

Lextran Services and Environmental Impacts

Presented to the Lexington-Fayette Urban County
Government Environmental Quality and Public
Works Committee

Presentation by
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WE SERVE
PEOPLE
AND OUR
COMMUNITY
WITH MOBILITY
SOLUTIONS.



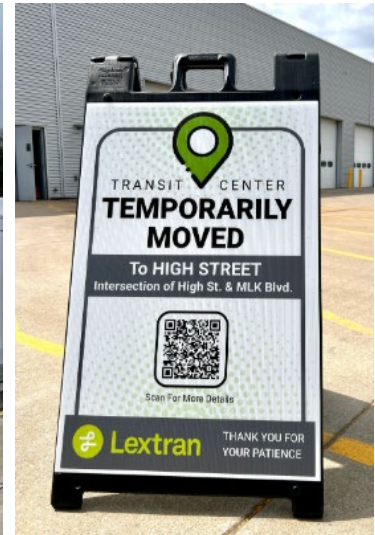
Outline

- Highlights from FY2025
- Lextran Services
- Environmental Impacts
- Looking ahead to FY2026



Highlights for FY2025

- Transit Center Interior Renovation
- A new Collective Bargaining Agreement
- Launched two major planning efforts: Microtransit Feasibility and Strategic Planning
- Implemented Service Improvements for On-Time Performance
- Considerable progress on major capital projects: Completed the CNG fueling expansion and in progress on the maintenance facility CNG enhancements
- Began implementation of technology system improvements through Avail and TSI
- Focus on hiring and retention
- Paratransit Community Outreach
- Acquired and placed 10 paratransit and 6 fixed-route vehicles into service





Lextran Services

25 routes for fixed-route service

Lextran Service Coverage	Low-Income	Carless	Total Households
Percentage of households within 1/4 mile of a bus stop	74%	74%	54%
Percentage of households within 1/2 mile of a bus stop	91%	92%	80%

Paratransit service (Wheels)

- Complimentary to the fixed-route service under the Americans with Disabilities Act (ADA) and is operated county-wide
- Eligibility is based on access to the fixed-route service

Current services levels are proposed for FY2026

- 35-minute frequency on majority of core routes; 70-minute frequency on nights and weekends
- Existing fixed-route service gaps remain
- New services will require additional funding
 - Downtown Circulator
 - Microtransit
 - Bus Rapid Transit



Downtown Circulator

- Collaboration with LFUCG, VisitLex, Downtown Lexington Partnership, Lexpark, and District stakeholders
- Schedule and hours of operation are dependent on funding
- MPO grant funds are available for vehicles that can be flexed into Lextran services while not operating the circulator

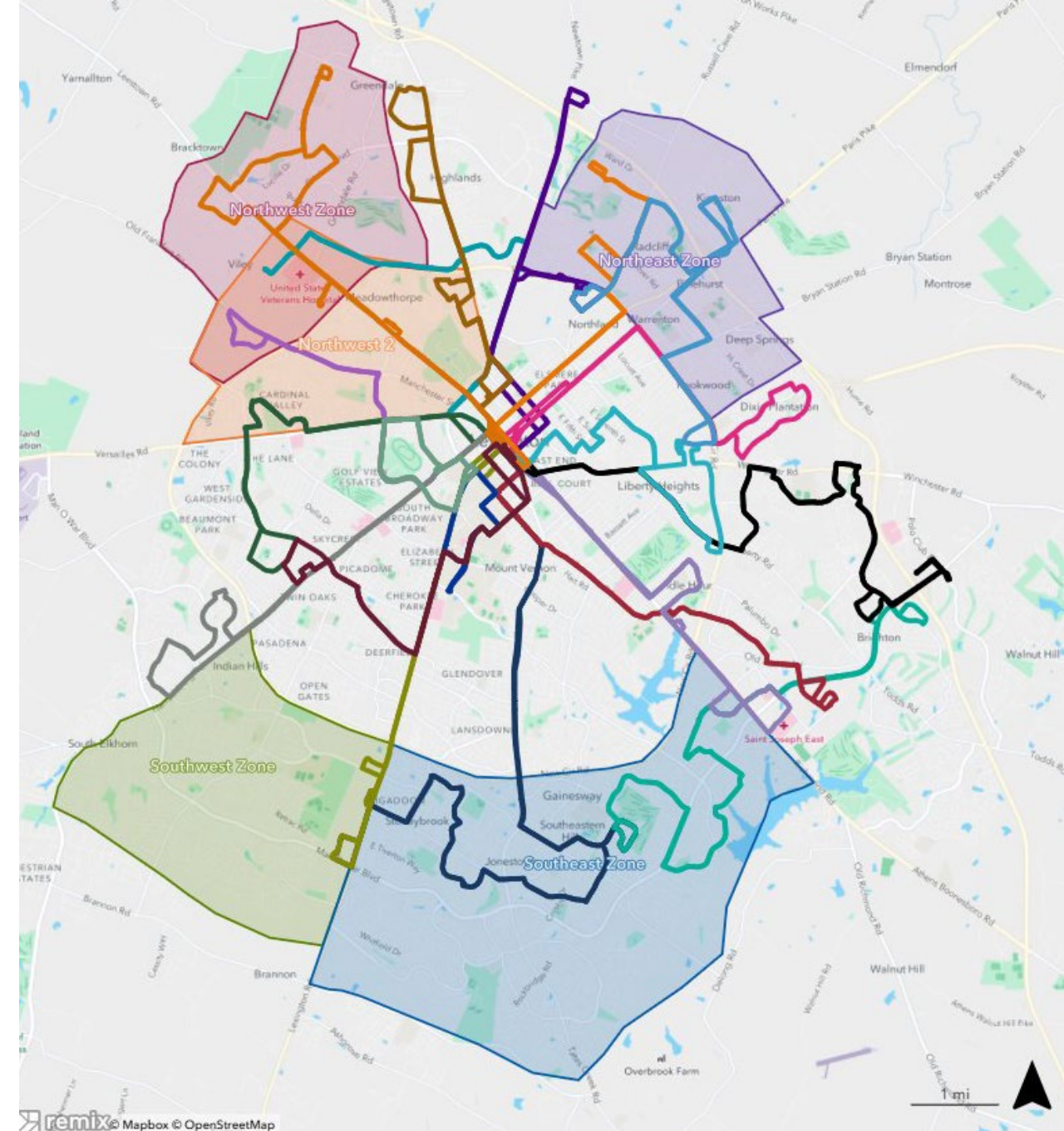
Collaborators are continuing exploration of operating funds for the service

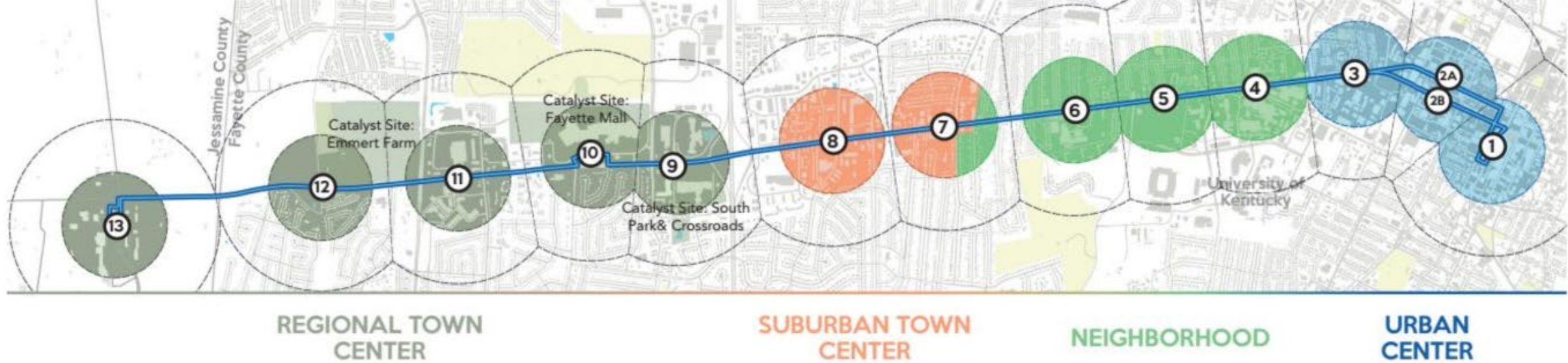


Photos courtesy of The Warehouse Block and Lexington Distillery District Social Media

Microtransit Feasibility Study

- Ongoing Community Input & Data Analysis
 - Understanding needs and potential zones
 - Better idea of how a pilot fits into the Lexington-Fayette County landscape
- Completed Case Studies of six (6) peer agencies
 - RTA Connect On-Demand, Dayton, OH
 - Morrisville Smart Shuttle, Morrisville, NC
 - MetroLink MicroLink, Tulsa, OK
 - LYNX by CATS, Baton Rouge, LA
 - DART Flex Connect & On Demand, Des Moines, IA
- Preliminary findings:
 - Start small
 - Five (5) zones of high potential
 - Be aware & prepared for ADA considerations



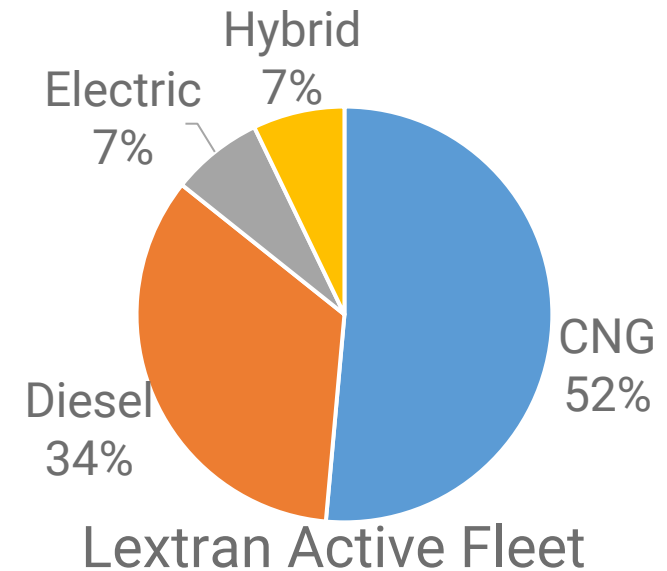


Bus Rapid Transit (BRT) in Lexington

- BRT is essentially bus service that mimics light rail: high frequency, dedicated lanes, faster boarding times, unique branding, and so forth.
- In 2015, Lextran and LFUCG completed the **US 27/Nicholasville Road Alternatives Analysis** study that identified BRT as a path to improve mobility and traffic flow.
- In 2021, the **Imagine Nicholasville Road** study was adopted as part of the comprehensive plan and called for elements of BRT, along with additional recommendations for traffic flow and redevelopment.
- An additional study is currently underway to model the implementation of Imagine Nicholasville Road recommendations which will be used to inform next steps.

Lextran Environmental Impacts

- Clean fuels
 - Replacing diesel with cleaner fuels—10 new vehicles on order in 2025
 - Infrastructure investments
 - CNG fueling expansion
 - Maintenance safety improvements
- Installation of solar lighting at bus stops



More than 11,000,000 passenger miles traveled last fiscal year and nearly 4,000,000 trips on fixed-route

Looking ahead to FY2026

- Compete major projects
 - Transit Center interior renovation
 - ITS technology project
 - CNG maintenance improvements
 - Microtransit feasibility study
 - Strategic plan
- Realize paratransit on-time performance improvements
- Launch an operator barrier installation project
- FTA program updates—DBE and Title VI
- Fixed-route service improvements
- Incorporate new vehicles into the fixed-route and paratransit fleet
 - 10 fixed-route buses currently on order; existing grant funding for one additional electric bus
 - 10 paratransit cutaways proposed in the capital plan

