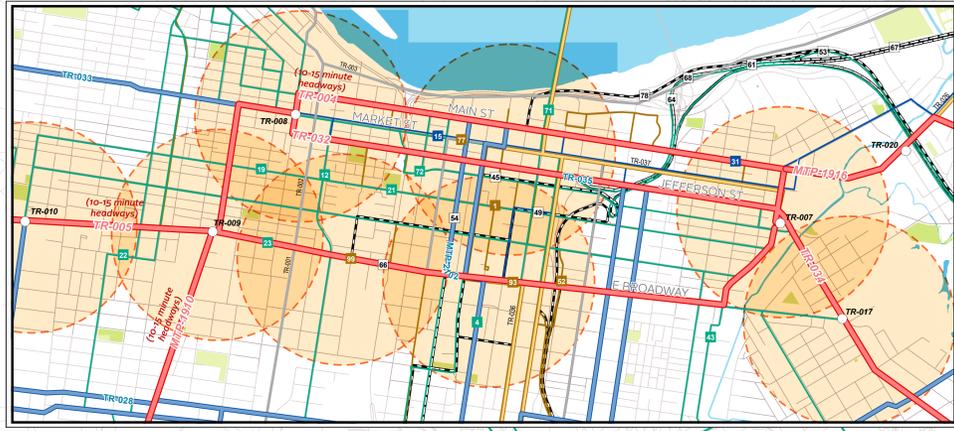


Downtown Inset



Transit System Concept Map

Legend

Major Transit Investments/Enhancements

Any Move Louisville project investments or recommendations are identified by their candidate Project ID. Please refer to the candidate projects list for additional detail.

Service Type

- Premium**
High-Capacity Service with Capital Improvements
15-minute or better frequency
- Key Corridor Routes**
Frequent service, with stations at main stops
15-minute or better frequency
- Local**
New (or modified existing) local service
30/60 minute frequency
- Feeder**
New (or modified existing) circulator, shuttle and feeder service with frequency and service span based on local demand
Limited frequency
- Stations**
Intersections of major routes or high-capacity corridors with enhanced rider amenities

Current TARC Services Classified by Proposed Service Type

Existing TARC routes classified into new service types. The proposed service types are recommendations for operational enhancements that offer more predictable service frequencies.

Service Type

- Express**
Limited stop services serving one or two primary destinations
- Key**
Frequent service, with stations at main stops
15-minute or better frequency
- Feeder**
Limited frequency services providing connections to higher-frequency routes; can include shuttles and circulators
- Local**
60-minute service frequency, typically providing service to downtown

Other Map Features

- Redevelopment/Growth Node Areas**
Areas with potential for infill development and that could be served by transit service. In central Louisville and along key corridors, this is defined as a more general area and not as focused on node-specific designations. These nodes are a planning concept of Move Louisville and do not guarantee land use change.
- Parks**
- Water**
- Major Streets and Highways**

Note: This map includes technical recommendations for changes to some existing TARC routes, with the intent of improving service for riders. Before any changes to existing service are implemented, an outreach process focused on existing riders should be undertaken.

