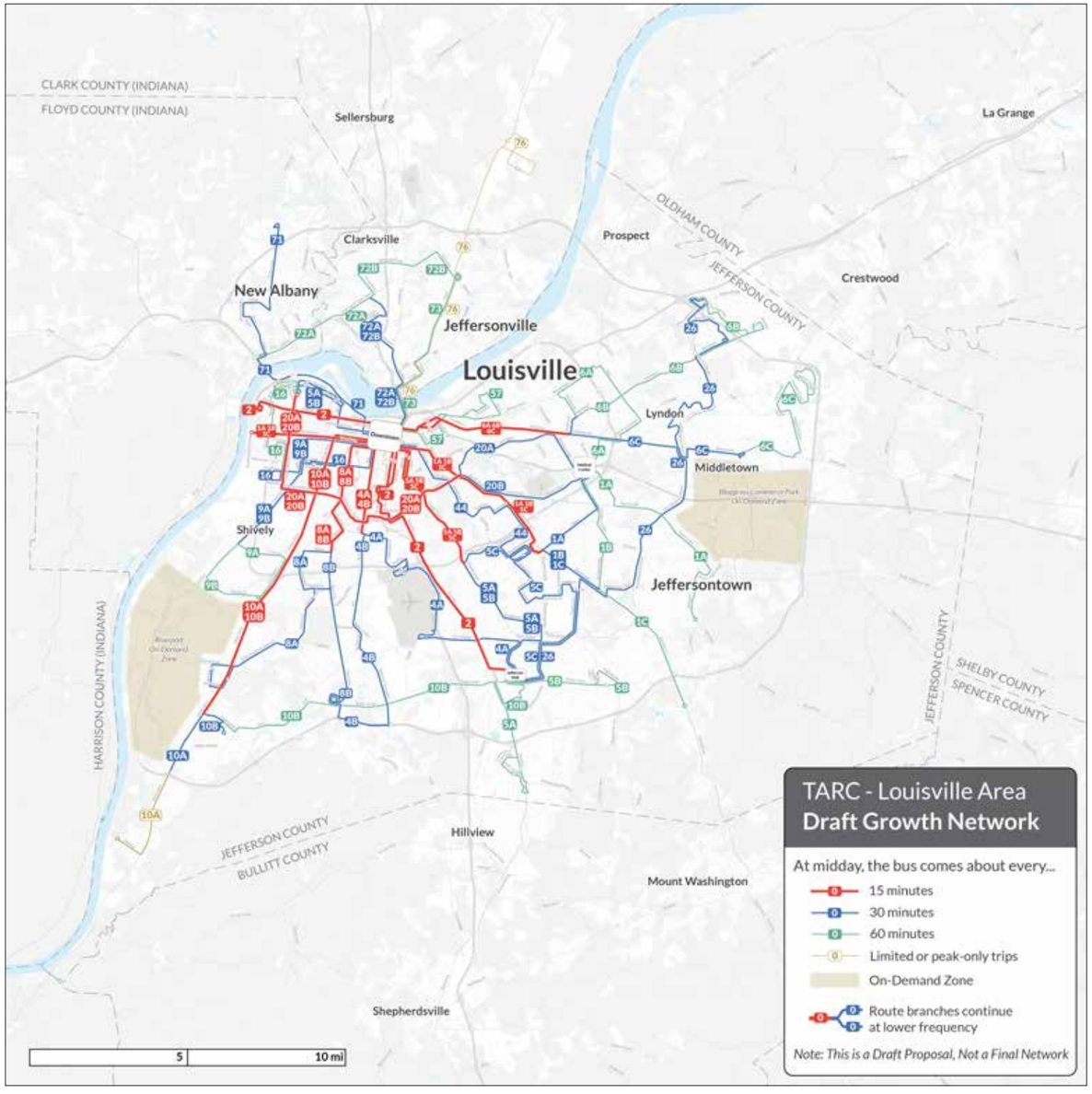


Figure 41: The Draft Growth Network in the Louisville Area. With a larger investment in transit service, Louisville and Jefferson County could have both a large proportion of residents covered by service, and the frequent network described on the previous page.

Hours of Service

Growth Network Long-Term

Consistent Daytime Frequencies, Monday to Saturday

The Draft Growth Network would offer better frequencies, more consistently, for more hours of the day and more days of the week.

The graphic on the next page in Figure 43 shows each route in the Draft Growth Network, color coded by the frequency that would be offered during each hour of the day and day of the week.

The 8 frequent routes (shown in red) would offer high frequency on Saturdays as well as weekdays. Most routes with 30-minute frequency on weekdays would also operate every 30 minutes on Saturdays and Sundays.

Hours of service would be consistently long, with most routes operating from 5 AM to midnight, every day of the week. The On Demand Zones would operate from 6 AM to 10 PM, every day.

Long Spans of Service

Long-span service, offered for many hours a day and every day of the week, is important for both ridership and community health.

For service, hospitality and medical workers, commuting happens at all times of the day and week. If a bus can take them to the start of their shift at noon, but can't take them home at 9 PM, then they can't choose transit.

Meanwhile, people running errands, visiting friends, going to worship, shopping, and making all the other non-work trips that are part of life, transit service is useful mornings through nights, seven days a week.

Most people need the freedom to travel at all times of the day and week. Cars, bicycles, hired cars, and even walking give people that freedom. A transit network needs to approach that level of freedom in order to be broadly relevant for the whole population.

Offering **long spans of service throughout the day and week, in places where large numbers of people can use transit, is key to making TARC more useful in more people's lives.**

Growth Network Long-Term

Draft Growth Network: Bus Route Frequencies

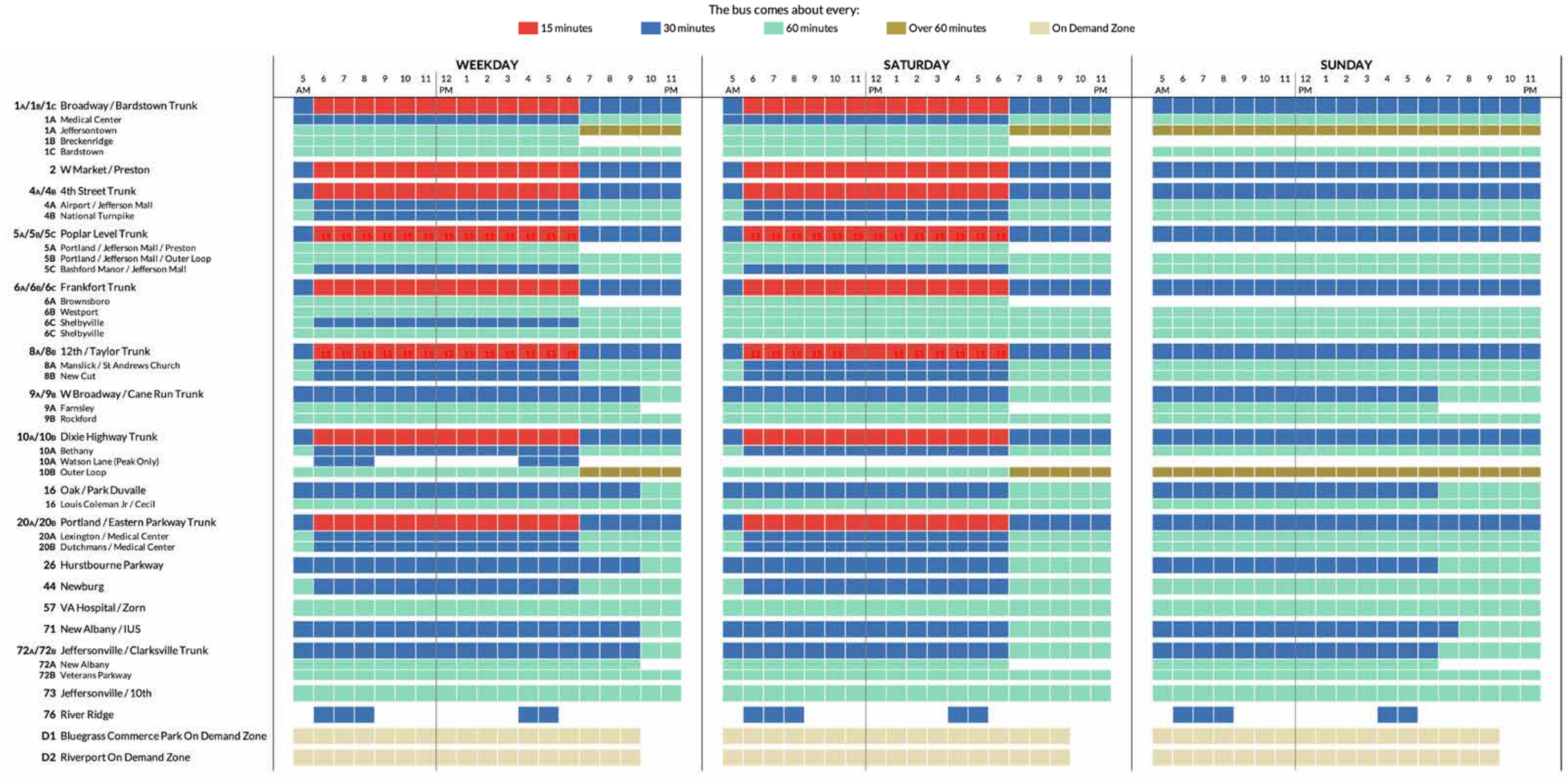


Figure 43: The frequency of service each hour and day of the week, for each route in the Draft Growth Network.

Getting to the Growth Network

Growth Network Long-Term

The Draft Growth Network is a long-term vision that has 64% more service hours than today, and 86% more service hours than the Draft Enhanced Network. It would require some large dedicated funding source.

Even if all the funding to implement this network were available at once, TARC would still need to:

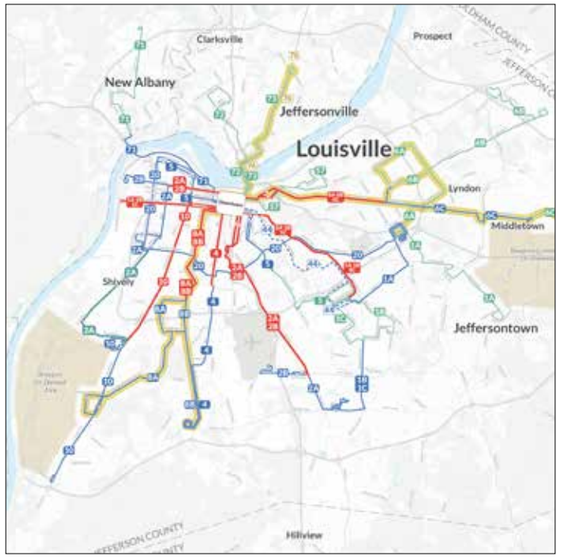
- Potentially acquire new buses,
- Modify or build facilities to store and maintain a larger fleet,
- Hire and train new drivers and maintenance staff, and
- Identify new bus stop locations and install stops.

It is possible to suddenly increase transit service in one fell swoop, but a more gradual approach can buy TARC time it needs to more smoothly get to Louisville's long-term vision for transit.

This phased approach also leaves room for Louisville Metro and other local governments to slowly make commitments to supporting smaller sets of improvements over time through its own funding sources, if a large dedicated funding source is not available.

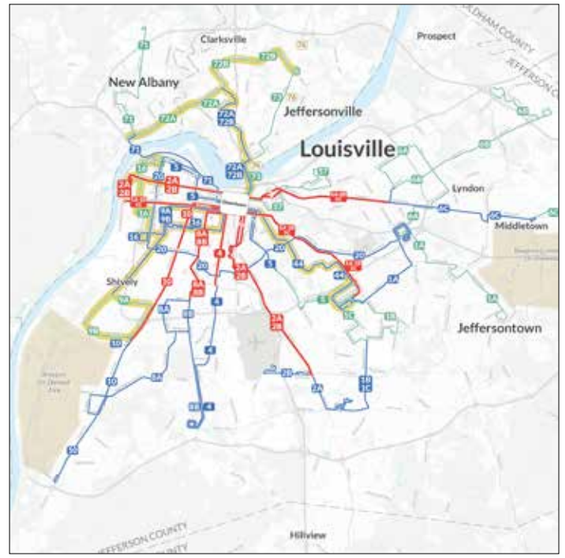
Phasing Plan

TARC 2025 has been a unique opportunity to not just plan for the short-term future of TARC with constrained resources, but also plan for a long-term vision that Louisville could realistically achieve. This simultaneous planning process has made it possible to make a coherent phasing plan that could take TARC from the Draft Enhanced Network to the Draft Growth Network, in **four ordered stages of grouped changes.** Detailed maps of these phases are available starting on the next page.



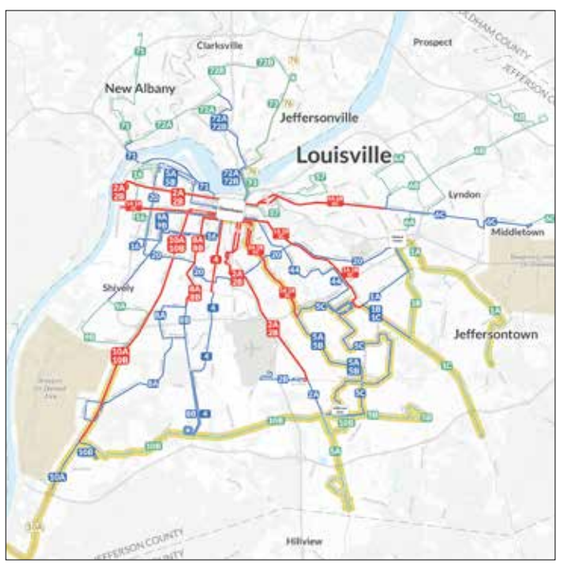
Group A Additions

- Routes 6A, 6B, and 6C in Eastern Louisville
- Routes 8A and 8B in Southwestern Louisville
- Route 73 in Southern Indiana
- On Demand Zones



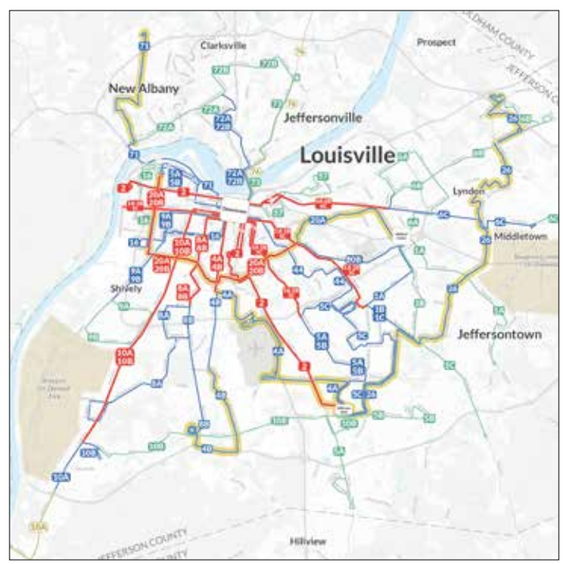
Group B Additions

- Routes 2A and 2B in West Louisville
- Routes 9A and 9B is Southwestern Louisville
- Route 16 in West Louisville
- Route 44 Becomes All Day
- Routes 72A and 72B in Southern Indiana



Group C Additions

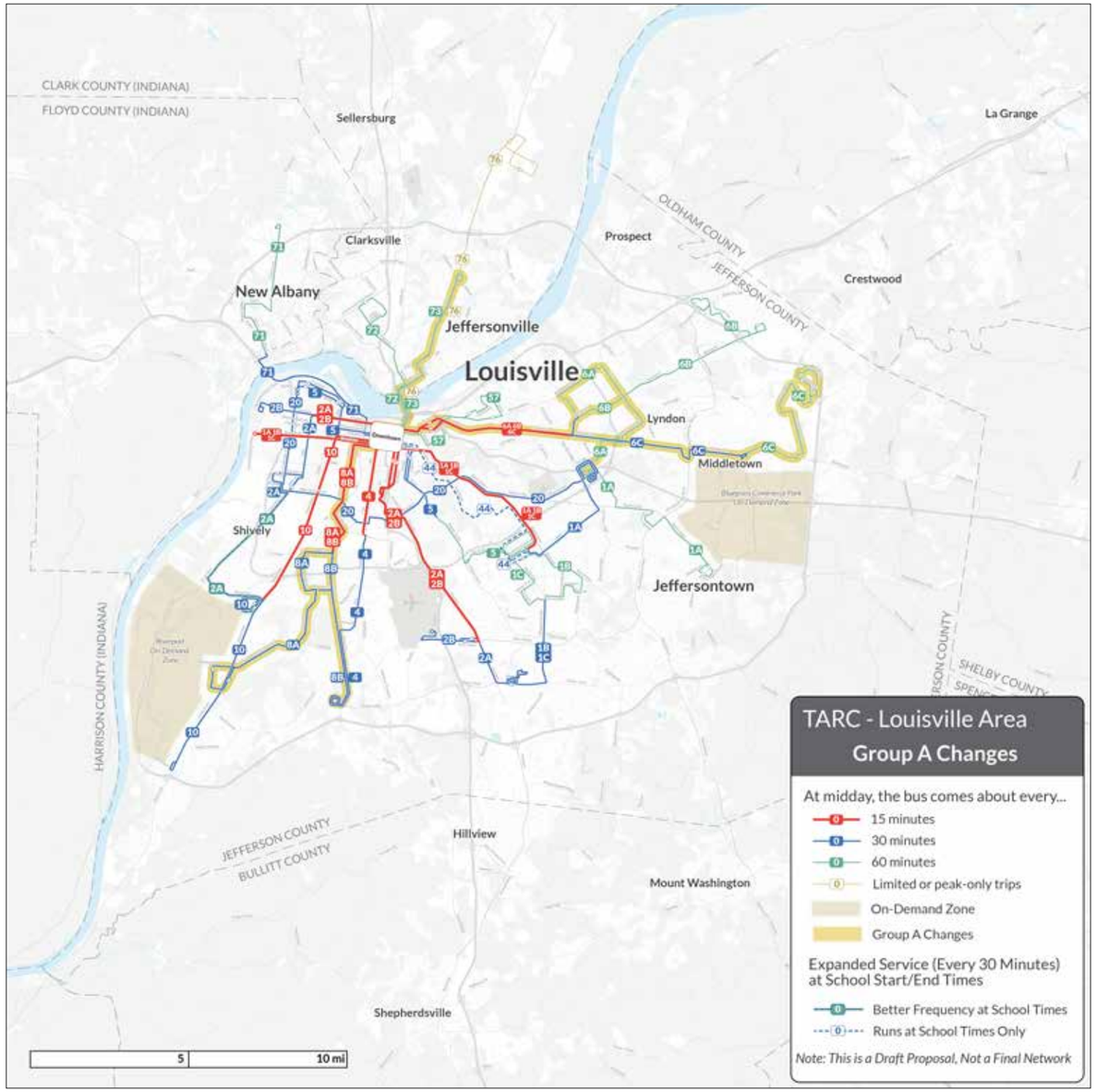
- Routes 1A, 1B, and 1C in outer parts of Southeastern Louisville
- Routes 5A, 5B, and 5C in Southeastern Louisville
- Routes 10A and 10B in Southwestern Louisville



Group D Additions

- Route 2 (Changes only in Southeastern Louisville)
- Routes 4A and 4B in Southern Louisville
- Orbital Routes 20A and 20B
- Orbital Route 26 in outer parts of Southeastern and Eastern Louisville
- Route 71 frequency improvement

Maps of the Group A Additions



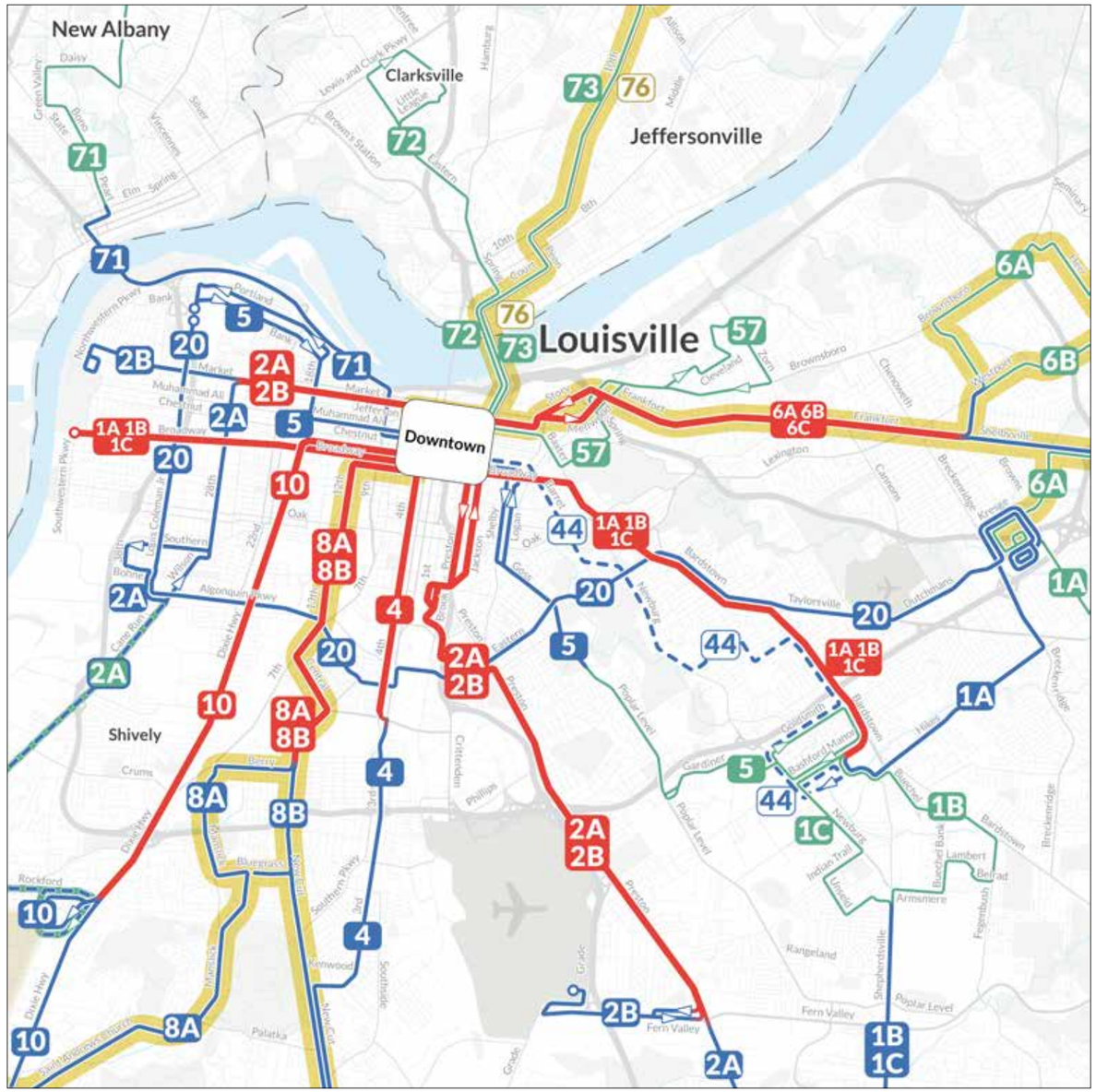


Figure 44: In the first set of enhancements (Group A), Routes 6A, 6B, and 6C would be implemented in eastern Louisville. Routes 8A and 8B would replace Routes 6A and 6B in southwestern Louisville. These routes would provide new coverage in these areas, and 15-minute frequency along Frankfort Avenue and 12th Street. Route 73 would be added, connecting Jeffersonville to Downtown Louisville every 60 minutes.

Maps of the Group B Additions

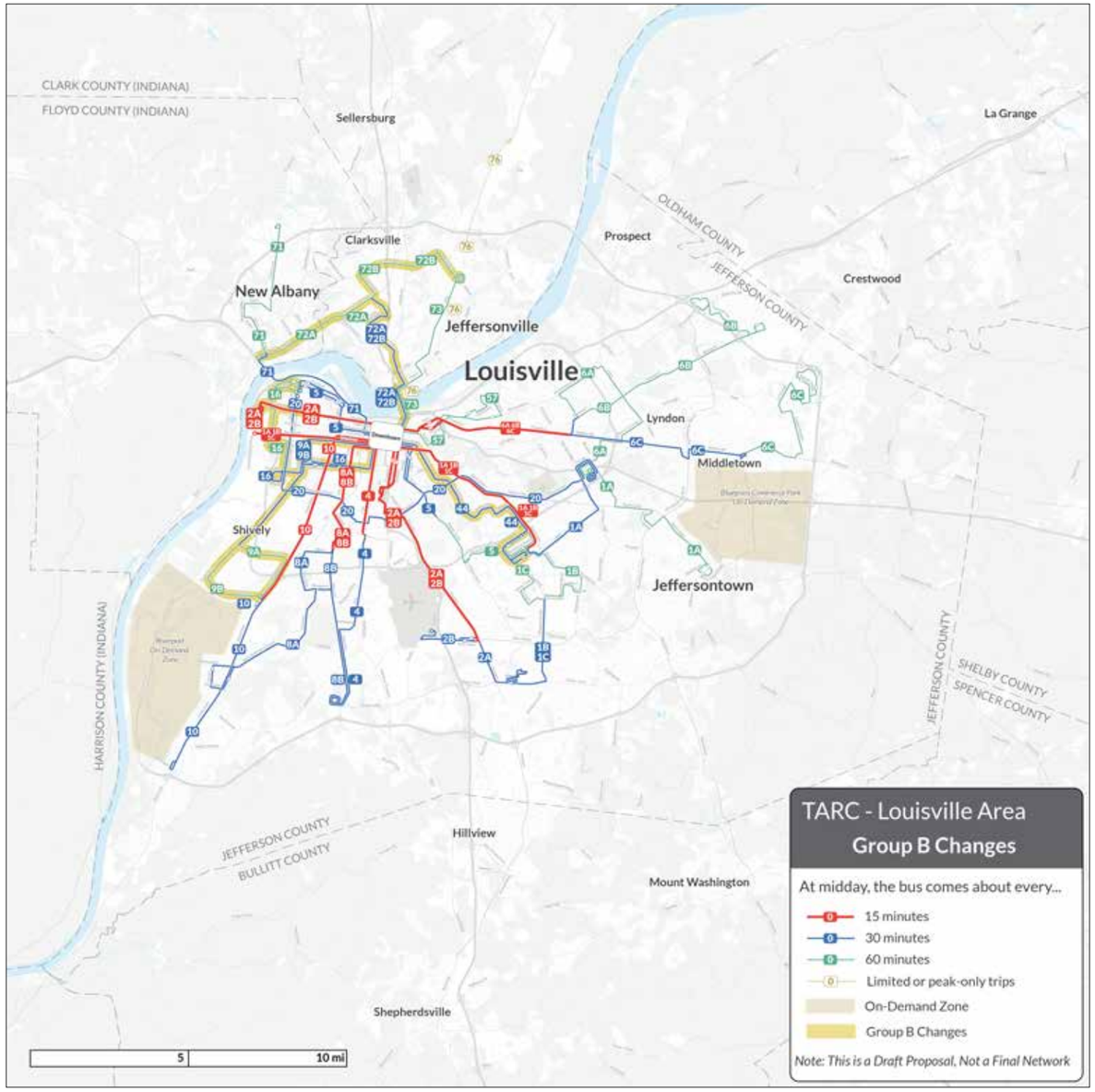
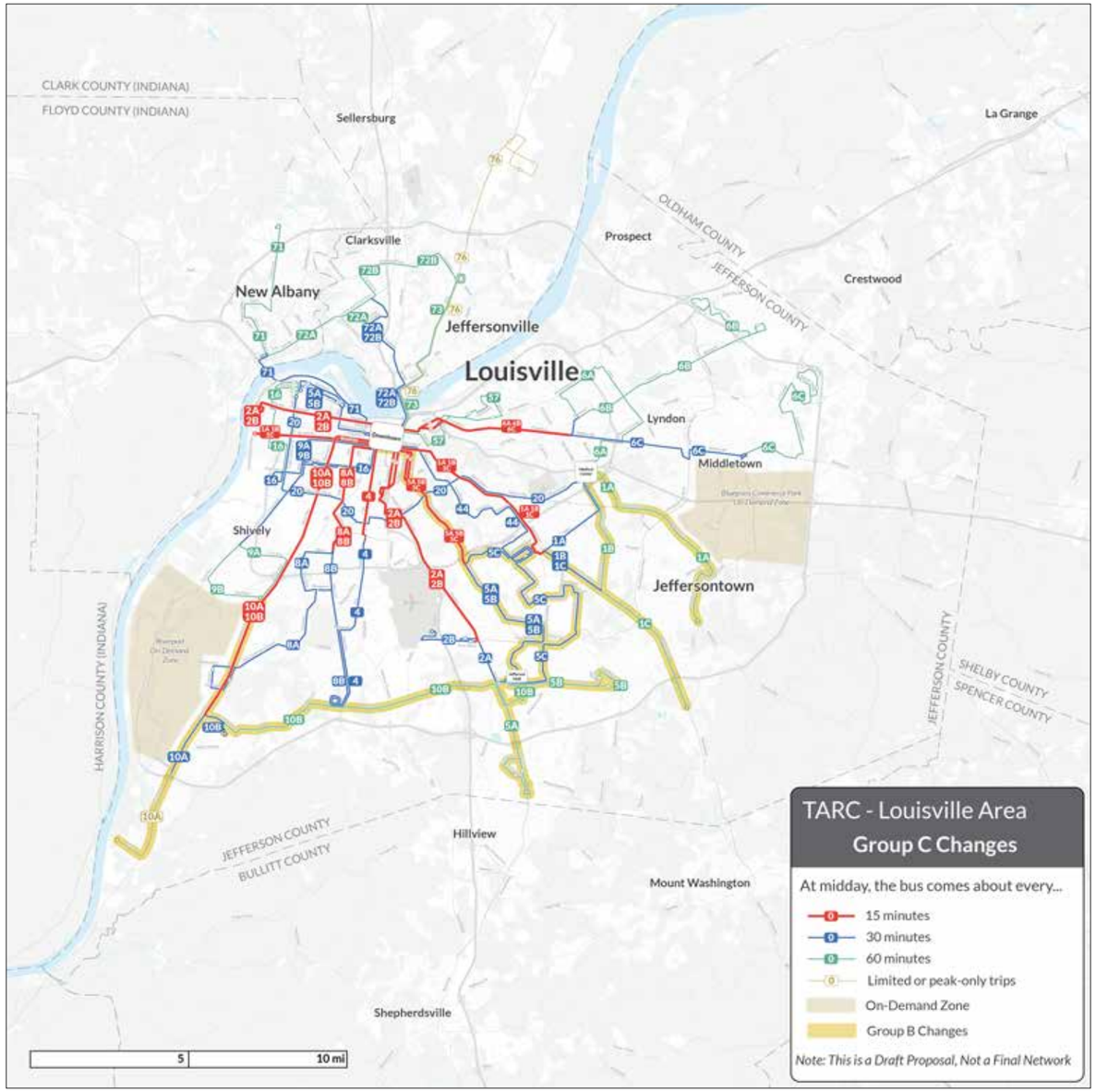


Figure 45: In the second set of enhancements (Group B), Routes 2A and 2B would be combined along Market Street in West Louisville. Routes 9A, 9B, and 16 would improve service and frequencies in West Louisville, and Shively. Route 44 would start running all day. Route 72 would be replaced by Routes 72A and 72B, providing 30-minute service to Downtown Clarksville and Jeffersonville, and significantly expanding transit coverage in Southern Indiana.

Maps of the Group C Additions



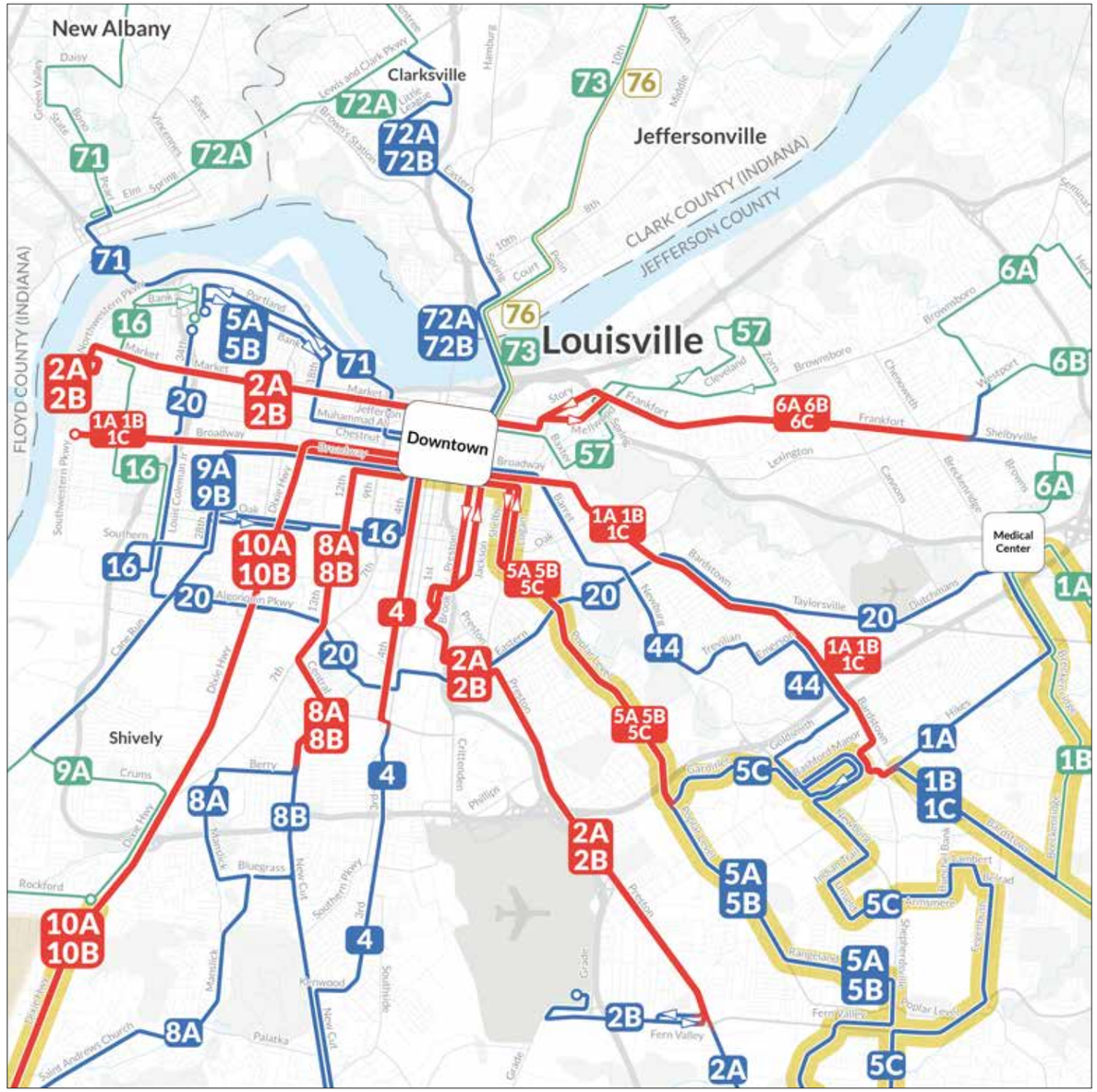
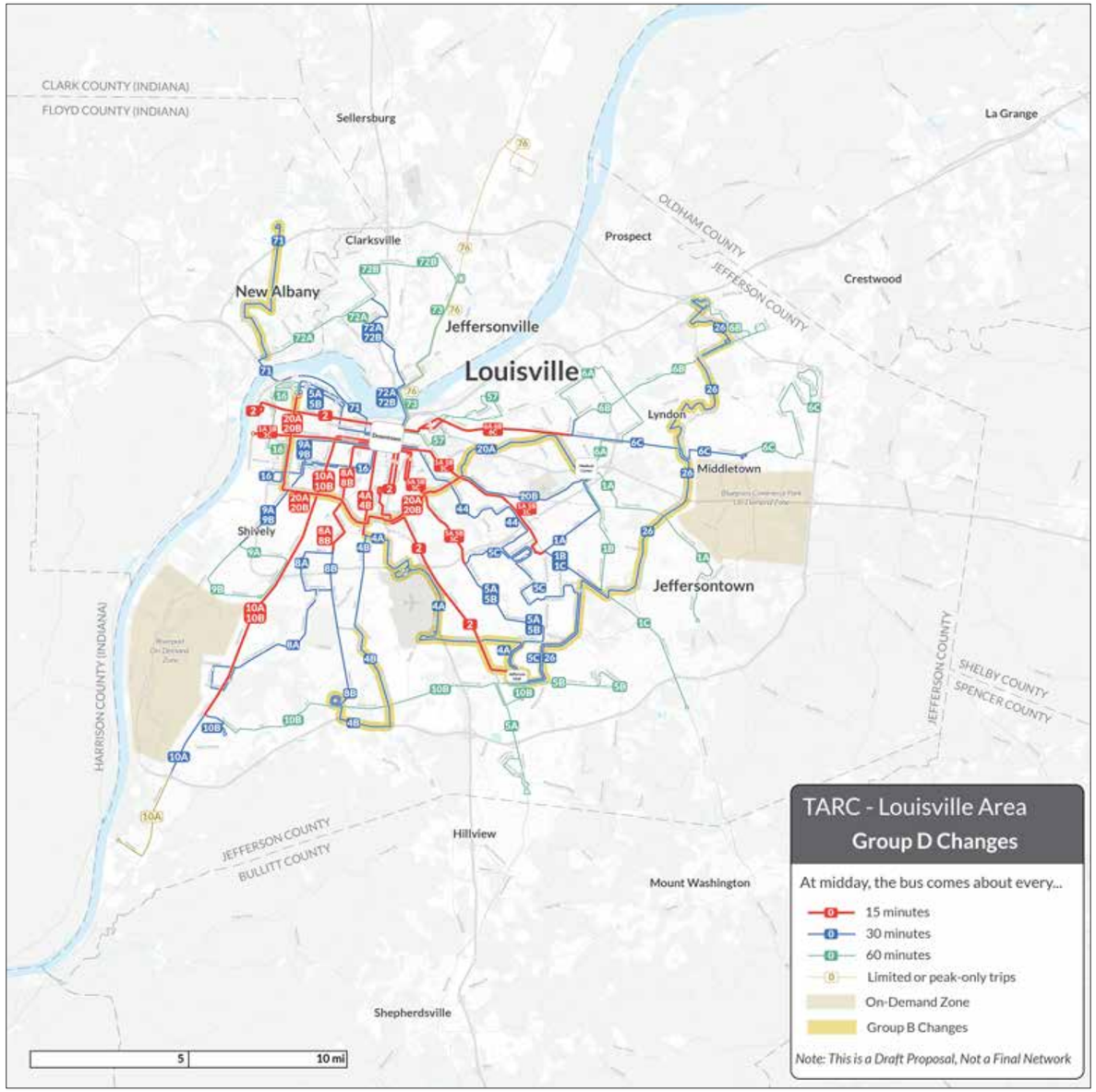


Figure 46: In the third set of enhancements (Group C), Route 1A would be expanded to Jeffersontown, and Routes 1B and 1C would be modified to add coverage along Breckenridge Lane and Bardstown Road. Route 5 would be replaced by Routes 5A, 5B, and 5C, greatly improving frequencies and coverage in southeastern Louisville. Route 10 would be replaced by Routes 10A and 10B, providing frequent service further along Dixie Highway, and improving coverage in southern and southwestern parts of Louisville.

Maps of the Group D Additions



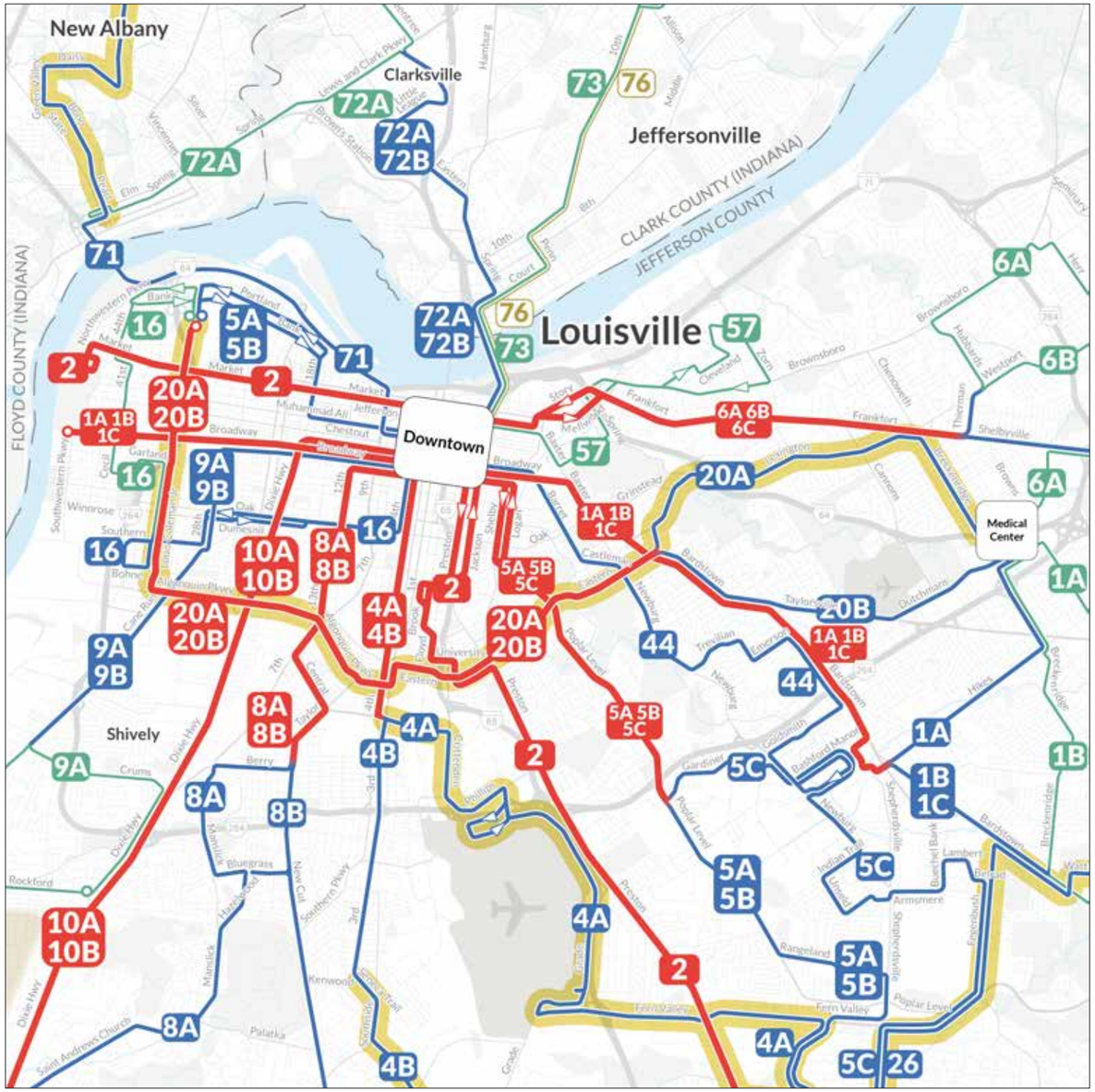


Figure 47: In the fourth and last set of enhancements (Group D), Route 4 would be replaced by Routes 4A and 4B, to provide service to the Airport and improve frequency on National Turnpike. Route 20 would be replaced by Routes 20A and 20B, providing a frequent orbital segment, and new coverage along Lexington Road. Route 26 would provide completely new coverage in outer eastern parts of Louisville with service every 30-minutes. Route 71's 30-minute frequency would be extended all the way to Indiana University Southeast campus.

Detailed Route Description Table (1/4)

Growth Network Long-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
1A/1B/1C	15 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University, Costco) Bashford Manor Lane - Mall Road - (Walmart Supercenter) - Champions Trace Lane (Kroger) - Hikes Lane	Bardstown Road at Hikes Lane
1A	30 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University, Costco) Bashford Manor Lane - Mall Road - (Walmart Supercenter) - Champions Trace Lane (Kroger) - Hikes Lane - Breckenridge Lane (Kroger) - Kresge Way (Baptist Health Louisville, Brown Park), Browns Lane - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
1A	60 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University, Costco) Bashford Manor Lane - Mall Road - (Walmart Supercenter) - Champions Trace Lane (Kroger) - Hikes Lane - Breckenridge Lane (Kroger) - Kresge Way (Baptist Health Louisville, Brown Park), Browns Lane (Dupont/Dutchmans Hospitals) - Browns Lane - Taylorsville Road (Kroger) - Ruckriegel Parkway (Walmart) - Bill Town Road	Jeffersontown
1B/1C	30 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University, Costco) Bashford Manor Lane - Mall Road - (Walmart Supercenter) - Champions Trace Lane (Kroger) - Hikes Lane - Bardstown Road (Bardstown Square, Aldi)	Bardstown Road at Breckenridge Lane
1B	60 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University, Costco) Bashford Manor Lane - Mall Road - (Walmart Supercenter) - Champions Trace Lane (Kroger) - Hikes Lane - Bardstown Road - (Bardstown Square, Aldi) Breckenridge Lane (Kroger) - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
1C	60 min	Shawnee Park	Broadway (Nia Center, Kroger, Central High School, Social Security Office, JCTC, Norton Hospital Campus) - Baxter Avenue - Bardstown Road (Mid City Mall, Kroger, Assumption High School, Sullivan University, Costco) Bashford Manor Lane - Mall Road - (Walmart Supercenter) - Champions Trace Lane (Kroger) - Hikes Lane - Bardstown Road (Bardstown Square, Aldi, Family Dollar, Garden Gate Fruit Market, Piccadilly Square, Supermercado Guanajuato, Fern Creek High School, Cedar Springs Shopping Center, Walmart) - Old Bardstown Road - Glenmary Farm Drive	Ashville
2	15 min	Shawnee Park	Northwestern Parkway - West Market Street (The Academy at Shawnee, Norton SLC, Baxter Square, Metro Hall) - 6th Street - Broadway (St. Francis High School, JCTC) - 2nd Street - Chestnut (Norton Hospital Campus) - Preston Street/Jackson Street (Shelby Park) - Burnett Avenue - 1st Street - Brook Street (Dupont Manual High School) - Brandeis Avenue - Floyd Street (Cardinal Park Stadium) - University Boulevard - Crittenden Drive (U of L Student Activity Center) - Eastern Parkway - Preston Highway (Dollar Tree, Aldi, Louisville Male High School, Indian Trail Square) - McCawley Road - Jefferson Mall	Jefferson Mall
4A/4B	15 min	Downtown Louisville	5th/ 6th Street - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs)	4th Street at Central Avenue
4A	30 min	Downtown Louisville	5th/ 6th Street - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs, Cardinal Stadium, Kroger) - Crittenden Drive (Expo Center) - Phillips Lane - Fairground Road - Terminal Drive (Louisville International Airport) - Grade Lane (UPS Worldport) - Fern Valley Road - Jefferson Boulevard (Jefferson Mall)	Jefferson Mall
4B	30 min	Downtown Louisville	5th/ 6th Street - 4th Street (Spalding University, Central Park, U of L Campus) - Central Avenue (Churchill Downs) - 3rd Street (Kroger, Iroquois Manor Shopping Center, DeSales High School) - Seneca Trail - Southside Drive - National Turnpike (UPS Employment Center, Dollar General,) - Gene Snyder Freeway (Fairdale High School) - New Cut Road - Outer Loop (Walmart)	Walmart Outer Loop
5A/5B/5C	15 min	Downtown Louisville	East Broadway (JCTC, Norton Hospital Campus) - Shelby Street/Logan Street - Goss Avenue (Kroger) - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital, Louisville Zoo, Kroger)	Poplar Level At Gardiner Lane
5A/5B	30 min	Portland	35th Street (Kroger)- Bank Street (Save A Lot, Family Dollar) - 18th Street - West Chestnut (Central High School. Western Branch Library, Jefferson State Technical College) - 6th Street - East Broadway (JCTC, Norton Hospital Campus) - Shelby Street/Logan Street - Goss Avenue (Kroger) - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital, Louisville Zoo, Kroger) - Rangeland Road - Shepherdsville Road (Dollar General) - Fern Valley Road - Jefferson Boulevard (Jefferson Mall)	Jefferson Mall
5A	60 min	Portland	35th Street (Kroger)- Bank Street (Save A Lot, Family Dollar) - 18th Street - West Chestnut (Central High School. Western Branch Library, Jefferson State Technical College) - 6th Street - East Broadway (JCTC, Norton Hospital Campus) - Shelby Street/Logan Street - Goss Avenue (Kroger) - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital, Louisville Zoo, Kroger) - Rangeland Road - Shepherdsville Road (Dollar General) - Fern Valley Road - Jefferson Boulevard (Jefferson Mall) - Outer Loop - Preston Highway (Southern High School, Meijer). Then, one-way: Commerce Crossings Drive - Interchange Drive - Antonia Way - Mud Lane (Dollar Tree, Kroger) - Antle Drive - Standiford Plaza Drive (Walmart) - Mt Washington Road	Preston Highway at Antle Drive

Detailed Route Description Table (2/4)

Growth Network Long-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
5B	60 min	Portland	35th Street (Kroger)- Bank Street (Save A Lot, Family Dollar) - 18th Street - West Chestnut (Central High School. Western Branch Library, Jefferson State Technical College) - 6th Street - East Broadway (JCTC, Norton Hospital Campus) - Shelby Street/Logan Street - Goss Avenue (Kroger) - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital, Louisville Zoo, Kroger) - Rangeland Road - Shepherdsville Road (Dollar General) - Fern Valley Road - Jefferson Boulevard (Jefferson Mall) Outer Loop (Walmart, Aldi) - Fegenbush Lane	Spring Mill
5C	30 min	Downtown Louisville	East Broadway (JCTC, Norton Hospital Campus) - Shelby Street/Logan Street - Goss Avenue (Kroger) - Goss Avenue (Kroger) - Poplar Level Road (Saint Xavier High School, Norton Audubon Hospital, Louisville Zoo, Kroger) - Gardiner Lane - Atkinson Drive - Newburg Road- Bashford Manor Lane (Target, Walmart) - Mall Road - Champions Trace Lane - Newburg Road - Indian Trail - Unseld Boulevard - Garden Green Way - Armsmere Way - Shepherdsville Road - Buechel Bank Road (GE Appliance Park), Buechel Bank Road - Lambert Avenue - Belrad Drive- Fegenbush Lane - Fern Valley Road - Shepherdsville Road (Dollar General), Outer Loop (Aldi, Walmart), Noltemeyer Wynde Court - Bates Avenue (Kroger, Jefferson Mall)	Jefferson Mall
6A/6B/6C	15 min	Downtown Louisville	5th Street/6th Street (Louisville City Hall) - East Market Street - Story Avenue/ Main Street - Mellwood Avenue - Frankfort Avenue (Kentucky School for the Blind, Masonic Homes)- Shelbyville Road	Shelbyville at Thierman Lane
6A	60 min	Downtown Louisville	5th Street/6th Street (Louisville City Hall) - East Market Street - Story Avenue/ Main Street - Mellwood Avenue - Frankfort Avenue (Kentucky School for the Blind, Masonic Homes)- Shelbyville Road - Thierman Lane (Walmart)- Hubbard Lane - Brownsboro Road (Brownsboro Road Shopping, The Fresh Market, Kroger) - Herr Lane (Ballard High School, Westport Village) - New La Grange Road - Shelbyville Road (Mall St. Matthews) - Bowling Boulevard (Shelbyville Road Plaza) - Kresge Way (Baptist Health) - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
6B	60 min	Downtown Louisville	5th Street/6th Street (Louisville City Hall) - East Market Street - Story Avenue/ Main Street - Mellwood Avenue - Frankfort Avenue (Kentucky School for the Blind, Masonic Homes)- Shelbyville Road - Thierman Lane (Walmart)- Westport Road (Target, Kroger, Rolling Hills Plaza, Westport Plaza) - Chamberlain Lane (Walmart) - Norton Brownsboro Hospital - Westport Road - Accomack Drive -Tazwell Drive - Murphy Lane - Westport Road - Chamberlain Lane (Walmart)	Brownsboro Hospital
6C	30 min	Downtown Louisville	5th Street/6th Street (Louisville City Hall) - East Market Street - Story Avenue/ Main Street - Mellwood Avenue - Frankfort Avenue (Kentucky School for the Blind, Masonic Homes)- Shelbyville Road (Hill Library, Masonic Homes, Trinity High School, Dollar Tree, Walmart, Shelbyville Road Plaza, Mall St. Matthews, Oxmoor Mall, Hurstbourne Corners)	Middletown
6C	60 min	Downtown Louisville	5th Street/6th Street (Louisville City Hall) - East Market Street - Story Avenue/ Main Street - Mellwood Avenue - Frankfort Avenue (Kentucky School for the Blind, Masonic Homes)- Shelbyville Road - Thierman Lane (Walmart)- Hubbard Lane - Brownsboro Road (Brownsboro Road Shopping, The Fresh Market, Kroger) - Herr Lane (Ballard High School, Westport Village) - New La Grange Road - Shelbyville Road (Mall St. Matthews) - Bowling Boulevard (Shelbyville Road Plaza) - Kresge Way (Baptist Health) - Dupont/Dutchmans Hospitals	La Grange
8A/8B	15 min	Downtown Louisville	West Broadway (Social Security Office, Central High School) - 12th Street - 13th Street (Parkway Place) - 7th Street Road - Central Avenue - Taylor Boulevard (Dollar General, Pic-Pac, Churchill Downs)	Taylor at Berry Road
8A	30 min	Downtown Louisville	West Broadway (Social Security Office, Central High School) - 12th Street - 13th Street (Parkway Place) - 7th Street Road - Central Avenue - Taylor Boulevard (Dollar General, Pic-Pac, Churchill Downs) - Berry Boulevard - Manslick Road - Bluegrass Avenue (U of L Health Mary & Elizabeth Hospital) - Churchman Avenue - Hazelwood Avenue - Manslick Road - St. Andrews Church Road (Doss High School). Then, one-way: Greenwood Road - Nancy Lane - Maryman Road - Dixie Highway	Pleasure Ridge Park
8B	30 min	Downtown Louisville	West Broadway (Social Security Office, Central High School) - 12th Street - 13th Street (Parkway Place) - 7th Street Road - Central Avenue - Taylor Boulevard (Dollar General, Pic-Pac, Churchill Downs) - Bluegrass Avenue - Churchman Avenue - La Salle Avenue - Bluegrass Avenue - Taylor Boulevard/ New Cut Road (Iroquois Park, Kroger, Auburndale Village Shopping Center) - Outer Loop (Walmart)	Walmart Outer Loop
9A/9B	30 min	Downtown Louisville	West Broadway (Social Security Office, Central High School, Nia Center, Kroger) - 28th Street - Cane Run Road (Dollar General)	Cane Run at Crums Lane
9A	60 min	Downtown Louisville	West Broadway (Social Security Office, Central High School, Nia Center, Kroger) - 28th Street - Cane Run Road (Dollar General) Then, one-way: Crums Lane (Butler Traditional High School) - Dixie Highway (Southland Terrace Shopping Center) - Rockford Lane (Dollar General) - Cane Run Road (Tradewinds West Shopping Center)	Shively
9B	60 min	Downtown Louisville	West Broadway (Social Security Office, Central High School, Nia Center, Kroger) - 28th Street - Cane Run Road (Dollar General) Then, one-way: Crums Lane (Butler Traditional High School) - Dixie Highway (Southland Terrace Shopping Center) - Rockford Lane (Dollar General) - Cane Run Road (Tradewinds West Shopping Center)	Shively
10A/10B	15 min	Downtown Louisville	1st Street - West Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi, Dixie Manor Shopping Center, Park Place Mall)	Dixie Highway at Stonestreet

Detailed Route Description Table (3/4)

Growth Network Long-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
10A	30 min	Downtown Louisville	1st Street - West Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi, Dixie Manor Shopping Center, Park Place Mall, Southwest Regional Library, Meijer, Valley High School, Walmart, Kroger) - Bethany Lane	Bethany
10A (During Peak Periods)	30 min	Downtown Louisville	1st Street - West Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi, Dixie Manor Shopping Center, Park Place Mall, Southwest Regional Library, Meijer, Valley High School, Walmart, Kroger, Orell, Meadowlawn) - Watson Lane	Valley Village
10B	30 min	Downtown Louisville	1st Street - West Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi, Dixie Manor Shopping Center, Park Place Mall) - Stonestreet Road - Valley College Drive (JCTC Southwest, U of L Health Medical Center Southwest)	U of L Medical Center Southwest
10B	60 min	Downtown Louisville	1st Street - West Broadway (JCTC, Social Security Office) - Dixie Highway (Dollar General, Save A Lot, Southland Terrace Shopping Center, Kroger, Aldi, Dixie Manor Shopping Center, Park Place Mall) - Stonestreet Road - Valley College Drive (JCTC Southwest, U of L Health Medical Center Southwest) - Stonestreet Road - 3rd Street Road - Outer Loop - Preston Highway - St Rita Drive- Outer Loop (Walmart) - Jefferson Boulevard (Jefferson Mall)	Jefferson Mall
16	30 min	Downtown Louisville	Broadway - 4th Street (Spalding University) - Oak Street/Dumesnil Street - 28th Street- Southern Avenue - 38th Street- Bohne Avenue - 34th Street	South Parkland
16	60 min	Downtown Louisville	Broadway - 4th Street (Spalding University) - Oak Street/Dumesnil Street - 28th Street- Southern Avenue - 38th Street- Bohne Avenue - 34th Street - Garland Avenue - 38th Street - Greenwood Avenue- Cecil Avenue - 41th Street - Market Street - 44th Street - Bank Street - 35th Street (Kroger)	Portland
20A/20B	15 min	Portland	35th Street (Kroger) - 34th Street (T and L Food Mart, Family Dollar) - 35th Street - Algonquin Parkway - Winkler Avenue (Family Dollar, Dollar General) - Eastern Parkway (U of L West Information Center, Kroger)	Bardstown Road at Eastern Parkway
20A	30 min	Portland	35th Street (Kroger) - 34th Street (T and L Food Mart, Family Dollar) - 35th Street - Algonquin Parkway - Winkler Avenue (Family Dollar, Dollar General) - Eastern Parkway (U of L West Information Center, Kroger) - Willow Avenue - Cherokee Parkway - Lexington Road - Shelbyville Road - Breckenridge Lane - Kresge Way (Baptist Health) - Browns Lane - Dutchmans Lane (Dupont/Dutchmans Hospitals)	Dupont/Dutchmans Hospitals
20B	30 min	Portland	35th Street (Kroger) - 34th Street (T and L Food Mart, Family Dollar) - 35th Street - Algonquin Parkway - Winkler Avenue (Family Dollar, Dollar General) - Eastern Parkway (U of L West Information Center, Kroger) - Bardstown Road (Kroger) - Taylorsville Road - Dutchmans Lane - Dupont/Dutchmans Hospitals	Dupont/Dutchmans Hospitals
26	30 min	Jefferson Mall	Bates Ave (Kroger) - Jefferson Boulevard - Outer Loop (Walmart, Aldi) - Shepherdsville Road - Fern Valley Road - Fegenbush Lane (GE Appliance Park) - Bardstown Road (Aldi) - Watterson Trail - Hurstbourne Parkway (Meijer, Kroger, Aldi) - Whittington Parkway (U of L Shelby Campus) - Whipps Mill Road - Mill Brook Road - Ormsby Station Road - Hurstbourne Parkway (Tom Sawyer State Park) - Westport Road - Springhurst Boulevard - Fischer Park Drive - Towne Center Drive - Springhurst Boulevard Hurstbourne Parkway - Brownsboro Road - Chamberlain Lane -Angies Way - Norton Healthcare Boulevard	Norton Brownsboro Hospital
44	30 min	Downtown Louisville	W Broadway (JCTC, Norton Hospital Campus) - Barret Avenue (Kindred Hospital) - Castlewood Avenue - Newburg Road (Our Lady of Peace Hospital, Bellarmine University) - Trevilian Way - Dundee Road - Emerson Avenue (Atherton High School) - Bardstown Road (Assumption High School, Sullivan University) - Goldsmith Lane - Newburg Road - Bashford Manor Lane (Walmart, Target) - Mall Road (Walmart)	West Buechel
57	60 min	Downtown Louisville	5th/6th Street (Social Security Office) - East Market Street - Baxter Street- Payne Street - Spring Street - Mellwood Avenue - Brownsboro Road (Family Dollar) - Lindsay Avenue - Hite Avenue - Cleveland Boulevard - Country Club Road (Robley Rex VA Medical Center) - Zorn Avenue	Crescent Hill
71	30 min	Downtown Louisville	W Broadway (Jefferson State Technical College) - Roy Wilkins Ave (Future Waterfront Park Expansion) - Sherman Minton Bridge - Elm Street / Spring Street (Downtown New Albany) - Pearl Street - Bono Road (Baptist Health Floyd) - Green Valley Road (Kroger) - Daisy Lane - Grant Line Road (Walmart , Aldi, IU Southeast Campus)	IU Southeast
72A/72B	30 min	Downtown Louisville	W Broadway (St Francis High School) - 1st Street/2nd Street (JCTC) -West Liberty - Lincoln Memorial Bridge - Court Avenue (Downtown Jeffersonville) - Spring Street (Clark Memorial Hospital) - Eastern Boulevard (Downtown Clarksville) - Little League Boulevard - Applegate Lane	Green Tree Mall
72A	60 min	Downtown Louisville	W Broadway (St Francis High School) - 1st Street/2nd Street (JCTC) -West Liberty - Lincoln Memorial Bridge - Court Avenue (Downtown Jeffersonville) - Spring Street (Clark Memorial Hospital) - Eastern Boulevard (Downtown Clarksville) - Little League Boulevard - Applegate Lane - Lewis and Clark Parkway (Kroger, Green Tree Mall) - Providence Way / Old Highway 62 (Our Lady of Providence High School) - Spring Street (Downtown New Albany, Dollar Tree) - Scribner Drive - Elm Street	New Albany

Detailed Route Description Table (4/4)

Growth Network Long-Term

Route or Segment	Weekday Midday Frequency	From	Major Roads and Destinations Along the Way	To
72B	60 min	Downtown Louisville	W Broadway (St Francis High School) - 1st Street/2nd Street (JCTC) -West Liberty - Lincoln Memorial Bridge - Court Avenue (Downtown Jeffersonville) - Spring Street (Clark Memorial Hospital) - Eastern Boulevard (Downtown Clarksville) - Little League Boulevard - Applegate Lane - Greentree Boulevard (Green Tree Mall) - Veterans Parkway (Walmart, Target) - Holmans Lane (Meijer)	Meijer Allison Lane
73	60 min	Downtown Louisville	W Broadway (St Francis High School) - 1st Street/2nd Street (JCTC) - Liberty - Lincoln Memorial Bridge - Court Avenue (Downtown Jeffersonville) - Penn Street - 10th Street (Youngstown Shopping Center, Jeffersonville High School, Meijer, Kroger, Wellstone Regional Hospital) - Allison Lane (Meijer)	Meijer Allison Lane
76 (During Peak Periods)	30 min	Downtown Louisville	W Broadway (St Francis High School) - 1st Street/2nd Street (JCTC) - Lincoln Memorial Bridge - Court Avenue (Downtown Jeffersonville) - 10th Street (Youngstown Shopping Center, Jeffersonville High School, Meijer, Kroger, Wellstone Regional Hospital) - Patrol Road - River Ridge Industrial Area	River Ridge
Bluegrass Commerce Park On-Demand Zone	30 min wait for pickup		Covers: Bluegrass Commerce Park and Portions of Jeffersontown, Middletown, Douglass Hills, Forest Hills, and Woodland Hills, West of Gene Snyder Freeway and East of S Hurstbourne Parkway. Points of Interest Served: Sam's Club, Warren Walker Park, Skyview Park, Ata College. Connection to Routes 6C and 26 near Whittington Parkway at Leesgate Road.	
River Port On-Demand Zone	30 min wait for pickup		Covers: Riverport, Greenwood, Pleasure Ridge Park, Sylvania, and Valley Gardens, West of Dixie Highway and East of the Ohio River. Points of Interest Served: Pleasure Ridge Park High School, Kroger, Family Dollar, Sun Valley Park. Connection to Routes 10A and 1B near Dixie Highway at Greenwood Road (near VA Clinic).	

5: Next Steps

Next Steps

How to Give Input

Throughout this process, we urge you to think about your priorities for the TARC network, and to provide your input.

Please review these network and their outcomes carefully, because your feedback matters for TARC's future and your community's future.

TARC staff and the consultant team supporting this work will host public meetings, will meet riders at bus stops, will attend a variety of community meetings, all to encourage people to understand these scenarios and provide feedback.

The primary way to respond is to take the online survey, or respond to the same questions with a paper survey at an in-person surveying event or public meeting. Details on the latest event and the online surveys will be available at **www.ridetarc.org/tarc2025**

As you think about how to respond, remember that for any scenario, the network has to be balanced against what TARC can afford to operate. We are never saying that the Limited, Enhanced, or Growth Networks are the right level of investment, or enough service for what Louisville needs. So if you ask for TARC to add more service to somewhere new in the Limited Network, it is helpful if you tell us where we should cut service to afford the new addition. The same is true for the other networks as well.

Next Steps

The community and stakeholder input from this round of engagement will inform how TARC staff and the consultant team revise the plan to create the Final Recommended Networks. Those Final Networks will include a constrained budget network and a longer-term growth network.

Those Final Recommended Networks will go to the TARC Board for approval, likely in the late summer of 2025. The approval process will include assessment of various outcomes, including a preliminary Title VI assessment. TARC staff would then begin the process of implementing those networks, including

- completing the required final Title VI assessment of the final network changes,
- developing new public facing schedules, maps, and other materials for each route and the network,
- conducting a public education campaign about the new network,
- implement bus stop sign and location changes,
- training of operators, customer service staff, and other staff about the new network and routes, and
- Roll out the new network, at the earliest in summer 2026.

Please look at these network scenarios and their outcomes carefully, because your feedback matters for TARC's future, and your community's future

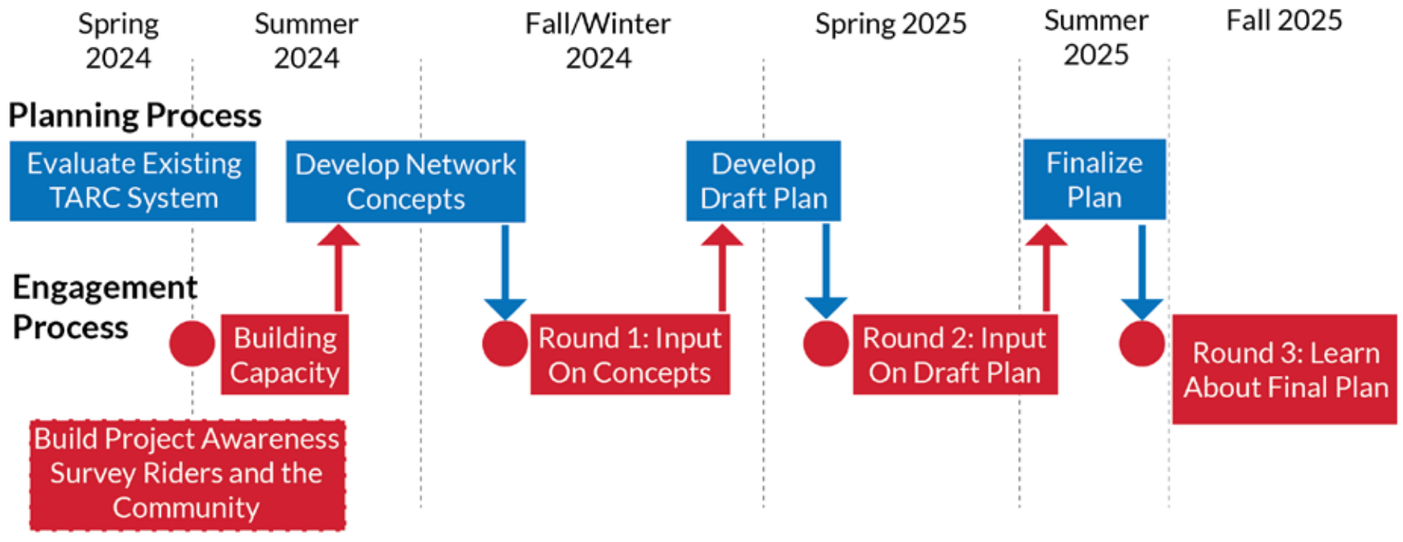


Figure 48: The process of designing, analyzing, and engaging the public on draft plans that will guide TARC 2025.

Appendix A: Concept Network Maps

Ridership Concept

Ridership Concept

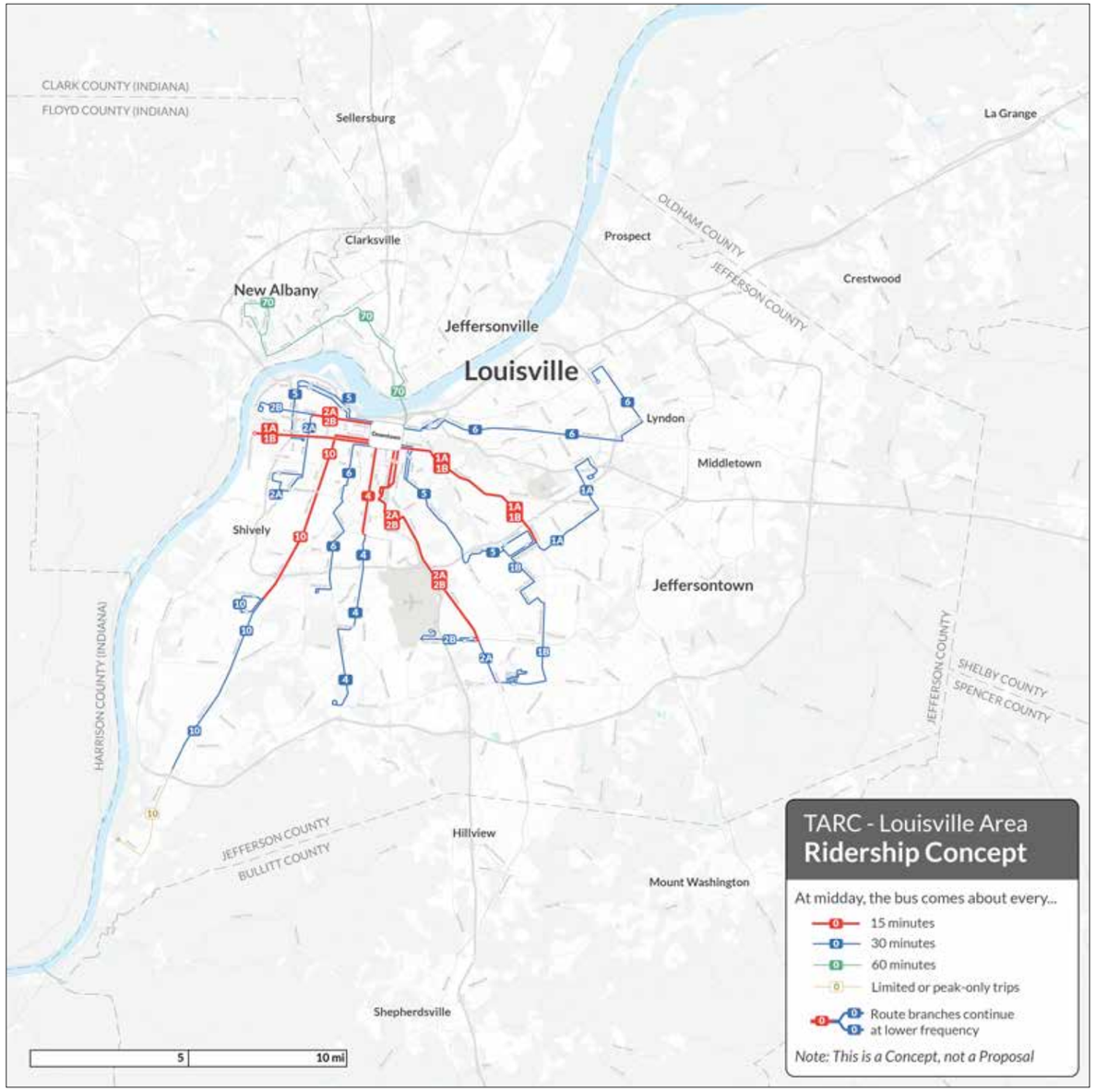


Figure 49: The Ridership Concept in the Louisville Area, with routes color-coded by frequency.

Figure 50: The Ridership Concept in the urban core of Louisville.

Coverage Concept

Coverage Concept

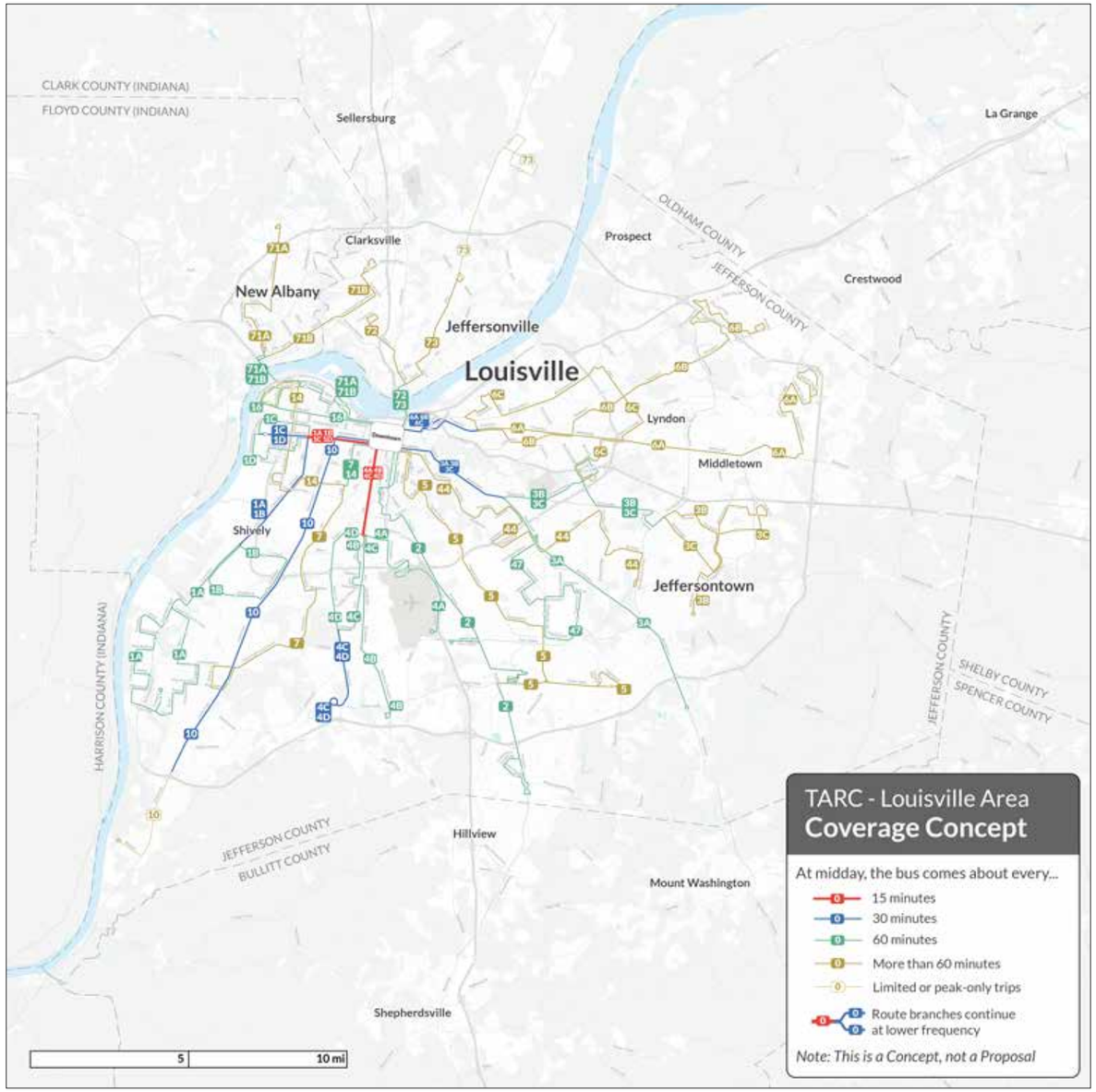


Figure 51: The Coverage Concept in the Louisville Area, with routes color-coded by frequency.

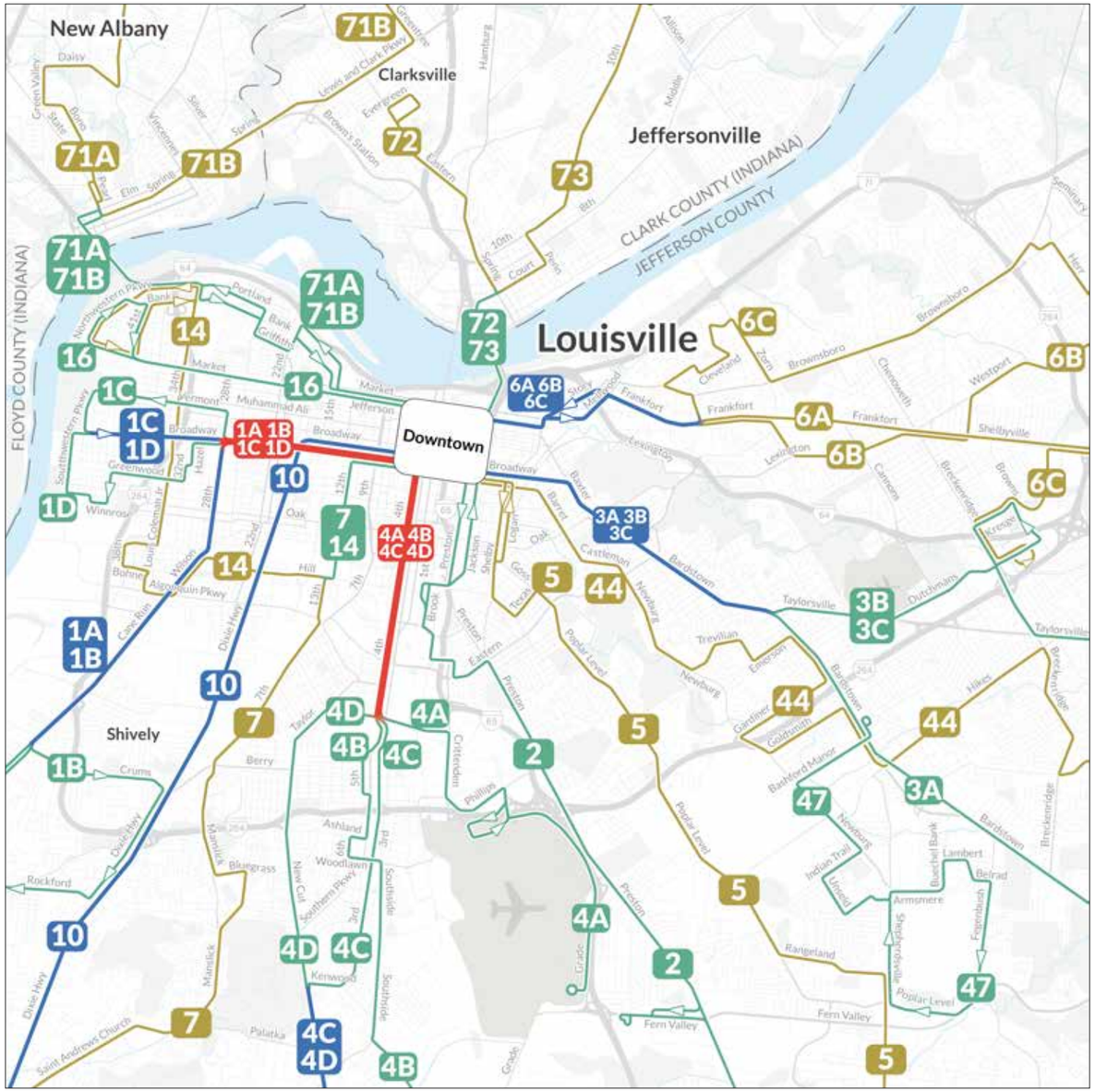


Figure 52: The Coverage Concept in the urban core of Louisville.

Growth Concept

Growth Concept

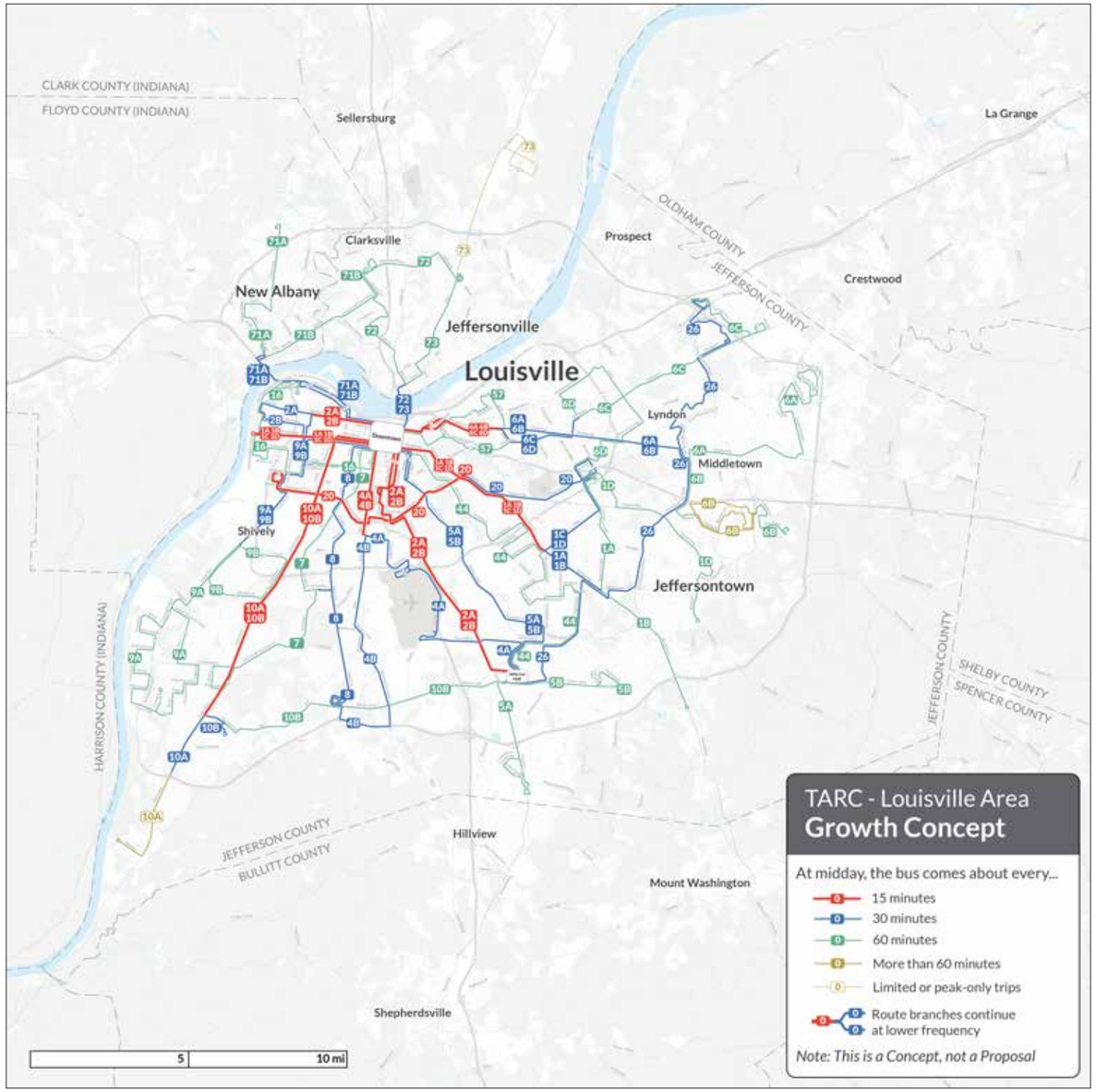


Figure 53: The Growth Concept in the Louisville Area, with routes color-coded by frequency.

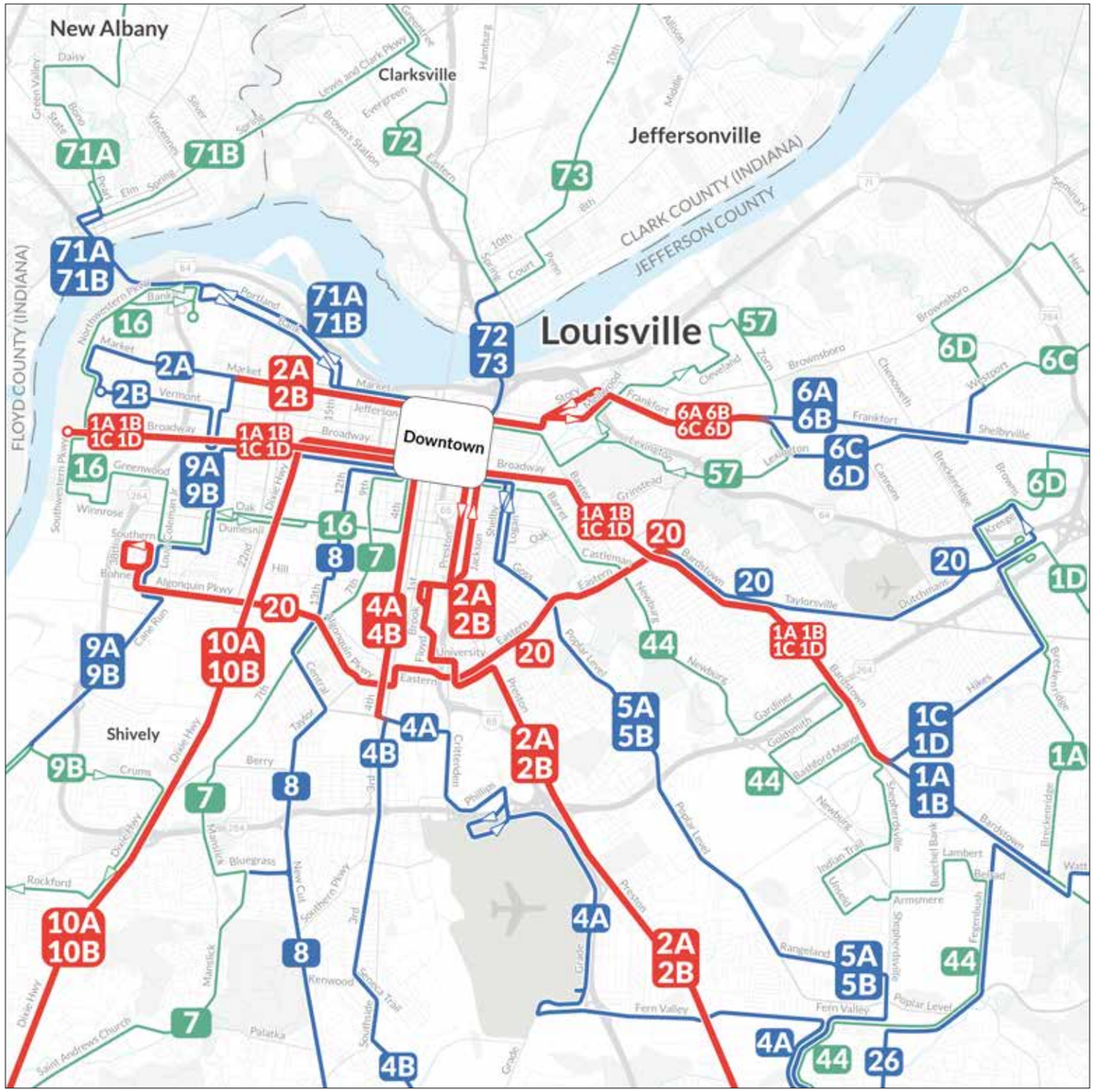


Figure 54: The Growth Concept in the urban core of Louisville.