



University Parkway Corridor Plan

Public Workshop
Sept. 18, 2017



AGENDA

1. Overview of Process
2. Study Area
3. Components of the Plan
4. What We Know
5. What We Have Heard
6. Tonight's Input
7. Next Steps

OVERVIEW OF PROCESS

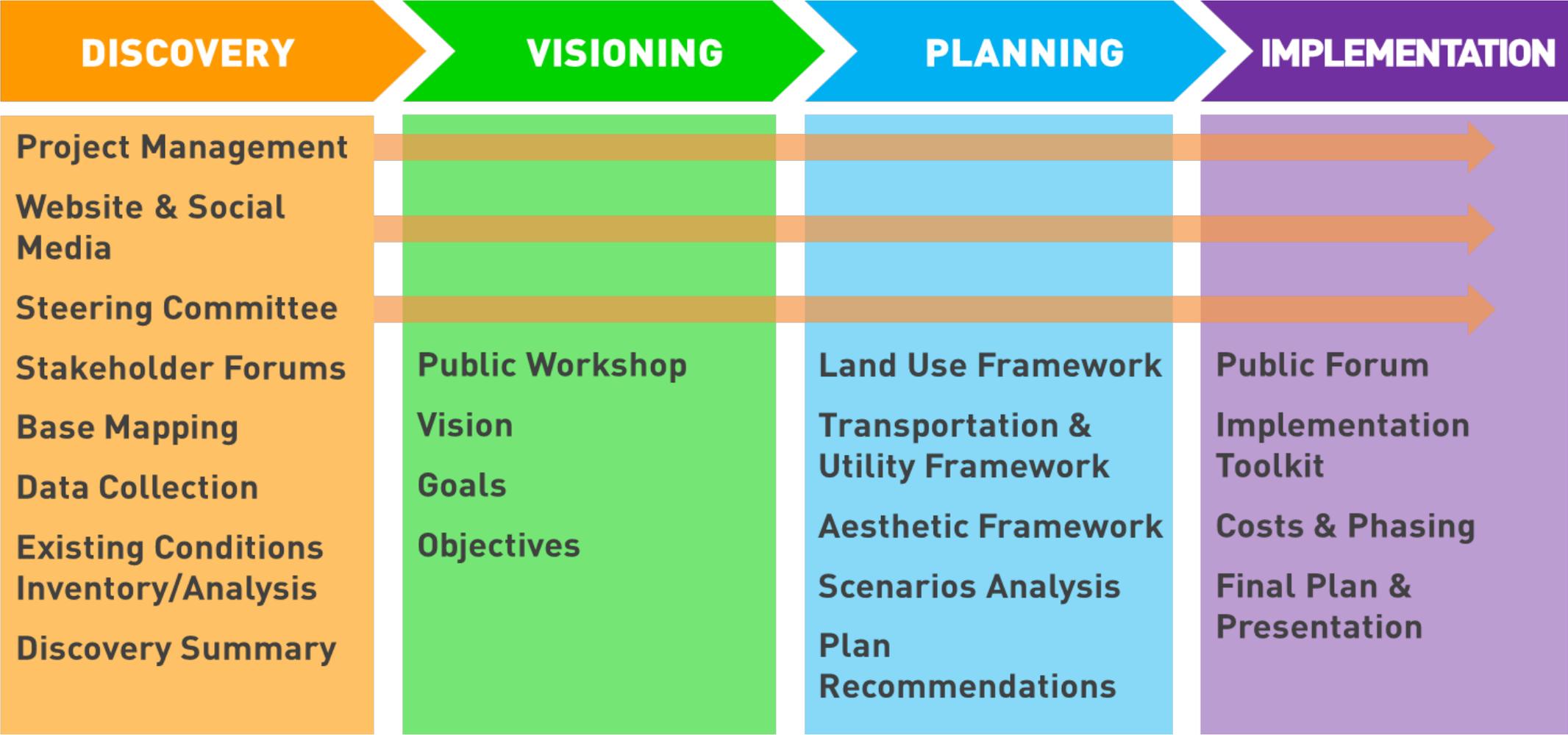
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Purpose of the Study

The corridor plan will offer specific land use recommendations on future development, preserving the corridor's resources, and amending the Zoning Ordinance to ensure that future development meets the vision and intent of the Plan. Since the Parkway serves as a critical thoroughfare in western Vanderburgh County providing access to the University of Southern Indiana, the transportation component of the Plan will focus on protecting the Parkway for the efficient and safe movement of traffic, and identifying any future road improvements needed.

Overview of Process



STUDY AREA

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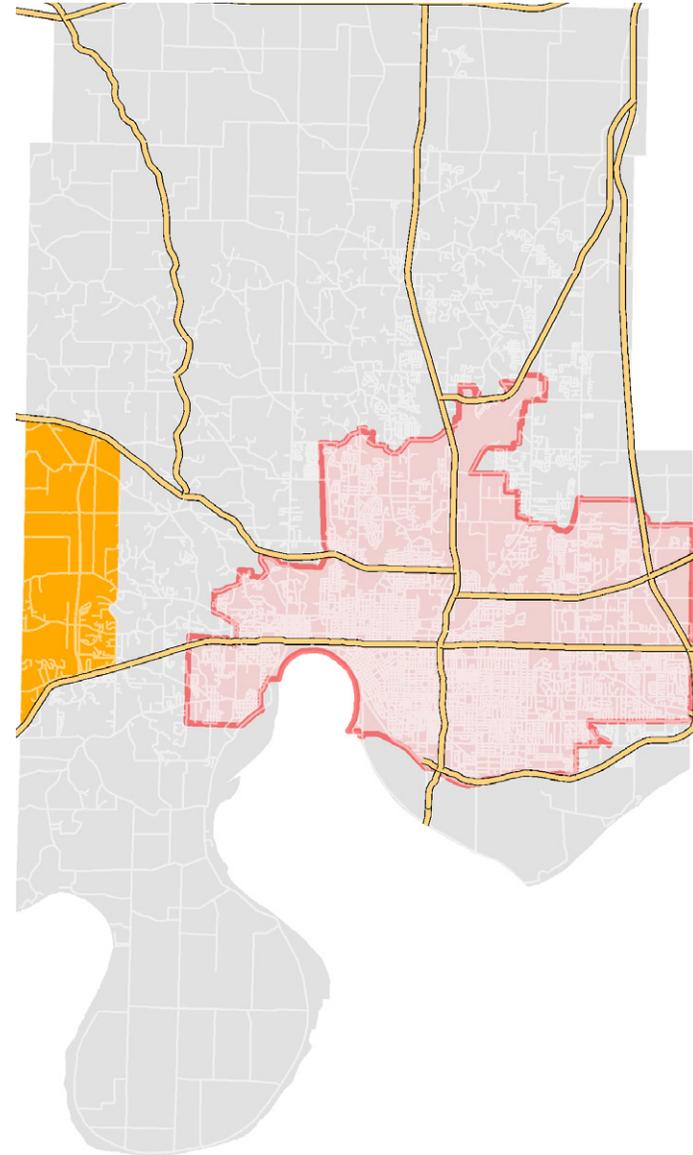
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Study Area

WHERE IS THE STUDY AREA?

Located on the western border of the county the University Parkway Corridor is located just outside of Evansville's limits. The boundaries of the study area are:

- Diamond Avenue to the north
- Vanderburgh-Posey County Line to the west
- Lloyd Expressway to the south
- Church and Peerless Roads to the east



WHATS UNIQUE ABOUT THIS AREA?

Its strategic location and local amenities nearby make the study area unique from other areas in the county:

- University of Southern Indiana
- Two state highways; Diamond Rd (SR 66) to the north and Lloyd Expressway (SR 62) to the south
- University Parkway is a major north/south corridor on the west side of Evansville
- Opportunities for future development
- A majority of the land is used for agricultural land and natural features
- West Terrace School
- Shopping center nearby along Lloyd Expressway



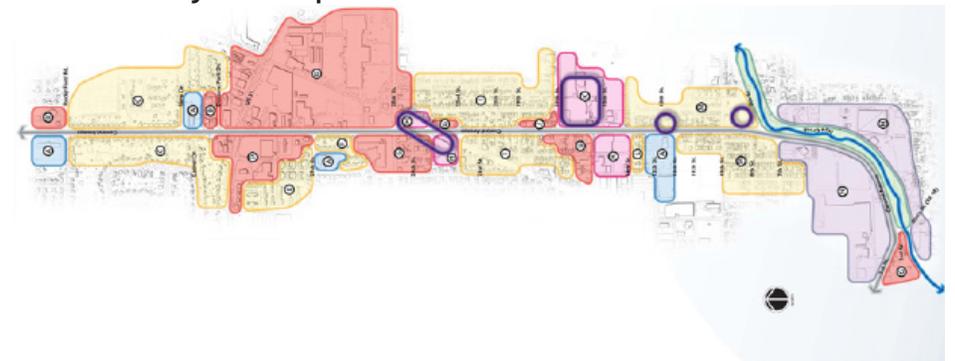
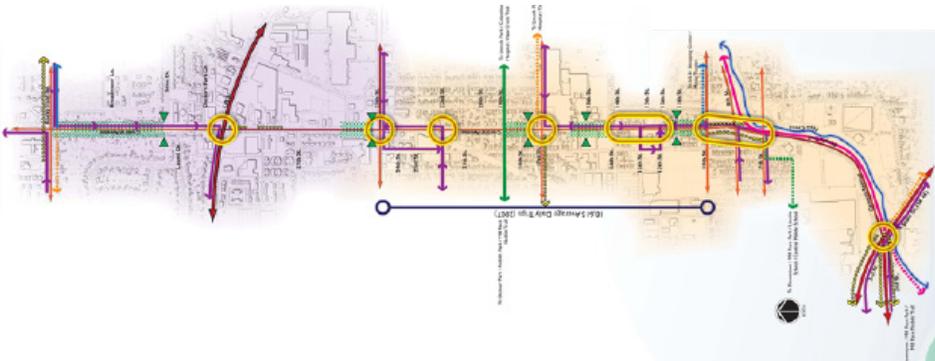
COMPONENTS OF THE CORRIDOR PLAN

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WHAT IS A CORRIDOR PLAN AND WHY IS IT NEEDED?

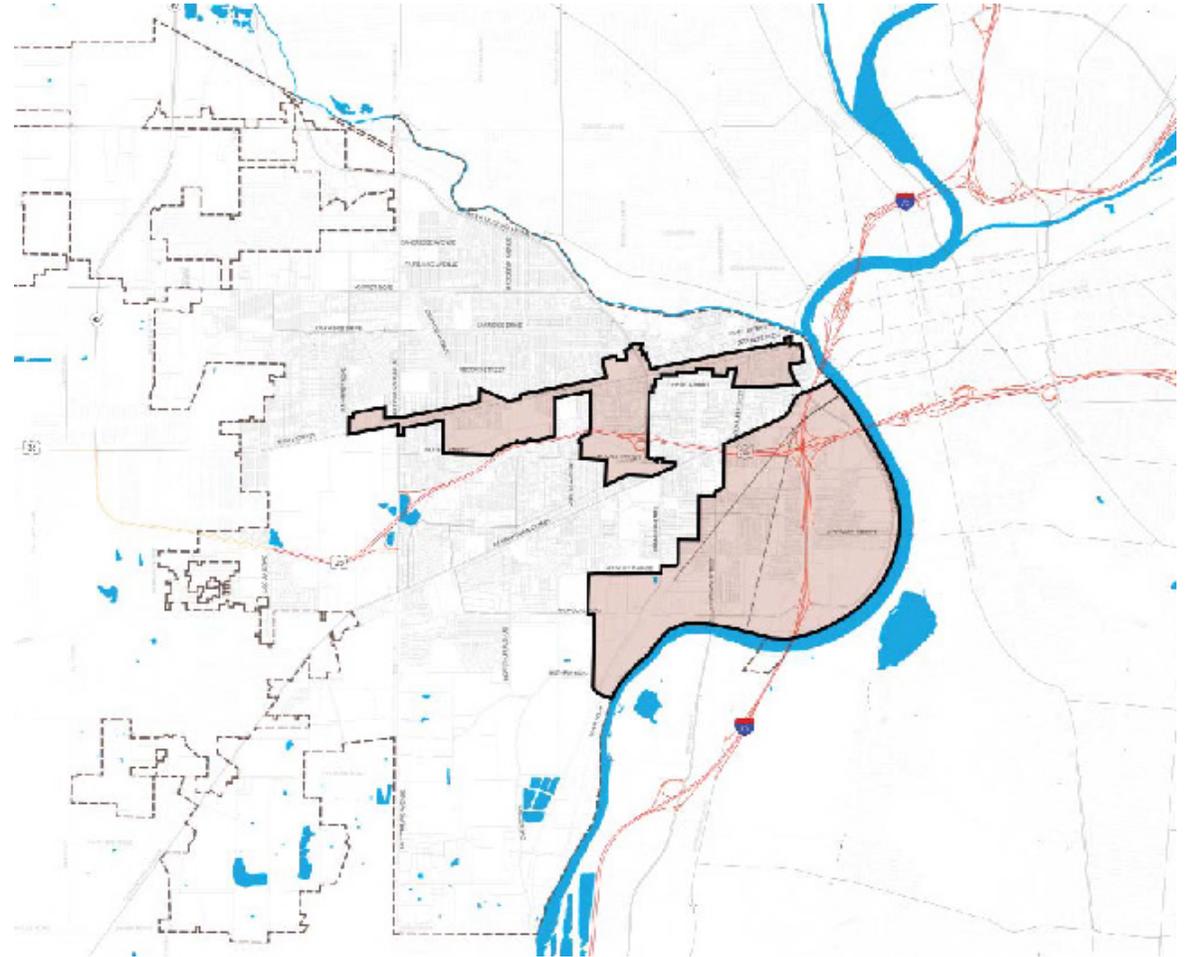
- A corridor plan is an in-depth study of parcels along a corridor.
- Creates a guide for the future growth and development along the roadway and adjacent land.
 - Recommends land use on each parcel
 - Multi-modal and access improvements
 - Aesthetics
- The comprehensive plan provides a general direction for growth, but the corridor plan is much more detailed.
 - Limit certain uses
 - Protect natural features and open space
 - Manage the location and quantity of uses
 - Ensure appropriate infrastructure investment to support development
 - Identify and protect character



WHAT IS AN OVERLAY DISTRICT

- A district that is located on top of a base zoning district which could change the regulations of the base district or add additional regulations.
- Potential standards could include
 - Prohibited uses
 - Change in area, height and bulk standards
 - Architectural standards
 - Landscape standards
 - Access management standards

The purpose of the overlay will be determined during the planning process



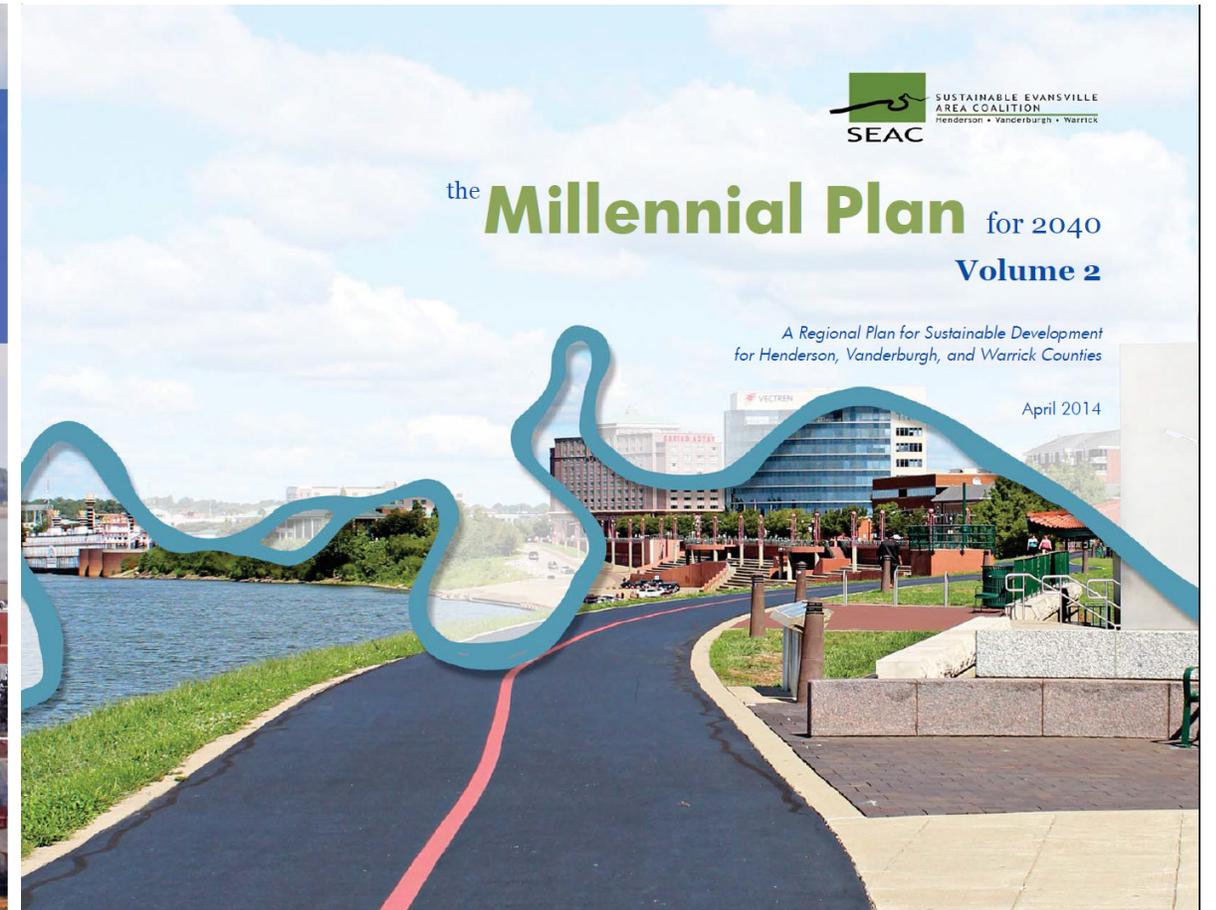
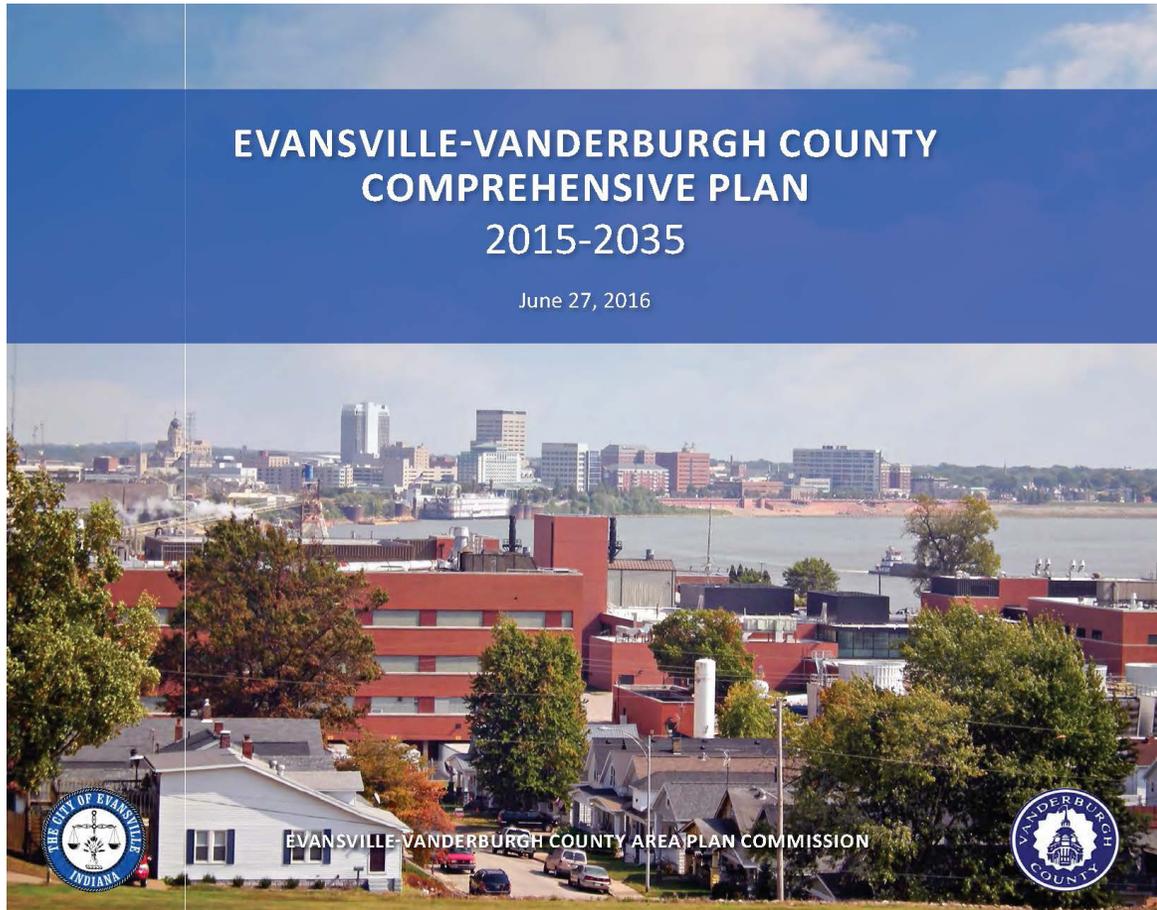
WHAT WE KNOW

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What We Know

PAST PLANS & STUDIES



What We Know

LAND USE AND NATURAL FEATURES

- Over 50 percent of land is agriculture or forest
- 1/3 of the land area is low-density residential
- The area is served by the retail on Lloyd Expressway
- Most of the corridor has mild topography
- Little Creek running along the north side of the corridor creates a large flood plain (100 year).

SITE LEGEND:

CURRENT LAND USE

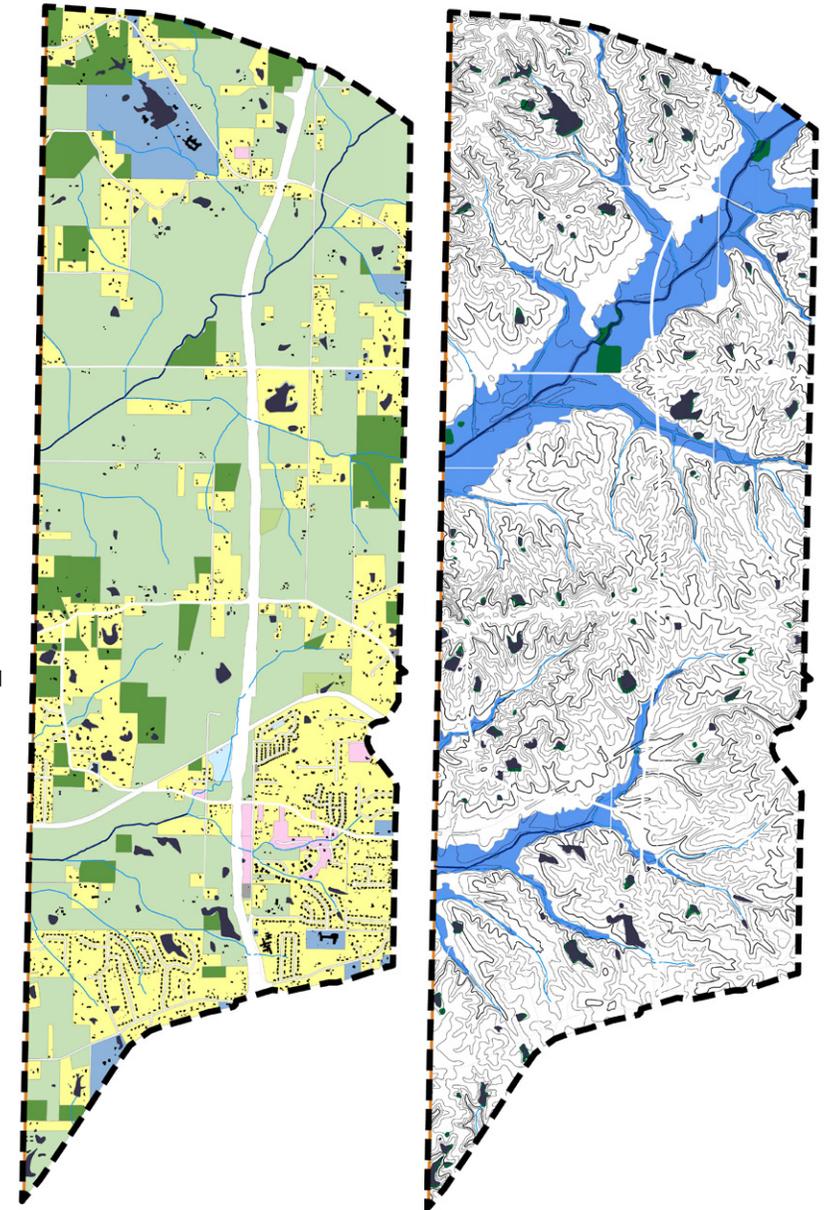
-  Agricultural
-  Commercial
-  Forest
-  Government & Institutional
-  Industrial
-  Infrastructure & Utilities
-  Other
-  Parks & Open Spaces
-  Residential
-  Undeveloped

Environmental

-  Flood Zone
-  Wetlands

Contours

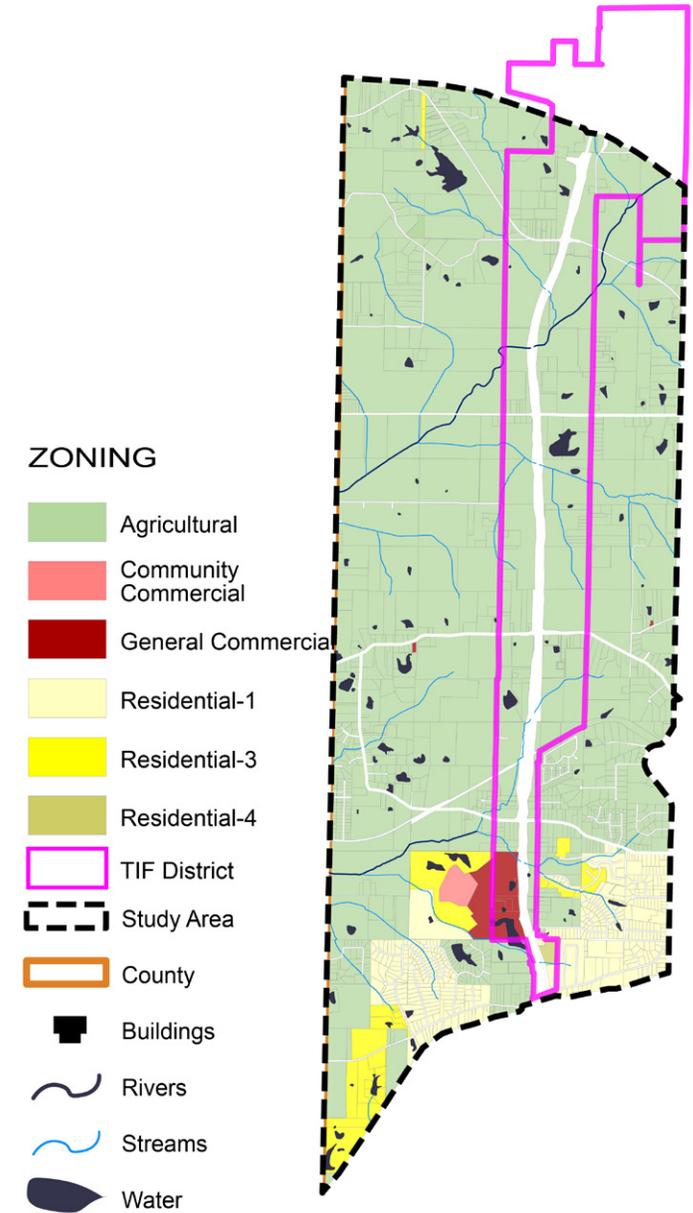
-  5 ft
-  50 ft



DEVELOPMENT POLICIES

TIF District

- Increment that is captured from taxes are used inside the boundaries for things like infrastructure improvements
- Covers a thin strip of the study area
- Boundaries of the TIF do not match with the commercial and industrial areas in the Comprehensive Plan



What We Know

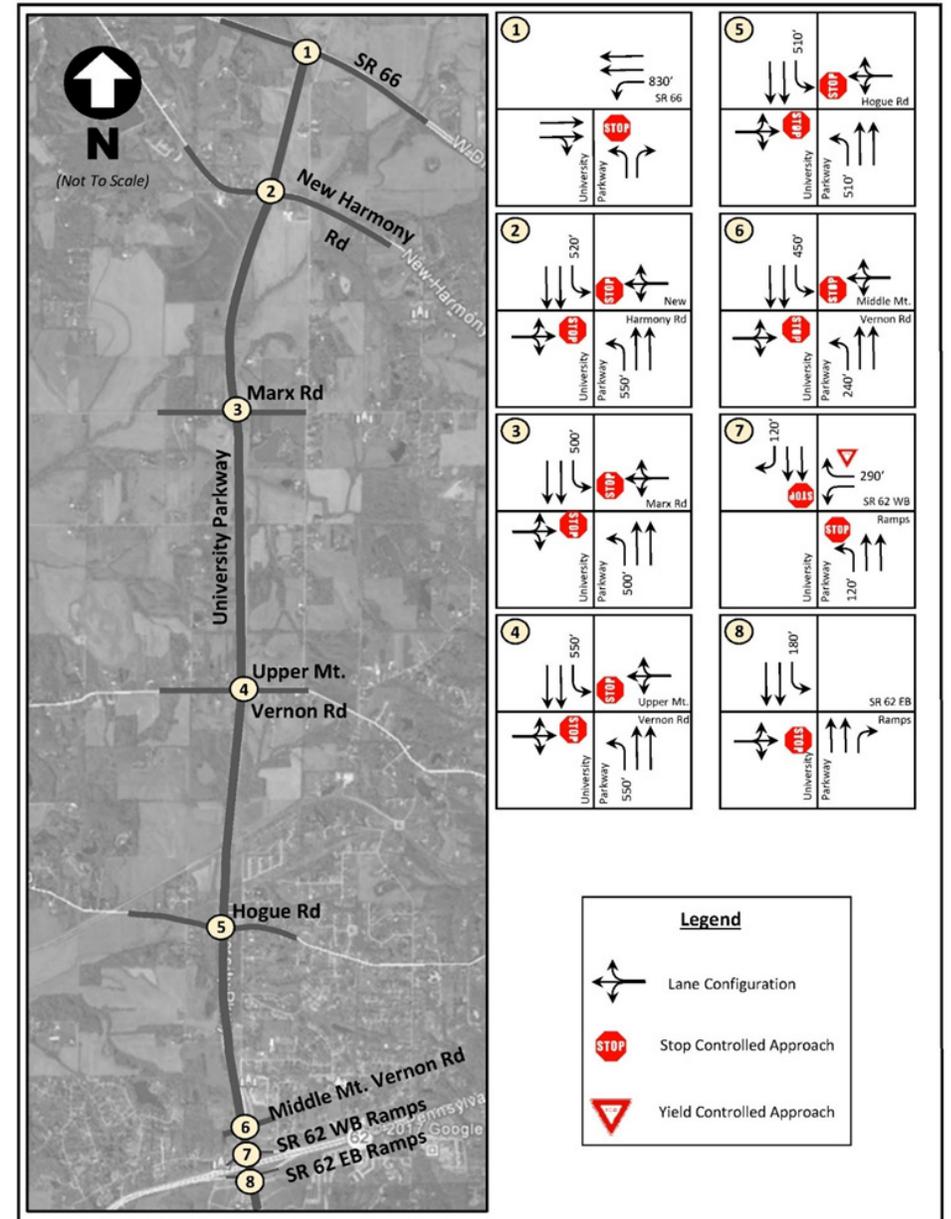
TRANSPORTATION

Roadway

- Four 12 ft. lanes
- Paved shoulder
- Grass medians with long turning bays
- Speed limit is 55 mph except a small section near SR 62 where it is 45 mph
- No existing pedestrian or bicycle facilities

Traffic Conditions

- 7,100 vehicles per day
- 7 percent of University Parkway's traffic is trucks. This is half that of US-41 [US-41 between SR 62 and I-64 is around 14 percent trucks]



What We Know

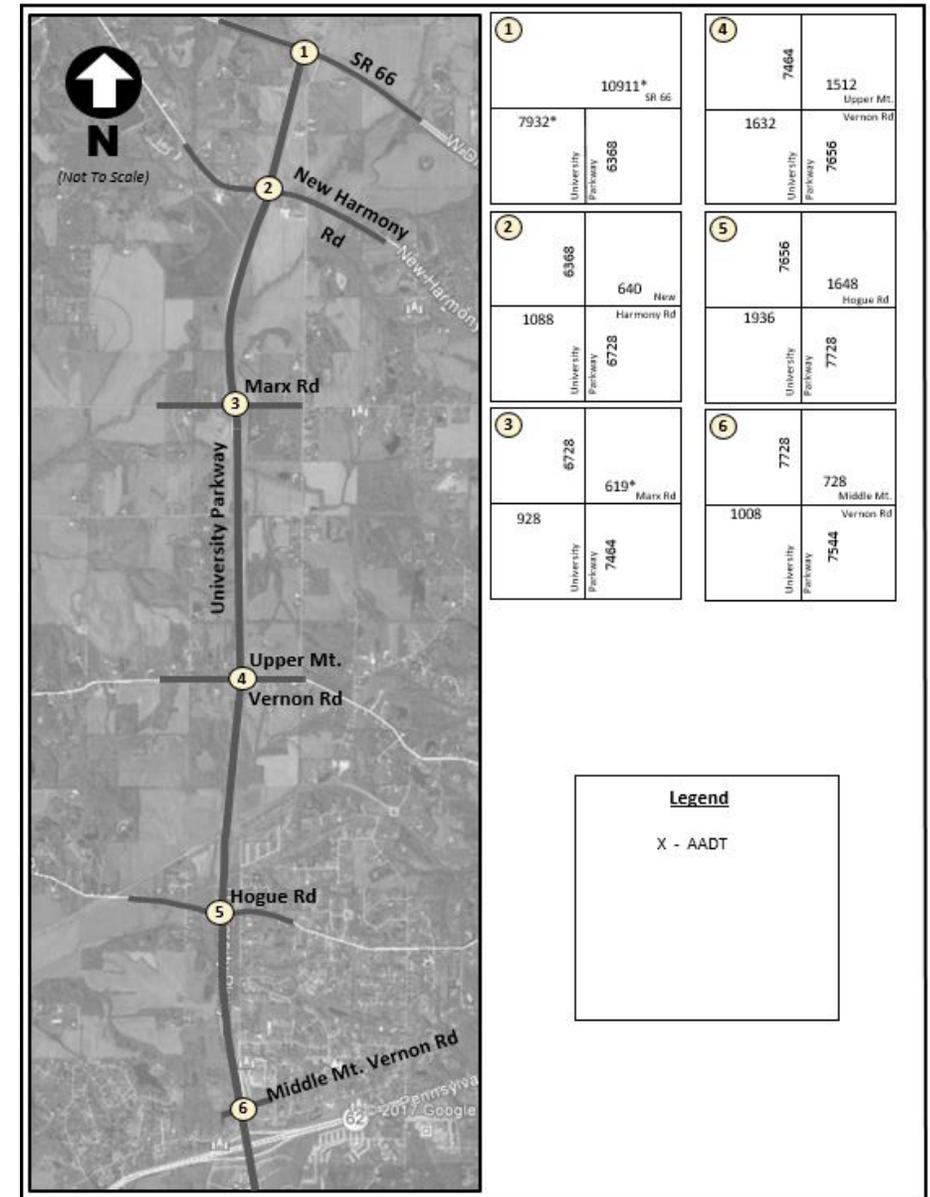
TRANSPORTATION (cont.)

Completed Work

- Counting traffic
- Modeling existing traffic conditions
- traffic safety analysis

Remaining Work

- Estimate projected traffic growth
- Modeling future traffic along the corridor
- Identifying road improvements to increase safety and maintain good traffic flow
- Soliciting input for possible road improvements

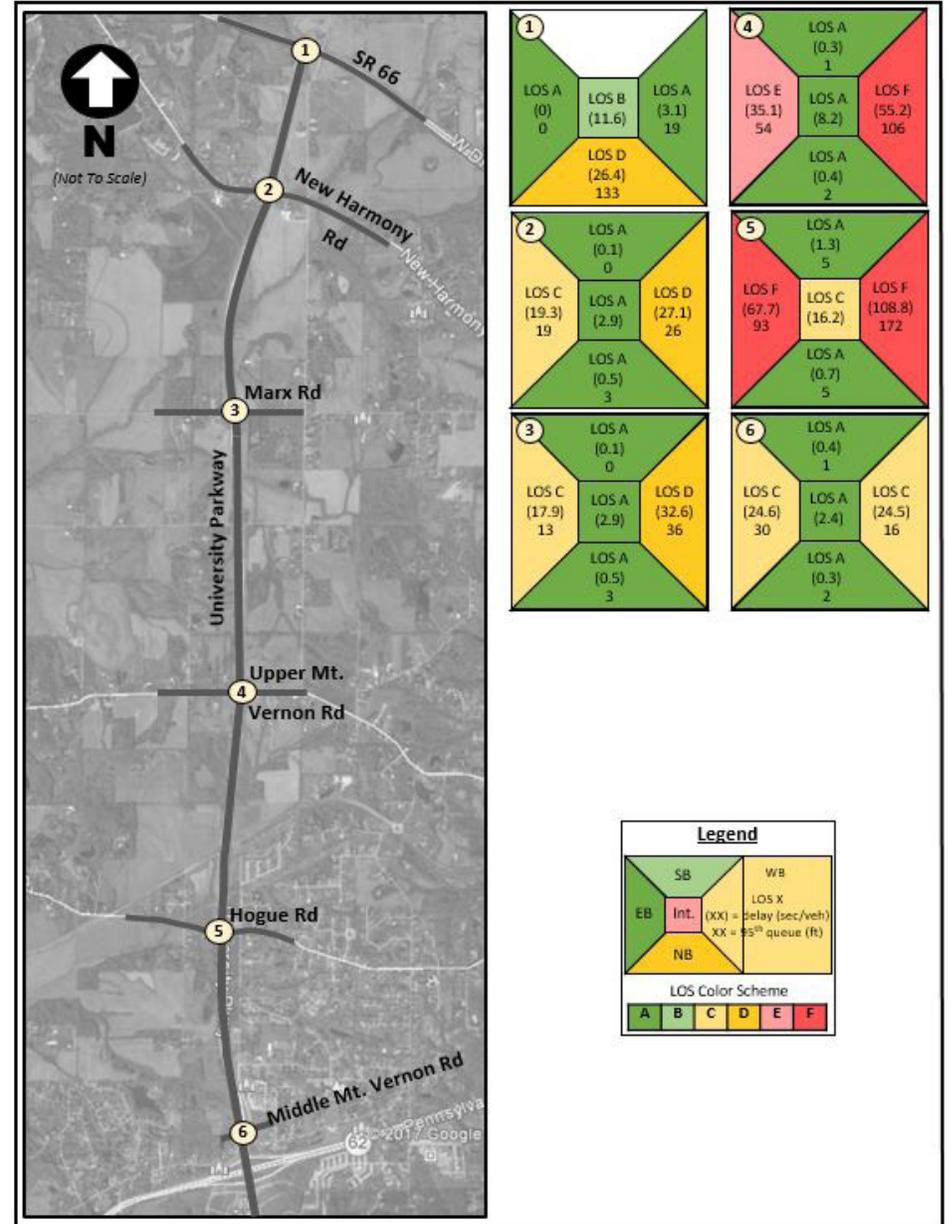


*AADT directly from INDOT's Traffic Count Database System (TCDS)

TRANSPORTATION (cont.)

Modeling Existing Traffic Conditions

- Good mobility for northbound and southbound traffic
- Long delays for drivers turning onto University Parkway from Hogue and Upper Mt. Vernon Roads during morning and evening commutes
- Single-lane approaches can create unpredictable delays for eastbound and westbound traffic



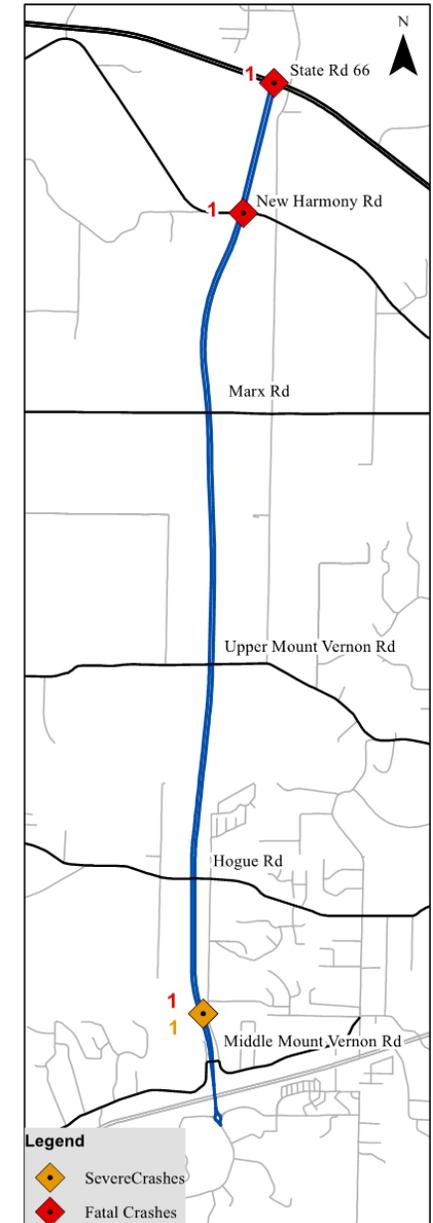
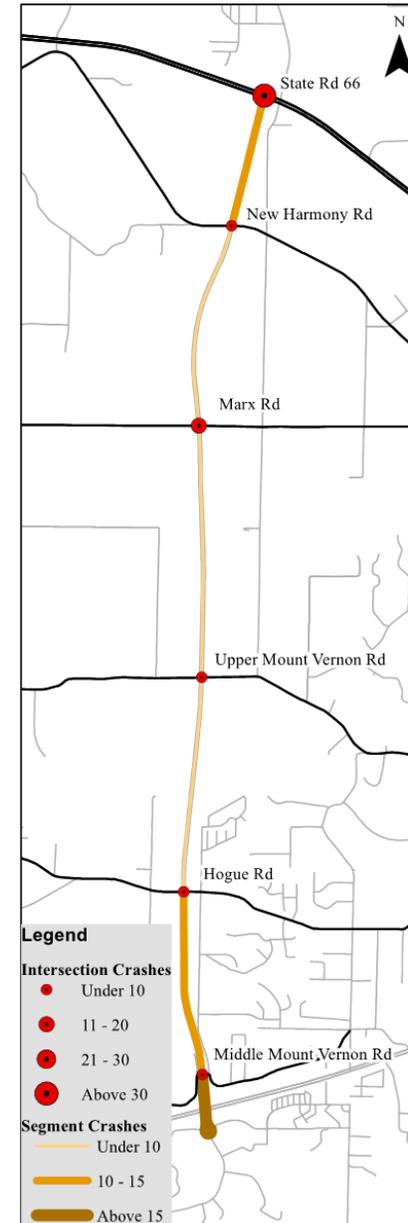
TRANSPORTATION

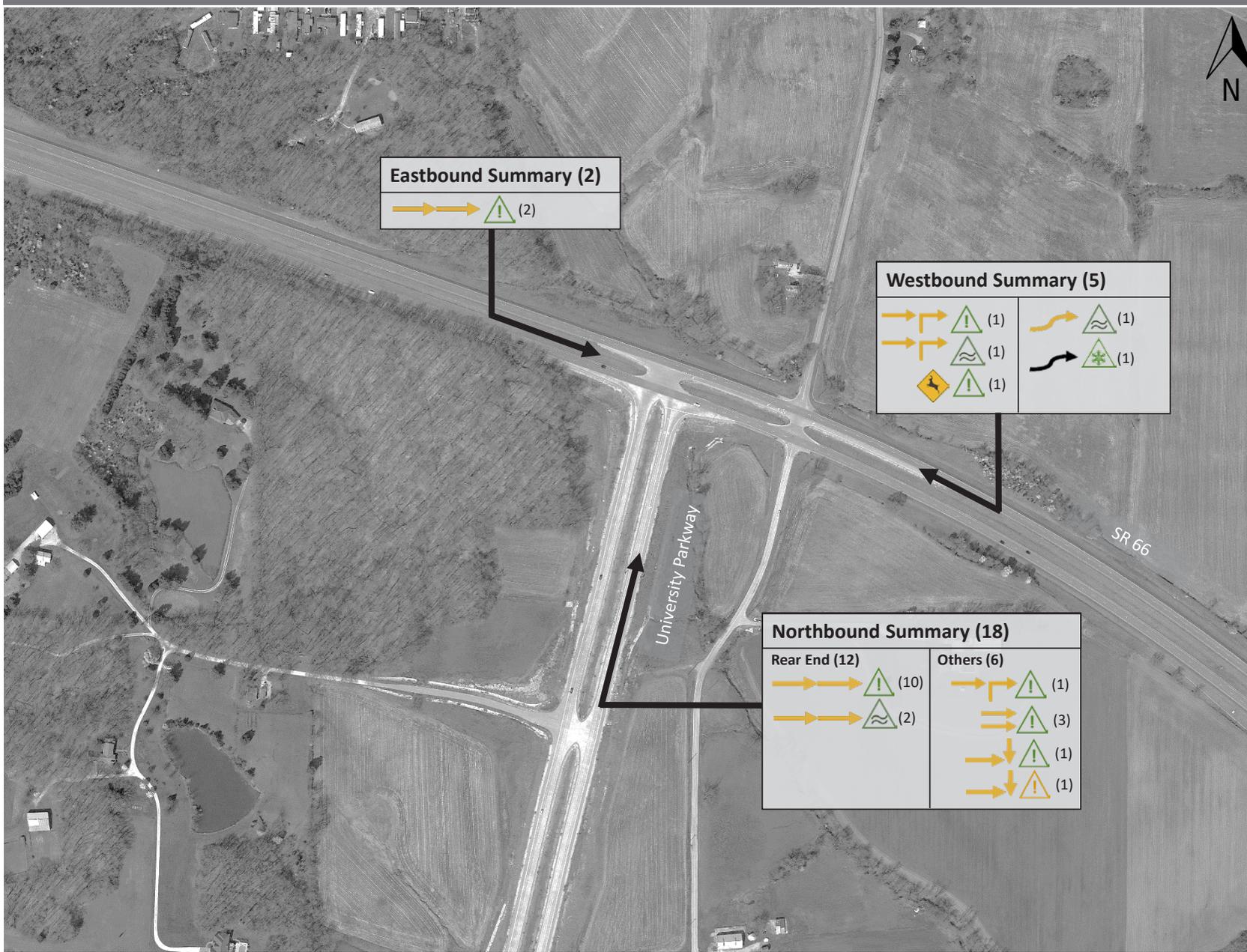
Traffic Safety Analysis

- Five years of accident data was analyzed, from 2012 to 2016
- Average of 30 crashes per year from 2012 to 2015, jumping to 67 crashes per year in 2016
- Accidents clustered along the north end of the corridor

Crash Rates

- 0.19 crash/MEV - Univ. Pkwy. & Middle Mt. Vernon
- 0.51 crash/MEV - Univ. Pkwy. & Hogue Rd.
- 0.53 crash/MEV - Univ. Pkwy. & Upper Mt. Vernon
- 0.76 crash/MEV - Univ. Pkwy. & Marx Rd.
- 0.44 crash/MEV - Univ. Pkwy. & New Harmony Rd.
- **1.61 crash/MEV - Univ. Pkwy. & Diamond Ave.**





Eastbound Summary (2)

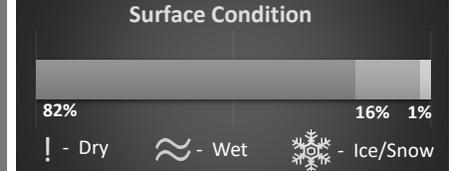
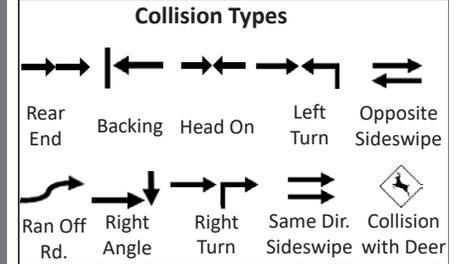
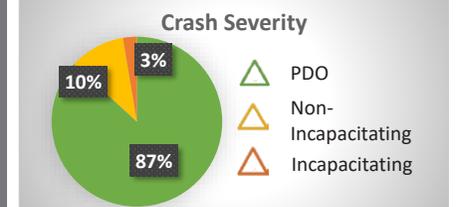
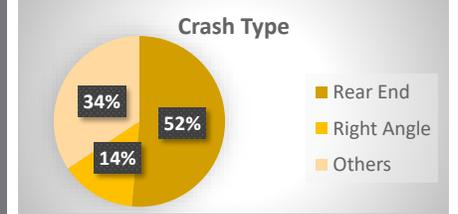
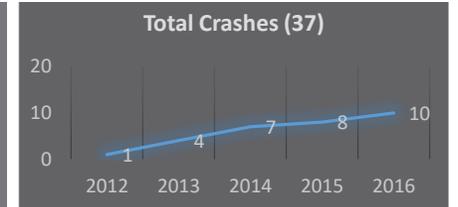
→ → ⚠ (2)

Westbound Summary (5)

→ → ⚠ (1)	→ → ⚠ (1)
→ → ⚠ (1)	→ → ⚠ (1)
⚠ (1)	→ → ⚠ (1)

Northbound Summary (18)

Rear End (12)	Others (6)
→ → ⚠ (10)	→ → ⚠ (1)
→ → ⚠ (2)	→ → ⚠ (3)
	→ → ⚠ (1)
	→ → ⚠ (1)



What We Know

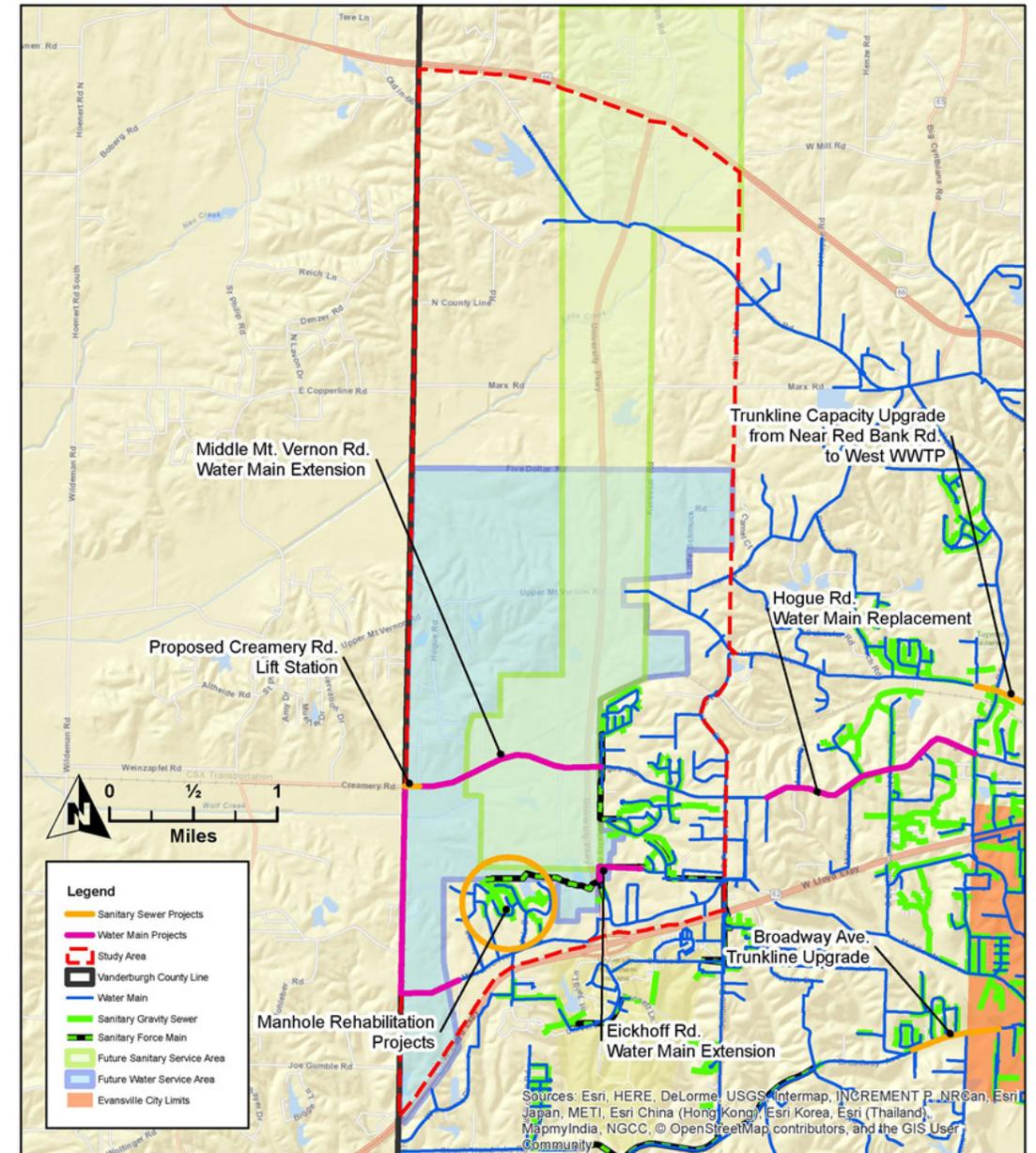
UTILITIES

Water

- EWSU currently serves the southern residential areas and a small portion in the north.
- Planned water main replacement at Eickhoff Rd. & Middle Mt. Vernon Rd. Main Extensions & Hogue Rd.
- EWSU is managing the upgrades and is also doing system wide improvements.

Sanitary Sewer

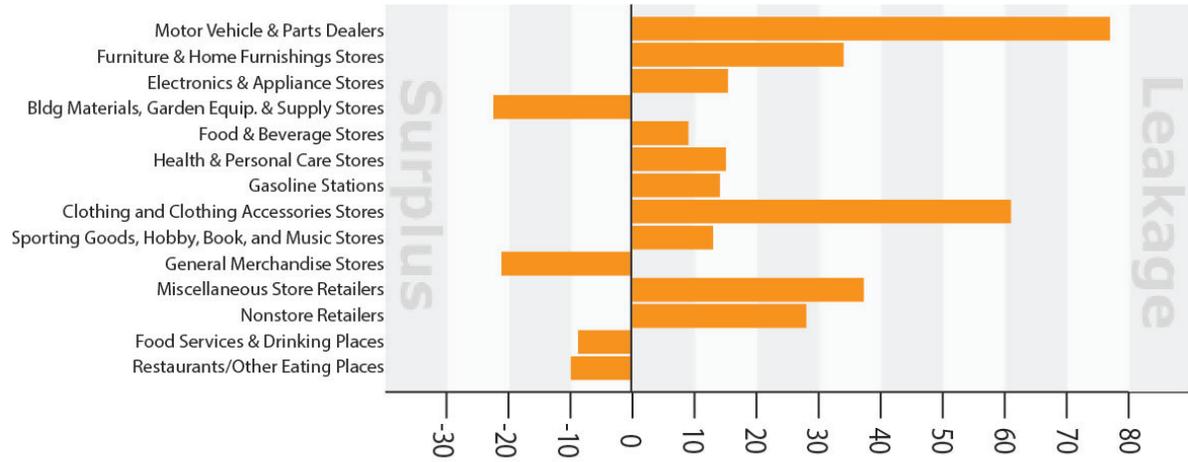
- EWSU currently serves the southern residential areas.
- A new lift station is planned for Creamery Rd. to serve existing and future development along the corridor.



What We Know

MARKET ANALYSIS

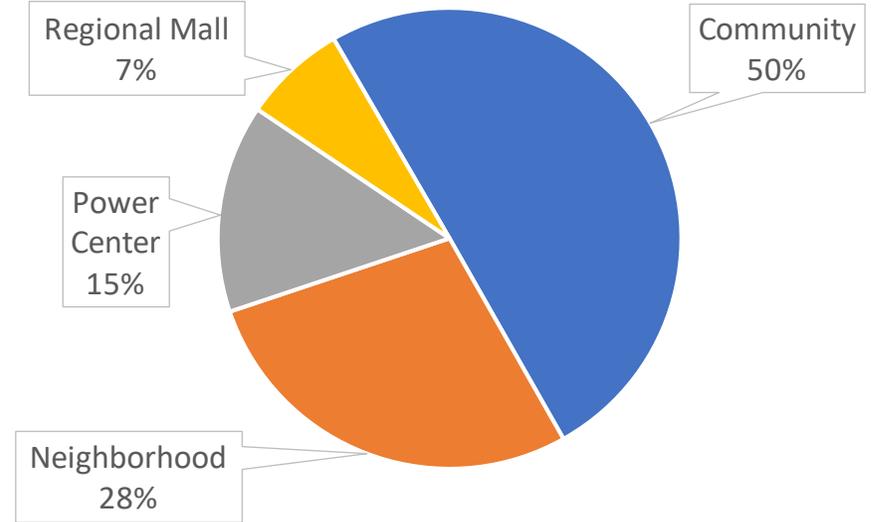
10-Minute Drive Time



20-Minute Drive Time



Inventory by Center Type

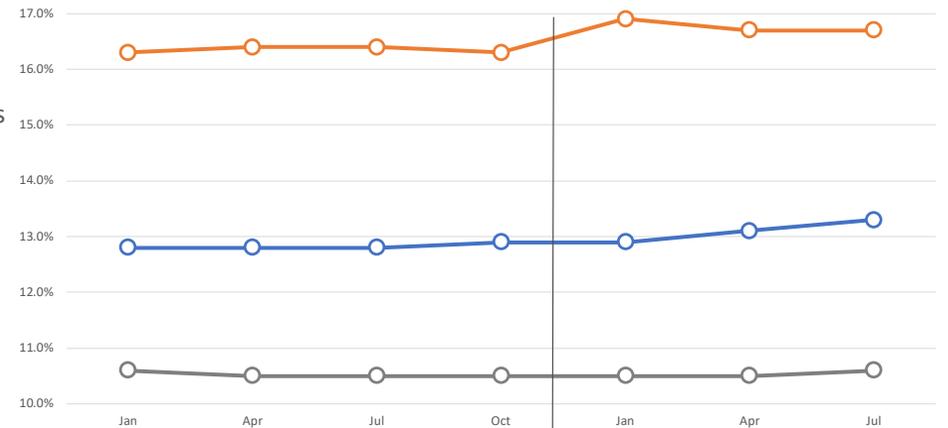


Evansville

Midwest

United States

Monthly Metro Vacancy Rate Trends 2016 - 2017



WHAT WE HAVE HEARD

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What We Have Heard

WHO WE HEARD IT FROM

County Staff Discussions

- County Commissioners
- Area Plan Commission
- Evansville Metropolitan Planning Organization
- Evansville Water and Sewer Utility
- Other County Staff

Focus Group Meetings

- A range of property owners and residents
- Local Institutions and organizations
- Representative from University of Southern Indiana
- Representatives from Evansville-Vanderburgh School Corporation

ISSUES WE HAVE HEARD

Infrastructure

- Northern area floods regularly
- Utilities have plans for expansion in the area

Transportation

- University Parkway intersections with Lloyd Expressway and Diamond Avenue need updated
- The corridor needs bicycle or pedestrian facilities
- Limit curb cuts and preserve traffic flow
- The corridor needs access roads
- Concerned about increased future traffic

Environment

- Maintain natural features and agriculture
- Concerned about developers using off site mitigation
- Stormwater management concerns
- Concerns added traffic will increase noise

Residential Development

- Demand for housing is high in the area
- Preserve the rural/suburban character

Non-Residential Development

- Avoid repeating Burkhart or Green River Rd.
- Mixed views on appropriateness of industrial uses
- Potential synergy between USI and future technology park
- Commercial development in nodes
- No big box stores

Civic/Institutional

- West Terrace School is at capacity
- Explore connections to USI's trail system
- Desire for additional park space and trails

Appearance

- Additional lighting and landscaping on the corridor
- Development should be high-quality

TONIGHT'S INPUT

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TONIGHT'S ACTIVITY

Instructions

- Break out into groups of 8-10
- Identify who will take notes and who will report to the larger group
- In groups discuss the following questions for the next 20-30 min:
 - What are the key issues?
 - What are the key assets along the corridor?
 - In 25 years, what is your vision of the corridor?

REPORT OUT

NEXT STEPS

October

- Develop the Vision, Goals, & Policies
- Review with Working Group

December

- Create the Three Development Scenarios
- Review with Working Group

THANK YOU!

IF YOU HAVE MORE QUESTIONS CONTACT US AT
UNIVERSITYPARKWAYPLAN@GMAIL.COM

VISIT THE WEBSITE FOR UPDATES
UNIVERSITYPARKWAYPLAN.COM