

## 2.0 Who We Are

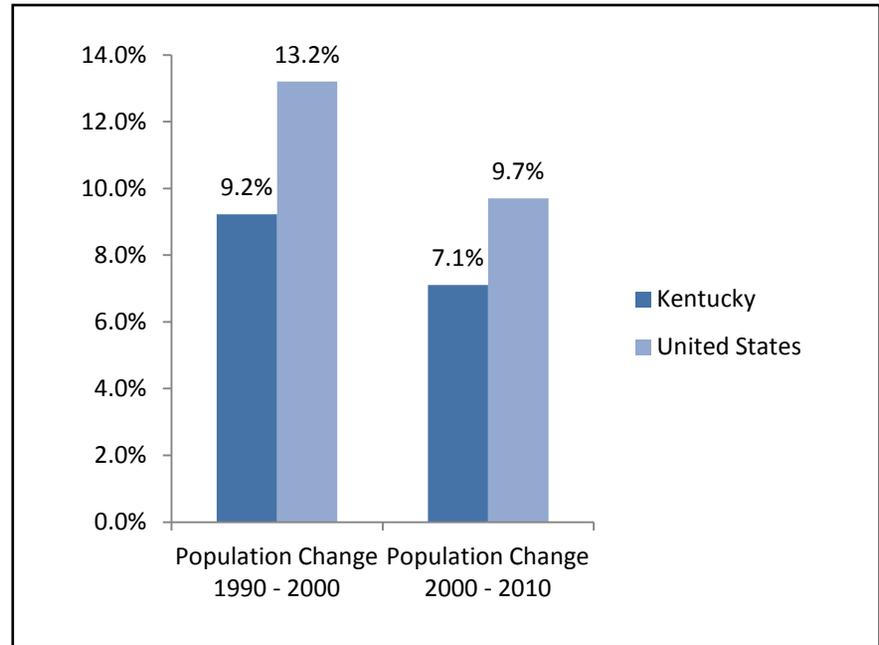
The specific transportation needs of individual Kentuckians will often vary based on factors such as age, gender, income, race and commuting patterns. An accurate, fact-based portrait of the Commonwealth is the foundation of any plan that hopes to provide the best possible service to Kentucky residents and the most efficient use of their tax dollars.

### 2.1 Population Trends

The 2010 United States (U.S.) Census data places Kentucky’s total population at 4,339,367. This is a 7.1% increase in population from 2000 Census data numbers as shown in **Figure 2.1 A**. While this rate of increase was 23% lower than the previous decade, it is similar to a nationwide 27% decrease in growth rate during the same period.

In the interest of providing the most useful information for statewide transportation planning, Kentucky’s population was examined based on six age groups rooted in their common needs within the transportation system and are represented graphically in **Figure 2.1 B** on the following page.

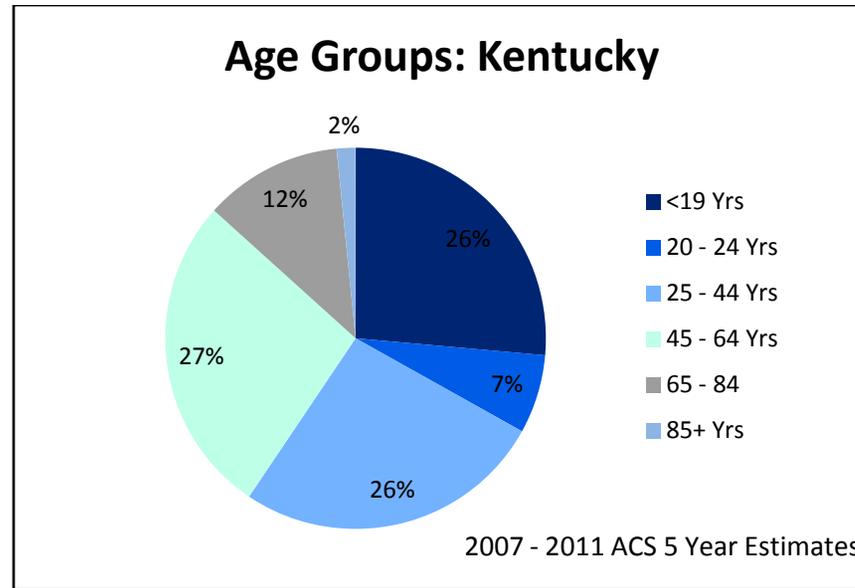
Those in the youngest age group, children under 19 years old, are likely to be reliant on others for transportation. In addition to the youngest age group, young adults 20-24 years of age are still relatively new to driving, and as such, may also be heavy users of transit, pedestrian and bicycling amenities. Adults 25-44 years of age are likely to be commuting by car to work as well as driving their



**Figure 2.1 A – Population Change in Kentucky verses United States from 2000-2010**

children to and from school and related activities. Mature adults, 45-64 years of age, will likely still be commuting but will probably have fewer child-related trips. Retired adults 65-84 years old may no longer have commuting needs, but they are likely still active and mobile.

Kentuckians 85 years of age and older typically are more likely to have health issues that directly affect their mobility. As such, they may also become more reliant upon public transit services to meet their mobility needs.



**Figure 2.1 B – Kentucky Population by Age Group (Average 2007-2011)**

Population trends in Kentucky through 2035 show the under 19, 25-44 and 45-64 age groups as the three largest in raw numbers, with each displaying a similar ongoing pattern of slow growth as shown graphically in **Figure 2.1 C**. The college-age and 85 and over age groups show a similar slow growth trend and are also the two smallest population groups. Although not the largest category in numbers, a significant level of growth projected for the 65–84 year age group could have important implications with regard to the types of demands placed on the state’s transportation system over the next two decades and the projects necessary to meet them. Jefferson, Fayette, Kenton, Daviess and Warren Counties represent the five most populous counties of citizens aged 65 and over.

As shown in **Figure 2.1 D**, between 2000 and 2010, eight Kentucky counties -- Jessamine, Shelby, Oldham, Boone,

Bullitt, Warren, Scott and Spencer -- exhibited population gains in excess of 20%, with an additional 14 counties showing gains of more than 10%. Conversely, 36 counties exhibited population decline during the same period. Breathitt, Fulton, Harlan and Clay exhibited the largest declines at more than 10%. Another six showed a population decline of 5% or more. While Kentucky remains a predominantly rural state, recent population data shows that Kentucky is following national trends with respect to migration out of rural America and into more urbanized areas.

While Kentucky’s population is predominantly white, it is following the national trend of increasing representation by minority populations. While the state’s Black/African American population continues to be the largest minority group, the state’s Hispanic population continues to

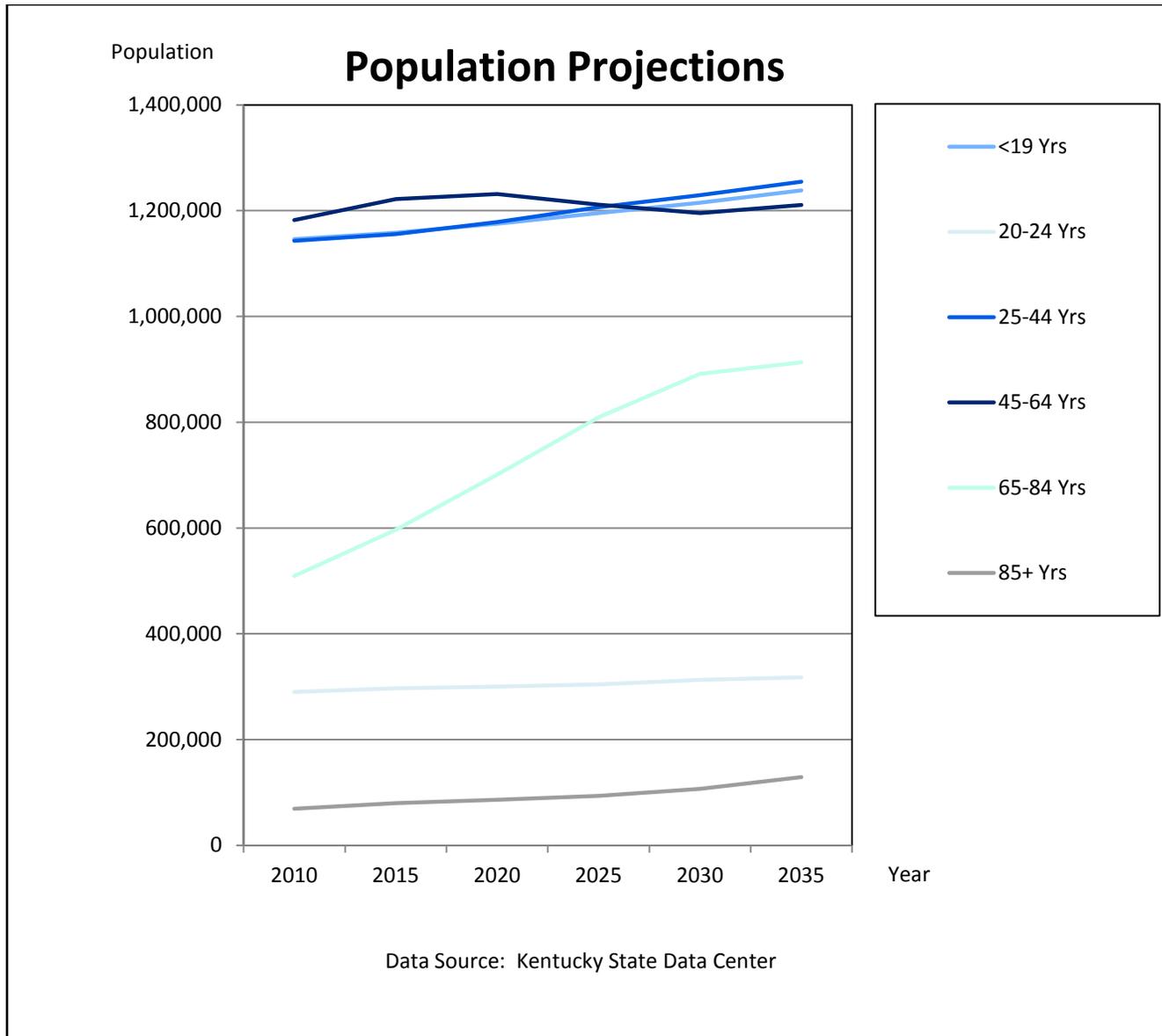


Figure 2.1 C - Kentucky Population Projections from 2010 through 2035

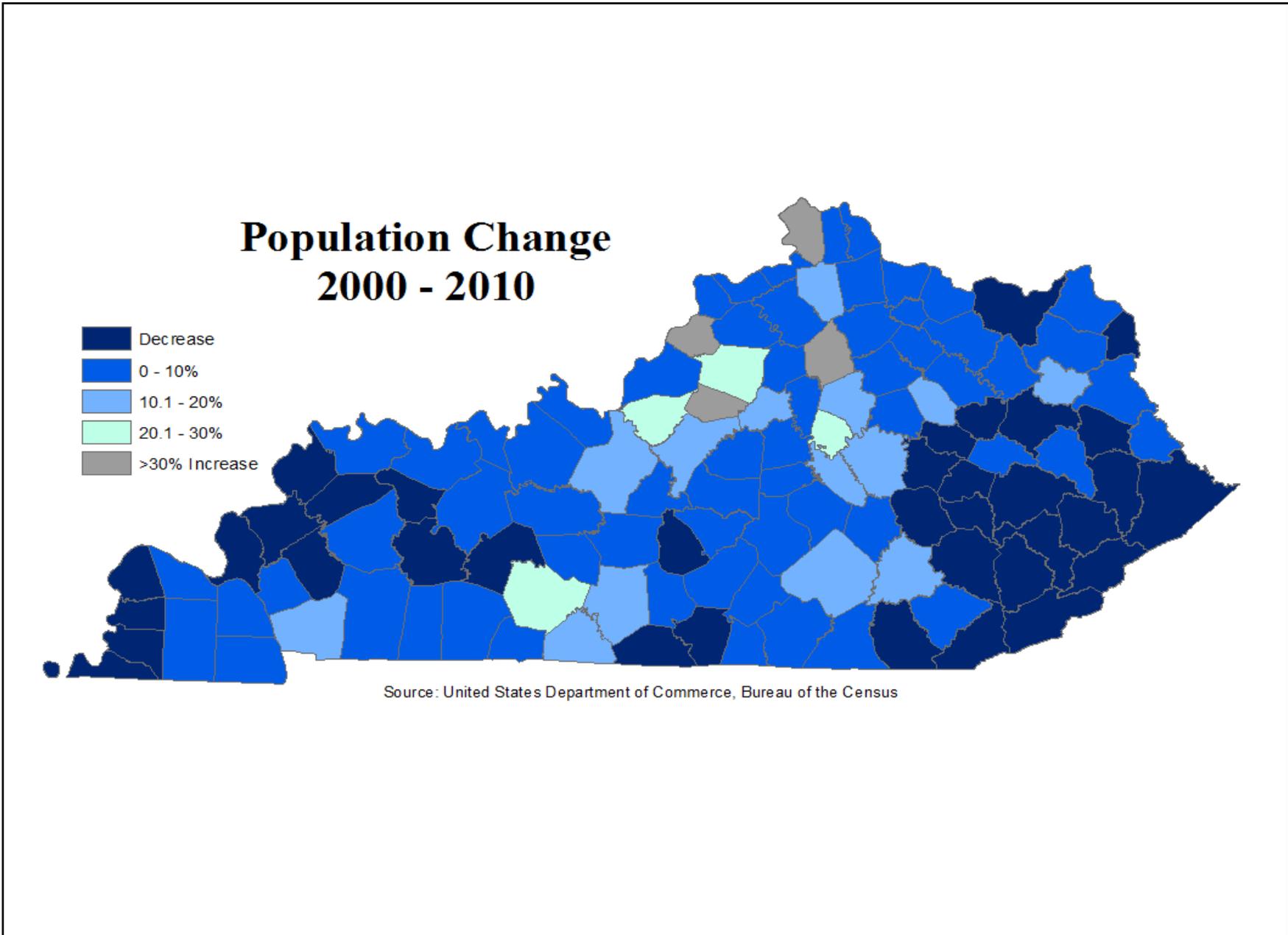
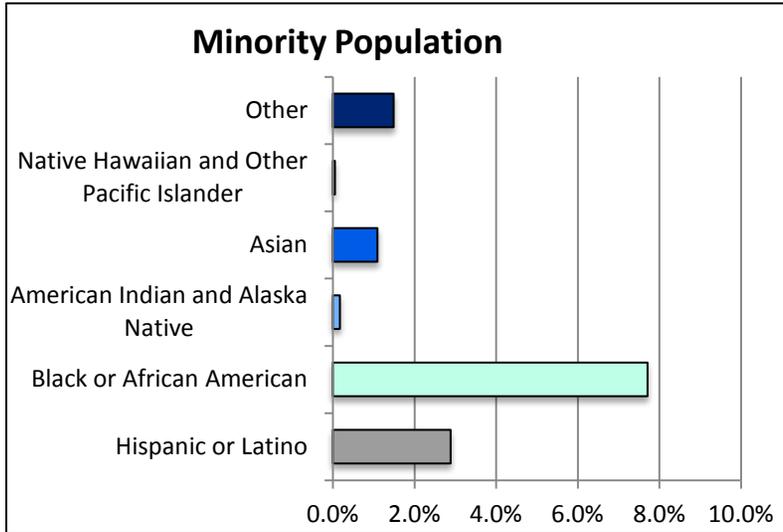


Figure 2.1 D – Kentucky Population Percent Change by County

increase, now accounting for almost 3% of Kentucky's total population. The distribution of the minority population from the total population is provided graphically in **Figure 2.1 E**.



**Figure 2.1 E – Minority Population Percentage in Kentucky from 2010 Census Data**

English remains the predominantly spoken language throughout the state. In 15 Kentucky counties, up to 5% of the population 5 years and older report speaking “English only”, with the highest rates found in Fayette County (11%) and Warren County (9%). Statewide, 2.09% report that they “speak English less than very well”. Spanish-speaking constituents make up the largest percentage of this group at 1.2%, with “Other Indo European languages” at 0.38% and “Asian and Pacific Islander languages” at 0.37%.

In addition to the Environmental Justice populations of race, color, national origin or income, The KYTC makes special efforts to identify areas with low education rates, limited access to vehicles or a high percentage of elderly residents. This practice is an effort to identify and mitigate

disproportionate effects of highway projects that may be borne by these more susceptible populations. Those at risk populations are shown in **Figure 2.1 F**.

**2.2 Income**

Kentucky’s median household income is \$42,610 per year, compared to \$53,046 nationwide (ACS 2007-2011). While the majority of Kentucky counties fell below the national median, eight counties -- Campbell, Kenton, Woodford, Shelby, Scott, Spencer, Boone and Oldham -- exceeded it.

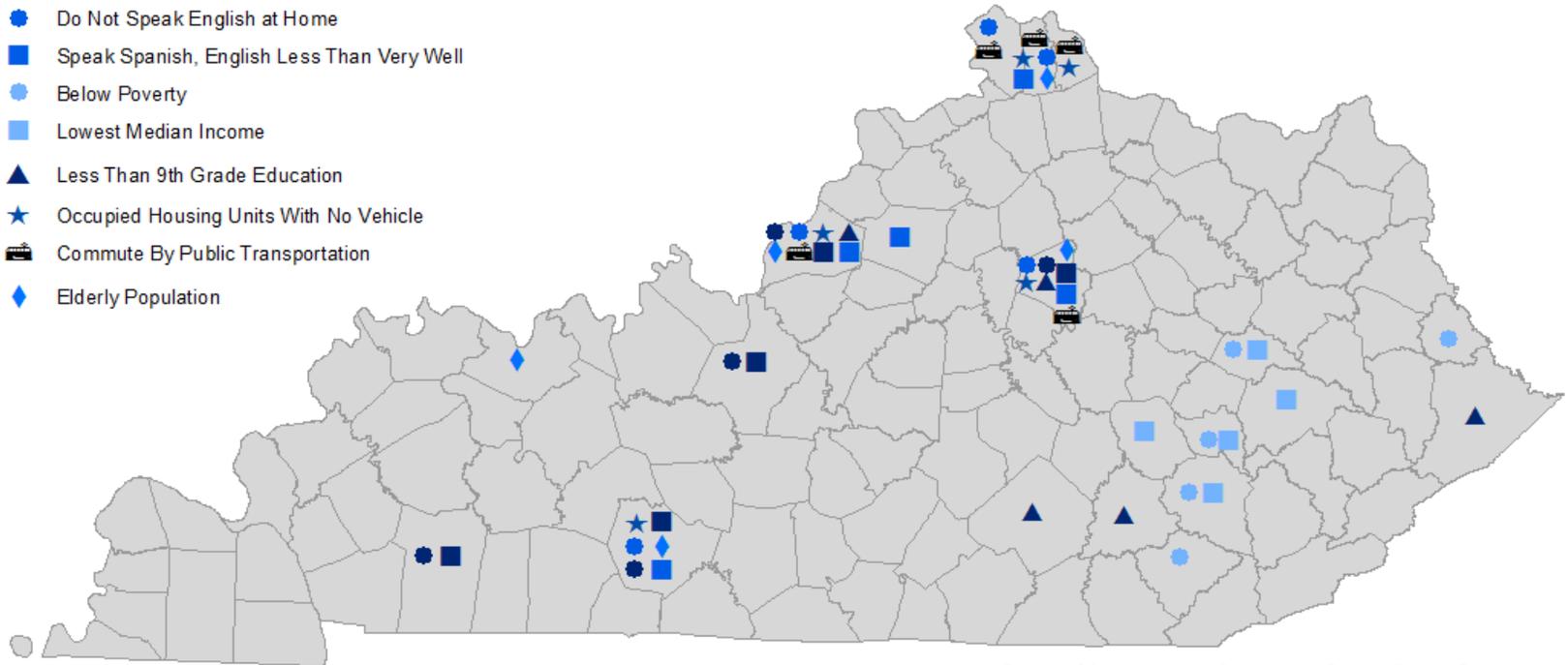
Kentucky posted an individual poverty rate of 18.6%, compared to 14.9% nationwide (ACS 2007-2011). 101 of Kentucky’s 120 counties show an individual poverty rate higher than the national rate of 14.9%. These high poverty areas are predominantly located in the Appalachian region of Eastern Kentucky and are illustrated in **Figure 2.2 A**. **Figure 2.2 B** also provides the median household income for Kentucky with similar results being apparent in the Appalachian region of Eastern Kentucky.

The Appalachian Region includes 54 of Kentucky’s 120 counties. Over 426 miles of highway within them are designated as part of the Appalachian Development Highway System (ADHS). This system was developed to generate economic development in previously isolated areas, supplement the interstate system, connect Appalachia to the interstate system and provide better access to both regional and nationwide markets. The KYTC has completed 398.5 miles of roadway eligible for ADHS, and 18.8 miles remain under construction. An additional nine miles are in the design phase, including projects on US-119 in Letcher County and US-460 in Pike County. The estimated cost to complete these sections of roadway is approximately \$613 million as determined by the KYTC Division of Planning.

# Traditionally Underserved Populations

## Five Most Populated Kentucky Counties Per Category

- African American
- Hispanic
- Do Not Speak English at Home
- Speak Spanish, English Less Than Very Well
- Below Poverty
- Lowest Median Income
- ▲ Less Than 9th Grade Education
- ★ Occupied Housing Units With No Vehicle
- 🚗 Commute By Public Transportation
- ◆ Elderly Population



Source: 2011 American Community Survey 5 Year Data

Figure 2.1 F –Traditionally Underserved Populations

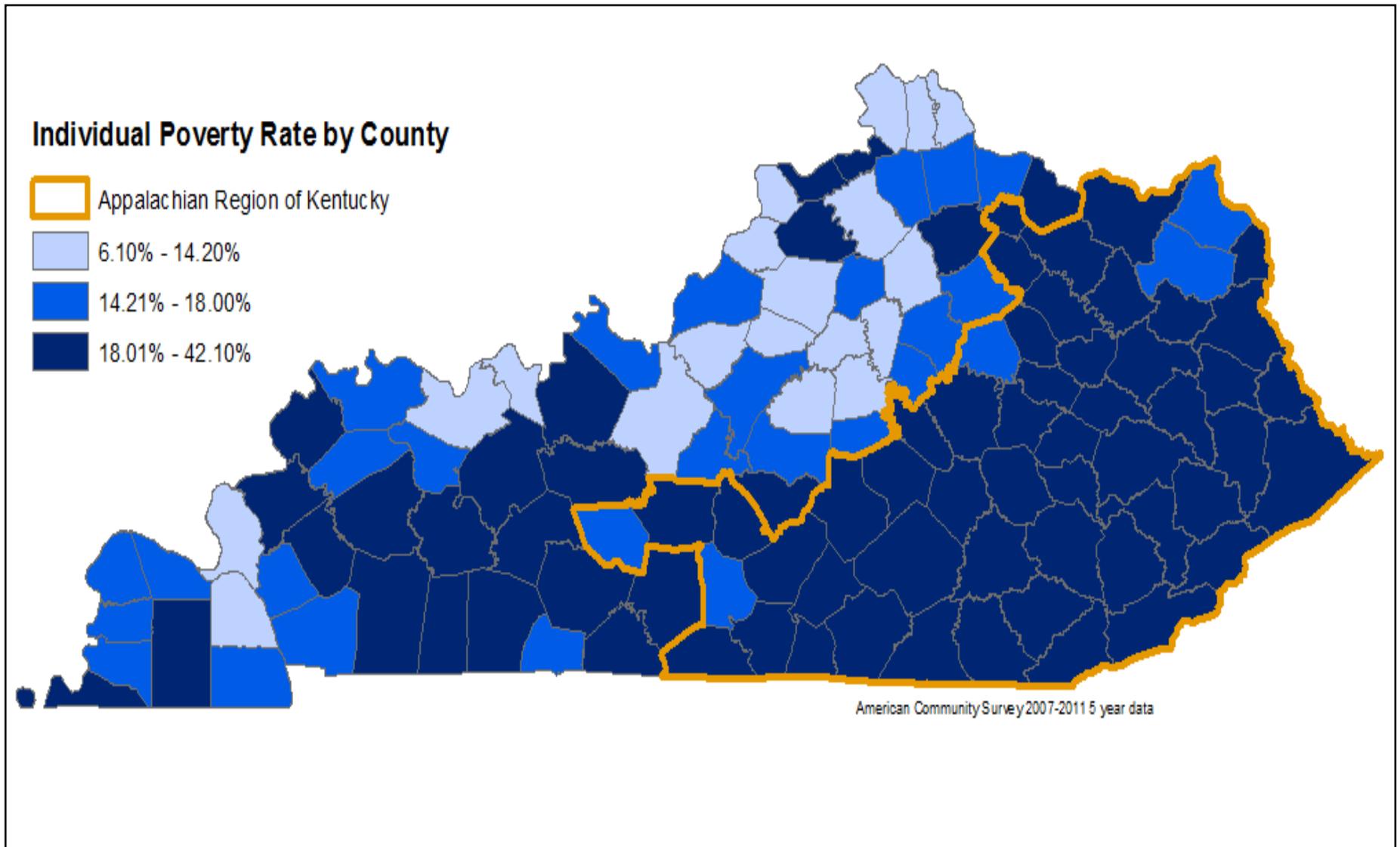


Figure 2.2 A – Individual Poverty Rate by Kentucky County

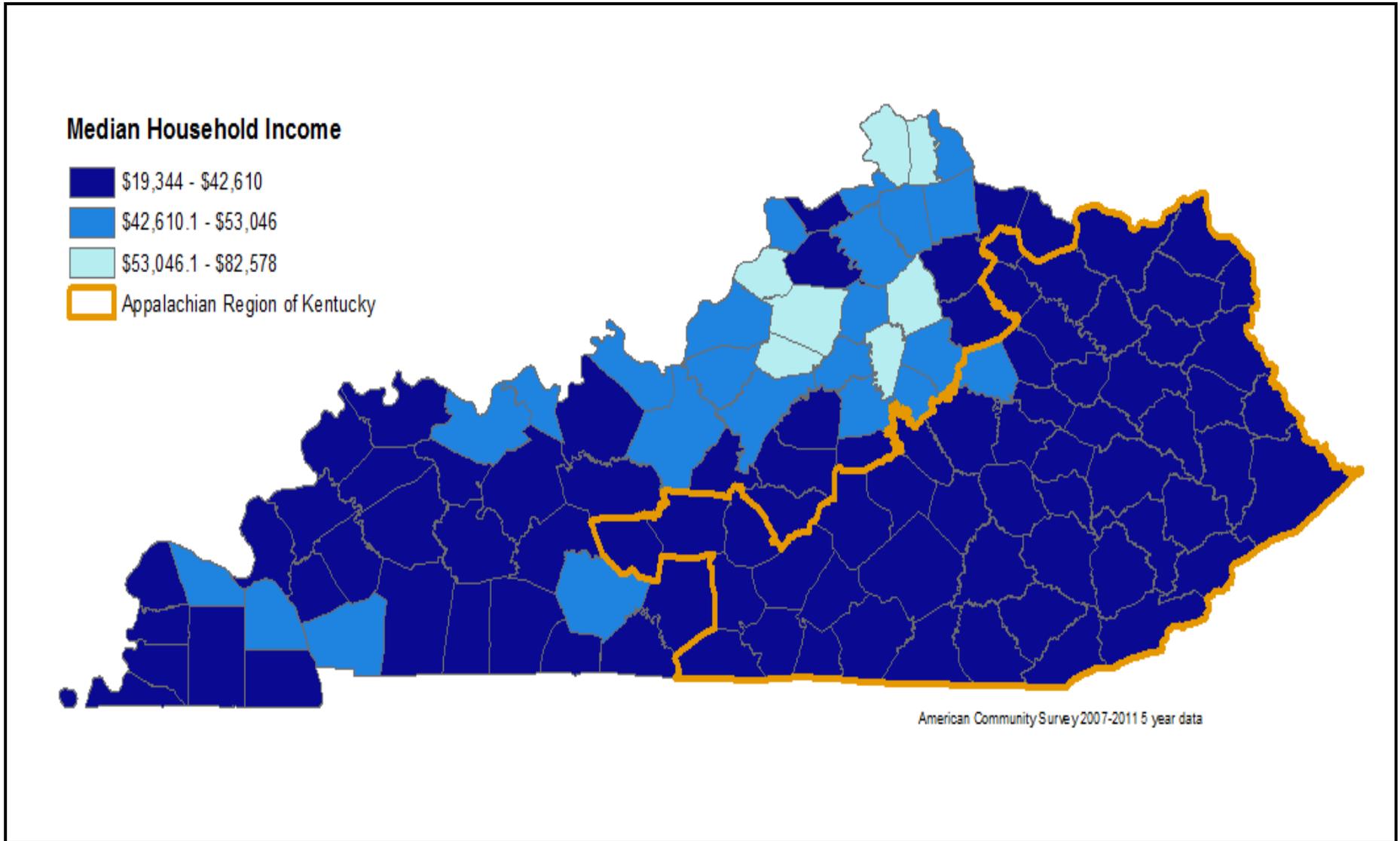


Figure 2.2 B – Median Household Income by Kentucky County

### 2.3 Commuting Characteristics

On average, a Kentuckian's travel time is approximately 22.6 minutes to work, compared to the national average of 25.4 minutes as reported by the American Community Survey (2007-2011 5 year data). This comparison is illustrated below in **Figure 2.3 A**.



**Figure 2.3 A – Average Travel Time for those in Kentucky versus those in the U.S. from 2007-2011**

As a predominantly rural state, a personal automobile is the primary method by which workers commute. There are over 1,675,000 occupied housing units in Kentucky, of which more than 130,000 people have no personal vehicles available. 7.4% of workers 16 years of age and older use other means than a personal vehicle to travel to work. Of these, approximately 55,000 people work at home, almost 40,000 people walk, about 22,000 people use public transportation, and another 20,000 people travel to work using “other means” as identified by the American Community Survey from 2007-2011 and represented graphically in **Figure 2.3 B**. The largest gap between Kentucky and the nation is in the use of public transportation, which has a rate four times higher nationally than in the state of Kentucky.



**Figure 2.3 B – Kentucky Average Daily Population Traveling to Work without a Vehicle from 2007-2011**