



BULLITT COUNTY BOURBON TRAIL STUDY

ACKNOWLEDGMENTS

The Bullitt County Bourbon Trail Study was initiated by community leaders who engaged in a visioning process to define the potential of Kentucky 245 as a tourism-oriented corridor and destination. This plan was prepared for the Bullitt County Planning Commission in conjunction with the Bullitt County Fiscal Court and City of Shepherdsville.

STAFF & CONSULTANT TEAM

Bullitt County Planning Commission
Bullitt County Fiscal Court
City of Shepherdsville



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INTRODUCTION

Bullitt County has a very unique opportunity to capture one of the remaining scenic corridors in the county and create a destination unlike others in Kentucky. Building upon the current base of strong destinations, this plan aims to define the vision for KY 245 and provide the recommendations and next steps that would be needed to make that a reality. The Bullitt County Bourbon Trail Study provides direction for implementation that is based upon the existing conditions, stakeholder input, and best practices.

Purpose and Amendment to the Bullitt County Comprehensive Plan

The purpose of this study is to define the long-term direction for growth and development along the KY 245 corridor. This plan is intended to be an amendment to the Bullitt County Comprehensive Plan and provide more definition for future land use and transportation projects along this specific corridor. The future land use element and transportation element of the Comprehensive Plan should incorporate the recommendations and direction established in this plan, and this plan should be referenced for development considerations for projects within the KY 245 project area.

Planning Process & Stakeholder Involvement

This plan focused on a streamlined process that directly engaged the stakeholders, residents and property owners along KY 245. Over the six-month time period to develop this plan, stakeholders and property owners were engaged at two key stages. The first series of stakeholder meetings were held to gain input on the long-term vision for the study area and also to identify the existing issues that need to be addressed. This was done through a series of one-on-one interviews as well as a property owners' roundtable.

The feedback collected during this phase was used, in addition to the existing conditions analysis, to draft a vision and proposed recommendations for land use & development, transportation, and branding & identity. The vision and recommendations were then vetted through a second set of stakeholder interviews and a property owners' open house-style meeting. Input from the second series of meeting was used to finalize the plan document and recommendations.

Plan Organization

This document should be referenced as development occurs along the KY 245 corridor. In particular, the Planning Commission should consider the proposed land use policies, future land uses, and transportation improvements as new development proposals are considered, and Fiscal Court (along with multiple partners) should use this plan to complete and/or advocate for transportation improvements and identify elements. The plan is organized into the following chapters:

Chapter 1: Introduction. This section provides an overview of the state statute requirements through KRS 100, the planning process and stakeholder involvement and outlines key phrases or terms that are used in this plan.

Chapter 2: The Corridor Today. This chapter defines the study area and provides an overview of the existing conditions for land use & development, transportation, and branding and identity.

Chapter 3: Defining the Vision. The long-term vision is discussed and the vision statement for this corridor is included.

Chapter 4: Plan Recommendations. Based on the vision established, the recommendations that would be required to achieve that vision are outlined for land use & development, transportation, and branding & identity.

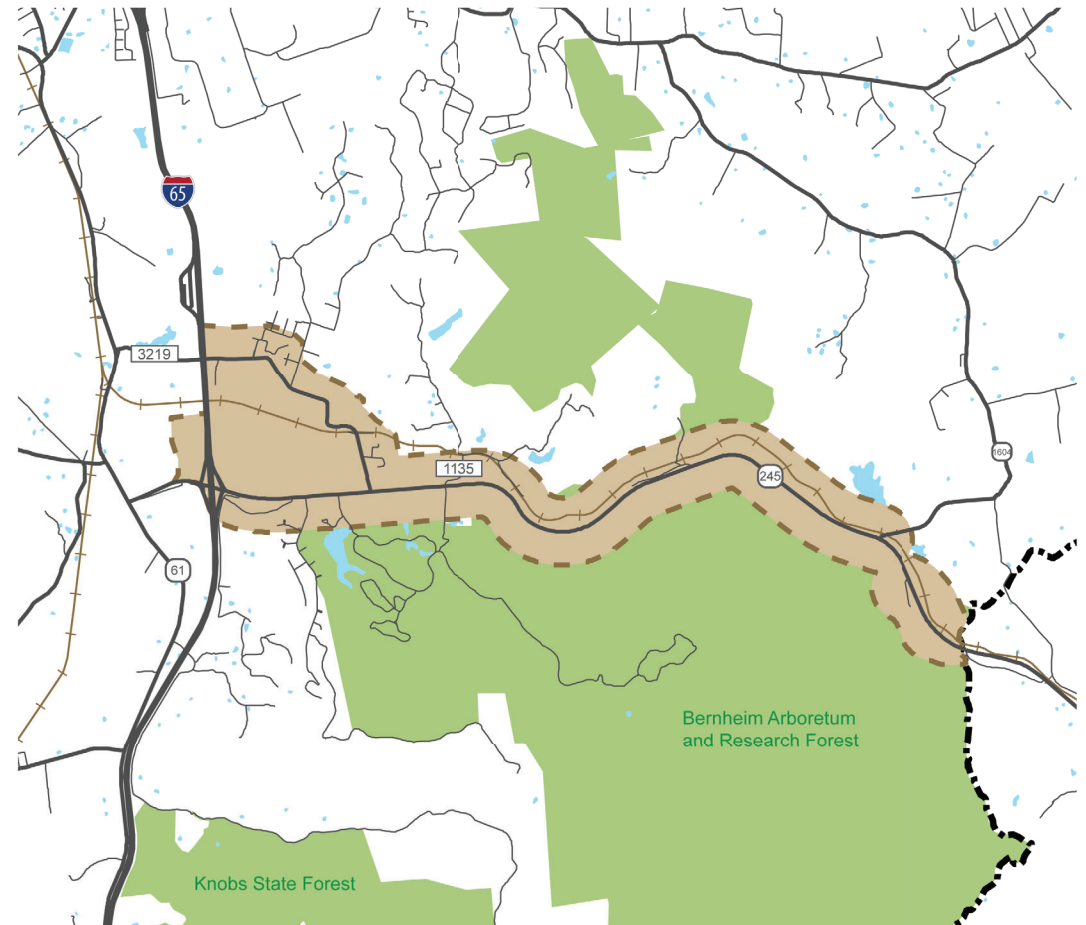
Chapter 5: Implementing the Vision. A plan is only as good as its ability to be implemented. An action plan for all of the plan recommendations are included in this chapter. Each action step identifies the timeline & duration, type of action (policy or capital), responsible party (or parties) & partners, and potential funding sources.

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THE CORRIDOR TODAY

Study Area

The study area for this project includes the KY 245 corridor from east of the I-65 interchange west to the county line. It also includes the Chapeze Lane corridor from KY 245 to I-65. This area is being studied in more detail because of the potential for this corridor to become an entry point to the Bourbon Trail and Bluegrass experience.



DRAFT 01-29-20





*Bernheim Middle School.
Source: Bernheim Middle School website.*



*Forest Edge Winery Entrance Sign.
Source: Forest Edge Winery website.*



Fred's Smokehouse. Source: Jim Beam website.

LAND USE AND DEVELOPMENT

The Kentucky 245 corridor is largely undeveloped today but has a number of regional attractions. The largest existing land use is Bernheim Forest but larger areas of industrial zoning are present at the interchange and along Chapeze Lane.

I-65 Interchange Area

The Fairgrounds are located immediately adjacent to the interchange as well as a small gas station and Bernheim Middle School. The four parcels immediately adjacent to the four quadrants of the interchange are owned by the County, Fair Board and Bernheim Forest. Limited commercial uses (such as Bullitt County Supermarket, Dollar General and Auto Byers Exchange) and as well as some public uses (such as the Southeast Bullitt Fire Department) are also in this area along with some single-family residential.

The majority of the land in this area is currently zoned Highway Business, Light Industrial or Conservation with some limited areas of R-1 Residential. The current Industrial zoning does not reflect the existing land use within the study area. The interchange area is still largely undeveloped and has significant potential for future growth.

Chapeze Lane
















This area currently has some tourism uses located between KY 245 and the railroad that include Forest Edge Winery and the Jim Beam rackhouses. A neighborhood is located on the northern portion of Chapeze Lane along with one industrial use at I-65. The other parcels are currently undeveloped or agricultural in nature. This area is also largely undeveloped but has less potential for growth due to limited direct access to I-65, smaller existing roadways and infrastructure.

Rural Kentucky 245

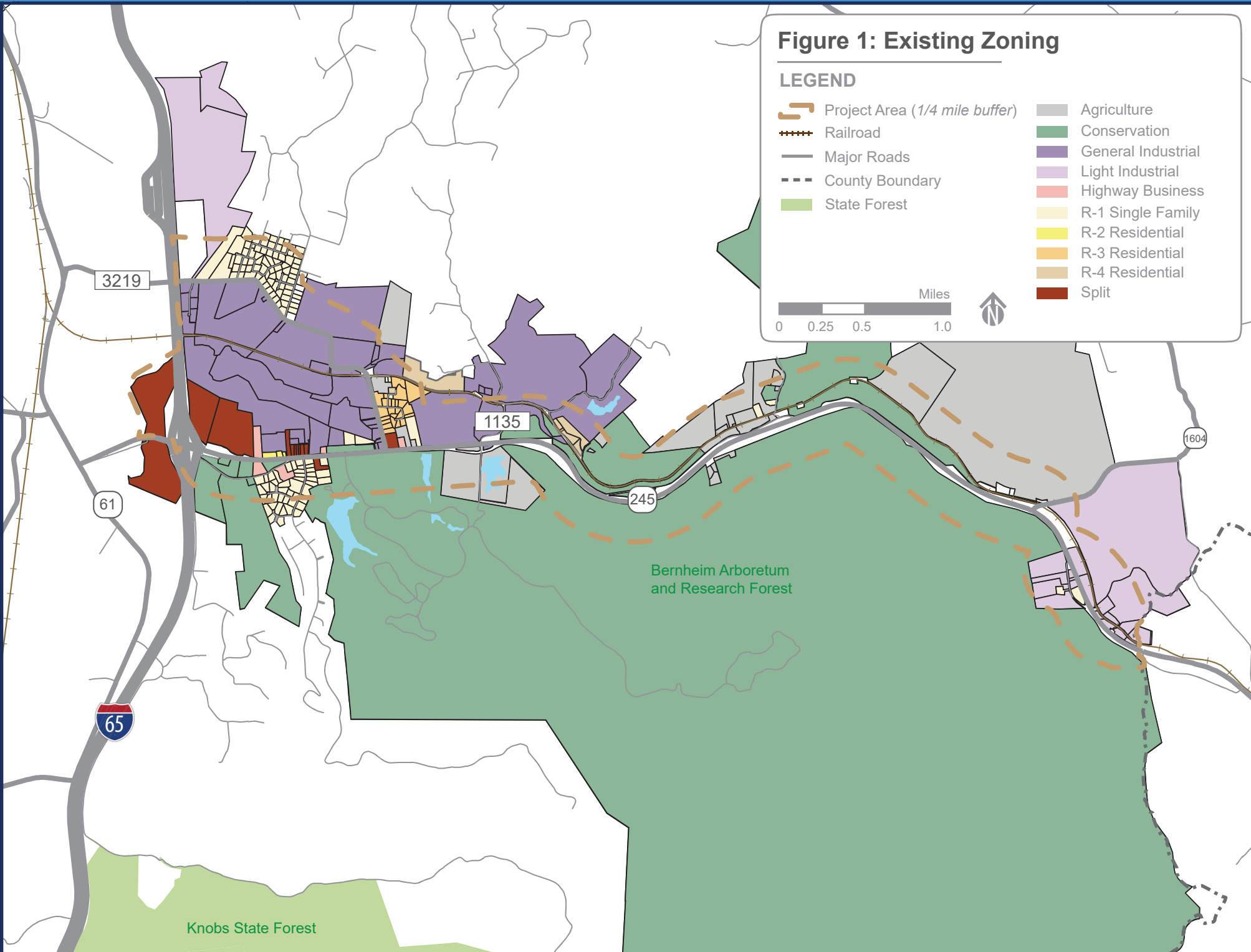

The KY 245 corridor from Chapeze Lane to the county line is more scenic in nature with the largest land use being Bernheim Arboretum and Research Forest followed by Jim Beam Distillery and the Four Roses Bottling Facility. While these tourism destinations draw considerable visitors annually, they also are dependent upon the natural setting and user experience. This portion of KY 245 is also largely undeveloped but growth is not anticipated outside of Jim Beam and Four Roses since Bernheim Forest controls much of the land.

Figure 1: Existing Zoning

LEGEND

 Project Area (1/4 mile buffer)	 Agriculture
 Railroad	 Conservation
 Major Roads	 General Industrial
 County Boundary	 Light Industrial
 State Forest	 Highway Business
	 R-1 Single Family
	 R-2 Residential
	 R-3 Residential
	 R-4 Residential
	 Split

Miles
0 0.25 0.5 1.0



TRANSPORTATION

KY 245 (Clermont Road) is critical to the transportation system in southern Bullitt County, connecting I-65 with local destinations such as Jim Beam, Bernheim Arboretum, and Four Roses Bottling Facility. It also provides access to businesses, residential areas, and Bernheim Middle School. The KY 245 study area is approximately 7.2-miles long, from just west of the I-65 interchange at the west end to Weller Loop at the east end.

Functional Classifications and Physical Facilities

KY 245 is classified by the Kentucky Transportation Cabinet (KYTC) as a minor arterial within the study area. It is a rural two-lane, undivided highway with partial width paved shoulders and full width unpaved shoulders. The lanes are generally 12 feet wide and the posted speed limit is 55 mph. Left-turn lanes are provided at the I-65 ramps, Arboretum Way, and Happy Hollow Road intersections. Right-turn lanes are provided at Arboretum Way and the entrance to the property on the northeast corner of KY 245 and KY 61. Acceleration lanes are provided at Arboretum Way and Happy Hollow Road. Raised medians are provided within the I-65 interchange area.

Chapeze Lane (KY 3219) is classified as a minor collector and is a two-lane road with lanes that are generally 9 to 10 feet wide. The posted speed limit is 55 mph; however, there are five sharp curves on this road with posted advisory speeds of between 15 and 30 mph. There is also an at-grade railroad crossing.

Traffic Volumes (Auto and Truck) and Operations

KY 245 has an average daily traffic (ADT) of approximately 5,300 vehicles (500 trucks) west of I-65 and approximately 15,500 (1,800 trucks) just east of I-65. Further east on KY 245, the ADT decreases, but it remains in the 13,500 to 14,500 range, with approximately 9% to 11% trucks. The traffic volumes east of I-65 are consistent with a high-volume two-lane highway, but volumes are high enough that long delays can occur on side-streets and driveways during peak periods. In addition to side-street delays during peak commute periods, there is also traffic congestion during the school arrival/departure hours.

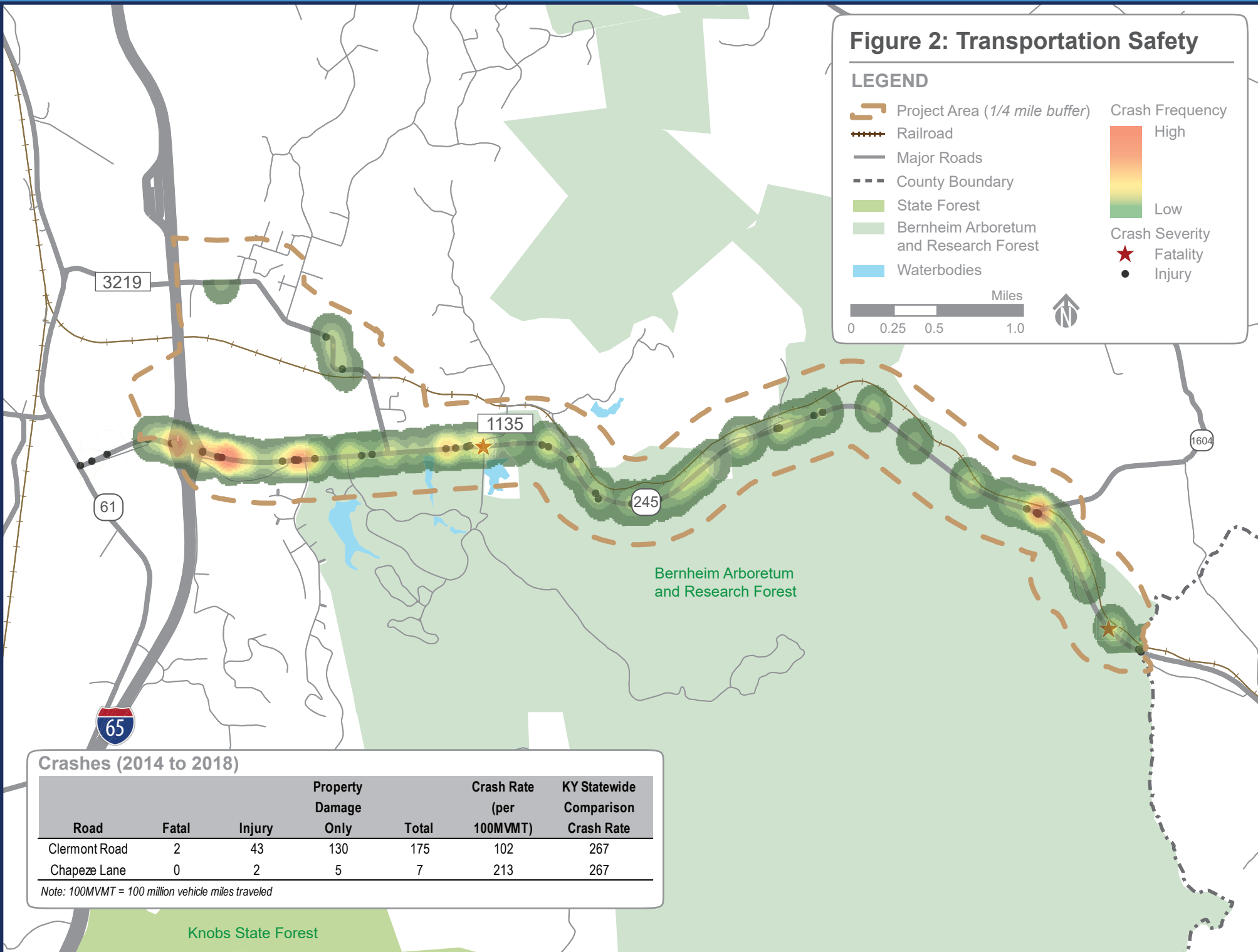
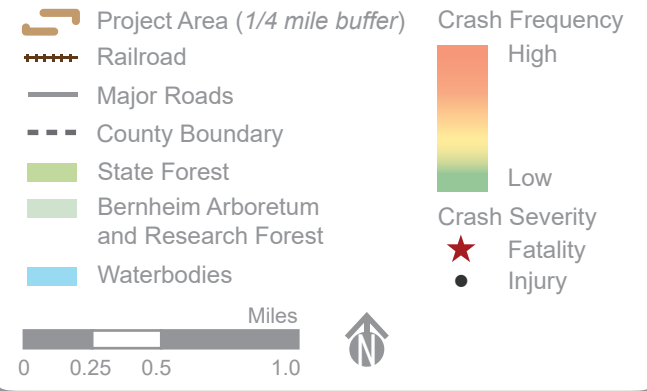
Chapeze Lane in the study area carries approximately 600 vehicles per day east of the Springs subdivision. The volume is somewhat higher at approximately 1,400 vehicles per day west of the subdivision. Operational issues on Chapeze Lane mainly relate to the narrow lanes and sharp curves.

Safety

Crash data from Kentucky State Police (KSP) for the five-year period from 2014 through 2018 was examined for both KY 245 and Chapeze Lane. The crash density map as well as a tabular summary of the data is shown in Figure 2. The major crash hotspots along KY 245 are at the I-65 interchange ramps, Audubon Drive, Plenmar Drive, and Lotus Road (KY 1604). There are secondary high crash areas at Jim Beam Way, Happy Hollow Road, and KY 61. Crashes related to left turns to and from KY 245 are of particular concern. This includes northbound left-turns from Audubon Drive and Plenmar Drive onto KY 245, as well as left-turns from KY 245 onto Lotus Road. There were 175 crashes on KY 245 and 7 crashes on Chapeze Lane during the five-year time period. Two of the crashes involved fatalities (one at Happy Hollow Road and one near the County line) and 45 crashes involved injuries. Overall, the crash rates for these highways are below the statewide average as shown on Figure 2.

Figure 2: Transportation Safety

LEGEND



Crashes (2014 to 2018)

Road	Fatal	Injury	Property Damage Only	Total	Crash Rate (per 100MVT)	KY Statewide Comparison Crash Rate
Clermont Road	2	43	130	175	102	267
Chapeze Lane	0	2	5	7	213	267

Note: 100MVT = 100 million vehicle miles traveled

Pedestrian and Bicycle Accommodations

The KY 245 study area provides limited accommodations for pedestrian or bicycle travel. From KY 61 to west of I-65, the best route for pedestrians and bicyclists is the Old KY 245 roadbed. From west of I-65 east to Happy Hollow Road, there are shoulders of various widths but no other facilities. There is a pedestrian/bicycle trail that begins on the Jim Beam property on the east side of Happy Hollow Road a short distance north of KY 245. This trail winds through the woods southeast to Lotus Road, using the Old Clermont Road roadbed for a portion of the distance. There are no marked crosswalks or other street crossings in the study area.

Proposed KY 245 Widening Project

KYTC's KY 245 widening project (Project No. 05-8509.00) will address several traffic operational and safety issues. The project will convert the existing two-lane highway to a four-lane highway from east of the I-65 northbound ramps intersection to just east of Happy Hollow Road. The new highway will have raised medians with left-turn lanes or continuous two-way left-turn lanes at important access locations. The improvements will reduce traffic delays and improve safety but could also increase vehicle speeds.

The project also includes pedestrian / bicycle facilities that will extend from the western end of the current trail on the Jim Beam property to the Bernheim Forest property. This trail extension will include a new underpass for pedestrians and wildlife that crosses under KY 245 to connect the Jim Beam and Bernheim Forest properties. The trail extension will then continue west to connect to existing trails on the Bernheim property south of the Jim Beam Way intersection.

Railroad Line

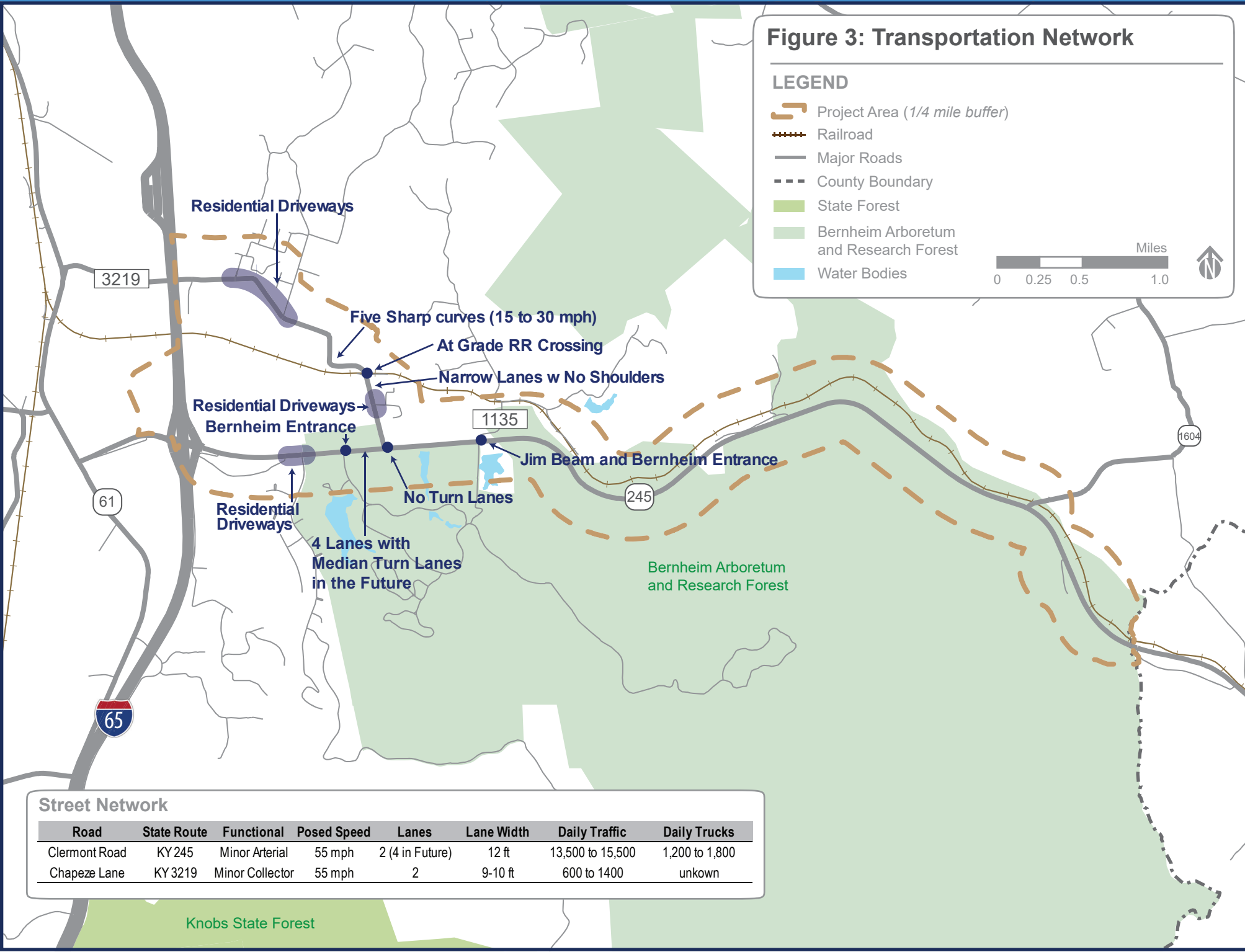
A single-track railroad line runs parallel KY 245 within the study area. The railroad line is part of the 20-mile Bardstown branch which was constructed in 1860. The Bardstown branch was purchased from CSX by the R.J. Corman Railroad Company in 1987 and is currently used primarily for the My Old Kentucky Home Dinner Train. The train makes occasional special event stops at the Jim Beam facility. In addition to the dinner train service, the Bardstown branch also provides limited freight rail service to industrial facilities. The railroad line does not cross KY 245 within the study area. However, there are at-grade crossings at Chapeze Lane (flashing lights, no gates), Jim Beam Way (passive crossing, no flashing lights or gates), Happy Hollow Rd (passive crossing), and Lotus Road (flashing lights, no gates).

Figure 3: Transportation Network

LEGEND

- Project Area (1/4 mile buffer)
- Railroad
- Major Roads
- County Boundary
- State Forest
- Bernheim Arboretum and Research Forest
- Water Bodies

Miles
0 0.25 0.5 1.0



Street Network

Road	State Route	Functional	Posed Speed	Lanes	Lane Width	Daily Traffic	Daily Trucks
Clermont Road	KY 245	Minor Arterial	55 mph	2 (4 in Future)	12 ft	13,500 to 15,500	1,200 to 1,800
Chapeze Lane	KY 3219	Minor Collector	55 mph	2	9-10 ft	600 to 1400	unkown

BRANDING AND IDENTITY

While there is no current cohesive identity throughout the corridor, there are multiple attractions and destinations that have individual and distinct identities. Primarily a natural and small development corridor, the current businesses and destinations located within the study area are primarily focused on tourism and visitor attraction. This corridor is also a starting point for many visitors on the Kentucky Bourbon Trail and Bluegrass experience that attracts visitors from not only the region but internationally as well.

The following tourism destinations are currently located along the KY 245 corridor:

Bernheim Arboretum and Research Forest

Bernheim Forest has consists of 16,137 acres of land that attracts over 270,000 visitors annually. The forest offers many ways for people to experience nature like nowhere else in the region that includes one-of-a-kind destinations (such as the Edible Garden), art displays, Canopy Tree Walk, Visitor Center, Children's Play Garden, and a nearly 90-year old fire tower as well as many programs, festivals and visitor experiences. Event facilities are also available for rental.

Jim Beam American Stillhouse

One of multiple Jim Beam locations, this facility offers guided tours and tastings. Visitors can learn about the bourbon process through mashing, distilling, barreling aging, and bottling. Other tourist attractions on the property include Fred's Smokehouse restaurant, a gift shop, and the Jim Beam Bourbon bar.

Bullitt County Fair & Convention

Sponsored and organized by the Fair Board of Bullitt County, Inc., the Bullitt County Fair has been organized for 44 years and is held in June. There are over 30 different activities and competitions offered each year and range from the Miss Bullitt County pageant to the Demo Derby.

Forest Edge Winery

This family owned and operated winery offers space for private parties and events as well as agritourism tastings and a wine club membership program. Other events include live music performances on Saturday's and participation in the St. Matthews Farmers Market. Open 7 days a week, the hours of operation range from opening at 11 am to closing at 6 or 7pm.

My Old Kentucky Dinner Train

My Old Kentucky Dinner Train travels north through Bernheim Forest and the Jim Beam distillery property to Limestone Springs and back. The train travels a 37-mile round trip excursion. Lunch and dinner excursions are typically 2 ½ hours, but may vary between 2 ½ and 3 hours in length. My Old Kentucky Dinner Train typically schedules excursions on Fridays and/or Saturdays and occasionally schedule additional excursions on weekdays.

Four Roses Bottling Facility

Partnering with the Distillery in Lawrenceburg, KY, the Warehouse and Bottling facility also offers tours and demonstrations. During the hour-long facility tour and visitors will learn how Four Roses Bourbon is aged and bottled. After the tour, an additional guided tasting is offered as well as purchasing options.

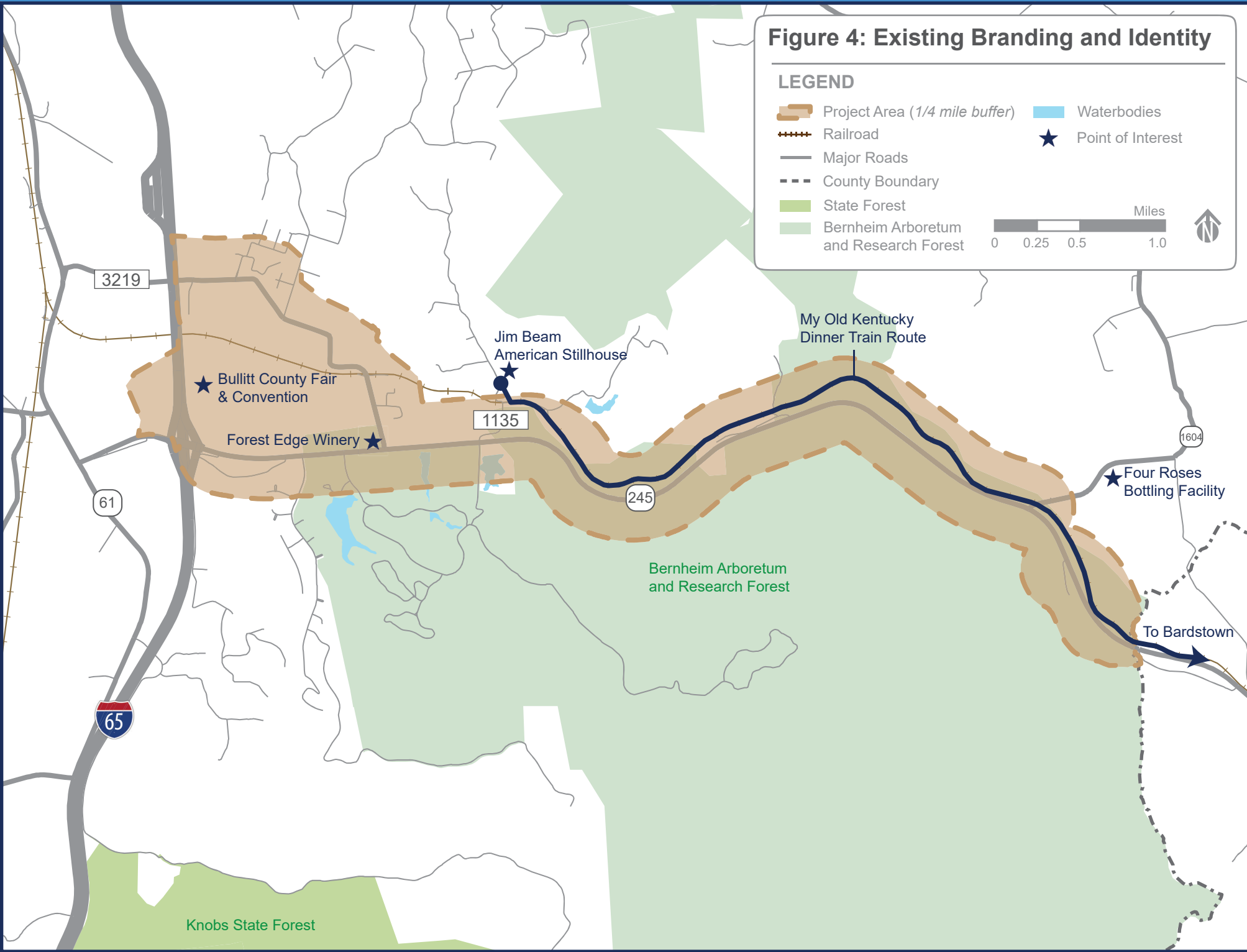

The character established by this corridor, through land uses, viewsheds and design elements, is important in terms of reinforcing these key tourism destinations.

Figure 4: Existing Branding and Identity

LEGEND

- Project Area (1/4 mile buffer)
- Railroad
- Major Roads
- County Boundary
- State Forest
- Bernheim Arboretum and Research Forest
- Waterbodies
- Point of Interest

Miles
0 0.25 0.5 1.0



3

DEFINING THE VISION

Kentucky 245 Vision

The KY 245 corridor has the unique opportunity to define Bullitt County as the entry point for the Bluegrass experience – as both the starting point of the Bourbon Trail and a destination for outdoor enthusiasts – because of the existing tourism destinations, undeveloped land and geographic location. Bullitt County's vision for KY 245 is that this corridor becomes the place where visitors come to experience what the Bluegrass has to offer but also provides amenities for residents through strategic development opportunities.

**KENTUCKY 245 – WHERE
YOU START YOUR
BLUEGRASS EXPERIENCE.**

**Growth and investment along the Kentucky 245
corridor will reinforce tourism to become THE
destination for spirits, outdoor adventures and one-
of-a-kind experiences.**

PLAN OVERVIEW

To achieve the vision of being the starting point for the bluegrass experience, this plan is organized into three topics:

- **Land Use & Development:** This topic analyses the existing land uses and zoning regulations in place today and provides recommendations for future policies that would be needed to allow the desired developments to occur.
- **Transportation:** The transportation element provides an overview of the existing conditions for road network, bicycle / pedestrian facilities and railroad lines and also provides recommendations that would be needed for these facilities to function properly in the future.
- **Branding & Identity:** This topic aims to create a distinct character for the corridor through visual elements and cues at the interchange and along KY 245.

These themes will address the proposed policy and capital improvement recommendations that would be needed to bring this vision to reality in Chapter 4: Plan Recommendations and the action steps that need to be completed in Chapter 5: Implementing the Vision.

4

PLAN RECOMMENDATIONS

It is anticipated that the KY 245 corridor has the potential to become a starting point for outdoor adventure and bourbon enthusiast alike. The popularity of the Kentucky Bourbon Trail continues to grow while drawing visitors from across the nation and world, and Bernheim Forest continues to draw hundreds of thousands of visitors a year. Anticipating this unique opportunity to reinforce not only a regional destination but to create the place where visitors start their Bluegrass experience, this study identifies recommendations to further support the potential of this tourism-focused destination in Bullitt County.



LAND USE AND DEVELOPMENT

1. Update Future Land Use Plan
2. Establish an Overlay District
3. Create a new Agricultural-Tourism Zoning District



TRANSPORTATION

4. Consider Access Management and New Signalized Intersections
5. Extend Sidewalks and Trails along KY 245
6. Add a Left turn Lane at Lotus Road
7. Upgrade the I-65 Interchange
8. Require Transportation Studies for New Development













BRANDING AND IDENTITY

9. Create a Distinctive Design Features that Define the Character of KY 245

Figure 5: Plan Recommendations

LEGEND

-  Project Area (1/4 mile buffer)
-  Railroad
-  Major Roads
-  County Boundary
-  State Forest
-  Bernheim Arboretum and Research Forest
-  Conservation
-  Hospitality, Tourism & Destination Future Land Use Recommendations
-  No Change to Previous Future Land Use Recommendations
-  Overlay District



3219

#4 Consider Access Management and New Signalized Intersections

#2 Establish an Overlay District

1135

#5 Extend Sidewalks and Trails along KY 245

245

#6 Add a Left turn lane at Lotus Road

1604

#7 Upgrade the I-65 interchange

61

65

Bernheim Arboretum and Research Forest

Knobs State Forest

Corridor-Wide Recommendations
#1 Update Future Land Use Plan
#3 Create a new Agricultural-Tourism Zoning District
#8 Require Transportation Studies for New Development
#9 Create a Distinctive Design Features that Define the Character of KY 245



RECOMMENDATIONS



Example Bike Rental Businesses



Landscape buffer along road



Example Destination Restaurant



Land Use & Development

Recommendation 1: Update Future Land Use Plan

This study recommends future land uses that are oriented towards hospitality, tourism, and outdoor recreation along the KY 245 corridor (see map on page 17). These uses would include destinations that cater to attracting visitors but can also provide entertainment, dining and recreation that cater to visitors as well as local residents. Hospitality uses that desire more visibility, such as hotels and restaurants, could be focused in the area closer to the interchange for easier access, while those uses that are destinations, such as distilleries, wineries, and outdoor recreation, are more likely to build upon the existing destinations just past the interchange area. Much of the land between Chapeze Lane and the County Line is owned by Bernheim Forest and will remain conservation.

This study does not seek to re-zone any existing properties in the study area unless it is a voluntary re-zoning. Rather, this study is intended to provide more flexibility to property owners along the KY 245 corridor that are currently zoned industrial with the goal of tourism uses occurring as this area ideally becomes a destination and launching point for the Bourbon Trail and outdoor activities. The parcels that are currently zoned industrial within this area should be allowed to remain industrially zoned but have the additional hospitality-oriented uses as a permitted right.

Additional permitted uses along this corridor should include hotels, bed and breakfasts, dine-in restaurants, coffee shops, cafes, distilleries, wineries, outdoor recreation, and similar land uses that support tourism activities. Uses such as drive-thru restaurants, gas stations, strip malls and similar retail activities should not be allowed as additional tourism-oriented uses along this corridor. The additional permitted uses should be incorporated into an Overlay District (see Action Step 2) to streamline the development review process and minimize amendments to the Zoning Ordinance.

ACTION STEP 1.1 : Amend the Future Land Use Plan in the Bullitt County Comprehensive Plan to reflect this plan.



Land Use &
Development

Recommendation 2: Establish an Overlay District

An overlay district should be created along KY 245 to establish a distinct character that promotes tourism and reinforces the natural and scenic quality of the corridor. The following are recommended regulations that should be incorporated into a new KY 245 Overlay District.

- 1. Additional Permitted Uses:** The Overlay District should allow the additional land uses outlined in Recommendation 1 as permitted uses to encourage these desired uses. These uses should not require a re-zoning to occur within the Overlay District.
- 2. Buffer Requirements:** A visual buffer should be required for all development within the overlay district to reinforce the natural and scenic quality of this corridor by screening buildings and site activities from the KY 245 viewshed. This would include landscape, fencing and/or earthen berm requirement.

Industrial Land Uses:

- 1 canopy tree (2" caliper minimum) for each 40 feet of road frontage; and
- A visually continuous screen adjacent to any portion of the site that is developed. The continuous screen can include one or a combination of the following:
 - Shrubs with minimum height of 3 feet;
 - Fencing or wall that substantially obstructs visibility of activities on the site with a minimum height of 6 feet and consists of aesthetically pleasing and durable materials such as limestone, natural stone, brick, and/or weather-resistant wood (minimum 25% stone or brick); and/or
 - An earthen berm with a minimum height of 6 feet that does not exceed a 3:1 slope (must be irrigated if planted).

All Other Land Uses:

- 1 canopy tree (2" caliper minimum) for each 60 feet of road frontage; and
- 1 shrub per 10 feet of road frontage

- 3. Site Layout & Access:** The site layout for developments within this overlay should be designed to minimize the visual impact from KY 245. Additionally, shared access and/or driveways should be required, when possible, to improve safety and reduce congestion on the roadway.
- 4. Preservation of Natural Features:** When feasible, natural features should be preserved with a priority of preserving trees, streams, and other significant natural features visible from KY 245. If existing trees are preserved within the buffer area and they are deemed to be healthy and suitable species, preservation of these trees larger than 18" in caliper within the front yard setback (along KY 245) can offset the landscape requirements above at a 1:2 ratio (1 existing trees can replace 2 required new tree).

ACTION STEP 2.1: Adopt a text and map amendment that include the recommendations outlined in this plan, including Buffer Requirements, Site Layout & Access, Preservation of Natural Features, and Additional Permitted Uses.



RECOMMENDATIONS



Land Use &
Development

Recommendation 3: Create a new Agricultural-Tourism Zoning District

Through this planning process the need for an additional zoning district within Bullitt County was identified. Currently agricultural-tourism uses (Ag-tourism), such as distilleries, are required to be zoned heavy industrial. While zoning a distillery as heavy industrial doesn't pose an immediate issue, it does create a long-term conflict if the property is sold. For example, a parcel could be re-zoned from Agriculture to Heavy Industrial to allow a rack house for a distillery. This use likely doesn't pose as many off-site impacts as many heavy industrial uses, such as odor, noise, dust, etc. However, if this parcel is then sold, the zoning for Heavy Industrial remains in place and those permitted uses are allowed by right for future development.

The recommended solution is to create an Agricultural-Tourism Zoning District with only a text amendment (no map amendments). This would provide a future option as these types of uses request zoning changes without having to rezone to heavy industrial. This text amendment should define all district regulations with the purpose of creating a rural and scenic destination for visitors and residents. Map amendments would occur as property owners request their zoning to be changed to this district.

ACTION STEP 3.1: Adopt a text amendment that includes a new zoning district for Agricultural-Tourism to provide an improved option for rezoning requests by those types of uses.



Transportation

Recommendation 4: Consider Access Management and New Signalized Intersections

While the upcoming KYTC project will increase capacity on KY 245 and facilitate turns from KY 245, it will only moderately increase the capacity for left-turns onto KY 245. These movements will still be difficult during peak periods. Ultimately, as future development occurs and traffic volumes on KY 245 increase further, it may be beneficial to consider the following:

- **New Traffic Signals:** Add one or more new traffic signals on KY 245 to facilitate turns onto the highway. At least one traffic signal location should be planned on the eastside of the I-65 ramp intersection. This first signal should preferably be at least 1,320 feet away from the interstate ramp but also provide access to Bernheim Middle School to alleviate congestion. A second new signal should be located further east may also be appropriate if ultimately warranted by traffic volumes.
- **Consolidate Access Points:** New access points (driveways) should be consolidated onto KY 245 and/or use side streets to provide access to warrant new signals and provide safe traffic operations.
- **Access Management Principles:** Good access management principles should be considered and implemented in the study area. As additional driveways and other intersections are allowed along KY 245 that will cause increased safety and operational issues that are difficult, if not impossible to remediate.

ACTION STEP 4.1: Work with KYTC, Bullitt County Fiscal Court, and City of Shepherdsville to develop an access management policy and map for the KY 245 corridor to address future traffic signal locations.



Transportation

Recommendation 5: Extend Sidewalks and Trails along KY 245

The upcoming KYTC roadway project includes an underpass for pedestrians, bicyclists and wildlife under KY 245. This underpass connects the existing trail west of Jim Beam to the entrance of Bernheim Forest. A sidewalk or trail should be extended from Bernheim Forest to the I-65 interchange area.

A sidewalk or trail should run along the south side of KY 245 from Bernheim Forest to Audubon Drive or the location of a new traffic signal east of the interchange (See Recommendation 4). This intersection is critical because it will affect traffic capacity of the I-65 interchange and also provide the only signalized pedestrian crossing in the corridor.

If development occurs between Jim Beam and the Audubon Drive crossing, a sidewalk or trail should be provided on the north side of KY 245 as well. Between the crossing at Audubon Drive and the I-65 ramp intersection, sidewalks should be provided on both sides of KY 245 to serve new interchange area development. All new traffic signals in the area should be designed to accommodate pedestrian movements.

ACTION STEP 5.1: Require new developments install a sidewalk or trail along the corridor as part of the overlay district (See Action Step 2.1).

ACTION STEP 5.2: Seek funding from KYTC Transportation Alternative Program (TAP) for construction of sidewalks or trails along the corridor before other development occurs.



Transportation

Recommendation 6: Add a Left turn Lane at Lotus Road

An eastbound left turn lane should be considered at Lotus Road and KY 245 for safety. The intersection occurs in the middle of a long curve with limited sight distance for traffic in both directions. A left turn lane on KY 245 would allow turning vehicles a location to wait for an opportunity to turn left without remaining in the eastbound thru lane. Ultimately, the intersection may need to be reconstructed to improve sight distances, possibly raising the profile of Lotus Road, though the proximity of the railroad grade crossing may make this difficult.

ACTION STEP 6.1: Coordinate planning and design of new left-turn facilities with KYTC that could be funded through KIPDA or KYTC safety programs.



Left Turn Lane at T-intersection. Source: FHWA



RECOMMENDATIONS



Transportation

Recommendation 7: Upgrade the I-65 Interchange

The I-65 interchange will ultimately need to be upgraded if significant development occurs on both sides of I-65. This could initially include longer and/or more turn lanes, more queuing storage (especially on the southbound off ramp), and improved signal timing/optimization.

In the long-term the bridge may need to be widened to accommodate additional through lanes and pedestrian/bicycle paths. If improvements are made, the aesthetic aspects of the interchange should be taken into account to yield a design that complements the area attractions and development (See Recommendation 9).

ACTION STEP 7.1 : Coordinate with KYTC for study of the interchange as part of the on-going I-65 planning study in area.

ACTION STEP 7.2 : Coordinate with KYTC and KIPDA to fund a long-range, interchange specific planning study for KY 245.



Transportation

Recommendation 8: Require Transportation Studies for New Development

The expected traffic generated by any proposed developments should be taken into account when determining the locations of potential future traffic signals in order to safely and efficiently turn to and from KY 245. In addition, if a substantial development is planned on Chapeze Lane, property owners should work with KYTC on upgrades that would be needed to accommodate future traffic prior to development occurring.

Small traffic studies should be required for any developments that will generate over 50 peak hour trips in the study area to ensure roadway capacities are adequate. If roadway improvements are required, cost-sharing between the property owner and public agencies should be explored.

ACTION STEP 8.1: Require as part of the Overlay District (See Action 2.1) that all new developments over a certain threshold complete a local or regional traffic study and submit it to the county/city prior to the approval of a development plan.



Signalized intersection near an interchange. Source: City of Memphis



Branding & Identity

Recommendation 9: Create a Distinctive Design Features that Define the Character of KY 245

Design elements, such as a gateway feature, signage and other visual cues, should be used at the I-65 interchange and along KY 245 that define this corridor as the entry to the Bluegrass experience.

Gateway Features: A gateway feature should be established at the interchange that is visible from I-65 and invites travelers to stop in Bullitt County for a short trip or overnight stay. It should build upon the local destinations along KY 245 in Bullitt County, including Jim Beam and Bernheim Forest.

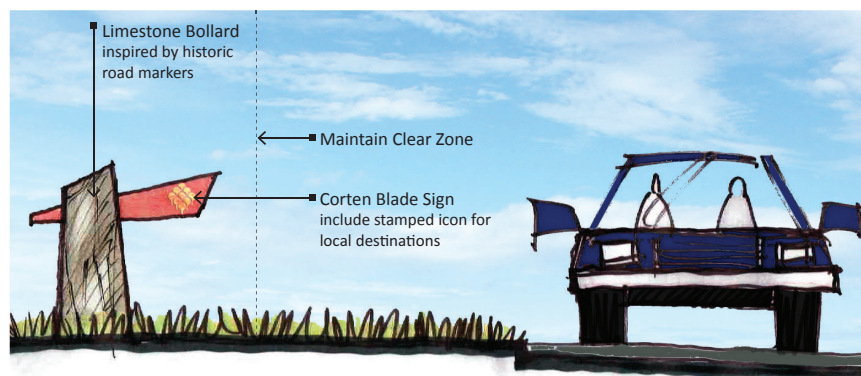
The materials and design should be reflective of the tourism destinations and could incorporate local materials such as limestone and wood. Additional materials can be utilized to further capture the local character but should be durable to exterior conditions. Corten steel can be incorporated to provide rustic colors that provide tones and textures that reflect images of copper and earth, further tying together destinations like Jim Beam and Bernheim.

Signage and plantings should be used to accent to the interchange and highlight this area as a starting point to the bluegrass experience. Native plants should be used to reinforce the local character. Native plants are uniquely suited to thrive in the local climate and will provide the best durability once established. Plantings can also be selected to further environmental goals already established at Bernheim and Jim Beam to provide habitat and forage for pollinator insects.

KY 245 Corridor Features: The visual cues that tell visitors this corridor is a destination as well as the entry to the Bourbon Trail and Bluegrass is critical in establishing a character for this corridor. Design elements should be within the public right-of-way, consistently appear along KY 245 and could include wayfinding signage, decorative fences and art installations. The materials should reflect the destinations of outdoor recreation and bourbon and include limestone, Corten steel, and similar materials that correspond with the gateway treatment at I-65. Markers should not obstruct the view of drivers, but be noticeable from a distance and simply designed to make them recognizable for passing vehicular traffic.

ACTION STEP 9.1: Complete schematic design for the gateway features as well as KY 245 corridor features to define the design elements, character and initial cost estimate.

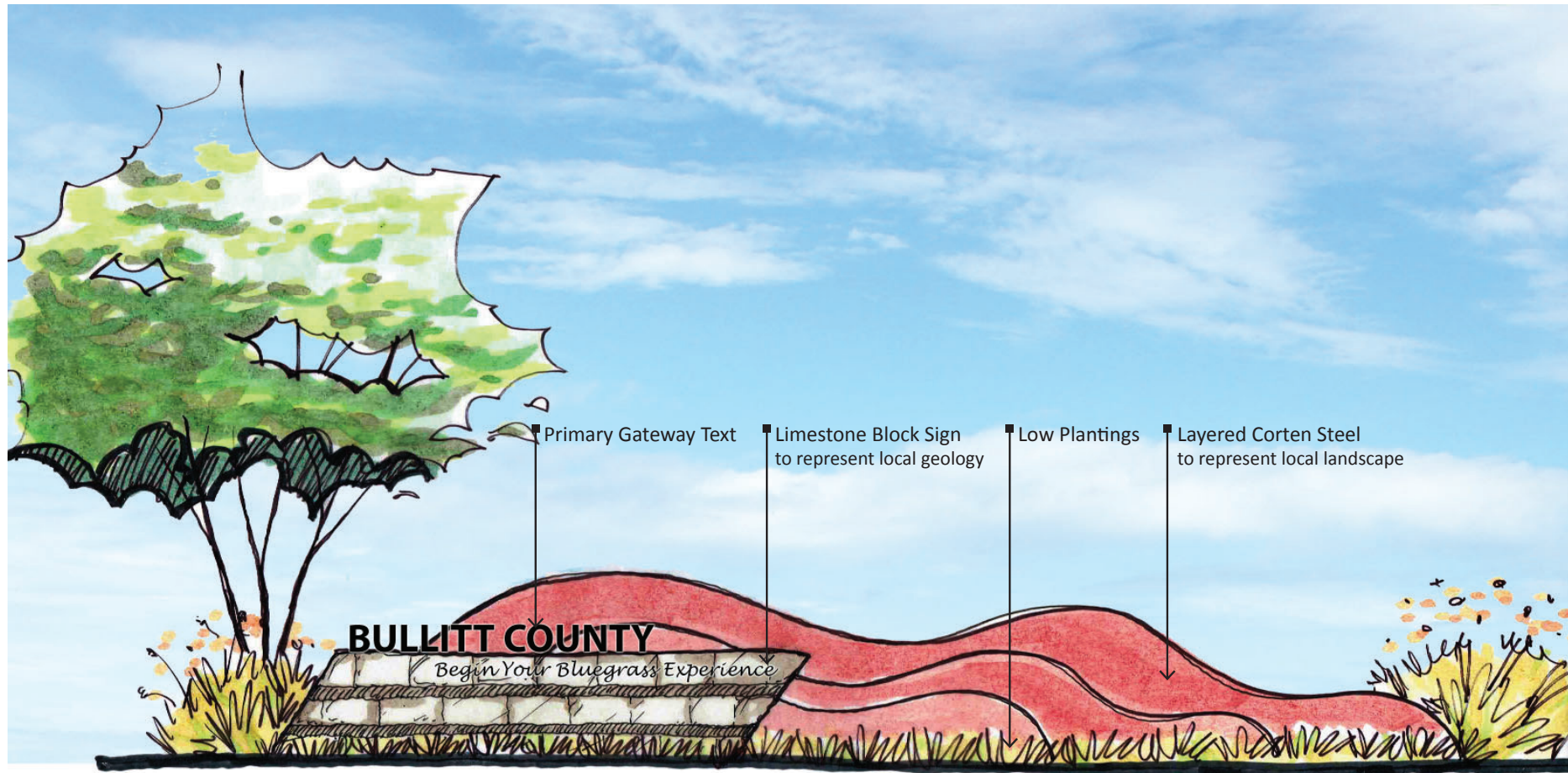
ACTION STEP 9.2: Identify funding and complete design and construction.



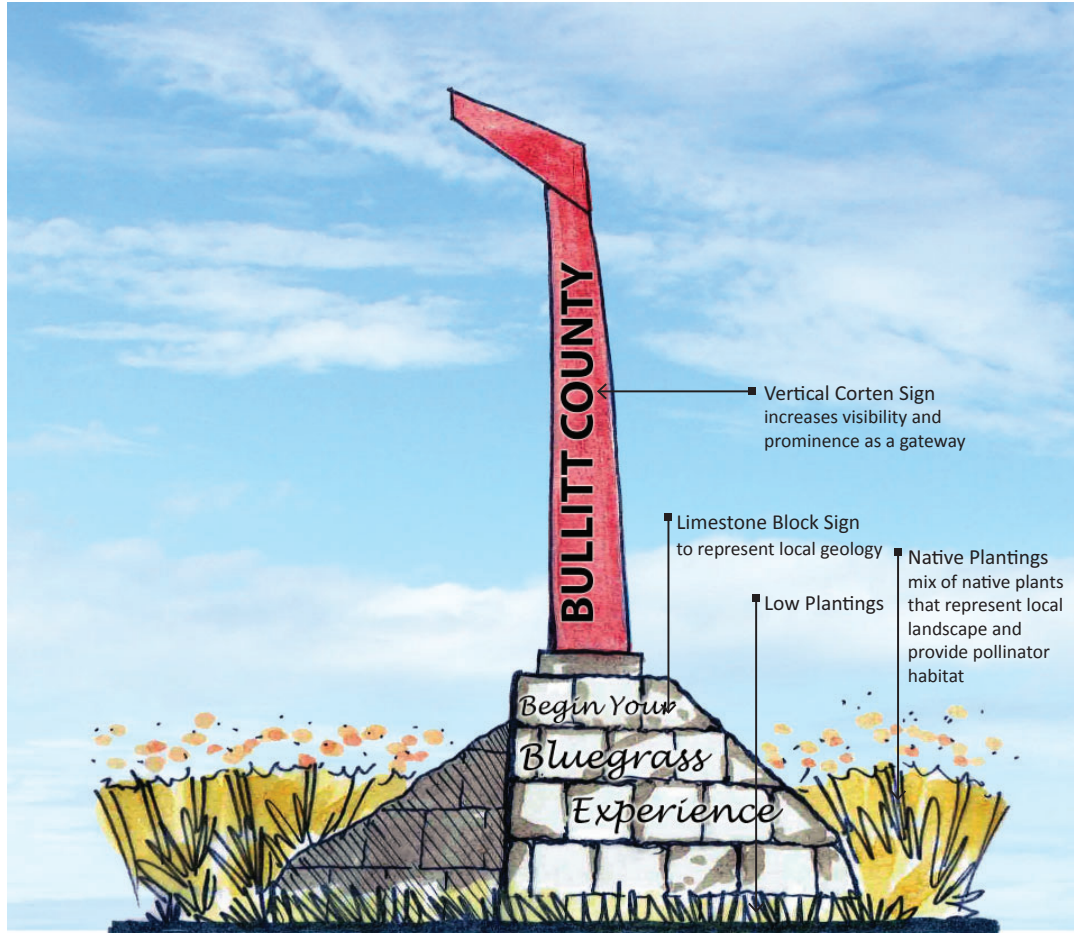
Roadway Marker



RECOMMENDATIONS



Gateway Option A



Gateway Option B

5

IMPLEMENTING THE VISION

The Bullitt County Bourbon Trail Study is not the end of the community's effort and marks the beginning of the next 20 years in the community. Now the community has defined a vision for the future, this section focuses on how to achieve that vision.

This chapter calls for the collaboration and commitment from several public and private organizations in addition to a strong and unified leadership. These partnerships will be necessary to reinforce decisions that support this plan. It is important that all involved parties are diligent about identifying and removing barriers to increase successes throughout the life of this plan.

ACTION STEP TIMELINE

ACTION STEP 1.1: Amend the Future Land Use Plan in the Bullitt County Comprehensive Plan to reflect this plan.

ACTION STEP 2.1: Adopt a text and map amendment that include the recommendations outlined in this plan, including Buffer Requirements, Site Layout & Access, Preservation of Natural Features, and Additional Permitted Uses.

ACTION STEP 3.1: Adopt a text amendment that includes a new zoning district for Agricultural-Tourism to provide an improved option for rezoning requests by those types of uses.

ACTION STEP 4.1: Work with KYTC, Bullitt County Fiscal Court, and City of Shepherdsville to develop an access management policy and map for the KY 245 corridor to address future traffic signal locations.

ACTION STEP 5.1: Require new developments install a sidewalk or trail along the corridor as part of the overlay district (See Action Step 2.1).

ACTION STEP 5.2: Seek funding from KYTC Transportation Alternative Program (TAP) for construction of sidewalks or trails along the corridor before other development occurs.

ACTION STEP 6.1: Coordinate planning and design of new left-turn facilities with KYTC that could be funded through KIPDA or KYTC safety programs.

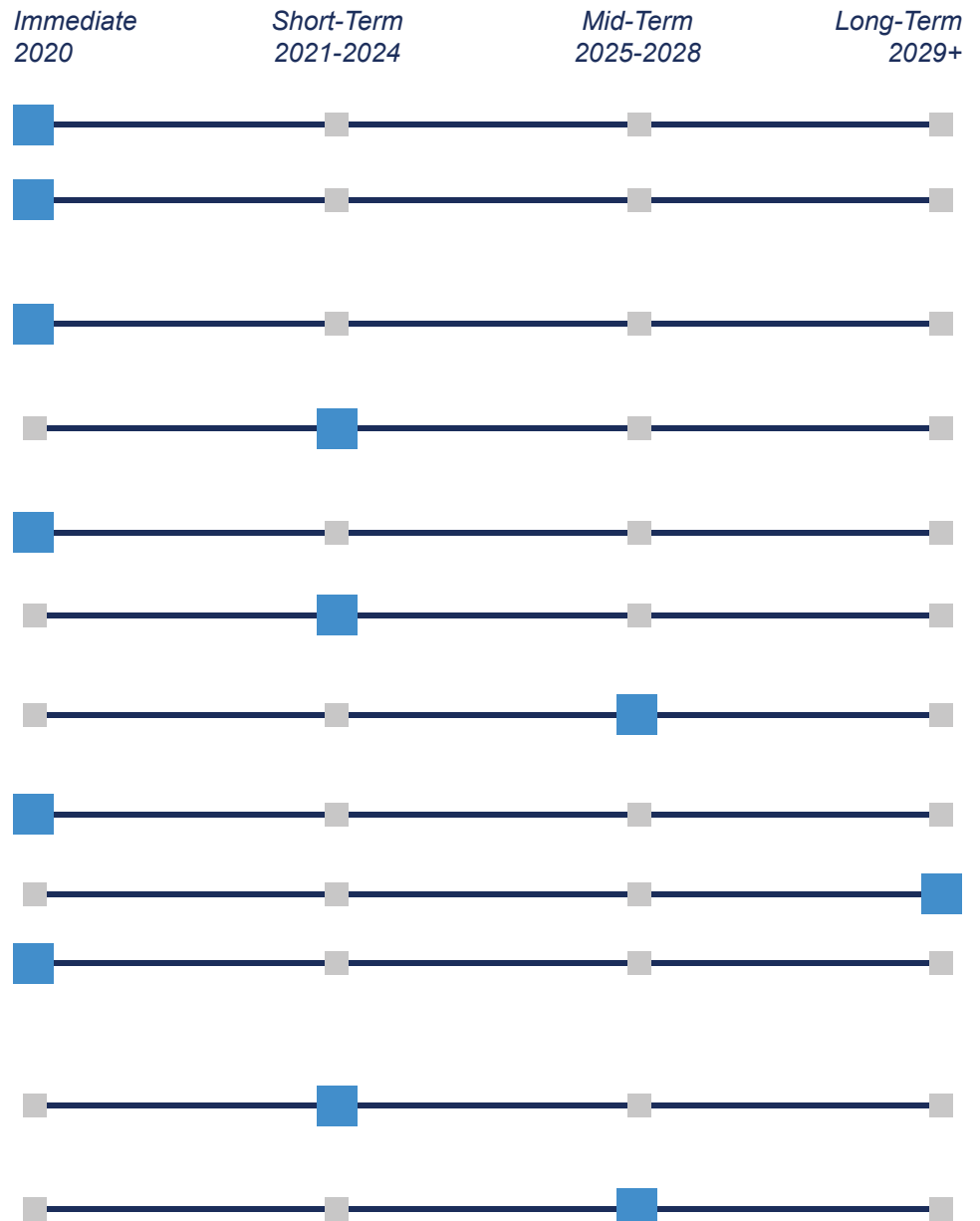
ACTION STEP 7.1: Coordinate with KYTC for study of the interchange as part of the on-going I-65 planning study in area.

ACTION STEP 7.2: Coordinate with KYTC and KIPDA to fund a long-range, interchange specific planning study for KY 245.

ACTION STEP 8.1: Require as part of the Overlay District (See Action 2.1) that all new developments over a certain threshold complete a local or regional traffic study and submit it to the county/city prior to the approval of a development plan.

ACTION STEP 9.1: Complete schematic design for the gateway features as well as KY 245 corridor features to define the design elements, character and initial cost estimate.

ACTION STEP 9.2: Identify funding and complete design and construction.



ACTION STEP TIMELINE



LAND USE & DEVELOPMENT

Action Step	Priority	Timeline	Type	Partners	Funding
1.1 Amend the Future Land Use Plan in the Bullitt County Comprehensive Plan to reflect this plan.	Immediate	6-month duration	Policy	<ul style="list-style-type: none">• Planning Commission• Fiscal Court• City Council	N/A
2.1 Adopt a text and map amendment that include the recommendations outlined in this plan, including Buffer Requirements, Site Layout & Access, Preservation of Natural Features, and Additional Permitted Uses.	Immediate	6-month duration	Policy	<ul style="list-style-type: none">• Planning Commission• Fiscal Court• City Council	N/A
3.1 Adopt a text amendment that includes a new zoning district for Agricultural-Tourism to provide an improved option for rezoning requests by those types of uses.	Immediate	6-month duration	Policy	<ul style="list-style-type: none">• Planning Commission• Fiscal Court• City Council	N/A



TRANSPORTATION

Action Step	Priority	Timeline	Type	Partners	Funding
4.1 Work with KYTC, Bullitt County Fiscal Court, and City of Shepherdsville to develop an access management policy and map for the KY 245 corridor to address future traffic signal locations.	Short Term	12-month duration	Policy	<ul style="list-style-type: none"> • Planning Commission • Fiscal Court • City Council • KYTC 	N/A
5.1 Require new developments install a sidewalk or trail along the corridor as part of the overlay district (See Action Step 2.1).	Immediate	6-month duration	Policy	<ul style="list-style-type: none"> • Planning Commission • Fiscal Court • City Council 	N/A
5.2 Seek funding from KYTC Transportation Alternative Program (TAP) for construction of sidewalks or trails along the corridor before other development occurs.	Short Term	12-month duration	Construction	<ul style="list-style-type: none"> • Fiscal Court • Planning Commission • City Council 	<ul style="list-style-type: none"> • Transportation Alternatives Program (TAP)
6.1 Coordinate planning and design of new left-turn facilities with KYTC that could be funded through KIPDA or KYTC safety programs.	Mid Term	24-month duration	Construction	<ul style="list-style-type: none"> • Fiscal Court • KYTC 	<ul style="list-style-type: none"> • KYTC Safety Grants • Transportation Alternatives Program (TAP) • Surface Transportation Program (STP)
7.1 Coordinate with KYTC for study of the interchange as part of the on-going I-65 planning study in area.	Immediate	6-month duration	Planning	<ul style="list-style-type: none"> • Planning Commission • KYTC (Stantec) • Fiscal Court • City Council 	N/A
7.2 Coordinate with KYTC and KIPDA to fund a long-range, interchange specific planning study for KY 245.	Long Term	24-month duration	Planning	<ul style="list-style-type: none"> • Planning Commission • KYTC • KIPDA • Fiscal Court • City Council 	<ul style="list-style-type: none"> • KYTC Safety Grants • Transportation Alternatives Program (TAP) • Surface Transportation Program (STP)
8.1 Require as part of the Overlay District (See Action 2.1) that all new developments over a certain threshold complete a local or regional traffic study and submit it to the county/city prior to the approval of a development plan.	Immediate	6-month duration	Policy	<ul style="list-style-type: none"> • Planning Commission • Fiscal Court • City Council 	<ul style="list-style-type: none"> • Kentucky Tourism Incentive - Kentucky Tourism



BRANDING AND IDENTITY

Action Step	Priority	Timeline	Type	Partners	Funding
9.1 Complete schematic design for the gateway features as well as KY 245 corridor features to define the design elements, character and initial cost estimate.	Short	6-month duration	Capital Project	<ul style="list-style-type: none">• Fiscal Court• City of Shepherdsville• KYTC• KIPDA	<ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• Surface Transportation Program (STP)• Congestion Mitigation and Air Quality Improvement Program (CMAQ)
9.2 Identify funding and complete design and construction.	Mid	24-month duration	Capital Project	<ul style="list-style-type: none">• Fiscal Court• City of Shepherdsville• KYTC	<ul style="list-style-type: none">• Transportation Alternatives Program (TAP)• Surface Transportation Program (STP)• Congestion Mitigation and Air Quality Improvement Program (CMAQ)

