



RETHINKING TRANSPORTATION

# **Metropolitan Transportation Plan Major Update**

## **Bullitt County Transportation Analysis District Report**



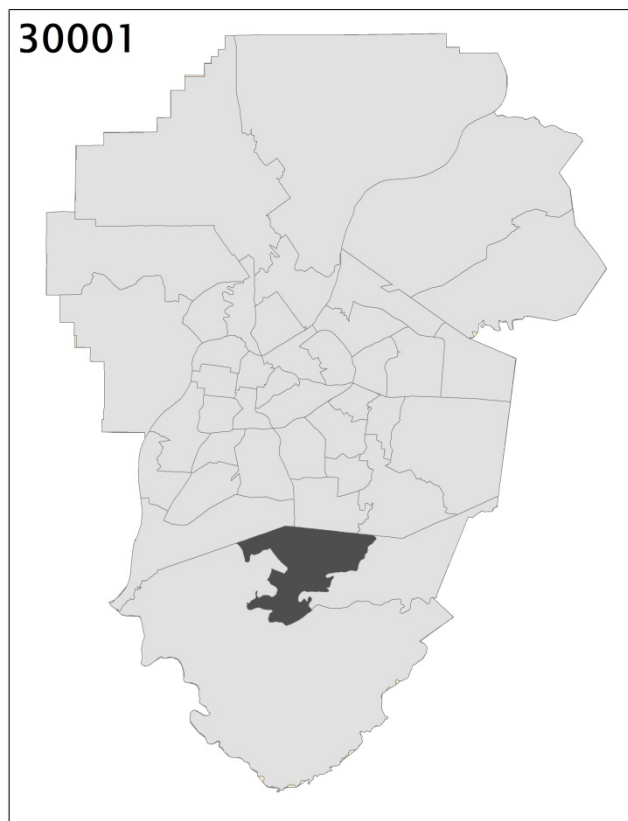




RETHINKING TRANSPORTATION

## Metropolitan Transportation Plan Major Update

### Transportation Analysis District 30001 Report







## Location & General Characteristics

Transportation Analysis District (TAD) 30001 is located in North Central Bullitt County, and incorporates all or portions of six cities: Shepherdsville (partial), Hillview, Hebron Estates, Pioneer Village, Hunters Hollow, and Fox Chase. The portion of Shepherdsville that is north of the Salt River and west of Floyds Fork is included in TAD 30001. In addition to the incorporated areas listed above, this TAD also contains the community of Brooks, which is considered a Census Defined Place. Of the three TADs in Bullitt County, TAD 30001 is the most densely developed TAD, as it is both the most populous (29,802 persons in 2010 Census, which constitutes 40% of the total population of the county) and smallest in terms of land area (12% of the county). These factors contribute to this TAD having the greatest population density and the greatest employment density in Bullitt County, both by a large margin as compared to the other TADs in the county. In fact, the development in this TAD makes it much more like the TADs in suburban Jefferson County than the other TADs in Bullitt County.

The areas in the incorporated cities and those areas along the I-65, KY 61, and KY 44 corridors are mostly developed and contain a mix of various types of residential, commercial, and industrial development. Outside of the corporate boundaries, relatively undeveloped land areas still exist, primarily in the northeast and northwest portions of TAD 30001. This TAD also contains several schools, other community facilities, and several government facilities, many of which are located in Shepherdsville.



## Area and Socioeconomic Information

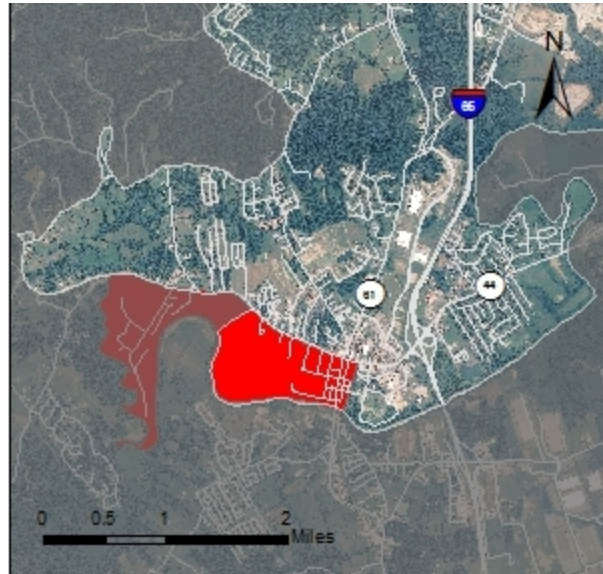
**Area:** Approximately 22,280 acres  
**Non-Group Quarters Population (2010):** 29,798  
**Number of Households (2010):** 11,313  
**Number of Jobs (2000):** 7,721

## Title VI/Environmental Justice

*The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006) identifies one Title VI/Environmental Justice area in TAD 30001. The area is located between KY 44 and the Salt River, west of the CSX Railroad. The identified area extends into the neighboring TAD to the west.*

*The Community Assessment & Outreach Program outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:*

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation



**Figure 30001-A:** The red area shows the Title VI/Environmental Justice area in TAD 30001.

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-65* from Salt River to Jefferson County</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• KY 1020~ from KY 61 to Jefferson County</li> <li>• KY 1526 (Brooks Hill Road/John Harper Highway) from KY 1020 to KY 61</li> <li>• KY 1526 (Bells Mill Road) from KY 61 to Floyds Fork</li> <li>• KY 44 from KY 2723 (Raymond Road) to Floyds Fork</li> <li>• KY 61~ from Salt River to Jefferson County</li> <li>• KY 1450 (Blue Lick Road) from KY 1526 to Jefferson County</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• KY 1526 (Brooks Hill Road) from Brooksvew Road to KY 1020</li> <li>• Hillview Boulevard</li> <li>• KY 1116 (Old Preston Highway/Zoneton Road) from KY 61 to Bates Lane</li> <li>• KY 2673 (West Blue Lick Road)</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

## **Rural Minor Collector**

- KY 1116 (Bates Lane) from Zoneton Road to Jefferson County
- KY 1526 from east of Holsclaw Hill Road to Brooksvew Road

\*Denotes part of the National Highway System (NHS)

~Denotes part of the Coal Haul System

## **Schools**

- Brooks Elementary School
- Bullitt Alternative Center
- Bullitt Central High School
- Bullitt County Area Technology Center
- Bullitt Lick Middle School
- Freedom Elementary School
- Hebron Middle School
- Little Flock Christian Academy
- Maryville Elementary School
- Micah Christian Academy
- North Bullitt High School
- Overdale Elementary School
- Riverview Opportunity Center
- Roby Elementary School
- Shepherdsville Elementary School
- Zoneton Middle School

## **Colleges & Universities**

- N/A

## **Parks**

- Blue Lick Park
- Jefferson County Memorial Forest
- Maryville Park
- Shepherdsville City Park

## **Other Area of Interest/Significance**

- N/A

## **Historic**

- Solomon Neill Brooks House
- Bank of the Commonwealth
- Ashwork Rock Shelters Site

## **Transit**

TAD 30001 is currently served by two TARC express routes. The following TARC routes pass through and have stops within the TAD, providing connections to Louisville:

- Route #45X – Okolona Express
- Route #66X – Bullitt County Express

These two routes provide very limited access to public transit. Route #45X provides express route service to/from Louisville only in peak hours in extreme northern Bullitt County in Hillview. Route #66X provides express route service to/from Louisville only in peak hours along the KY 44 corridor, but it makes no stops in Bullitt County north of Shepherdsville. Route #66X serves the Park and Ride lot located in Shepherdsville on East Second Street.

Additionally, the TAD is also served by the Bullitt County Intercity Bus Route, which is operated by Louisville Wheels. This route provides limited public service between Mount Washington, Shepherdsville, Louisville International Airport, and the Greyhound bus terminal in downtown Louisville.

## **Park and Ride**

There is one Park and Ride lot located in TAD 30001:

- Second Street

---

## Public Comments

---

### **General**

- More bike friendly Bullitt County.
- Commuter rail.

### **KY 1526/KY 1450 Intersection**

- Congestion at this intersection. Add right-turn lane from KY 1526 (John Harper Highway) to KY 1450 (Blue Lick Road).

### **KY 1526 (John Harper Highway)**

- Need additional route connecting Mount Washington to KY 1526 (John Harper Highway).

### **I-65**

- Add another exit between Brooks and Shepherdsville to relieve congestion in Shepherdsville.

### **KY 61**

- Widen KY 61/Complete the existing project.

### **KY 44**

- It is nearly impossible to make a left turn onto KY 44 during peak hours.
- On KY 44 west of KY 61, there are many crashes due to the lack of shoulders.
- There is regular congestion backing traffic up WB KY 44 traffic up from KY 61 all the way to I-65.

### **Saltwater Road**

- Various safety issues exist including potholes and narrow access for emergency vehicles.

---

## Safety

---

2,498 crashes were reported in TAD 30001 from 2009 through 2011. There were 12 fatalities reported as a result of 10 crashes over this time period. There were 62 crashes that resulted in significant injury. During this three year period, five reported crashes involved bicyclists and 15 involved pedestrians.

### **Fatalities**

All ten of the crashes that resulted in fatalities occurred in the northern portion of TAD near Hillview. In only one of the fatal crashes was alcohol consumption suspected as a contributing factor. All occurred in dry weather conditions. Three fatalities occurred on I-65, three on KY 61, two on KY 1020, one on KY 1526, and one on KY 1116.

### **High Crash Locations**

There are numerous locations in this TAD identified as being high crash locations. For a location to meet the high crash location criteria in this analysis, there must have been 25 or more crashes within 0.10 mile of a location for the period from 2009 through 2011.

#### I-65

- Bridge over the Salt River in Shepherdsville
- Intersection of I-65 southbound off-ramp at KY 44
- Both intersections of the ramps at KY 1526

#### KY 44

- Intersection with KY 2723
- From near KY 61 to near Centerview Drive (east of I-65)

#### KY 61

- Intersection with KY 44
- Intersection with KY 2673 (southern intersection with West Blue Lick Road)
- Intersection with KY 1020
- Southern intersection with KY 1526 (Bells Mill Road)
- Southern intersection with KY 1450
- Northern intersection with KY 1526 (John Harper Highway)
- Intersection with KY 1116



- Intersection with Hillview Boulevard
- Intersection with Hillview Woods Parkway

## KY 1526

- From near East Blue Lick Road to KY 61

## Adam Shepherd Parkway

- From KY 44 to Conestoga Parkway

Injury crashes occurred throughout the TAD as well. The KY 44 corridor in Shepherdsville and KY 61 near Hillview each were locations of several injury crashes.

## ***Bicycle and Pedestrian Crashes***

Crashes involving bicyclists or pedestrians were spread throughout the TAD. Several of the crashes involving pedestrians occurred on state maintained routes which, for the most part, lack sidewalks and would involve the pedestrians being exposed to higher speed traffic.

## **Congestion**

### ***Current Level of Service (LOS)***

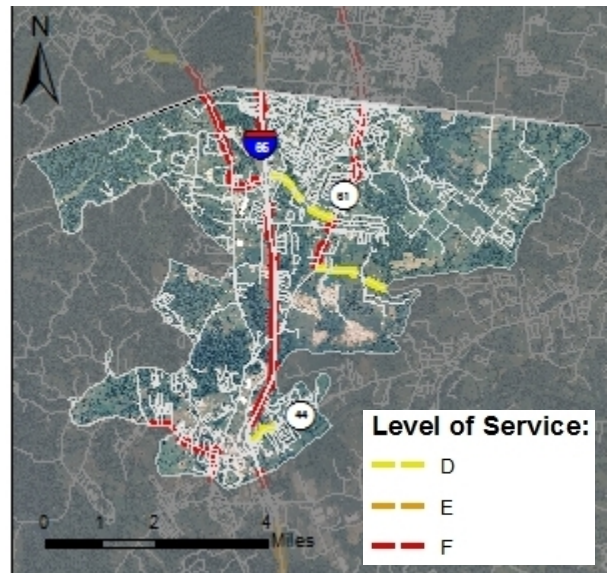
Based on recent traffic count data, the only roadways on the CMP network currently with a LOS worse than C are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• I-65 from KY 44 to Jefferson County</li> <li>• KY 1526 from KY 1020 to KY 61</li> </ul>
<b>LOS E:</b>	<ul style="list-style-type: none"> <li>• KY 44 from KY 61 to Hester Street</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• KY 44 from I-65 to Melwood Drive</li> </ul>

### ***Projected 2030 Level of Service (LOS)***

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C in the Year 2030 are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>• KY 44 from I-65 to Melwood Drive</li> <li>• KY 1526 (John Harper Highway) from I-65 to KY 61</li> <li>• KY 1526 (Bells Mill Road) from KY 61 to Floyds Fork</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>• I-65 from Salt River to Jefferson County</li> <li>• KY 61 from Salt River to KY 2673 (West Blue Lick Road)</li> <li>• KY 61 from KY 1526 (Bells Mill Road) to Jefferson County</li> <li>• KY 44 from KY 2723 to KY 61</li> <li>• KY 1526 (Brooks Road) from KY 1020 to I-65</li> <li>• KY 1020 from KY 1526 to Jefferson County</li> </ul>



**Figure 30001-B: Projected congested roadways in TAD 30001. Year 2030 LOS based on KIPDA Travel Demand Model is shown.**

This TAD is currently experiencing significant congestion on KY 44, the major east/west route through Bullitt County. Moderate congestion exists on I-65 through most of the TAD and on the portion of KY 1526 near I-65. Based on the analysis using the KIPDA Travel Demand Model, congestion is projected to get significantly worse as the county grows. Even with major capacity-adding projects planned on KY 61 between KY 44 and KY 1526 (John Harper Highway), as well as on KY 44 from I-65 to Mount Washington, extreme congestion is expected to plague this TAD. It is particularly notable that all major routes connecting this TAD to Jefferson County (I-65, KY 61, and KY 1020) are projected to be

severely congested in 2030. If severe congestion exists on essentially all of the major roads in this TAD, this would likely discourage continued investment in the form and intensity that the county has experienced over the past decade or more.

---

## **Access to Community Amenities**

Significant residential development in TAD 30001 is limited to two general areas: in Shepherdsville, and near Hillview and the surrounding communities in northern Bullitt County. However, most of the community amenities are exclusively located in Shepherdsville, particularly near the KY 44 corridor west of I-65. TARC service is available in this corridor, but only in peak hours. This transit service is express service designed for residents of Bullitt County that work in downtown Louisville, so it does not provide efficient intra-county service.

Sidewalks are sporadic throughout TAD 30001. There are some sidewalks in Shepherdsville in the vicinity of many of the community amenities near KY 44. There is a major gap in the sidewalk network along KY 44 between Adam Shepherd Parkway and KY 61, which happens to be where many of the commercial businesses are located. This is also a portion of KY 44 that is currently experiencing significant congestion.

In the portion of the TAD near the northern Bullitt County communities, there are relatively few community amenities. This is primarily due to an abundance of shopping and dining just north of the county line in southern Jefferson County. There are essentially no sidewalks or public transit service in northern Bullitt County.

---

## **Access to Workplace**

Access to workplace was examined on different levels: major Employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### ***Major Employers***

- Bullitt County Public Schools complex
- Geek Squad City
- Publishers Printing

There are two areas of high employment density using the criteria listed above. These two areas combined constitute one larger area along and near the KY 44 corridor separated by the interstate. East of the interstate is an area that includes some commercial development on KY 44 as well as the school complex. Sidewalks exist along this portion of KY 44 connecting to the residential areas and to the west side of I-65. The area near KY 44 that is west of I-65 contains a large percentage of the employment in the TAD, and of the entire county as well. Employers in this area include Publishers Printing, grocery stores, numerous retail establishments, banks, restaurants, as well as other employment near the county courthouse. There are some sidewalks in this area, most notably along KY 61 near the Bullitt County courthouse and along Adam Shepherd Parkway near many of the retail establishments. A major gap in sidewalks exists along KY 44 from near the CSX Railroad tracks to Adam Shepherd Parkway.

There is one area of high retail density in this TAD. This area essentially overlaps the area described in the previous paragraph along KY 44, including KY 61 near the county courthouse and Adam Shepherd Parkway. Access to these areas is limited by the sporadic sidewalk access and high levels of congestion on KY 44.

There are three areas designated as commerce parks within this TAD:

- Louisville Logistics Center
- Prologis Park 65
- Settlers Point

With this area's proximity to I-65 and also to UPS Worldport in Louisville, there has been an influx of industrial development at each of the interchanges in northern Bullitt County. These areas experience moderate to severe

congestion currently and it is projected to get worse. The viability of these commerce parks depends, to some extent, on good interstate access and additional congestion could become a major issue.

---

## **Access for Persons with Disabilities and/or Older Adults**

The only senior center located in TAD 30001 is in Shepherdsville, near the intersection of KY 44 & KY 61. Access to this location is plagued by similar deficiencies as access to employers and other amenities. These issues include an incomplete sidewalk network in the immediate area, lack of public transit (other than a TARC express route that operates only in peak hours), and an overall lack of transportation options for users of these types of services. These deficiencies extend beyond the boundaries of TAD 30001, as this area in Shepherdsville contains the types of services that typically serve the entire county. Access to the county seat or other core areas of Bullitt County is an issue for the entire county, not just one part of it.

---

## **Access to Education**

There are a significant number of schools located in this TAD. Of the 16 schools located in TAD 30001, there are three clusters of schools that contain two or more schools within 0.25 miles of each other. These clusters are:

- East of I-65 in Shepherdsville – Bullitt Central High School, Roby Elementary School, Bullitt Alternative Center, Bullitt County Area Technology Center, and Riverview Opportunity Center
- Shepherdsville – Bullitt Lick Middle School and Shepherdsville Elementary School
- Hebron Estates – North Bullitt High School, Hebron Middle School, and Freedom Elementary School

The cluster of schools located east of I-65 has sidewalks providing access to it on both sides of KY 44. Beyond KY 44, there are few sidewalks on the other residential streets in this area. This cluster of schools is bordered by the interstate, which forms a barrier to walking or bicycling to these schools from the west. Sidewalks exist along West Blue Lick Road in Shepherdsville, where the main entrances of Bullitt Lick Middle and Shepherdsville Elementary Schools are located. There are no sidewalks near the secondary entrance to these schools on KY 44. There are no sidewalks in the area near the campus of the cluster of schools in northern Bullitt County.

Some of the other public schools in the TAD outside of the clusters listed above appear to have sidewalks connecting the schools to the surrounding neighborhoods, while others have no sidewalks at all.

While the TARC express route operates near some of these schools (particularly Bullitt Central High School and the surrounding campus), there is essentially no public transit service available as an option for older students or for those with after school activities, due to TARC service only operating in peak hours.

---

## **Access to Government Services**

While government services facilities exist throughout TAD 30001 with six cities located in the TAD, there is only one significant cluster of these facilities in downtown Shepherdsville. Many of these facilities are located at or near the Bullitt County courthouse on KY 61, just south of KY 44. Due to the nature of the services that are provided at these locations, this area is a destination for residents from throughout the county, not just those that live or work in the immediate vicinity. Congestion is currently an issue in this area as KY 44 and I-65 are moderately congested. There are major capacity-adding projects planned in the vicinity of this cluster, but many of the roads used to access this area are expected to be much more congested in 2030 than they are today. Sidewalks exist along KY 61, but limited sidewalks are provided on KY 44. Transit is not a viable option to access this area since the TARC express route only provides service in peak hours, and that service is oriented toward commuters that work in Louisville.

---

## **Access to Medical Facilities**

There are no hospitals or clusters of other medical facilities located in TAD 30001. Jewish Hospital has a facility near the I-65/KY 1526 interchange, but this is not an inpatient facility. This location is virtually inaccessible by public transit and by pedestrians, due to a lack of sidewalks on all of the roadways in the vicinity. Many residents of Bullitt County use medical facilities in Louisville.

---

## **Freight Access**

Freight access is a critical issue in Bullitt County as both I-65 and the CSX Railroad bisect Bullitt County and they bisect TAD 30001 as well. Convenient and efficient access to I-65 for trucks is an issue at both interchanges on I-65 in this TAD. I-65, along with portions of KY 1526, KY 1020, and East Blue Lick Road are part of the KIPDA Freight Network.

Much of the job growth in this area is focused on the manufacturing and warehousing sectors, which rely on efficient access for freight to the highway system. In fact, several of the newer businesses located near I-65 in Bullitt County chose to locate their facility there specifically due to its proximity to the UPS Worldport facility at Louisville International Airport. Moderate congestion exists presently on I-65. Should congestion increase as projected (to severe levels on I-65, and on portions of KY 44, KY 61, KY 1526, and KY 1020), this is likely to become a major issue in this TAD, and could inhibit future investment in the area.

---

## **Future Socioeconomic Conditions**

A very significant increase in the number of jobs located within TAD 30001 is the greatest change in terms of the expected socioeconomic conditions. The forecasts currently in place suggest that the number of workers in this TAD will more than double from 2000-2030. More modest increases in non-group quarters population and households are expected as well.

While an increase in the number employees is generally seen as a good thing, consideration is needed to reflect this increase when considering the access to workplace issues, especially in light of current and forecasted congestion.

---

## **Issues and Opportunities**

### ***Congestion***

Congestion has become a major issue for Bullitt County as the county has experienced significant growth in population and employment recently. This growth is expected to continue in a similar manner over the next couple of decades. Congestion on the major thoroughfares through this particular TAD has wide-ranging negative impacts to all travelers, from commuters that work in Louisville to TARC riders to truck drivers and other freight users. Opportunities for additional development in the future will depend, to some extent, on efficient transportation along the major routes in this TAD, most notably I-65, KY 44, and KY 61. Virtually all of the major roadways in this TAD are state maintained and are therefore dependent on the Kentucky Transportation Cabinet and the Kentucky State Legislature for funding to make any improvements on this network. This network was sufficient when the county was far more rural, but now that population has increased and there has been tremendous job growth along the I-65 corridor, congestion has quickly worsened.

### ***Central Shepherdsville***

As the county seat of Bullitt County and the location of a large number of jobs, safe and efficient access to jobs and government services in central Shepherdsville is important for all residents of Bullitt County. Congestion in this area, the lack of sidewalks, and the lack of non-express public transit in this area are all significant issues at this time. As the county continues to grow, these issues will likely become more critical.

### ***Development Patterns***

Bullitt County as a whole, and the portion of northern Bullitt County in particular, has experienced a transition from a primarily rural community and way of living to something that more closely resembles the other suburban areas surrounding Louisville Metro. Population and employment density have increased significantly as land use patterns and development have changed. While these changes have occurred, the availability of transportation options has not necessarily followed. The availability of safe pedestrian facilities and a reliable transit system are important assets to a growing community.

## Related Plans and Studies

---

- Bullitt County Transportation Study (2010)
- KIPDA Interchanges Study (2005)
- KY 44 Alternate Study (2005)



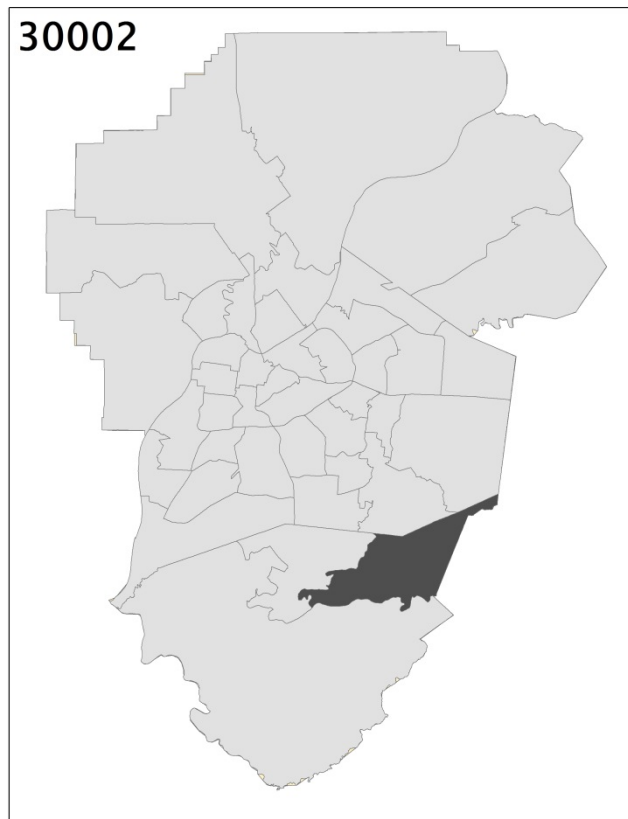




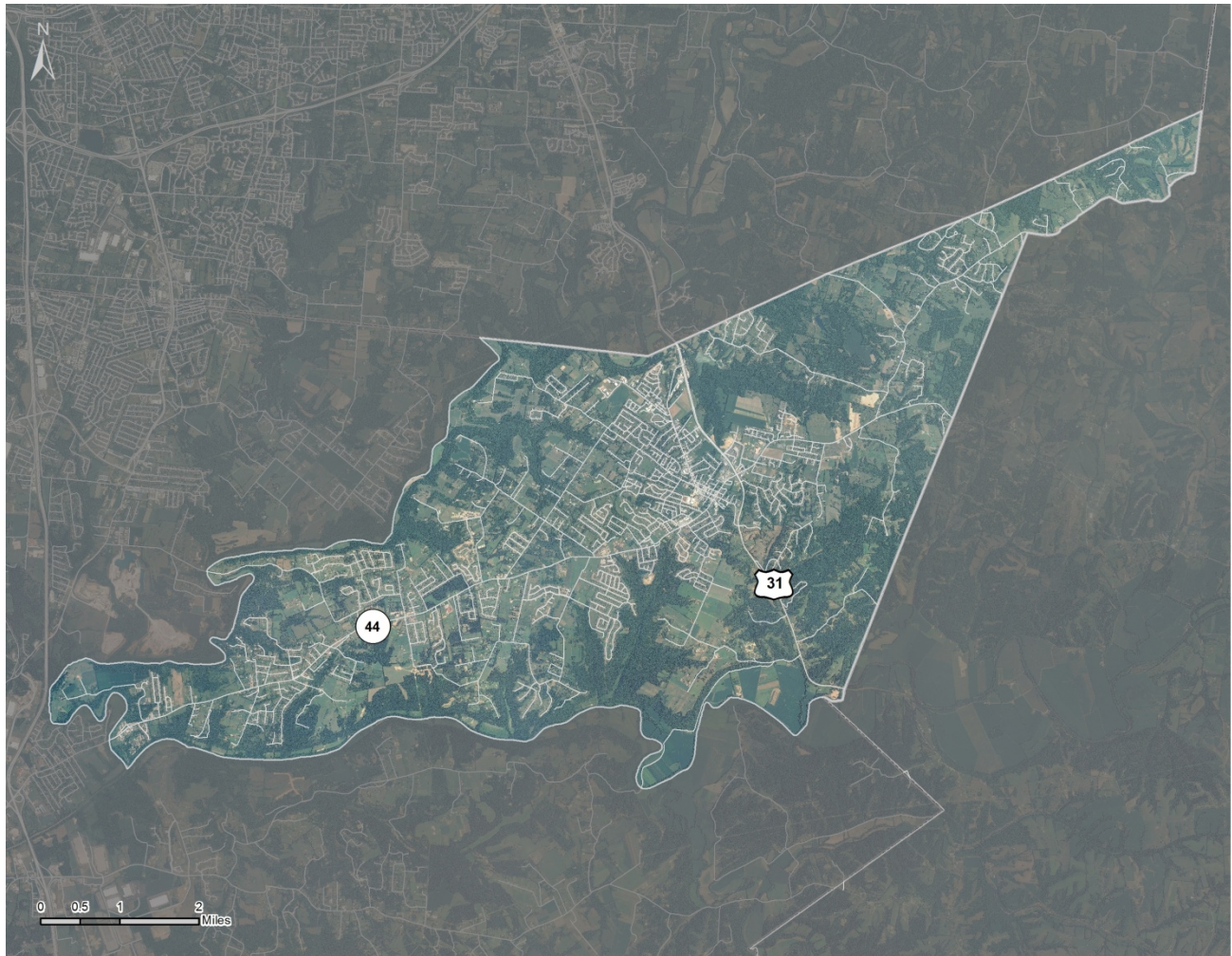
RETHINKING TRANSPORTATION

## Metropolitan Transportation Plan Major Update

### Transportation Analysis District 30002 Report







---

## Location & General Characteristics

Transportation Analysis District (TAD) 30002 is located in northeastern Bullitt County. This TAD contains the City of Mount Washington. The main corridors that run through TAD 30002 are KY 44, US 31E, and US 31EX. There are also several schools and government facilities located in this TAD. TAD 30002 has a thorough mix of suburban neighborhoods and rural land use.

---

## Area and Socioeconomic Information

**Area:** Approximately 27,138

**Non-Group Quarters Population (2010):** 24,432

**Number of Households (2010):** 9,135

**Number of Jobs (2000):** 2,407

---

## Title VI/Environmental Justice

*The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006) does not identify any Title VI/Environmental Justice areas within TAD 30002.*

The Community Assessment & Outreach Program outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	• N/A
<b>Urban Principal Arterial – Freeway/Expressway</b>	• N/A
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• KY 44 from Hubbard Lane to west of Tanger Lane</li> <li>• US 31E from US 31EX to Hope Road</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• US 31EX from US 31E to Hope Road</li> <li>• KY 1526 from north of Shady Lane to KY 44</li> </ul>
<b>Urban Collector</b>	• N/A
<b>Rural Principal Arterial – Interstate</b>	• N/A
<b>Rural Principal Arterial – Other</b>	• US 31E from Jefferson/Bullitt County Line to US 31EX
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• US 31E from US 31 to Bullitt/Spencer County line</li> <li>• KY 44 from Bullitt/Spencer County line to Hubbard Lane</li> </ul>
<b>Rural Major Collector</b>	• N/A
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• KY 660 from KY 1319 to Jefferson/Bullitt County line</li> <li>• KY 1319 from Bullitt/Spencer County line to KY 44</li> <li>• KY 1531 from Jefferson/Bullitt County line to KY 1319</li> </ul>

## Schools

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Bullitt East High School</li> <li>• Crossroads Elementary School</li> <li>• Eastside Middle School</li> <li>• Mount Washington Elementary School</li> </ul> | <ul style="list-style-type: none"> <li>• Mount Washington Middle School</li> <li>• Old Mill Elementary School</li> <li>• Pleasant Grove Elementary School</li> <li>• Spring Meadows School</li> </ul> |
|--|---|

## Colleges & Universities

- N/A

## Parks

- Mount Washington City Park

## Other Area of Interest/Significance

- Keystone Movie Theaters

## Historic

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Henry J Barnes House</li> <li>• James M. Lloyd House</li> </ul> | <ul style="list-style-type: none"> <li>• Zach Stansburg House</li> </ul> |
|--|--|



---

## Transit

TAD 3002 is currently served by TARC. The following routes pass through and have stops within the TAD, providing connections within and beyond the TAD:

- Route #66X – Mount Washington/Shepherdsville Express

Route #66X is an express route that runs from Shepherdsville to Mount Washington and ends in downtown Louisville. Route #66X makes stops along US 31EX and KY 44.

## ***Park and Ride***

There are no identified Park and Ride lots in TAD 30002.

---

## Public Comments

### ***KY 44***

- KY 44 is frequently congested when traveling between Mount Washington and Shepherdsville. Widening would help a great deal.
- There needs to be turning lanes for the main roads on KY 44.
- Widen KY 44 between Mount Washington and Shepherdsville.

### ***KY 44 to 480***

- There needs to be a roadway and bridge to connect KY 44 to KY 480.

### ***KY 44/Bells Mill Lane***

- Traffic at intersection.

### ***KY 44/Armstrong Lane***

- Congestion - Widen or at least add left turn lane.

### ***KY 44/Fischer Lane***

- Dangerous left turn out onto KY 44.

### ***KY 44/Northfield subdivision***

- Safety - Waits for a long time to pull out of Northfield onto KY 44. Needs traffic signal.

### ***KY 44E***

- More crosswalks, ramped curbs, sidewalks on both sides of KY 44. ADA accessible, wheelchair friendly travel options.

### ***Hubbard Lane***

- There is a safety issue along Hubbard Lane. The lanes are narrow for cars to pass each other. Hubbard Lane needs to be widened to full two lanes.

### ***Intersection of 31E and KY 44***

- There is a congestion issue; the left turn light on US 31 onto KY 44 needs to have longer signal time, especially between 4-7 pm.

### ***TARC/Transit***

- Better public transit for Bullitt County.

---

## Safety

1,223 crashes were reported in TAD 10003 from 2009 through 2011. There were three fatalities reported as a result of crashes from 2009- 2011. During this three year period, no crashes involved pedestrians or bicyclists.

### ***Fatalities***

The fatalities that occurred in TAD 30002 happened north of the KY 44 corridor. Two of the three fatalities occurred on US 31E and the other fatality occurred on KY 2706. No other information is available.

## ***High Crash Locations***

The GIS analysis identified eight high crash locations during the three year period from 2009 through 2011. The eight high crash locations (25 or more crashes within 0.10 mile of each other) are located along the roadway of KY 44 and US 31E (see Figure 30002-A).

### ***KY 44 and US 31E Intersection***

High crash area (76-252 crashes within a 0.10 mile of each other) from Walgreens on KY 44 to Oakbrook Drive, and also on US 31E near the PNC Bank, including rear-end crashes and incidents with cars making turns across traffic.

### ***KY 44 and US 31EX Intersection***

High crash area (76-252 crashes within a 0.10 mile of each other) from Snapp Street to Water Street in Mount Washington, including rear-end crashes and incidents with cars making turns across traffic.

### ***US 31E and High Point Court Intersection***

High crash location (51-75 crashes occurring within 0.10 mile of each other), including a fatal crash on US 31E north of this intersection.

### ***KY 44 and Fischer Lane Intersection***

High crash location (51-75 crashes within 0.10 mile of each other). This intersection is offset and not aligned to the Armstrong intersection, resulting in crashes.

### ***KY 44 and Armstrong Lane Intersection***

High crash location (51-75 crashes within 0.10 mile of each other). This intersection is offset and not aligned to the Fishers Lane intersection, resulting in crashes occurring.

### ***KY 44 and Bogard Lane Intersection***

High crash location (25-50 crashes within 0.10 mile of each other), including roadway departures, rear-end crashes, and incidents with cars turning across traffic.

### ***KY 44 and Bells Mill Road Intersection***

High crash location (25-50 crashes within 0.10 mile of each other), including roadway departures, rear-end crashes, and incidents with cars turning across traffic.

### ***US 31E and US 31EX Intersection***

High crash location (25-50 crashes within 0.10 mile of each other), including a fatal crash north of this intersection on US 31E.

The contributing factors to these high crash locations is roadway geometry on KY 44 and high traffic volumes on KY 44 and US 31E.

## ***Bicycle and Pedestrian Crashes***

There were also eight crashes involving pedestrians in this TAD 30002, none fatal, at the following locations:

- KY 44 at Huston Drive
- KY 44 near Lloyd Lane
- KY 44 at US 31EX
- KY 44 at US 31E
- KY 44 at Primrose Drive

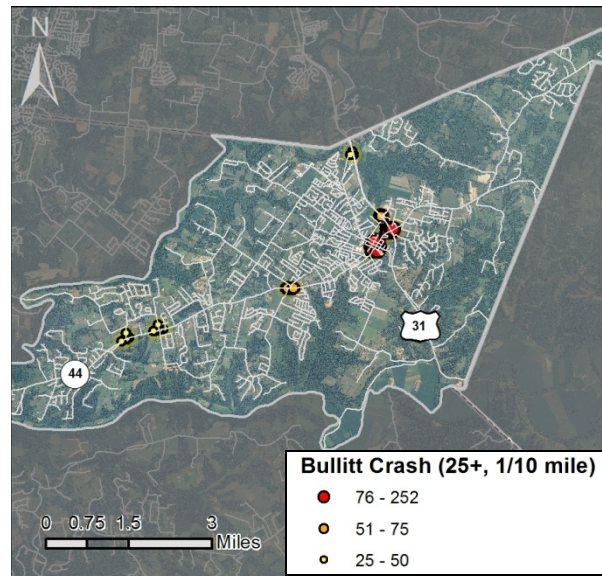


Figure 30002-A: High crash locations in TAD 30002.

- KY 44 between Bluegrass Way and Love Avenue
- KY 1319 after Markwell Lane
- Oakbrook Circle at the entrance to the Oakbrook Centre

There was also one crash involving a bicyclist on US 31E near Gene Street.

## **Congestion**

### ***Current Level of Service (LOS)***

Currently the only roadways on the Congestion Management Process (CMP) network with a LOS below C are:

<b>LOS D:</b>	• KY 44 from KY 2706 to Stringer Lane
<b>LOS F:</b>	• KY 44 from Stringer Lane to US 31E

### ***Projected 2030 Level of Service (LOS)***

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C in the Year 2030 are:

<b>LOS E:</b>	• US 31EX from US 31E to Landis Lane
<b>LOS F:</b>	• US 31E from Jefferson/Bullitt County Line to KY 44 • KY 44 from US 31EX to US 31E

Currently, the congestion on KY 44 from KY 2706 to US 31E may cause delays. The projected congestion for the year 2030 is expected to grow to include US 31EX, US 31E and KY 44, causing additional delays within TAD 30002.

## **Access to Community Amenities**

Typical suburban neighborhoods are located along the roadway of US 31EX in Mount Washington and east to west along the roadway of KY 44. There are several community amenities located in TAD 30002, including schools, shopping, a library, and a park. The only public transit is Route #66X which provides citizens access to these community amenities. There is also no bicycle access to these community amenities.

## **Access to Workplace**

Access to workplace was examined on different levels: major employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### ***Major Employers***

There are no major employers in TAD 30002.

There is a cluster of twelve retail establishments located in Mount Washington. Ten of these 12 retail establishments are located along US 31E and have pedestrian facilities along with public transit stops. The public transportation (Route #66X) has two stops that are located on US 31E at Meadowview Road and Mount Washington Baptist Church which provides access to these businesses. However Route #66X is an express route which offers a limited number of trips only during the peak hours. Surrounding this retail cluster are typical suburban residential developments.

## **Access for Persons with Disabilities and/or Older Adults**

There are no senior centers located in TAD 30002. However, there is a senior center located in Shepherdsville (TAD 30001). There is only one public transit service available in TAD 30002 that provides access to persons with disabilities and older persons. There are sidewalks located on US 31E and KY 44 in Mount Washington, but there is a lack of sidewalks outside of Mount Washington for disabled and older persons to use.

## Access to Education

There are eight schools located in TAD 30002 (see Figure 30002-B). Bullitt East High School and Old Mill Elementary School are clustered within 0.25 miles of each other. These schools are located on KY 44 near the US 31E intersection. There are sidewalks connecting both schools and along KY 44. However, there are no sidewalks on the other roadways surrounding Bullitt East High School, Old Mill Road and Oakbrook Drive.

Mount Washington Middle and Crossroads Elementary Schools are another cluster of schools located within 0.25 miles of each other. Mount Washington Middle School is located on Water Avenue and Crossroads Elementary School is located on Erin Circle. There are sidewalks connecting both schools. There are also some sidewalks located in residential areas surrounding this cluster of schools.

Mount Washington Elementary School is located KY 44 and has sidewalks in front of the school. The sidewalks on KY 44 also connect to Boxwood Drive, which is next to a typical suburban neighborhood.

East Middle School is located on KY 44. There are sidewalks surrounding the school, but there are no sidewalks located on KY 44 which connect to the school.

Pleasant Grove Elementary is also located on KY 44. There are sidewalks around the school building, but there are no sidewalks on the three surrounding roadways of KY 44, Bogard Lane, and or Wava Drive.

Springs Meadow School is located on Hope Street, off US 31E. There are sidewalks located in front of the school and sidewalks along Hope Street. The Springs Meadow School is also connected to the Sunrise Children Services building, which is next to the school.

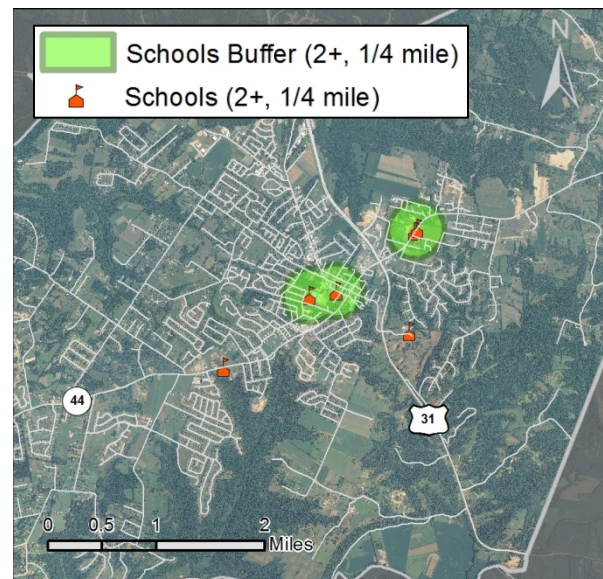


Figure 30002-B: Access to education in TAD 30002.

There are no bicycle facilities to the eight schools located in this TAD. Access appears to be adequate via automobile.

Five out of the eight schools located in TAD 30002 are along the route of the TARC Route #66X.

## Access to Government Services

There are no GIS-identified clusters of government services in TAD 30002. However, there are non-clustered government services located in TAD 30002. Mount Washington Police Department is located on Landi Lane. Mount Washington City Hall and Mount Washington Public Library are located on Snapp Street. There are pedestrian facilities on Snapp Street. Mount Washington City Park is located along KY 44 across from Mount Washington Elementary School. Mount Washington City Park is about 1.5 miles from Mount Washington City Hall/Library and there are pedestrian facilities located along KY 44. There is some transit access to these government services.

## Access to Medical Facilities

There are no GIS-identified clusters of medical facilities in TAD 30002. The nearest hospital for residents living in TAD 30002 is located in TAD 30001 which is the Jewish Hospital Medical Center South.

---

## Freight Access

There are no freight distribution centers located in this TAD; however there are freight distribution centers located neighboring TADs of 30001 and 30003.

The freight network in this TAD runs from the Bullitt/Jefferson County line on US 31E to KY 44. The current and projected LOS on the freight network is F. According to the current and projected LOS, there will be additional delays in the future which will have an effect on freight movement in this TAD. The intersections of KY 44 and US 31E, as well as the KY 44 and US 31EX, are identified as high crash locations which may further impede freight traffic movement.

---

## Future Socioeconomic Conditions

There is a significant increase in the number of the jobs forecasted for this TAD.

There is also a moderate increase expected in non-quarter populations as well as households. The future socioeconomic forecast for this TAD is increased jobs, population, and housing, bringing more traffic and congestion to the TAD.

---

## Issues and Opportunities

- There are eight high crash locations in this TAD.
- There are congestion problems along the roadways of KY 44, US 31E, and US 31EX.
- Five of the eight schools located in this TAD are on or near KY 44 where there are safety issues.
- There are no Park and Ride lots located in this TAD.
- TARC Route #66X is an express route with limited trips during the morning and afternoon peak periods.
- The lack of transit within the TAD may impact residents' access to local destinations.
- There are no bike facilities within this TAD and no opportunity to connect to alternative mode facilities in neighboring Jefferson County.
- The proximity of this TAD to neighboring Jefferson County creates opportunities for economic development and freight development.

---

## Related Plans and Studies

- Bullitt County Transportation Study (2010)
- KY 44 Alternative Study (2005)
- KY 44 Corridor Study (2012)



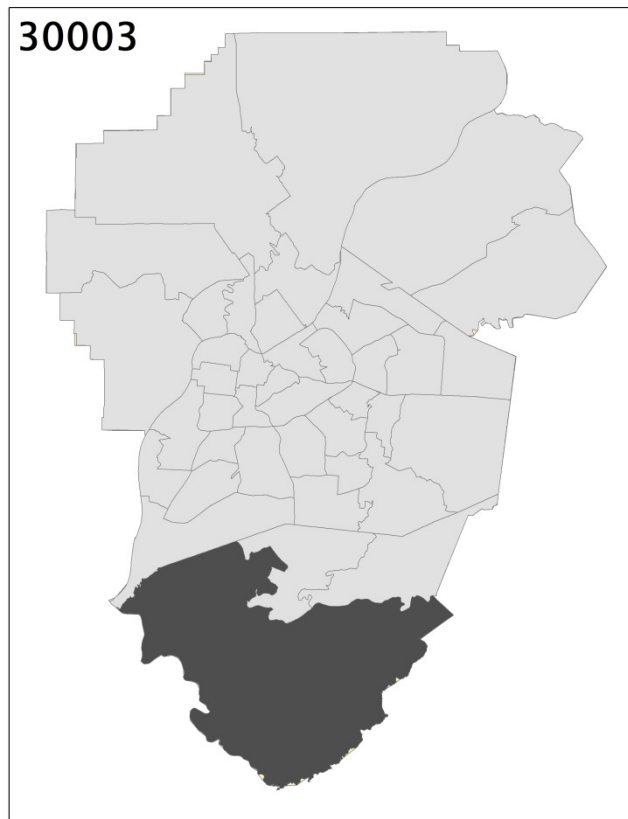




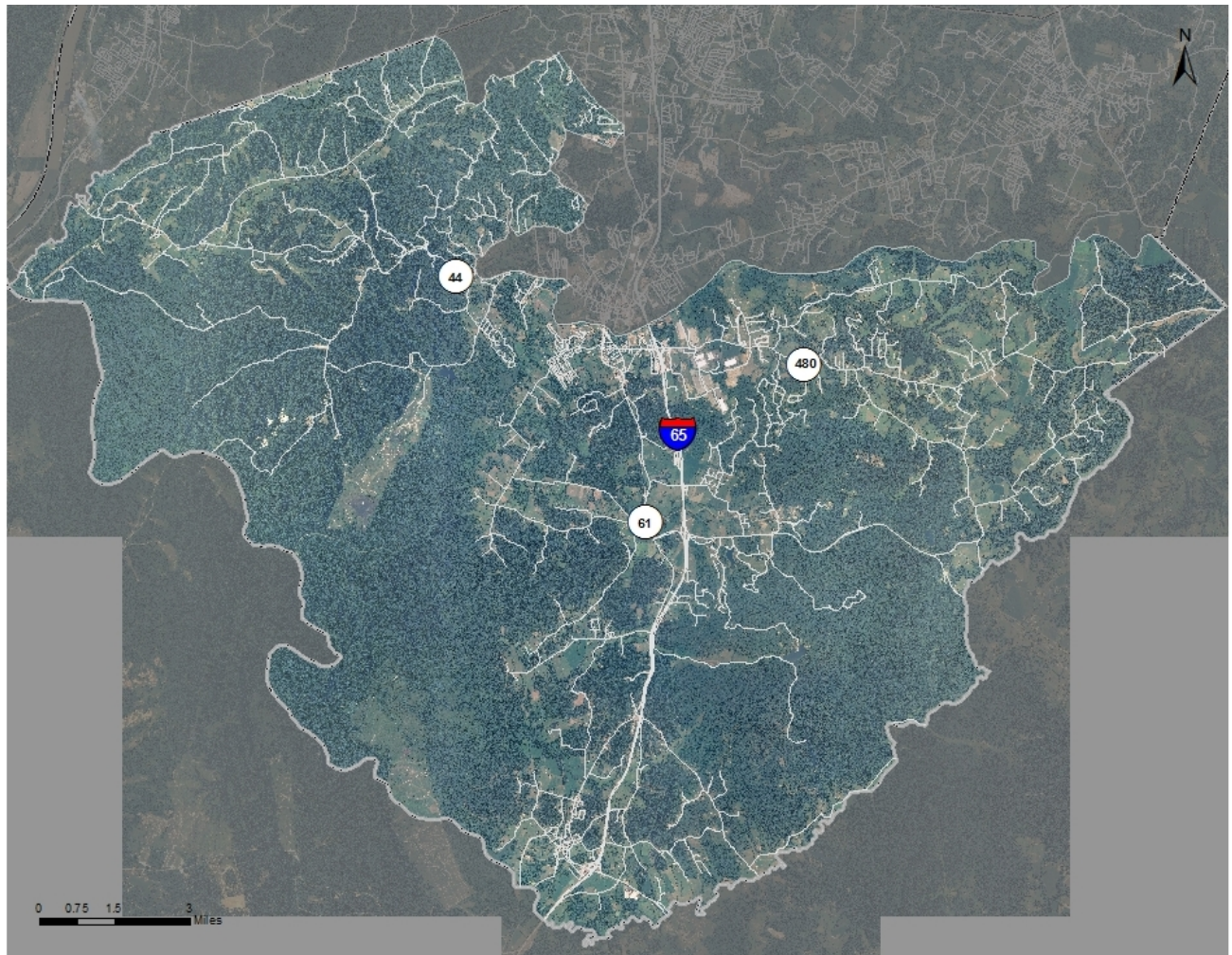
RETHINKING TRANSPORTATION

## Metropolitan Transportation Plan Major Update

### Transportation Analysis District 30003 Report







## Location & General Characteristics

Transportation Analysis District (TAD) 30003 is located in southern Bullitt County, and incorporates the southern edge of the City of Shepherdsville and the City of Lebanon Junction. The land use in TAD 30003 is primarily rural with concentrations of industrial and warehouse uses, and anticipated growth.

## Area and Socioeconomic Information

**Area:** Approximately 142,115 acres

**Non-Group Quarters Population (2010):** 19,749

**Number of Households (2010):** 7,225

**Number of Jobs (2000):** 3,639

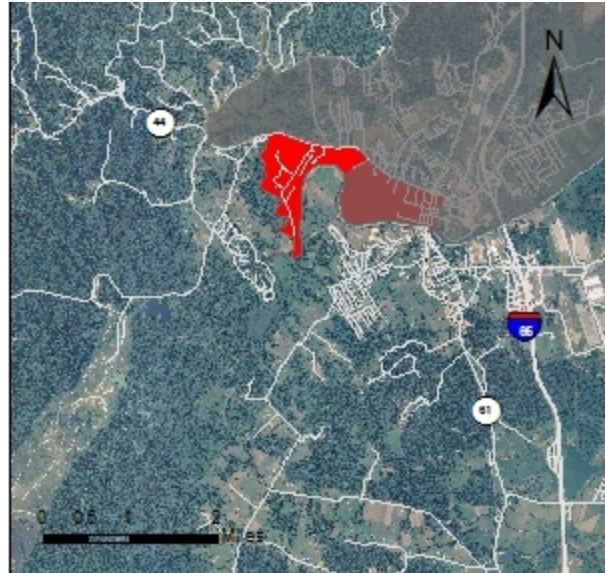


## Title VI/Environmental Justice

*The Community Assessment & Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Environmental Justice and Other Communities of Concern (July, 2006)* identifies one area as a Title VI/Environmental Justice area located in the western portion of Shepherdsville. Part of this Title VI/Environmental Justice area is included in TAD 30003. Its northern border is West Fourth Street and travels south down Hensley Road and west along Deer Park Road.

*The Community Assessment & Outreach Program* outlines various measures to be undertaken when considering the issues and potential solutions for Title VI/Environmental Justice areas. While Title VI/Environmental Justice is best addressed at the project level, considerations appropriate for the metropolitan transportation plan level include:

- Mitigating disproportionate burdens placed upon Title VI/Environmental Justice areas that may result from transportation projects and programs.
- Reducing barriers to non-automotive forms of transportation



**Figure 30003-A: The red area shows the Title VI/Environmental Justice area in TAD 30003.**

## Functionally Classified Roadways

<b>Urban Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-65* from the Salt River south to just past KY 480 (Cedar Grove Road)</li> </ul>
<b>Urban Principal Arterial – Freeway/Expressway</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Urban Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• KY 61 (Preston Highway) from the Salt River south to Forest Hill Road</li> </ul>
<b>Urban Minor Arterial</b>	<ul style="list-style-type: none"> <li>• KY 480 (Cedar Grove Road) from KY 61 (Preston Highway) east to Buffalo Run Road</li> </ul>
<b>Urban Collector</b>	<ul style="list-style-type: none"> <li>• KY 1494 (Beech Grove Road) from KY 61 (Preston Highway) west to Reichmuth Lane</li> </ul>
<b>Rural Principal Arterial – Interstate</b>	<ul style="list-style-type: none"> <li>• I-65* from KY 480 (Cedar Grove Road) south to the Bullitt County line</li> </ul>
<b>Rural Principal Arterial – Other</b>	<ul style="list-style-type: none"> <li>• KY 245 (Clermont Road) from KY 61 (Preston Highway) east to the Bullitt County line</li> </ul>
<b>Rural Minor Arterial</b>	<ul style="list-style-type: none"> <li>• KY 61 (Preston Highway) from Forest Hill Road south to the Bullitt County line</li> </ul>
<b>Rural Major Collector</b>	<ul style="list-style-type: none"> <li>• KY 44 (Shepherdsville Road) from the Bullitt County line east to Castleman Bridge Road</li> <li>• KY 480 (Cedar Grove Road) from Buffalo Run Road east to KY 1604 (Deatsville Road)</li> </ul>
<b>Rural Minor Collector</b>	<ul style="list-style-type: none"> <li>• KY 1526 (Knob Creek Road) from KY 44 (Shepherdsville Road) east to Roe Hill Road</li> <li>• KY 1526 (Brooks Hill Road) from Ride Hill Road east to Mount Elmira Road</li> <li>• KY 1417 (Martin Hill Road) from KY 1526 (Knob Creek Road) south to KY 44 (Shepherdsville Road)</li> <li>• KY 1494 (Beech Grove Road) from KY 61 (Preston Highway) north to Reichmuth Lane</li> <li>• KY 434 (Colburg Road) from the Bullitt County line north to KY 61 (Preston Highway)</li> <li>• Chapeze Lane from KY 61 (Preston Highway) east to KY 245 (Clermont Road)</li> <li>• KY 1442 (Ridge Road) from KY 480 (Cedar Grove Road) East to KY 1442 (Clarks Lane)</li> <li>• KY 1442 (Clarks Lane) from KY 1442 (Ridge Road) to KY 480 (Cedar Grove Road)</li> <li>• KY 1604 (Deatsville Road) from KY 480 (Cedar Grove Road) south to Lotus Road</li> </ul>



	<ul style="list-style-type: none"> <li>• KY 480 (Cedar Grove Road) from KY 1604 (Deatsville Road) east to the Bullitt County line</li> <li>• Lotus Road from KY 1604 (Deatsville Road) west to KY 245 (Clermont Road)</li> <li>• KY 733 (Wilson Creek Road) from KY 61 (Preston Highway) south to the Bullitt County line</li> </ul>
--	--

\*Denotes part of the National Highway System (NHS)

## Schools

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Bernheim Middle School</li> <li>• Cedar Grove Elementary School</li> </ul> | <ul style="list-style-type: none"> <li>• Lebanon Junction Elementary School</li> <li>• Nichols Elementary School</li> </ul> |
|---|---|

## Colleges & Universities

- Jefferson Community and Technical College – Bullitt County Campus

## Parks

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Bernheim Forest</li> <li>• Jefferson County Memorial Forest Horine (partial)</li> </ul> | <ul style="list-style-type: none"> <li>• Jefferson County Memorial Forest Jefferson Hill (partial)</li> <li>• Lebanon Junction Park</li> </ul> |
|--|--|

## Other Area of Interest/Significance

- N/A

## Historic

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Henry Crist House</li> <li>• Jeremiah T. Beam House</li> </ul> | <ul style="list-style-type: none"> <li>• Lebanon Junction Historic District</li> <li>• Stuart E. and Annie L. Duncan Estate</li> </ul> |
|---|--|

## Transit

TAD 30003 is not served by TARC.

## Park and Ride

There is one Park and Ride lot located in TAD 30003:

- KY 245 (Clermont Road) and I-65

## Public Comments

### Mount Eden Road

- Need a doorway through Fort Knox.

### KY 1494 (Beech Grove Road) just north of Shulthise Lane

- Recent Bridge Replacement still floods

### KY 480 (Cedar Grove Road)

- At Buffalo Run Road: Needs a light or something. Lots of traffic.
- Safety issues at Cedar Grove Elementary. Issues when getting into Best Buy.
- At Ridge Road: Crashes
- Railroad Underpass at East Second Street: Underpass too narrow

## Safety

1,419 crashes were reported in TAD 30003 from 2009 through 2011. There were 14 fatal crashes with 15 fatalities reported as a result of crashes from 2009- 2011. During this three year period, seven crashes involved a pedestrian and three involved a bicyclist.

### Fatalities

According to police reports the factors that may have contributed to the crashes range from unable to be determined to distracted driver to the use of alcohol.

### High Crash Locations

Utilizing GIS analysis there were seven areas identified as high crash locations during the 2009-2011 three year period. Five of these areas are wholly within TAD 30003 with the other two areas on are along the border with TAD 30001. All of the high crash locations have 25-50 crashes within 0.10 mile of each other over the three year period (See Figure 30003-B).

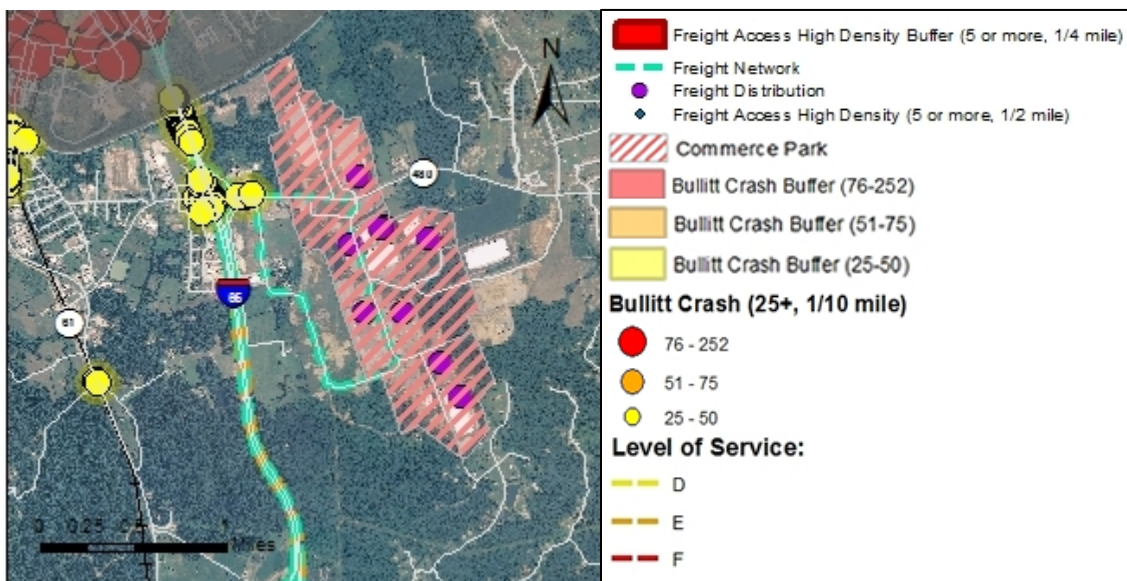


Figure 30003-B: Salt I & II and Cedar Grove Business Centers, high crash locations, forecasted congestion and freight network shown.

### KY 44 (Shepherdsville Road) between Hillview Lane and Buckman Hollow Road

This high crash location is approximately 0.30 miles east of Hillview Lane and 0.30 miles west of Buckman Hollow Road. A review of the crash reports reveals that a majority of the crashes involved a single vehicle crashing into the side of the embankment along the roadway. Those involving two cars were crashes occurring when one of the vehicles crossed into the opposite lane. There do not appear to be any access points to residential or commercial properties between Hillview Lane and Buckman Hollow Road. This is a two lane road with curves that present limited sight distance.

### KY 44 (Shepherdsville Road) Between Hensley Road and Raymond Road (TAD 30001)

This high crash location along KY 44 (Shepherdsville Road) is divided by the boundary with TAD 30001. In the immediate vicinity of this high crash location is a small residential area, an auto dealership, and convenience store. Crashes have occurred at the intersections of KY 44 (Shepherdsville Road) and Hensley Road and Raymond Road. This segment of KY 44 (Shepherdsville Road) is a straight two-lane road with shoulders and a pedestrian sidewalk on the north side of KY 44 (Shepherdsville Road) spanning the distance of the high crash location.

### KY 61 (Preston Highway) and KY 480C (Cedar Grove Road)

KY 480 (Cedar Grove Road) serves as a primary access point to a dense residential area. Traffic control at this intersection is a stop sign.

## KY 61 (Preston Highway) and KY 1494 (Beech Grove Road)

A review of the crashes at this high crash location reveals that there were no single vehicle crashes. Traffic control at this intersection is achieved with two-way stop signs on KY 1494 (Beech Grove Road). West on KY 1494 (Beech Grove Road), approximately 0.50 miles from the intersection, is a cluster of residential areas.

## KY 61 (Preston Highway) and Newman Hill Road/Cooper Run Road

A review of the crashes reveal that many were rear-end crashes and a result of persons wishing to turn from KY 61 (Preston Highway) onto either Newman Hill Road or Cooper Run Road. Remaining crashes were from persons attempting to access KY 61 (Preston Highway) from Newman Hill Road or Cooper Run Road. Traffic control at this offset intersection with conflicting left turns from KY 61 (Preston Highway) includes stop signs on Newman Hill Road and Cooper Run Road. There is a rail line along the west side of KY 61 (Preston Highway) requiring persons entering and exiting KY 61 (Preston Highway) to and from Newman Hill Road to cross it.

## I-65 at the Salt River

Located between two interchanges (KY 44 & KY 480) this high crash location may be a result of a couple of factors. While the interchanges at KY 44 (Shepherdsville Road) and KY 480 (Cedar Grove Road) are approximately one mile apart, the distance between the ramps is approximately 0.34 miles apart. This relatively short distance does not provide much opportunity for persons to safely weave as they enter and exit the ramp areas. This situation is compounded by the heavy freight traffic resulting from freight distributors located on KY 480 (Cedar Grove Road). Given the Salt River serves as a natural barrier between north-south travel, and the limited options for crossing the river, residents use this stretch of I-65 for local access.

## I-65 and KY 480 (Cedar Grove Road)

This high crash location has a mix of crashes occurring on I-65 and KY 480 (Cedar Grove Road). East of I-65 on KY 480 (Cedar Grove Road) are freight distributors (located in the Salt River I & II and Cedar Grove Business Center commerce parks) and a truck stop within 0.10 mile of the interchange. The additional freight traffic along with the use of I-65 as a local access facility has resulted in this area being defined as a high crash location.

## ***Bicycle and Pedestrian Crashes***

There were three crashes involving bicyclists in TAD 30003 from 2009 through 2011. None of the crashes resulted in a fatality and they were dispersed throughout the TAD. The crashes were located at:

- Bear Camp Road approximately 0.10 mile west of Scotts Gap Road
- KY 44 (West Fourth Street) between River Oaks Drive and Hickory Acres Drive
- KY 480 (Cedar Grove Road) at Second Avenue

There were eight crashes involving pedestrians in TAD 30003 from 2009 through 2011. None of the crashes resulted in a fatality and they were dispersed throughout the TAD. The crashes were located at:

- KY 61 (Preston Highway) at Maraman Road/Lee Booth Road
- I-65 approximately 0.30 miles south of Chapeze Lane overpass
- KY 44 (Shepherdsville Road) nearly 0.10 mile west of Mount Eden Road
- Pitts Point Road approximately 0.30 miles south of Humphery Lane
- Lakes Edge Court directly south of Lakes of Dogwood Boulevard
- KY 61 (Preston Highway) approximately 0.10 mile south of KY 480 Cedar Grove Road
- Most Awesome Flea Market Road at the end of the road on the north side
- KY 480 (Cedar Grove Road) approximately 0.25 miles west of Mooney Lane

## **Congestion**

### ***Current Level of Service (LOS)***

Currently there are no roadways on the Congestion Management Process (CMP) network with a LOS below C.

## **Projected 2030 Level of Service**

Based on a travel demand model scenario for the Year 2030 that includes only those projects included in the 2011-2014 KIPDA Transportation Improvement Program (TIP), the corridors on the CMP network with a LOS forecasted to be worse than C (see Figure 30003-B) in the Year 2030 are:

<b>LOS D:</b>	<ul style="list-style-type: none"> <li>I-65 from KY 245 (Clermont Road) south to KY 61 (Preston Highway)</li> <li>KY 245 (Clermont Road) from KY 3219 (Chapeze Lane) east to KY 1604 (Lotus Road)</li> </ul>
<b>LOS F:</b>	<ul style="list-style-type: none"> <li>I-65 from KY 480 (Cedar Grove Road) south to KY 245 (Clermont Road)</li> <li>KY 245 (Clermont Road) from KY 1604 (Lotus Road) east to the Bullitt County Line</li> </ul>

Both current and projected LOS of service raise issues for the TAD. The identified corridors provide both access within the TAD but also provide regional access. The impact of leaving congestion within these corridors unmitigated may result in delayed connections.

## **Access to Community Amenities**

A majority of this TAD is rural with pockets of dense residential property. Nearly half of this TAD (on the western side) is dedicated to Fort Knox with very limited access and no potential for growth. Bernheim Forest (on the eastern side) consumes a large amount of property and has no potential for growth. There are many community amenities in this TAD, including schools, government buildings, and libraries. One cluster of community amenities exists in Lebanon Junction

The central and northwestern portions of this TAD are anticipated to see significant growth in employment. The area bounded by the Salt River, I-65, KY 480 (Cedar Grove Road), Cedar Creek, and KY 1442 (Ridge Road) is anticipated to see moderate to heavy growth in employment. The remainder of the TAD is not anticipated to see growth in employment. In terms of changes in household and non-group quarters population, this TAD is anticipated to see moderate growth along its northern half as well as the central portions. As with employment, the remainder of this TAD is not anticipated to see growth in terms of household or non-group quarters population.

There is no public transit access in this TAD.

There is one cluster of community amenities (3+ facilities within 0.25 miles of each other) located in Lebanon Junction. The cluster is located on KY 434 (Main Street) in the downtown area. This cluster includes the Lebanon Junction City Hall, Lebanon Junction Fire and Rescue, and the Lebanon Junction Police Department. Also included in this cluster, and north of KY 434, is the Lebanon Junction Park. East of the government facilities and the park is a residential neighborhood. Pedestrian facilities are on KY 434 (Main Street) that provide direct access to the cluster of activities. Pedestrian facilities in the surrounding neighborhood are sporadic. Because of the low volume of traffic, it is not believed that the lack of pedestrian facilities introduces a barrier to accessing the government facilities. Accessing the park is challenged by a railroad line that passes through downtown Lebanon Junction. Because the railroad line bisects the downtown area, accessing the park can only be achieved safely by using KY 434 (Main Street). West of the park is a densely populated neighborhood. Pedestrian facilities on KY 434 (Main Street) cross the railroad tracks into the neighborhood to the west. A combination of low traffic volume streets and sporadic sidewalks provide relatively safe access to the park. Wall Street, which intersects KY 434 (Main Street), provides the most direct access to the park when coming from the east. Wall Street, which parallels the railroad line, does not have pedestrian facilities. Because of the low volume of traffic on Wall Street, pedestrians can access the park relatively safely without sidewalks.

Other than the lack of public transit, there are no identified issues relative to this community access cluster of facilities.

While not within a cluster of community amenities, the Lebanon Junction Public Library and Lebanon Junction Elementary School are within one mile of KY 434 (Main Street) in Lebanon Junction and the Lebanon Junction Park. Both the library and the school abut residential neighborhoods as well, and this area is forecasted to see a moderate growth in housing by 2030. Both the library and the school are located along KY 61 (Preston Highway). The library is

located on KY 61 (Preston Highway) north of Pope Street. Approximately 0.50 miles north of the library, the school is located at the intersection of KY 61 (Preston Highway) and East Airport Road.

While the traffic volume in the neighborhood to the south of the Lebanon Junction Elementary School is low enough to mitigate the need for pedestrian facilities, the lack of pedestrian facilities on East Airport Road or KY 61 (Preston Highway) may make accessing the school by elementary age children unsafe should they elect to walk. There is also no crosswalk on KY 61 (Preston Highway) making access from the west difficult for pedestrians. Other than school buses, there is no public transit access.

The Lebanon Junction Public Library is located along KY 61 (Preston Highway) where there are no shoulders or pedestrian facilities, thereby making it dangerous to access it by walking. Within 0.10 mile of the library, and to its north and south, are suburban residential neighborhoods. There is no pedestrian access to the library from either neighborhood. The area is not served by public transit.

Given the proximity of the community amenities cluster on KY 434 (Main Street), the Lebanon Junction Park, the Lebanon Junction Public Library, the Lebanon Junction Elementary School, and the residential neighborhoods, all located within a one mile span of KY 61 (Preston Highway), the lack of pedestrian facilities along KY 61 (Preston Highway) presents a barrier for those wishing to walk or bicycle between these destinations.

---

## **Access to Workplace**

Access to workplace was examined on different levels: major employers (300+ employees), high density employment (1000+ employees within 0.25 miles of each other), high density retail (50 to 99 and 100+ retail facilities within 0.25 miles of each other), and commerce parks.

### **Major Employers**

- 6PM/Zappos
- Beam Global Spirits and Wine, Inc.
- GFS Marketplace

There are no clusters of high density retail (50+ retail facilities within 0.25 miles of each other) or high density employment (1000+ employees within 0.25 miles of each other) in TAD 30003.

GFS Marketplace, 6PM/Zappos, and Beam Global Spirits and Wine, Inc. are not served by public transit; 6pm/Zappos has contracted with a private provider to provide transit to their employees. Currently, GFS Marketplace's access to I-65 may be inhibited by the high accident area located at the interchange of I-65 and KY 480 (Cedar Grove Road). Both GFS Marketplace and Beam Global Spirits and Wine, Inc. may face greater issues over time as both areas where these industries are located are anticipated to see moderate employment growth by the year 2030. KY 245 (Clermont Road) is anticipated to see a decrease in its LOS by the year 2030.

---

## **Access for Persons with Disabilities and/or Older Adults**

There are no points, let alone clusters, of facilities that specifically serve the needs of older persons or persons with disabilities in TAD 30003.

The closest opportunity for persons with disabilities and older adults to access services and other wants and needs is in Shepherdsville (located in TAD 30001). There is no public transit service in TAD 30003 that would provide access to this area for persons with disabilities and older persons.

---

## **Access to Education**

None of the five schools located in TAD 30003 are within 0.25 miles of each other and therefore are not considered clustered.

Because of the rural landscape of this TAD, the only opportunity to improve access to any of the schools is in Lebanon Junction at the Lebanon Junction Elementary School. The Lebanon Junction Elementary School is the only school within reasonable proximity to existing residential neighborhoods. Much of the barriers between the dense residential neighborhoods and Lebanon Junction Elementary School can be found on KY 61 (Preston Highway). Within 0.50 miles of the Lebanon Junction Elementary School is the Lebanon Junction Public Library, and beyond that the Lebanon Junction Park. Many of the residential neighborhoods either have sidewalks or consist of low traffic volume streets that can serve pedestrians as well as autos. KY 61 (Preston Highway) is a two-lane minimum-shoulder facility without pedestrian facilities that is the primary connection between the school, library, and the park. The lack of pedestrian facilities serves as a barrier for those wishing to walk to and from school and the other attractions in this area.

Other than school buses, none of the schools are served with public transit.

---

## **Access to Government Services**

There is one cluster of government services (3+ government facilities within 0.25 miles of each other) in TAD 30003 and another cluster to the immediate north of TAD 30003 in TAD 30001.

The single cluster of government services in TAD 30003 is located on KY 434 (Main Street) in downtown Lebanon Junction. This cluster includes the Lebanon Junction City Hall, Lebanon Junction Fire and Rescue, and the Lebanon Junction Police Department. Included in this cluster, and north of KY 434, is the Lebanon Junction Park. East of the government facilities and the park is a densely populated residential neighborhood. Pedestrian facilities currently exist on KY 434 (Main Street) that provide direct access to the cluster of activities from the neighborhood east of KY 61 (Preston Highway). Pedestrian facilities in the neighborhood are sporadic. Because of the low volume of traffic, it is not believed that the lack of pedestrian facilities introduces a barrier to accessing the government facilities. Accessing the park is challenged by a railroad line that passes through downtown Lebanon Junction. Because the railroad line bisects the downtown area, accessing the park can only be achieved safely by using KY 434 (Main Street). West of the park is a neighborhood. Pedestrian facilities on KY 434 (Main Street) cross the railroad tracks into the neighborhood to the west. A combination of low traffic volume streets and sporadic sidewalks allows relatively safe access to the park. Wall Street, which intersects KY 434 (Main Street), provides the most direct access to the park when coming from the east. Wall Street, which parallels the railroad line, does not have pedestrian facilities. Because of the low volume of traffic on Wall Street, pedestrians can access the park relatively safely without sidewalks.

Other than the lack of public transit, there are no identified issues relative to this community access cluster of facilities.

Less than 0.25 miles from TAD 30003 (in TAD 30001) is a cluster of government facilities that includes the Ridgeway Memorial Public Library, Commonwealth Attorney's Office, Bullitt County PVA, Bullitt County Courthouse, Bullitt County Attorney's Office, and the Bullitt County Emergency Operations Center. Pedestrian facilities are currently in place in the TAD 30001 portion of this clustered area and on the KY 61 (Preston Highway) bridge across the Salt River. There are no pedestrian facilities south of the bridge across the Salt River into TAD 30003. While public transit service does exist close to the clustered government services in TAD 30001, it does not cross the Salt River Bridge into TAD 30003.

The lack of pedestrian facilities and transit access may present a barrier for some attempting to access the government facilities in TAD 30001.

---

## **Access to Medical Facilities**

There are no GIS-identified clusters of medical facilities (25 or more medical facilities within 0.25 miles of each other) in TAD 30003.



---

## Freight Access

---

TAD 30003 is home to twelve major freight distributors. They are all located east of I-65 utilizing one of three access points to I-65: KY 480 (Cedar Grove Road), KY 245 (Clermont Road), and KY 61 (Preston Highway). Nine of the twelve are clustered (five or more major freight distributors within 0.50 miles of each other). The clustered area is in the Salt I & II and Cedar Grove Business Center commerce centers located on KY 480 (Cedar Grove Road) (see Figure 30003-B).

The following roadways within TAD 30003 are identified as being part of the KIPDA Freight Network:

- I-65 from the top of TAD 30003 south to the Bullitt County line. I-65 from KY 480 (Cedar Grove Road) south to KY 245 (Clermont Road) is expected to see a significant decrease in Level of Service by 2030. I-65 from KY 245 (Clermont Road) south to KY 61 (Preston Highway) is expected to see a moderate decrease in LOS by 2030.
- KY 480 (Cedar Grove Road) from I-65 to Omega Parkway (entrance to Cedar Grove Commerce Center).
- Omega Parkway in the Cedar Grove Commerce Center from KY 480 (Cedar Grove Road) to Ohm Drive
- Ohm Drive in the Cedar Grove Commerce Center from Omega Parkway to Buffalo Run Road
- Buffalo Run Road from Ohm Drive to KY 480 (Cedar Grove Road)
- KY 61 (Preston Highway) in the Lebanon Junction area from I-65 to West Airport Road
- KY 434 (Main Street) in Lebanon Junction from KY 61 (Preston Highway) to Dennis Road
- Dennis Road in Lebanon Junction From KY 434 (Main Street) to West Airport Road
- West Airport Road in Lebanon Junction from West Airport Road to KY 61 Preston Highway

The Salt I & II and Cedar Grove Business Center commerce centers holds nine of the twelve major freight distributors in TAD 30003 and form a cluster of major freight distributors (5+ freight facilities within .050 miles of each other). Salt I & II and Cedar Grove Business Center commerce centers are located on both sides of KY 480 (Cedar Grove Road) (see Figure 30003-B). There are numerous issues which may delay access to and from this area for freight traffic. This area was also identified through public comment as having “too much traffic.”

- There are two entrance and exit points to the Salt I & II and Cedar Grove Business Center commerce centers. The first is Buffalo Run Road and to the west, Omega Parkway. A significant amount of freight traffic uses the Omega Parkway access point. Freight intersects KY 480 (Cedar Grove Road) from both the north and the south (Omega Parkway and Zappos Boulevard). This intersection’s turning radii is too tight for freight traffic resulting in trucks crossing lanes as they make turns.
- A well-used truck stop rests less than 0.10 mile from the I-65 access ramp on KY 480 (Cedar Grove Road). The entrance to the truck stop is located directly across from Buffalo Run Road. Because of the short distance from the I-65 ramp, trucks are often waiting to turn left across KY 480 (Cedar Grove Road) and find themselves blocking KY 480 (Cedar Grove Road) through traffic, including the intersection of Buffalo Run Road. This has two impacts: excessive congestion along KY 480 (Cedar Grove Road) in the I-65 ramp area; and diminishing the opportunity for trucks to use Buffalo Run Road as an access point to the Cedar Grove Business Center, thereby adding more traffic to the already congested intersection of KY 480 (Cedar Grove Road) and Omega Parkway/Zappos Boulevard.
- East of the Salt I & II and Cedar Grove Business Center commerce centers, on KY 480 (Cedar Grove Road), is a residential neighborhood. Traffic from this area, as well as other traffic traveling east and west on KY 480 (Cedar Grove Road), increases demand along this roadway. This becomes more evident when considering that this segment of I-65 is also used as a local access roadway. Travelers wishing to head to and from the Shepherdsville area located north in TAD 30001 must cross the Salt River on either I-65 or KY 61 (Preston Highway).
- I-65, both north and south of KY 480 (Cedar Grove Road) interchange is anticipated to see a reduction in Level of Service by the year 2030.
- As identified in the Safety section of this report, the interchange area of I-65 and KY 480 (Cedar Grove Road) is a high crash location. The high crash location is not only a safety concern, but the frequency of crashes may reduce the efficiency of freight traffic in the area.
- This area is anticipated to see a light to moderate growth of employment by 2030. This growth may make already difficult conditions worse if left unmitigated.

---

## Future Socioeconomic Conditions

The anticipated increase in the number of jobs, households, and non-group quarters population located within TAD 30003 is one of the most significant issues facing this TAD. The forecasts that are currently in place suggest that the number of workers in this TAD will more than double over the time period from 2000-2030, with households and non-group quarters population nearly doubling in the same time frame. Given that the area of Bullitt County located outside TAD 30003 is anticipated to see similar increases, the anticipated growth magnifies existing issues.

While a growing region is generally seen as a good thing, this increase should be considered when evaluating the issues identified in TAD 30003.

---

## Issues and Opportunities

- The I-65 corridor in this TAD plays an important role both in this TAD and for the region. Regional access is important and I-65 is an important link to the southern part of the region and beyond. I-65 is also being used as a local access facility, especially for those traveling to and from the southern part of Bullitt County, south of the Salt River. In TAD 30003 the I-65 corridor has both crash and congestion concerns. Two high crash locations on I-65 (I-65 at the Salt River and I-65 and KY 480 (Cedar Grove Road)) are of particular interest as they are approximately 0.20 miles apart from each other and their status as high crash locations may be influenced by different sources. Also, in this same corridor, are forecast increases in congestion by 2030.
- Also on I-65, at the KY 480 (Cedar Grove Road) interchange is another issue concerning freight access. The Salt I & II and the Cedar Grove Business Center commerce parks house nine freight distributors within 0.50 miles of each other. Access from the commerce parks to KY 480 (Cedar Grove Road) may be difficult because of the geometrics associated with the primary entrance to both Salt I & II and the Cedar Grove Business Center. Once on KY 480 (Cedar Grove Road) accessing the interstate may be difficult as a result of the high crash location at I-65 and KY 480 (Cedar Grove Road).
- Like I-65, KY 61 (Preston Highway) serves Bullitt County as a north-south corridor giving it a central role to play in TAD 30003. There are several attractions along the corridor. The lack of pedestrian facilities in sections of this corridor may present a barrier to people walking or bicycling to and from their destinations. Safety data also indicates that people are walking along this corridor and two pedestrians were involved in crashes.
- Lebanon Junction is forecasted to see growth in terms of non-group quarters population and households. Pedestrian facilities exist in the area now, yet the lack of pedestrian facilities in some parts of this area, particularly along the KY 61 (Preston Highway) corridor, may prevent some from accessing schools, parks, and the library by walking or riding a bicycle.
- This TAD is primarily rural in nature yet has pockets that behave in a more urban manner. With the growth anticipated to occur in many areas of this TAD, it is anticipated that current issues may worsen if left unmitigated.
- There is currently no public transit service in TAD 30003.

---

## Related Plans and Studies

- Bullitt County Transportation Study (2010)
- KY 44 Corridor Study (2012)