

**NOTICE OF WORK SESSION  
DELAWARE CITY COUNCIL  
MONDAY, JANUARY 6, 2020  
6:30 P.M.  
1 SOUTH SANDUSKY STREET  
COUNCIL CHAMBERS**

**AGENDA**

1. ROLL CALL
2. PUBLIC COMMENTS
3. PRESENTATION ON US 23 CORRIDOR STUDY  
Presented by:
  - Chris Hermann, MKSK
  - Ryan Rivers, Delaware NOW
  - Bob Lamb, Delaware County Economic Development Director
4. DISCUSSION
5. ADJOURNMENT



## MEMORANDUM

TO: Mayor Riggle and Members of City Council  
FROM: R. Thomas Homan, ICMA-CMAA  
DATE: 12/31/19  
RE: Manager's Comments on January 6<sup>th</sup> Work Session

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Pertinent documents mentioned in this message can be found here:

- [US 23 Corridor Study](#)
  - [Delaware Now Informational Sheet](#)
  - [City of Delaware Highway Improvement Plan/Proposed Projects](#)
  - [US 23 Access Management Plan](#)
- 

Monday's work session, which will begin at 6:30 p.m., is for the purpose of hearing a presentation on the U.S. 23 Corridor Study, which was originally provided to Council in late November. The presentation will be led by Chris Hermann, Principal, MKSK, the Columbus-based planning firm that undertook the study. (Council may remember that MKSK was the same firm the City used for its parking study). Joining him will be Ryan Rivers, Orange Township Trustee and incoming chair of Delaware NOW, the Delaware County-based advocacy group that initiated the study. Immediate past chair of Delaware NOW, Steve Cuckler, has also been invited, but has not confirmed attendance as of this writing. Delaware County Economic Development Director, Bob Lamb will also be joining us.

The majority of the funding for this study was provided by the Delaware County Commissioners and the Delaware Finance Authority. In addition, the sponsors listed on page 1 of the study provided smaller contributions in the amount of \$1000, \$2500, and \$5000. For instance, the Delaware Area Chamber of Commerce provided \$2500 toward the study.

The study provides a comprehensive look at the U.S. 23 corridor, both as a major transportation facility, critical to the movement of goods and services through Delaware County, and as a major factor in development. It also includes a number of recommendations, which will need to be carefully reviewed by both elected and appointed leaders along the U.S. 23 corridor.

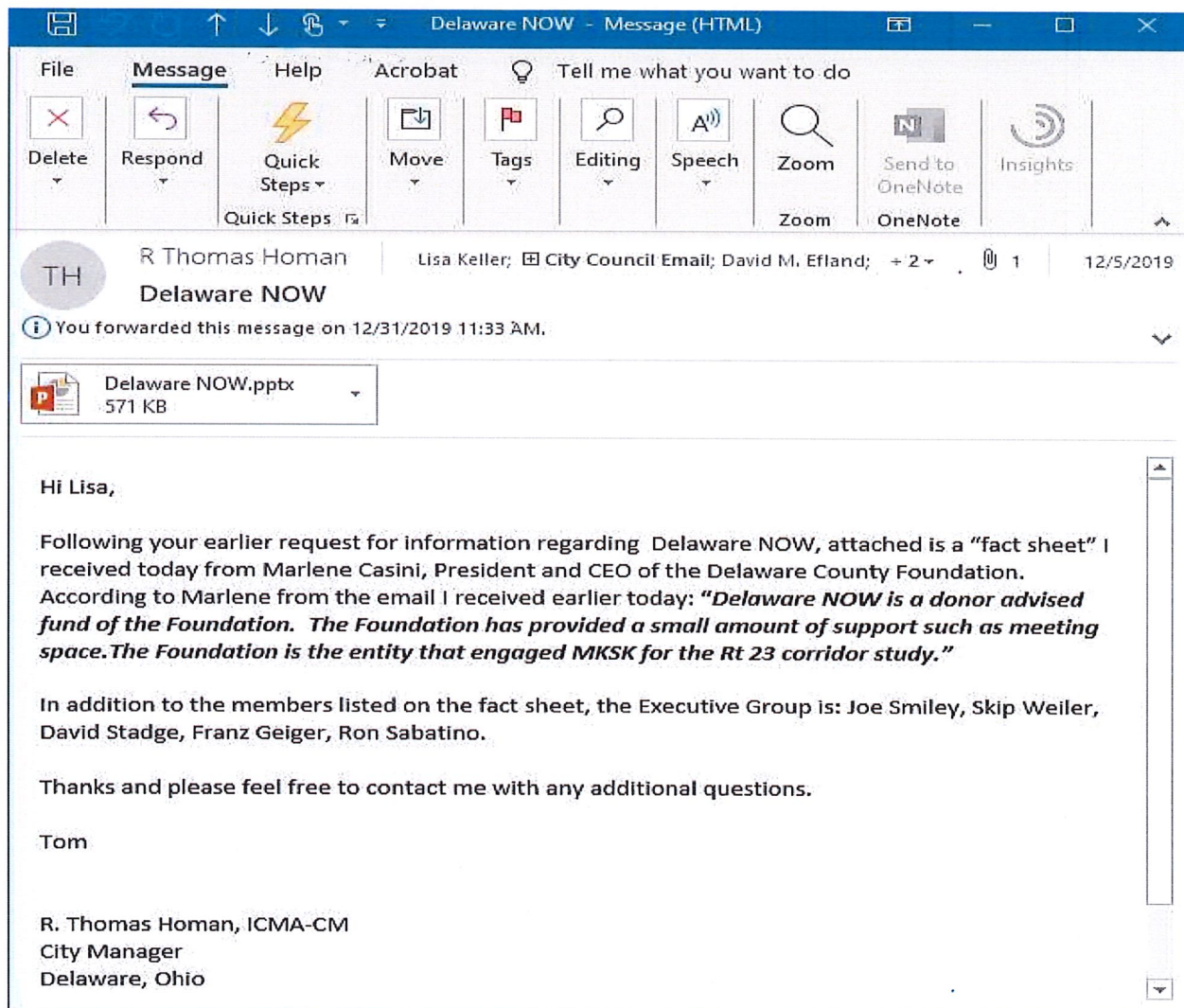
As I indicated to Council back in November, staff was interviewed by the MKSK team and Steve Cuckler in May of 2019 to provide input for this study.



Council should also be aware that two of the transportation projects, Project #2 NE Bypass (page 38), and Project #3 U.S. 23 North-South Improvements (page 39) overlap with previously identified projects in the City's Highway Improvement Plan, which is included.

For background information on Delaware NOW, I refer Council to my email below and the Delaware Now informational sheet.

In addition, please see the U.S. 23 Access Management Plan, Executive Summary, prepared by MS consultants for ODOT, District 6 in 2002.



If you have any questions or need additional information, please feel free to contact me.

# 23

## ROUTE TWENTY THREE CORRIDOR STRATEGIC GUIDE

DELAWARE NOW!



*delaware* **NOW**

A FUND OF THE DELAWARE COUNTY FOUNDATION

DRAFT PLAN PRESENTATION  
10.01.2019

# US-23 CORRIDOR STUDY

## GENEROUSLY SUPPORTED BY

Funding for this study is provided by the sponsors through the Delaware County Foundation, a 501(c)(3) non-profit organization.



*Watersedge Development Company and the George S. Hoster, Jr. Family also generously supported to help make this study possible.*

# QUICK FACTS

## DELAWARE COUNTY

**>60%** Workforce with Undergraduate Degree or Higher

**MOST EDUCATED COUNTY IN OHIO**

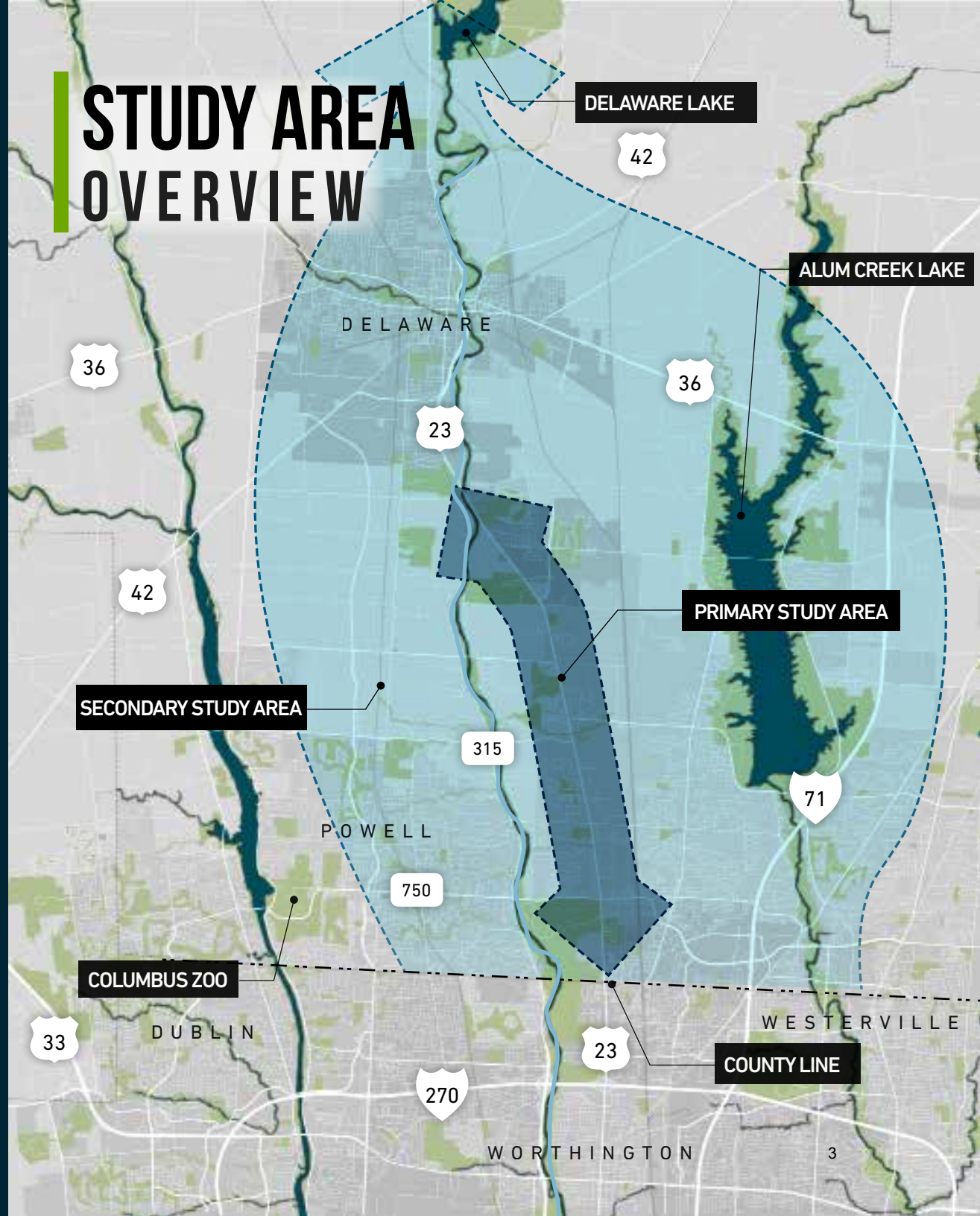
**\$95,000** Average Household Income

**HIGHEST EARNING COUNTY IN OHIO**

**+15%** Increase in Population since the 2000 Census

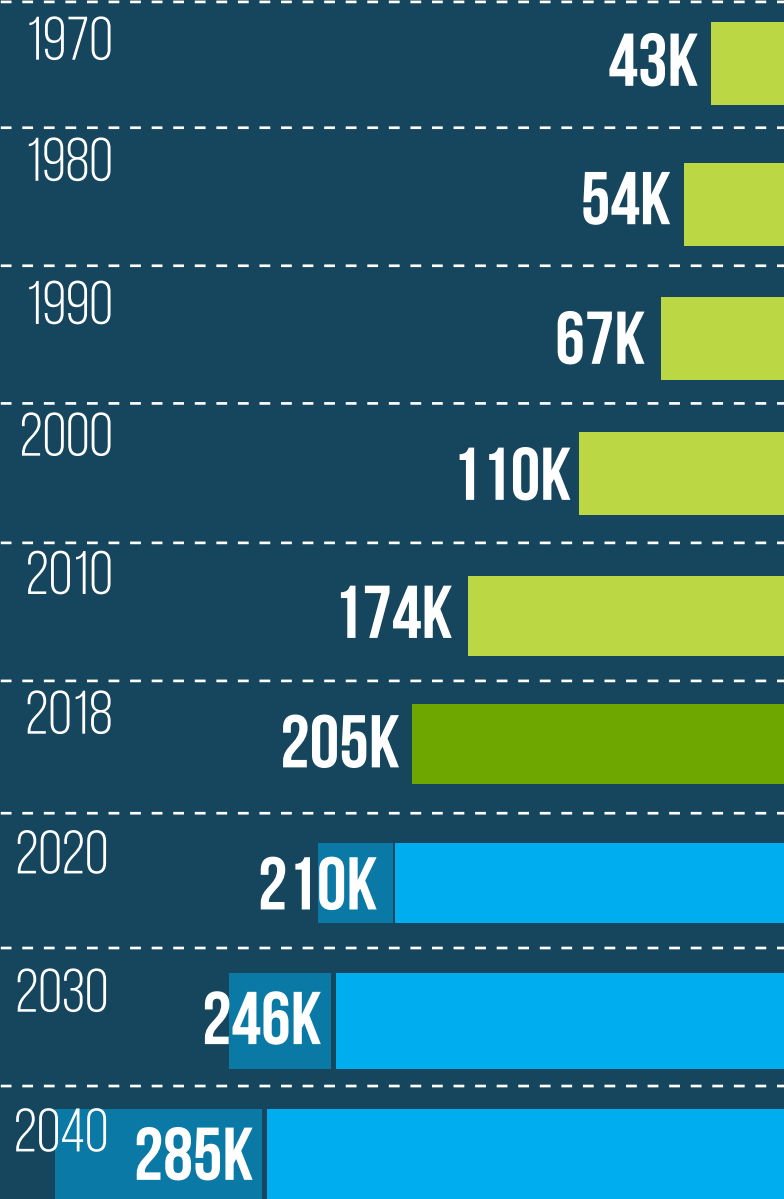
**FASTEST GROWING COUNTY IN OHIO**

# STUDY AREA OVERVIEW



# GROWTH TRENDS

## DELAWARE COUNTY



Projections Source: State of Ohio

## WHY PLAN NOW?

### OVERVIEW

#### **Growth is Projected to Continue**

Tremendous and successful growth over the past thirty-plus years is projected to continue.

#### **Infrastructure is Outpaced**

Transportation infrastructure has struggled to keep pace with this growth and is now impacting the county's economic potential.

#### **Missed Opportunities**

When large employers look to locate or expand in the Central Ohio region, the US 23 corridor is often overlooked.

#### **Plan Now to Identify/Protect Opportunities**

Well-planned and managed growth needs to occur now so as not to preclude potential future infrastructure improvements.



# STUDY OBJECTIVES OVERVIEW

+

## **Create a Shared Vision**

Through consensus building, create a shared vision for the corridor.

+

## **Identify Critical Infrastructure Improvements**

Identify roadway and other infrastructure improvements needed to bolster and foster economic development.

+

## **Craft Scenarios**

Compare and prioritize alternative transportation and land use patterns to visualize critical infrastructure improvements.

+

## **Recommend Actionable Strategies**

Craft objective-oriented tools and mechanisms to guide the implementation of recommendations.



# BUILDING ON PREVIOUS WORK

Orange, Liberty, Delaware, Berlin,  
and Troy Comprehensive Plans

ODOT Access Management Plans

Home Road Extension Report

23/36/42 Freight Corridor  
Study and Strategic Plan

Big Walnut Interchange  
Feasibility Study

DelCo Water Sewer Master Plan

County Thoroughfare Plan

2016-2040 Metropolitan  
Transportation Plan

Delaware County Economic  
Development Action Plan

## WHAT WE LEARNED KEY TAKEAWAYS

### 1 Bedroom Communities

Single family residential is, and is planned to be, the predominant land use in the townships with residents commuting to work in Franklin County. Residential growth will out pace all others with more than 5,500 single-family and 2,100 multi-family units in the pipeline.

### 2 Thoroughfares Are Key Economic Drivers

The study area is predominantly suburban and semi-rural townships which see US-23 and other major highway corridors as the logical place for employment uses and are key to unlocking development potential.

### 3 Projects Identified But Not Funding

The county's highest profile transportation projects have already been identified in MORPC's Metropolitan Transportation Plan and Competitive Advantage Projects Program, however, lack of funding limits construction.

### 4 Operational Improvements

Access Management and Intelligent Transportation System (ITS) strategies, like signal synchronization, are ODOT's primary approaches to improving corridor travel.

### 5 Available Water/Sanitary Capacity

DelCo Water has sufficient capacity to meet existing and near-term demands; a planned Central Alum Creek Treatment Plant will help meet long-term future needs.

# WHO WE HEARD STAKEHOLDERS

Delaware County Regional  
Planning Commission

County Economic Development

Ohio Department of  
Transportation

County Engineers

Orange and Liberty  
Township Representatives

Regional Sewer District

Delaware, Olentangy, and  
Buckeye Valley School Districts

Delaware County Foundation

Private Sector Firms, including;  
First Commonwealth Bank, Land  
Strategies, and T&R Properties

City of Delaware  
and Troy Township

# WHAT WE HEARD EMERGING THEMES

## 1 Simplify the Development Process

Coordinate zoning requirements across jurisdictional lines, streamline regulations, allow for appropriate densities, and reduce red tape.

## 2 Reserve US-23 Frontage for Higher Uses

Reserve properties with US-23 frontage for commercial and employment-based uses.

## 3 Quality of Life is an Asset

The residential communities in the corridor support quality schools and provide a highly skilled workforce.

## 4 Limited Access Limits Site Selection

Sites within the corridor are passed up because of traffic and proximity to the interstate system.

## 5 Don't Forget About 71, 36, and 42

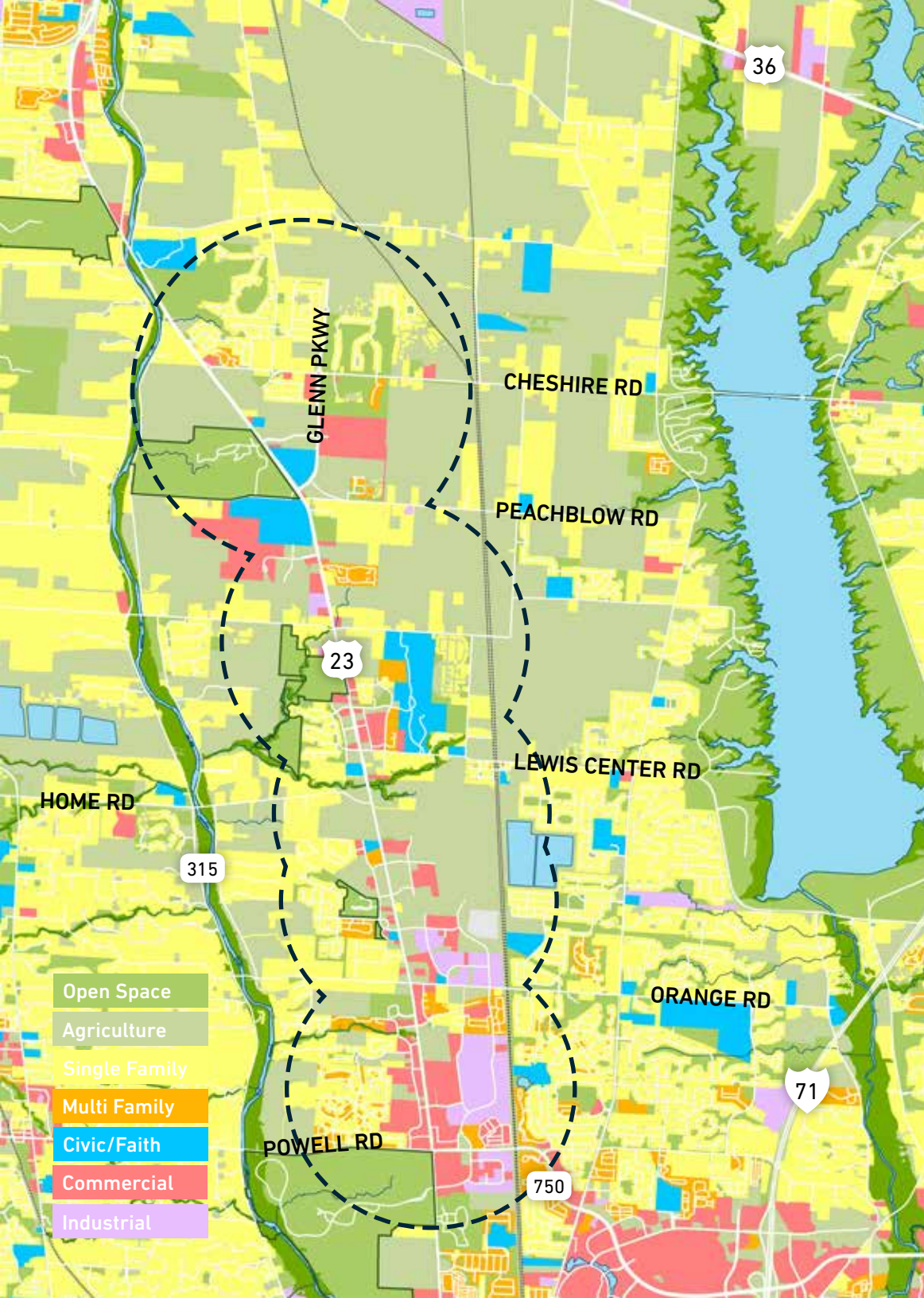
I-71 and Routes 36 and 42 are critical pieces of the corridor.

## 6 Balanced Land Use Growth

Growth should balance residential with non-residential development to support a broader fiscal base.

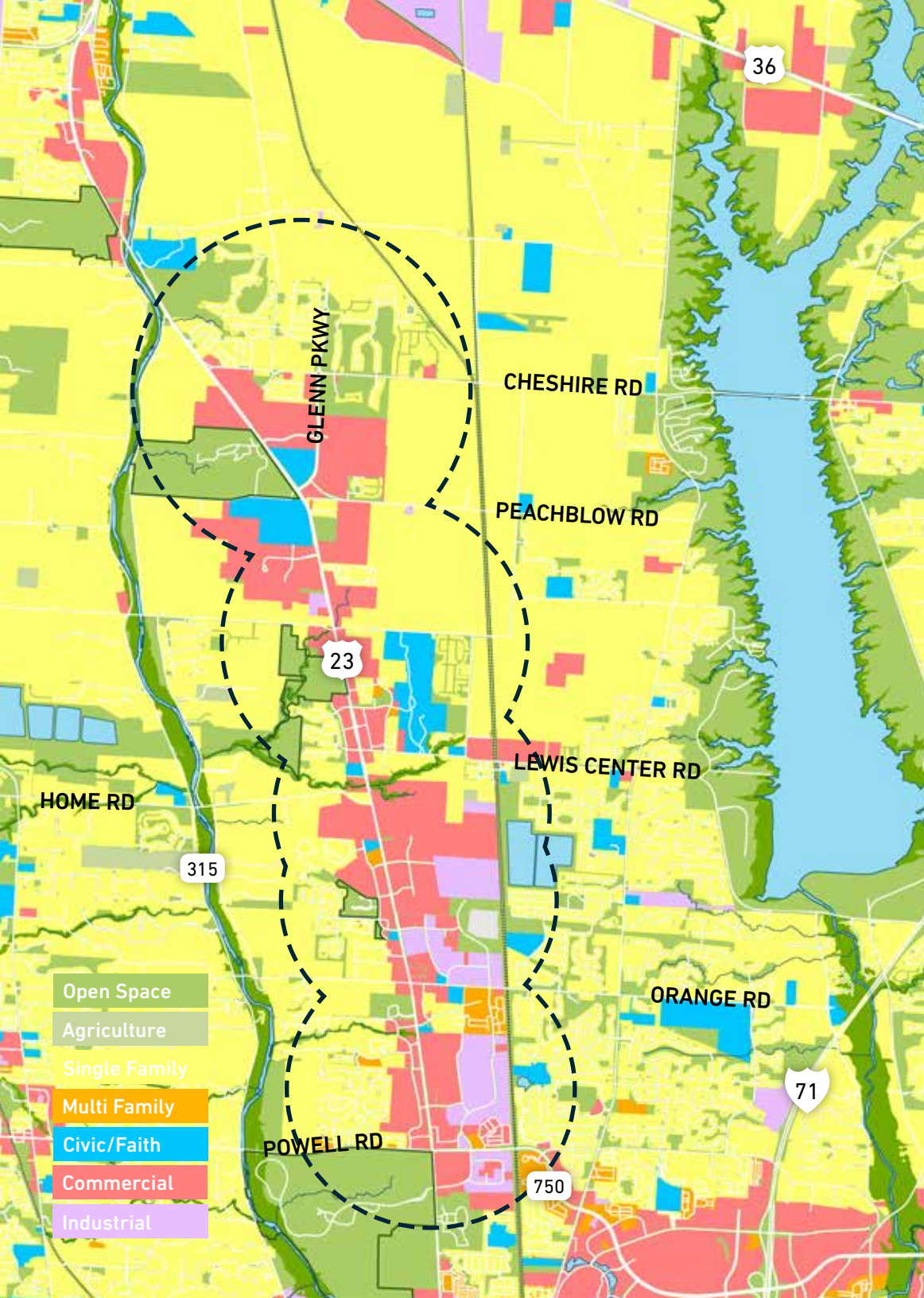
## 7 Public Road Blocks and Project Derailment

Business and development plans and roadway connections are thwarted by "not in my backyard" concerns rather than a regional community perspective.



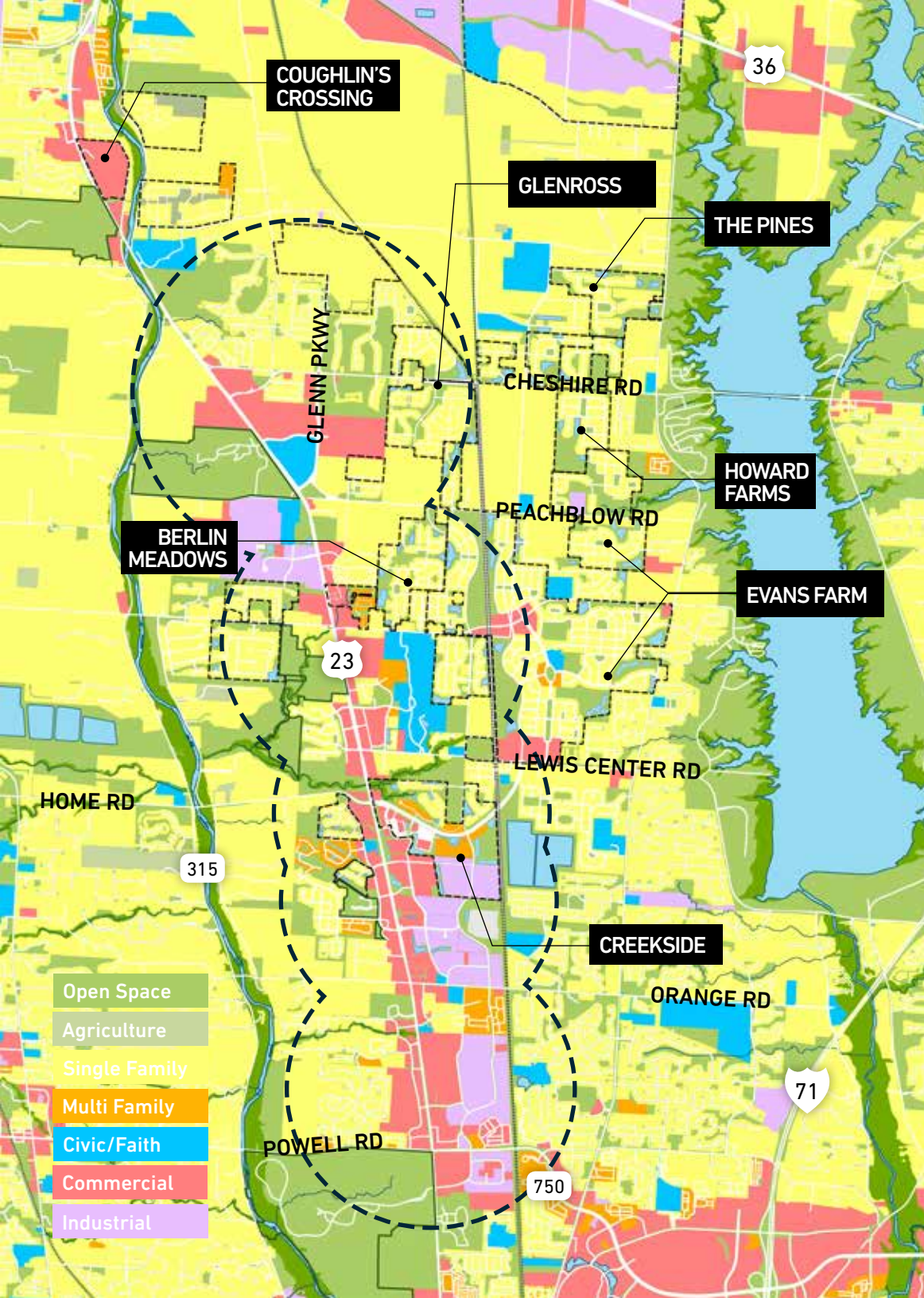
# EXISTING LAND USE DATA ANALYTICS

**1** 12,000 Undeveloped Acres  
The primary planning area is *only 67% developed.*



# FUTURE LAND USE DATA ANALYTICS

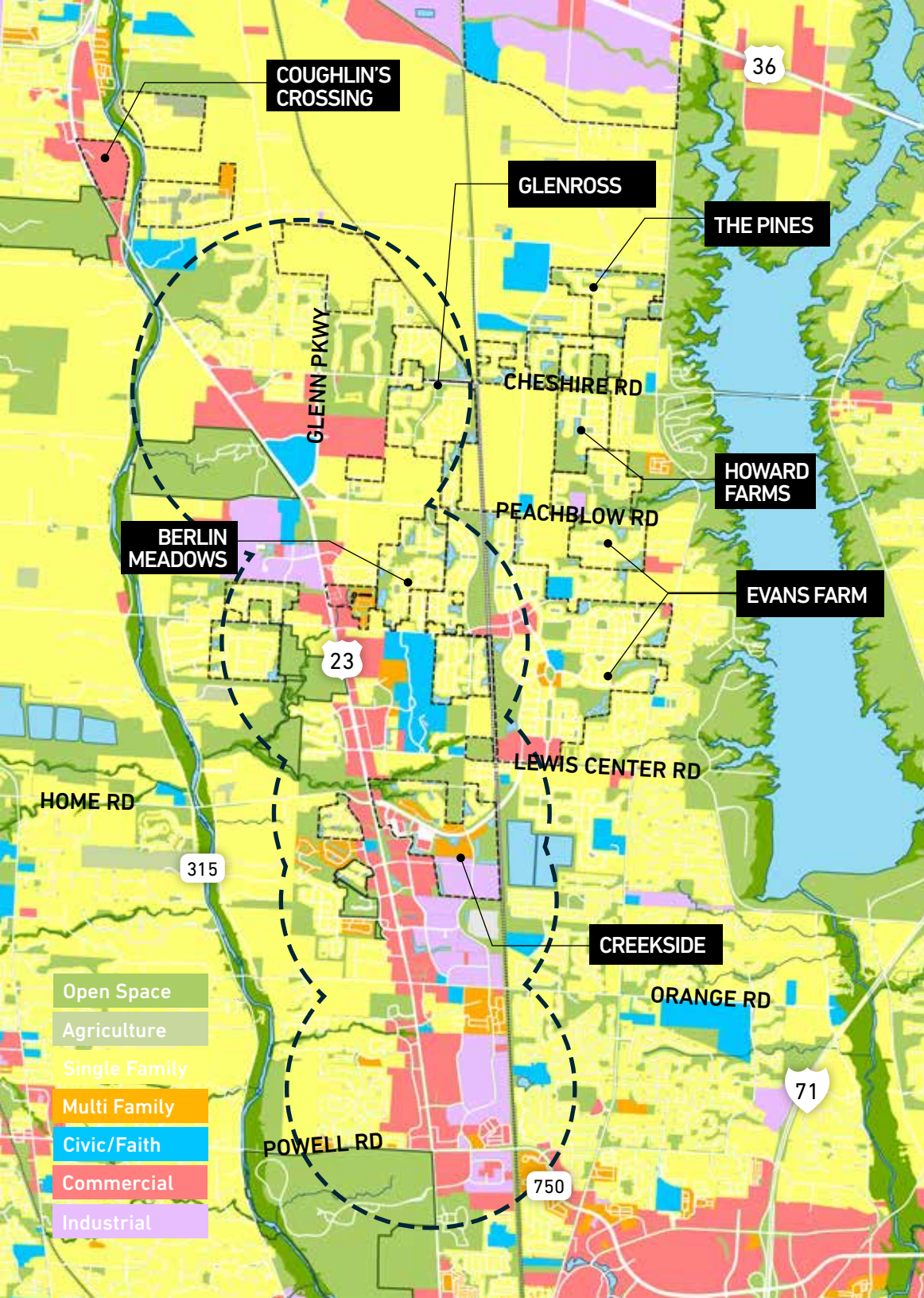
- 1
**12,000 Undeveloped Acres**  
 The primary planning area is *only 67% developed.*
  
- 2
**9,300 Acres is Predicted to Develop as Residential**  
 In the future, the percentage of the primary study area could *grow to be nearly 81% residential, open space, or civic use.*



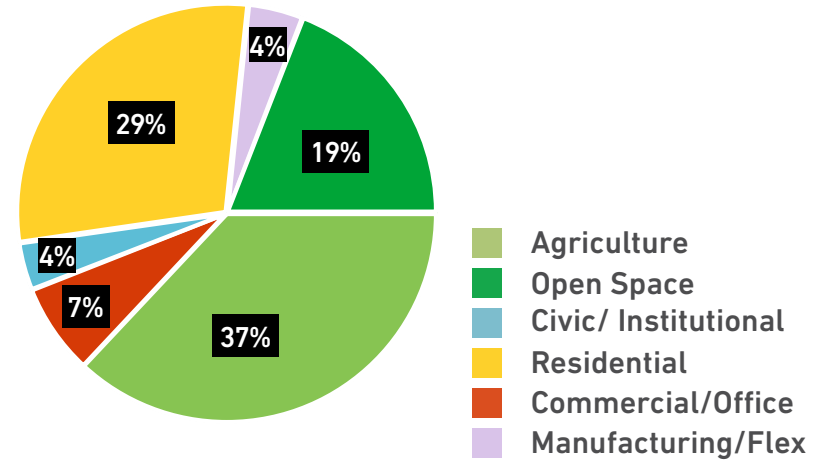
# PLANNED DEVELOPMENT DATA ANALYTICS

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The primary planning area is *only 67% developed*.
- 2** 9,300 Acres is Predicted to Develop as Residential  
In the future, the percentage of the primary study area could *grow to be nearly 81% residential, open space, or civic use*.
- 3** 3,500 Acres Planned Residential  
There are already 3,500 acres of planned residential, including; *5,500 single family and 2,100 condos and apartments in the development pipeline*.

# PLANNED DEVELOPMENT DATA ANALYTICS

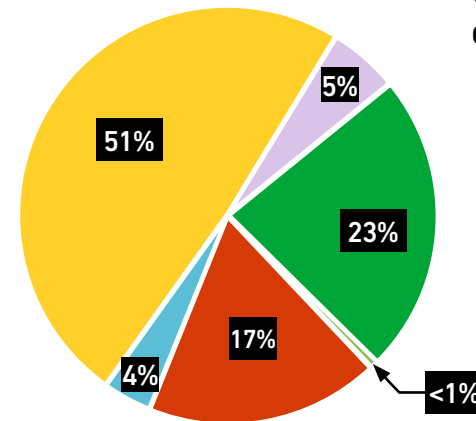


## EXISTING LAND USE



## EXISTING PLANNED LAND USE\*

\* BASED UPON EXISTING COMPREHENSIVE PLANS

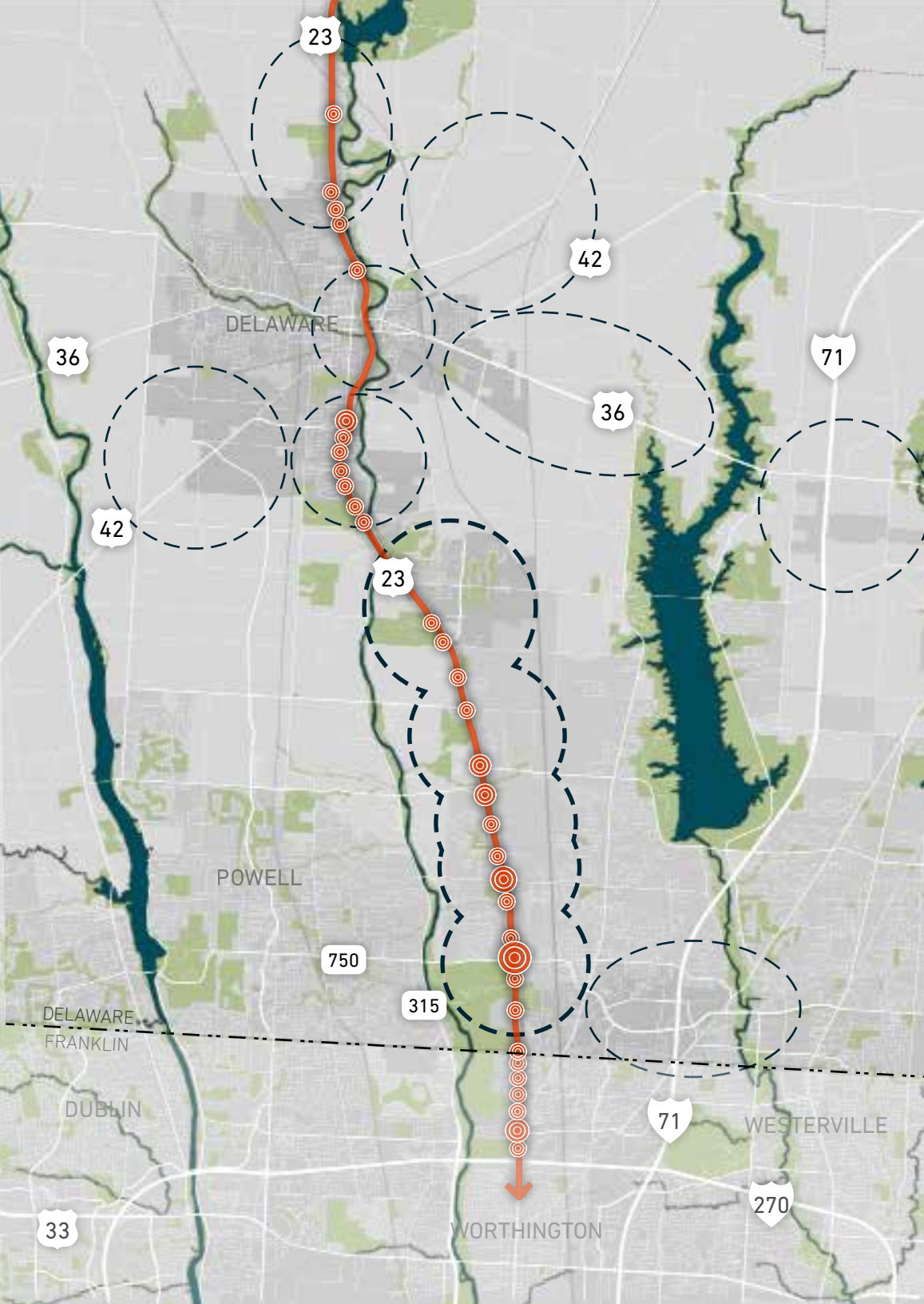


# TRANSPORTATION DATA ANALYTICS

1

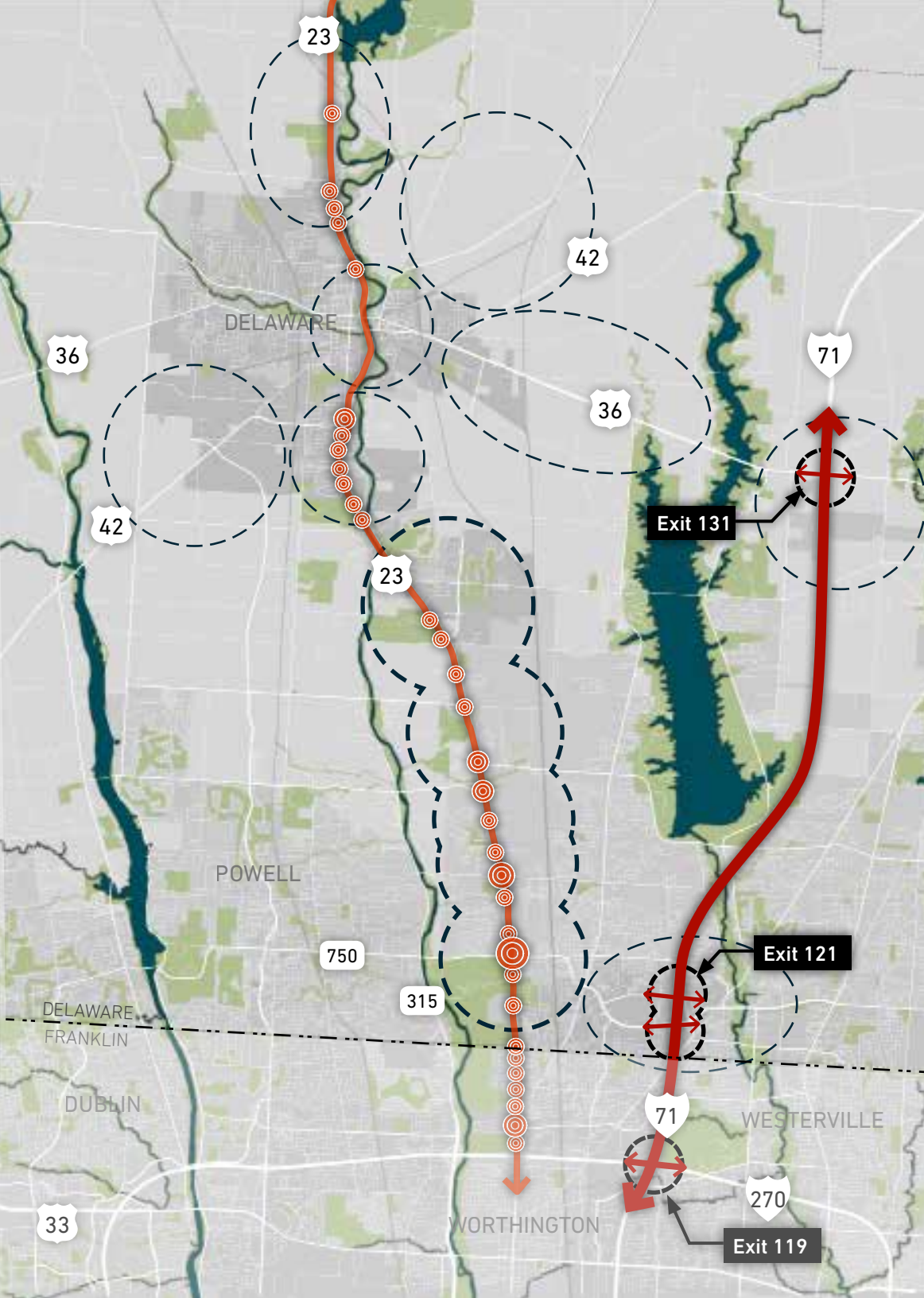
## 35 Traffic Lights

From Coover Road in Troy Township to I-270 (18-miles), there are 35 signalized intersections, *reducing the efficiency of travel by 50%*.



# TRANSPORTATION DATA ANALYTICS

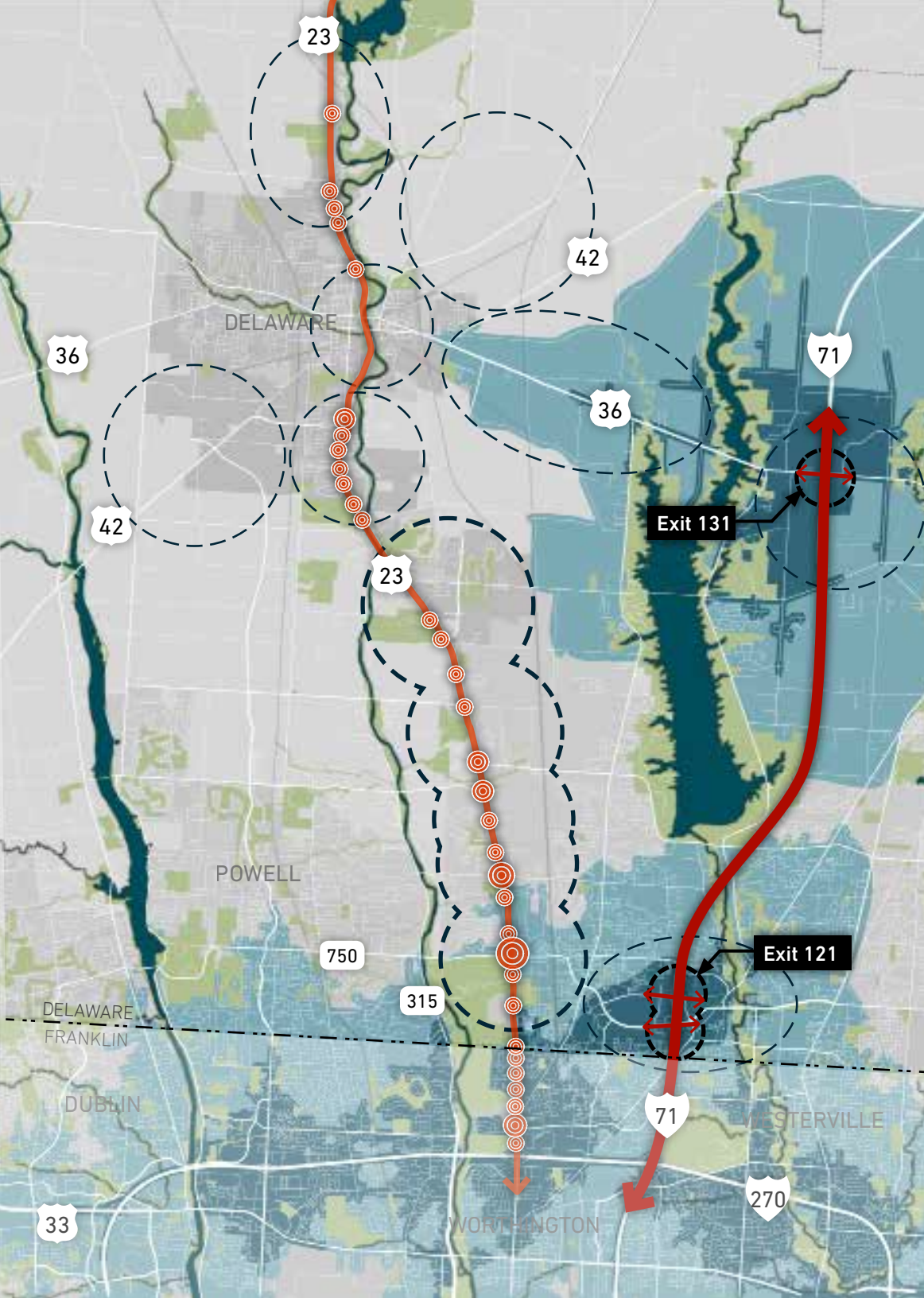
- 1 35 Traffic Lights**  
From Coover Road in Troy Township to I-270 (18-miles), there are 35 signalized intersections, *reducing the efficiency of travel by 50%*.
- 2 More than 20,600 Trucks Daily**  
I-71 between I-270 and US-36 is the *2nd busiest freight corridor in the state*, trailing only the I-75 Cin-Day corridor.

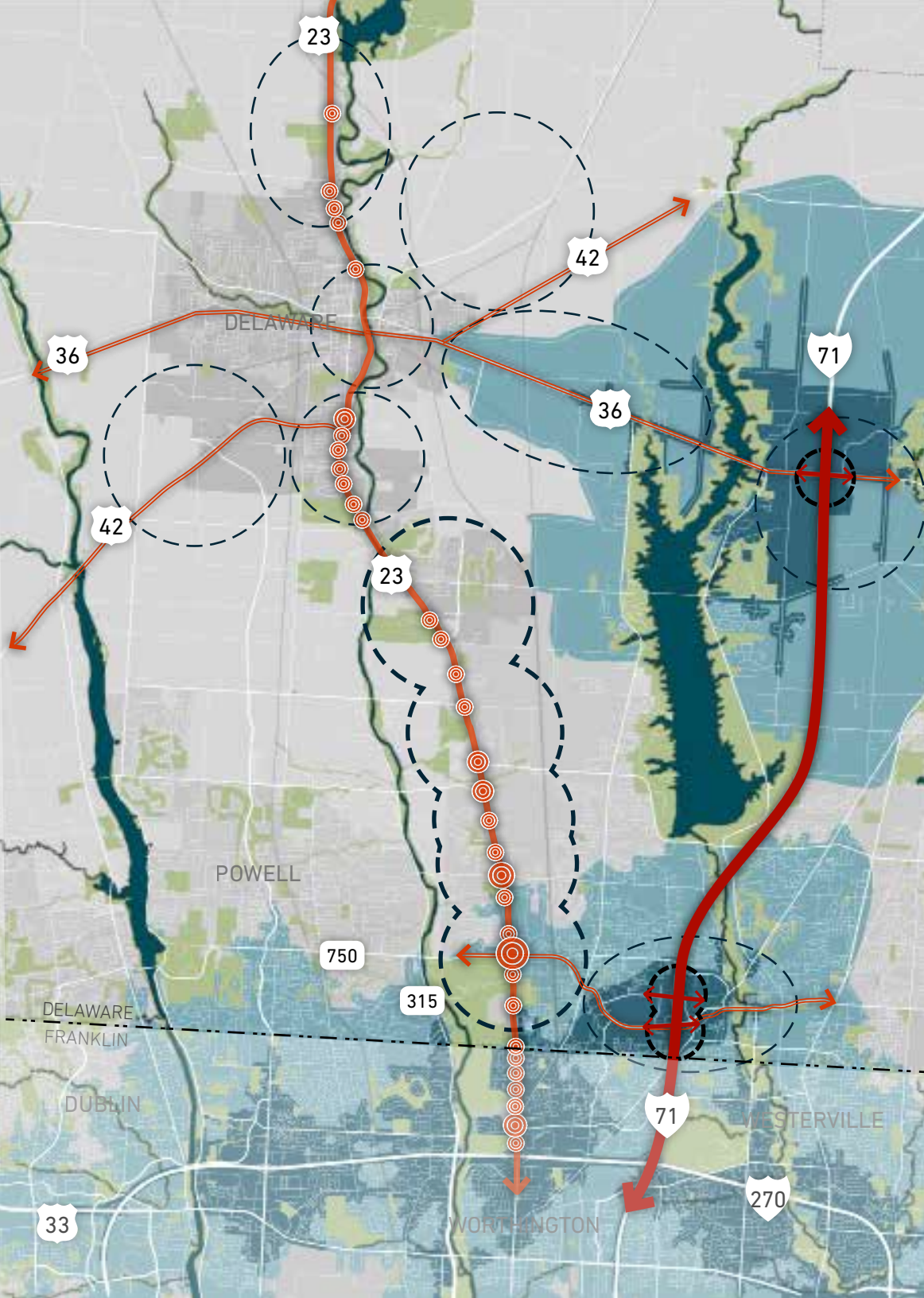




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- 3 Limited Interstate Access**  
I-71 travels more than 17 miles through Delaware County, yet there are only *two (2) interstate interchange exits countywide* (Polaris/Gemini & 36).





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- 3 Limited Interstate Access**  
 I-71 travels more than 17 miles through Delaware County yet there are only *two (2) interstate interchange exits countywide* (Polaris/Gemini & 36).
- 4 Freight Highway Network**  
 Highways US-36 and US-42 are also critical pieces of the US-23 Corridor.

# TRANSPORTATION DATA ANALYTICS

## TRANSPORTATION QUICK FACTS

US 23 (2018)

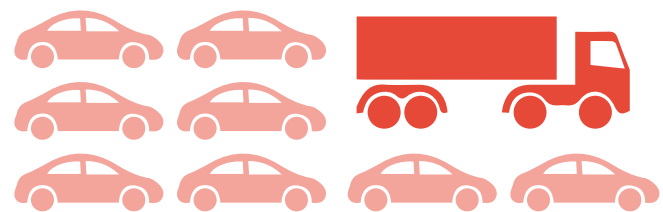
➤➤➤ **36,000-88,000 VEHICLES**  
AVERAGE ANNUAL DAILY TRAFFIC

US 23 (2040)

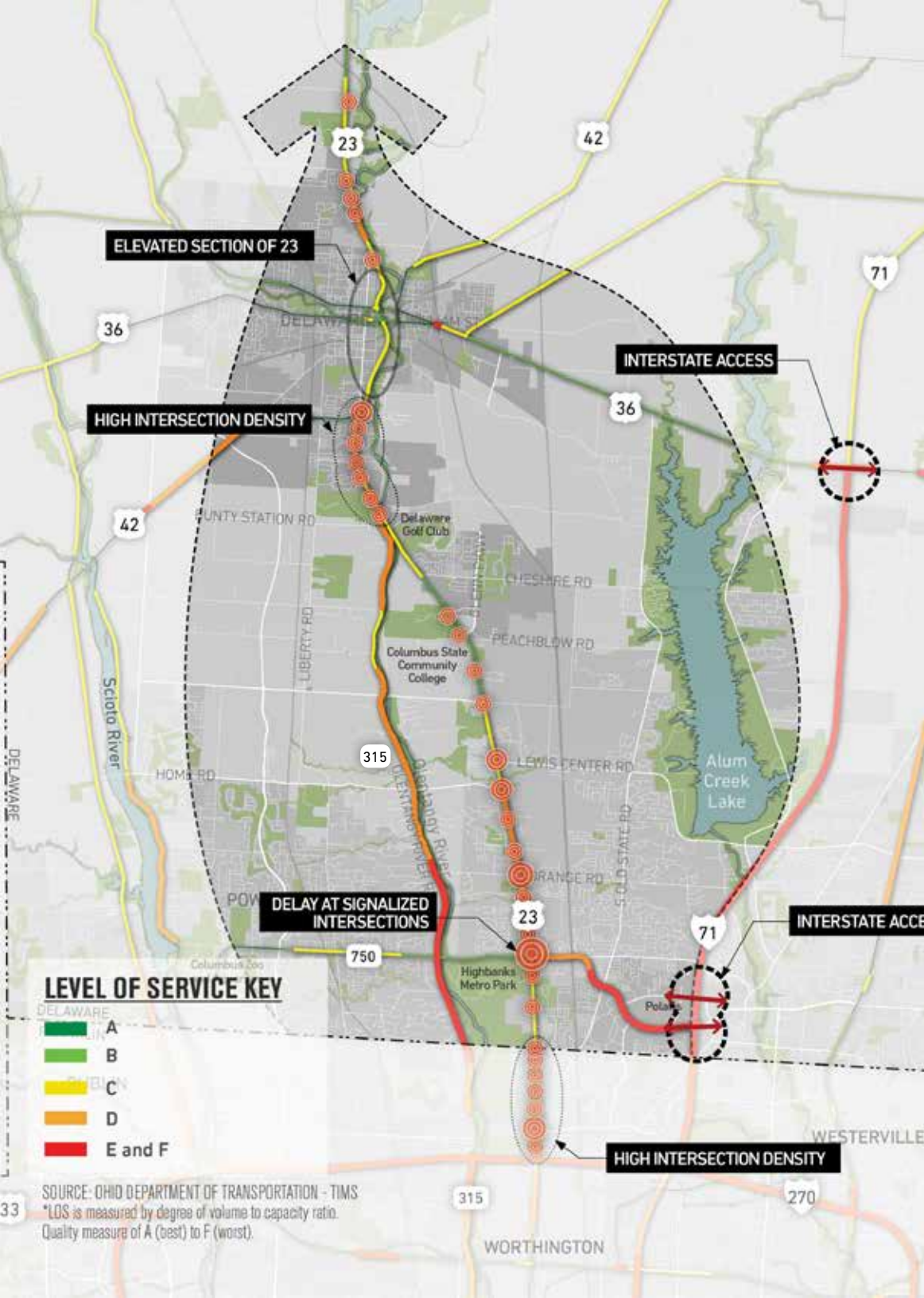
➤➤➤ **45,000-100,000 VEHICLES**  
AVERAGE ANNUAL DAILY TRAFFIC

SOURCE: URBAN FOOTPRINT

On some segments of US 23, **1 in every 9 vehicles is an 18-wheeler semi truck.**



SOURCE: OHIO DEPARTMENT OF TRANSPORTATION - TIMS



SOURCE: OHIO DEPARTMENT OF TRANSPORTATION - TIMS  
\*LOS is measured by degree of volume to capacity ratio.  
Quality measure of A (best) to F (worst).

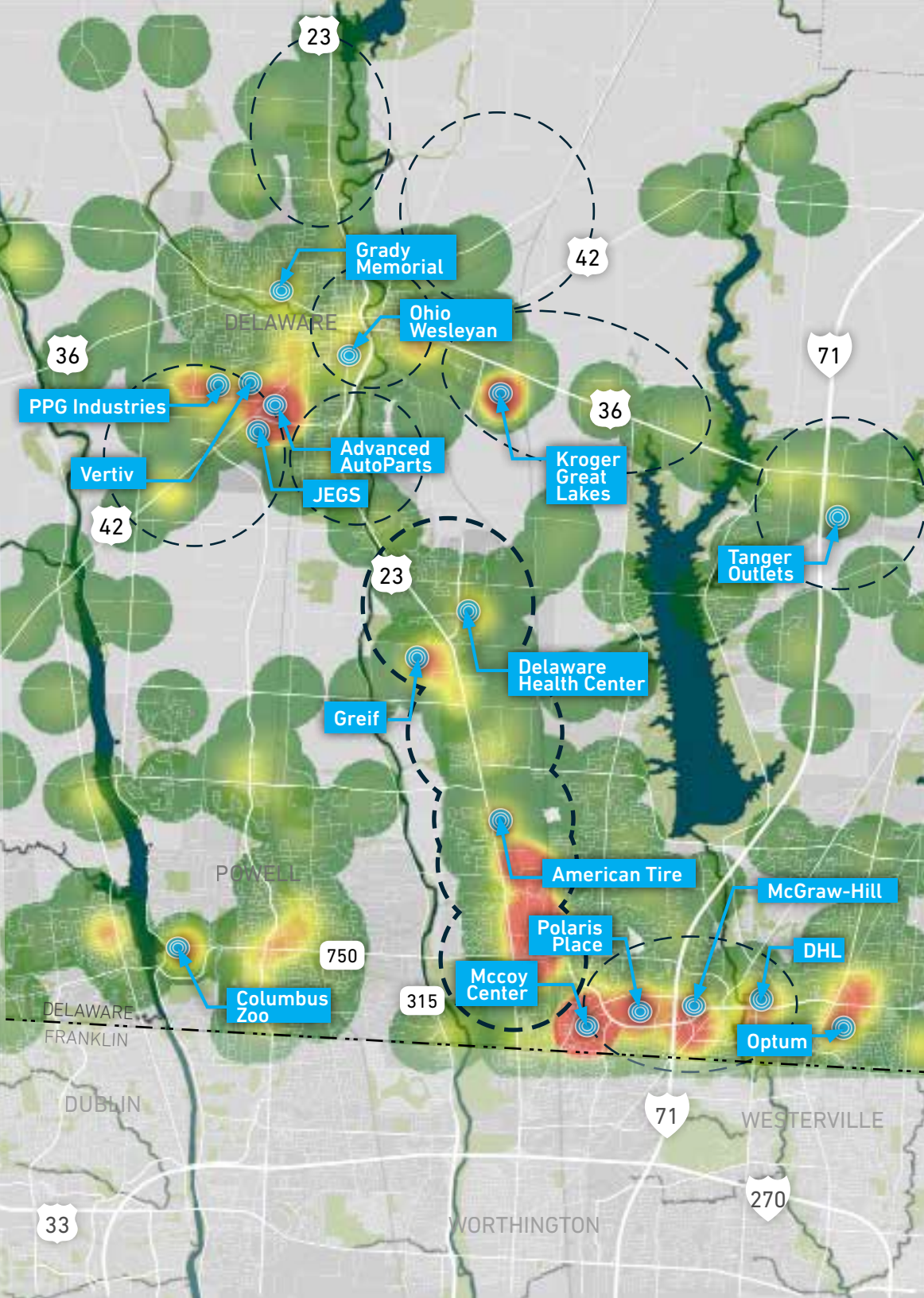
# EMPLOYMENT DATA ANALYTICS

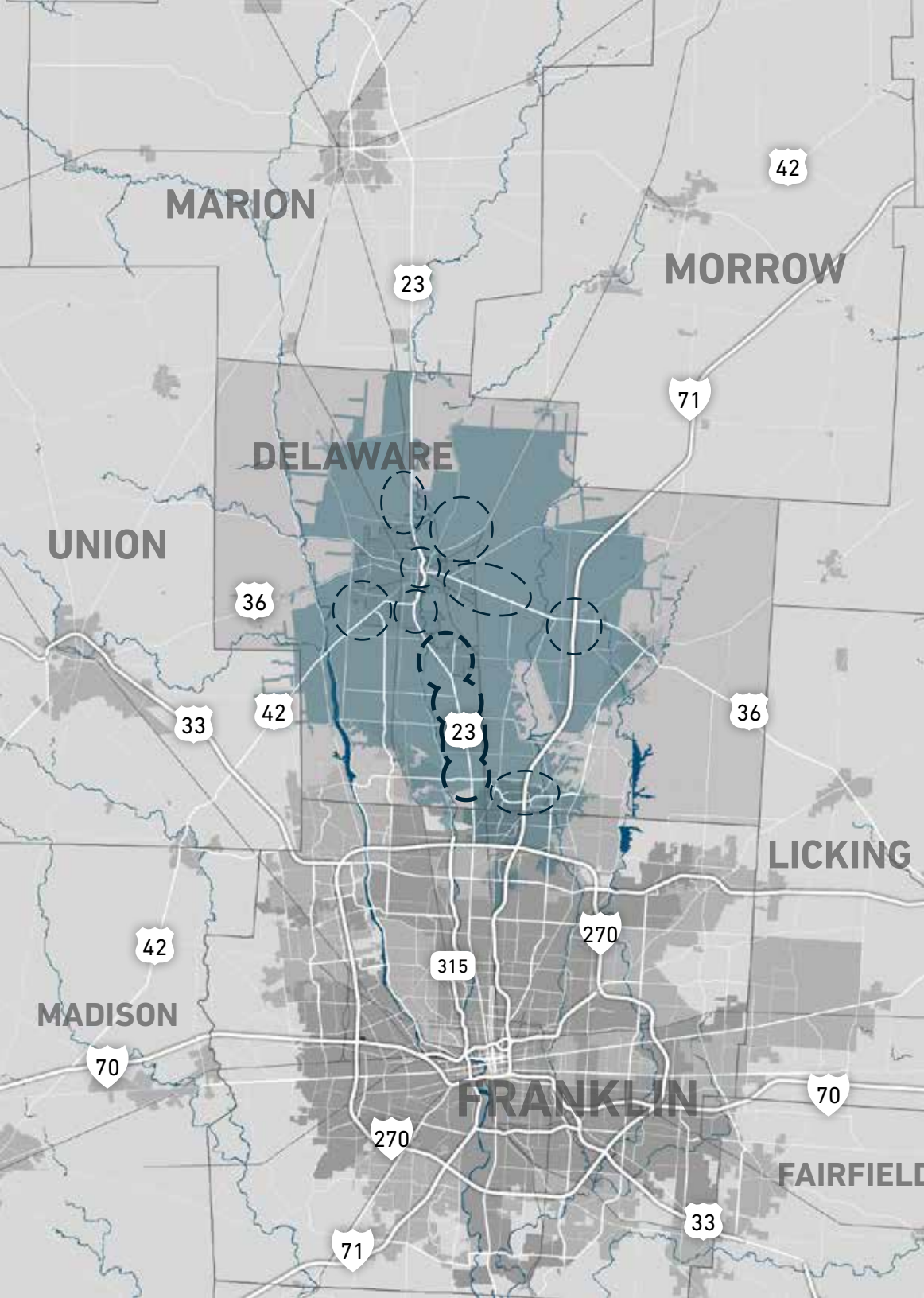
## 1 97,000 Employees Countywide

There are approximately 12,000 employees in the primary study area, 50,000 in the secondary area.

## 2 Major Employers

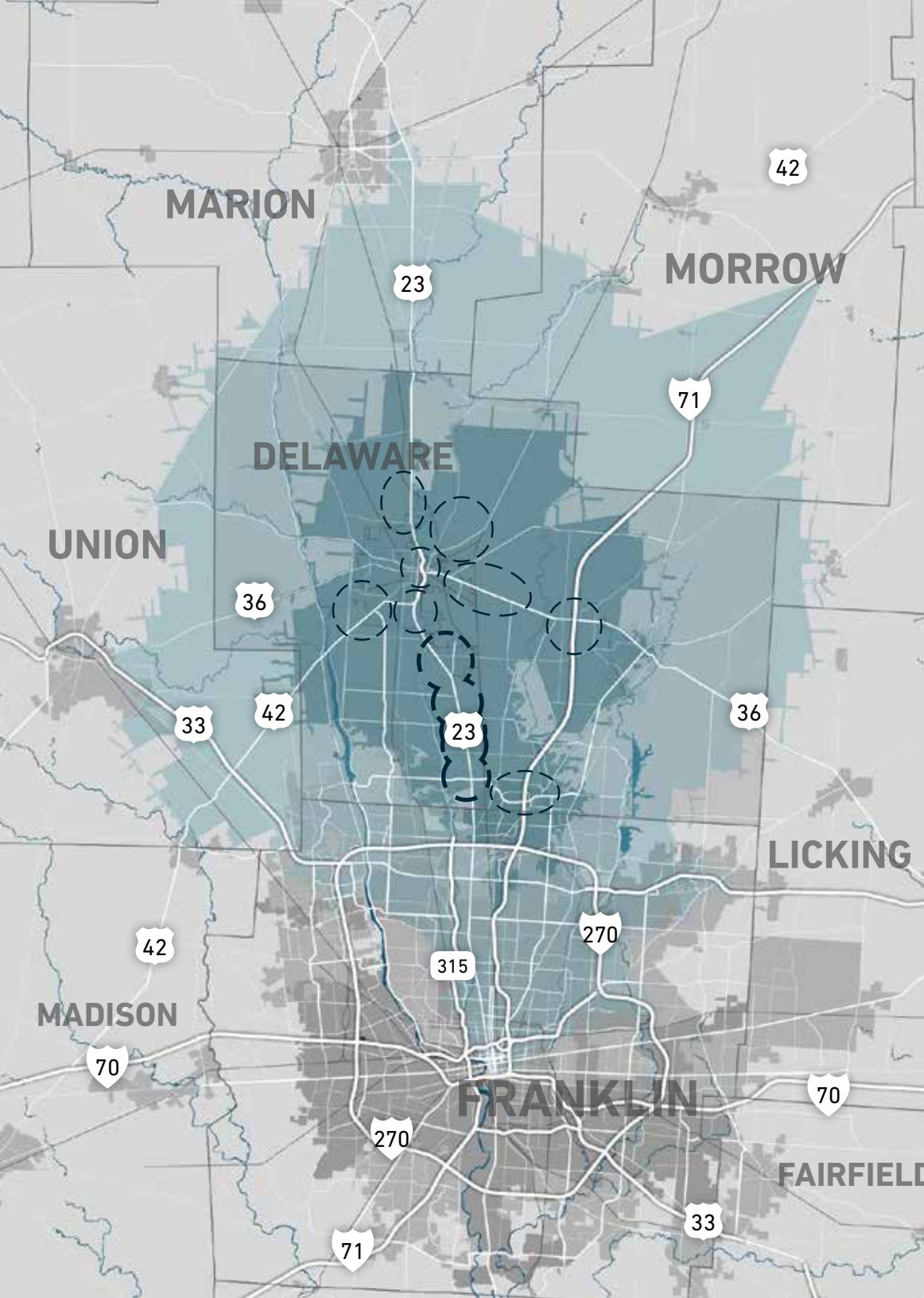
Retail, Medical, Education, Distribution, Light-Manufacturing, Business, Services





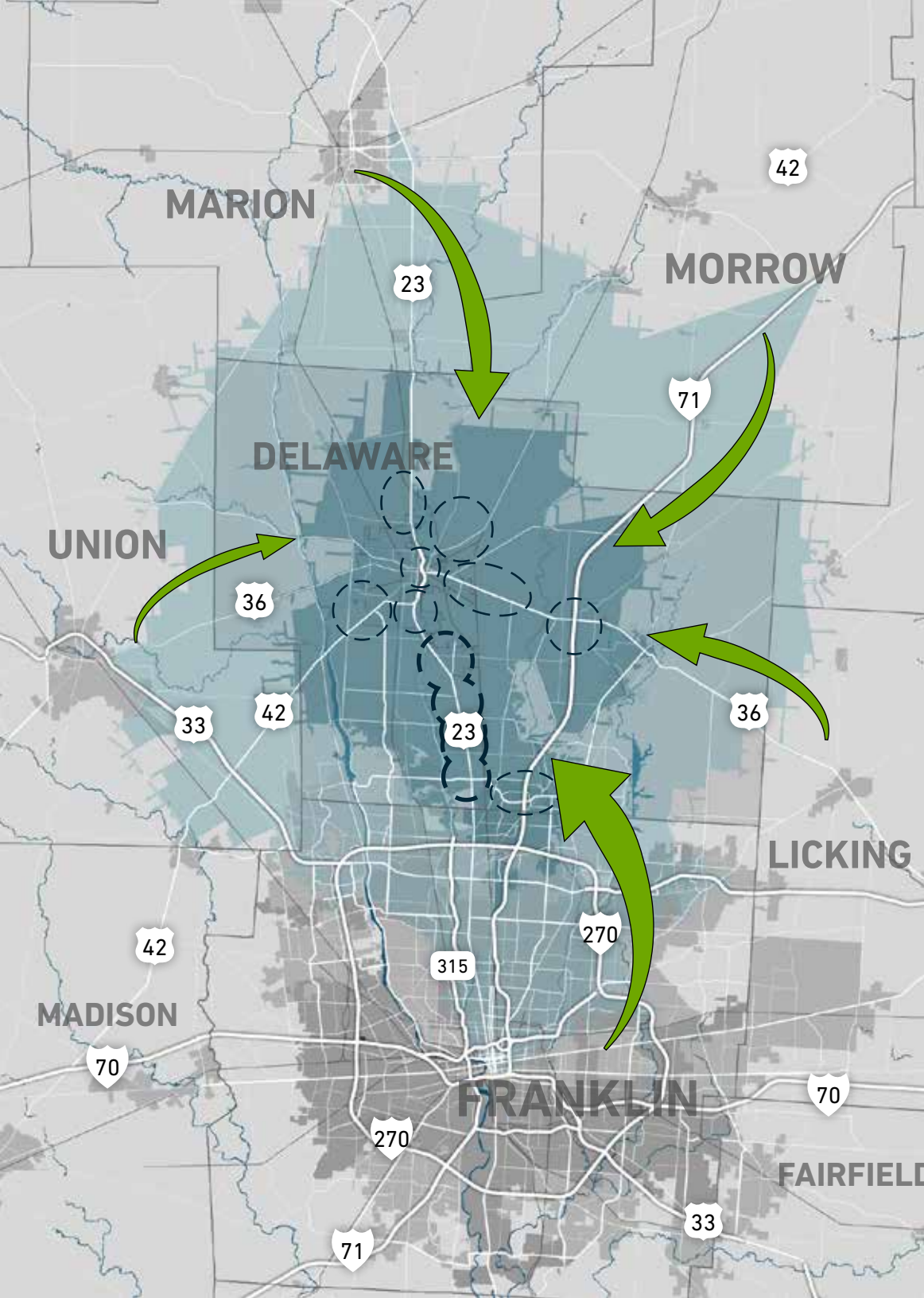
# WORKFORCE DATA ANALYTICS

- 1** 81,000 Workers within 10-Mins.  
Central Ohio has nearly 1.1 million workers; *less than 14% of workers are within a 10-minute commute of the study area.*



# WORKFORCE DATA ANALYTICS

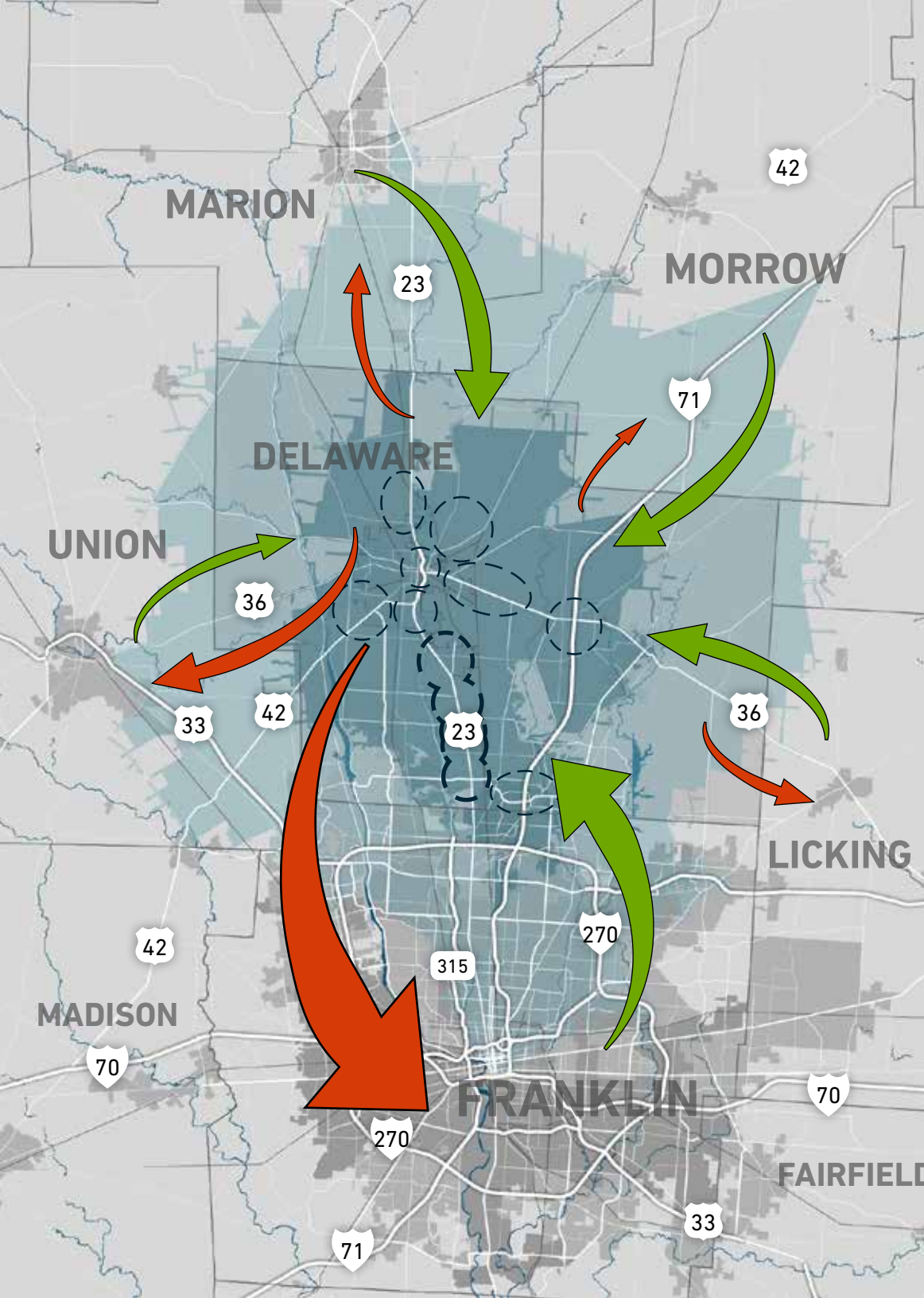
- 1** 81,000 Workers within 10-Mins.  
Central Ohio has nearly 1.1 million workers; *less than 14% of workers are within a 10-minute commute of the study area.*
- 2** 390,000 Workers within 24-Mins.  
Of the nearly 1.1 million workers, *only 35% of workers are within the region's average daily commute of the study area.*



# COMMUTE PATTERNS

## DATA ANALYTICS

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 Of the nearly 1.1 million workers, *only 35% of workers are within the region's average daily commute of the study area.*
  
- 3
**48,000 Commute into the County**  
 Of the 48,000 workers traveling into the county, *25% are coming for low-paying jobs.*

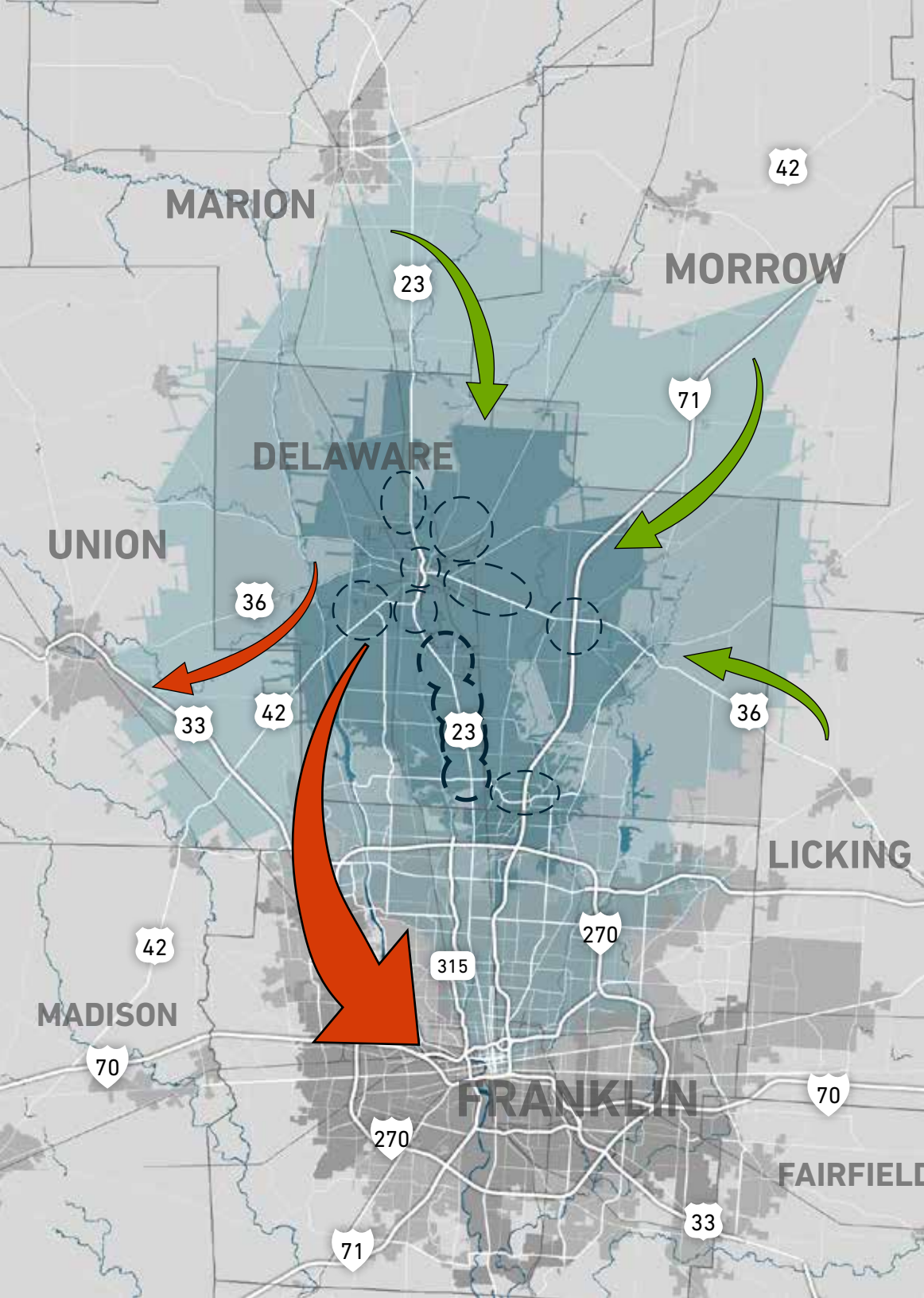


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- 3** 48,000 Commute into the County  
 Of the 48,000 workers traveling into the county, *25% are coming for low-paying jobs.*
- 4** 65,000 Commute out of the County  
 Of the 65,000 workers traveling out of the county, *62% are leaving for high-paying jobs.*





# COMMUTE PATTERNS DATA ANALYTICS

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Of the 48,000 workers traveling into the county, *25% are coming for low-paying jobs.*
- 4 **65,000 Commute out of the County**  
Of the 65,000 workers traveling out of the county, *62% are leaving for high-paying jobs.*
- 5 **17,000 Net Loss**  
The county is a net exporter of workers to the region, including more than *40,000 high-paid workers.*

# CONSTRAINTS TO GROWTH

Rivers and Reservoirs

Ravines and Steep Slopes

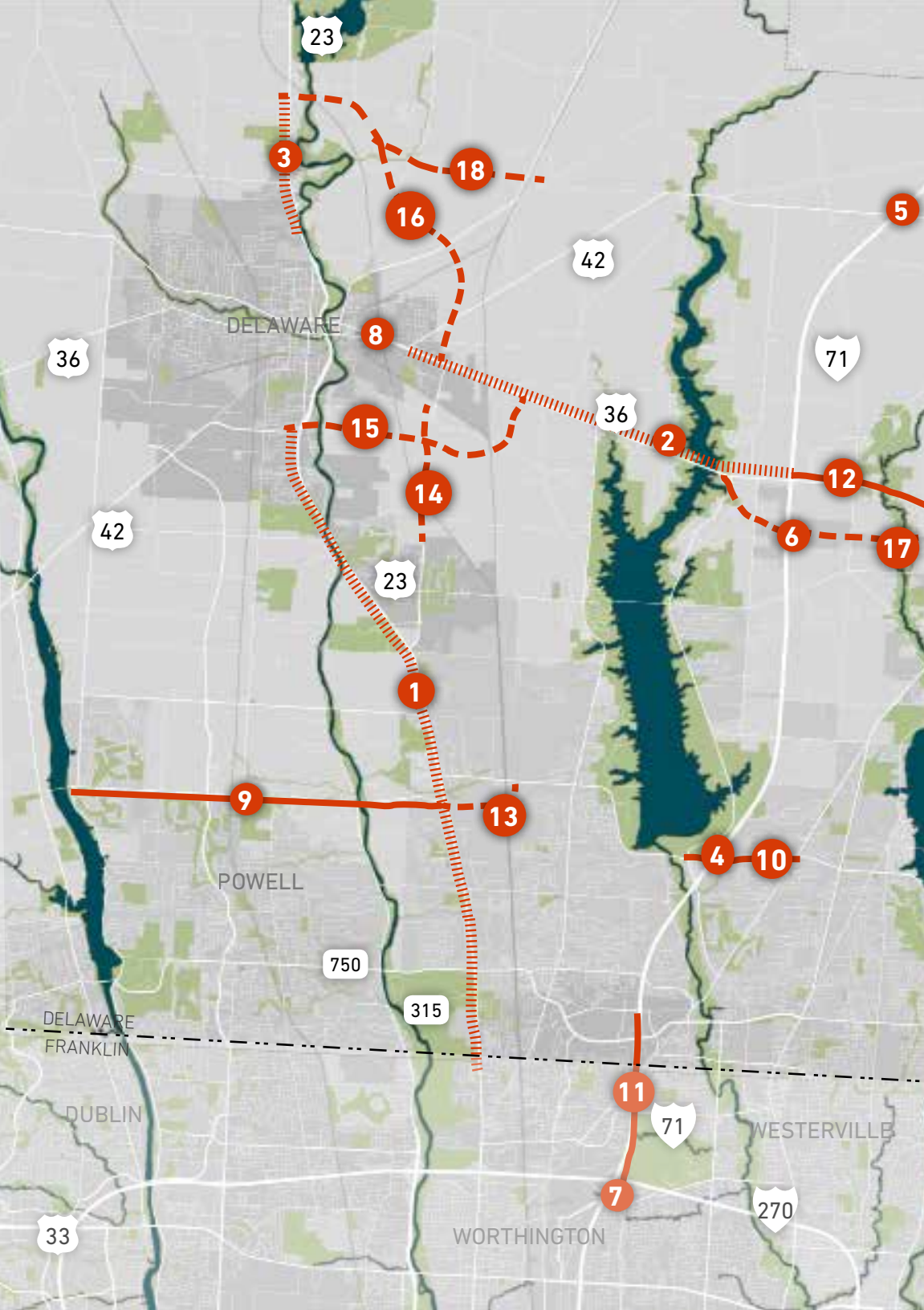
Preserved Open Space

Existing Development

Railways and Crossings

## IMPEDIMENTS TO ECONOMIC DEVELOPMENT EARLY OBSERVATIONS

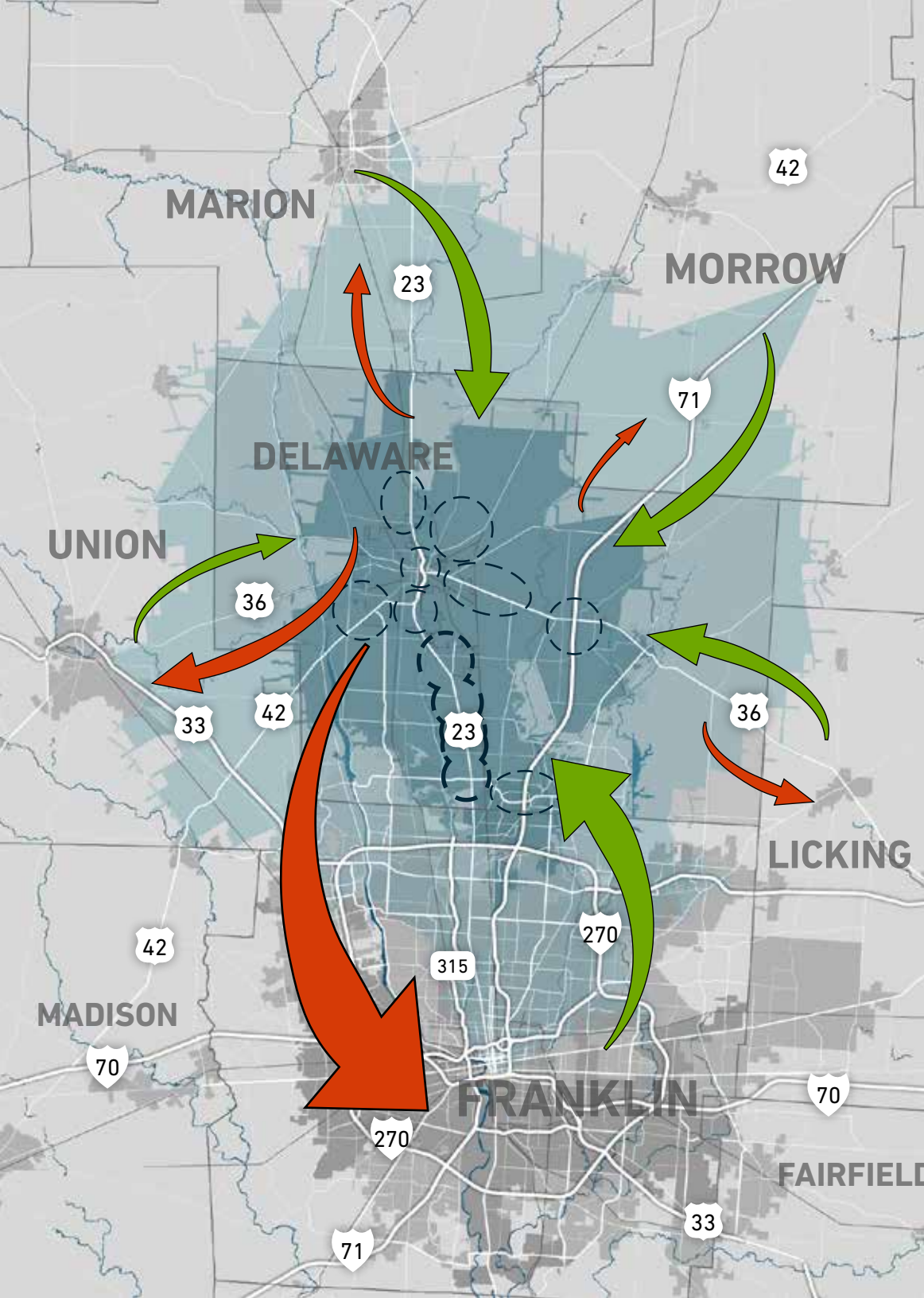
- 1 Congestion and Bottlenecks
- 2 Limited Interstate Access
- 3 Limited Connectivity
- 4 Jobs/Housing Mismatch
- 5 Funding for Infrastructure Fixes
- 6 Tax Incentives
- 7 Fragmented Economic Development Efforts
- 8 Zoning Continuity
- 9 Branding of US 23
- 10 NIMBYism and Public Resistance



# PRIORITIZE & FUND IDENTIFIED TRANSPORTATION IMPROVEMENTS

## EARLY OBSERVATIONS

- 1** Preserve needed corridors.
- 2** Help to catch up on infrastructure underinvestment.
- 3** Intercept Toledo-Columbus through traffic and provide an alternative to US-23.



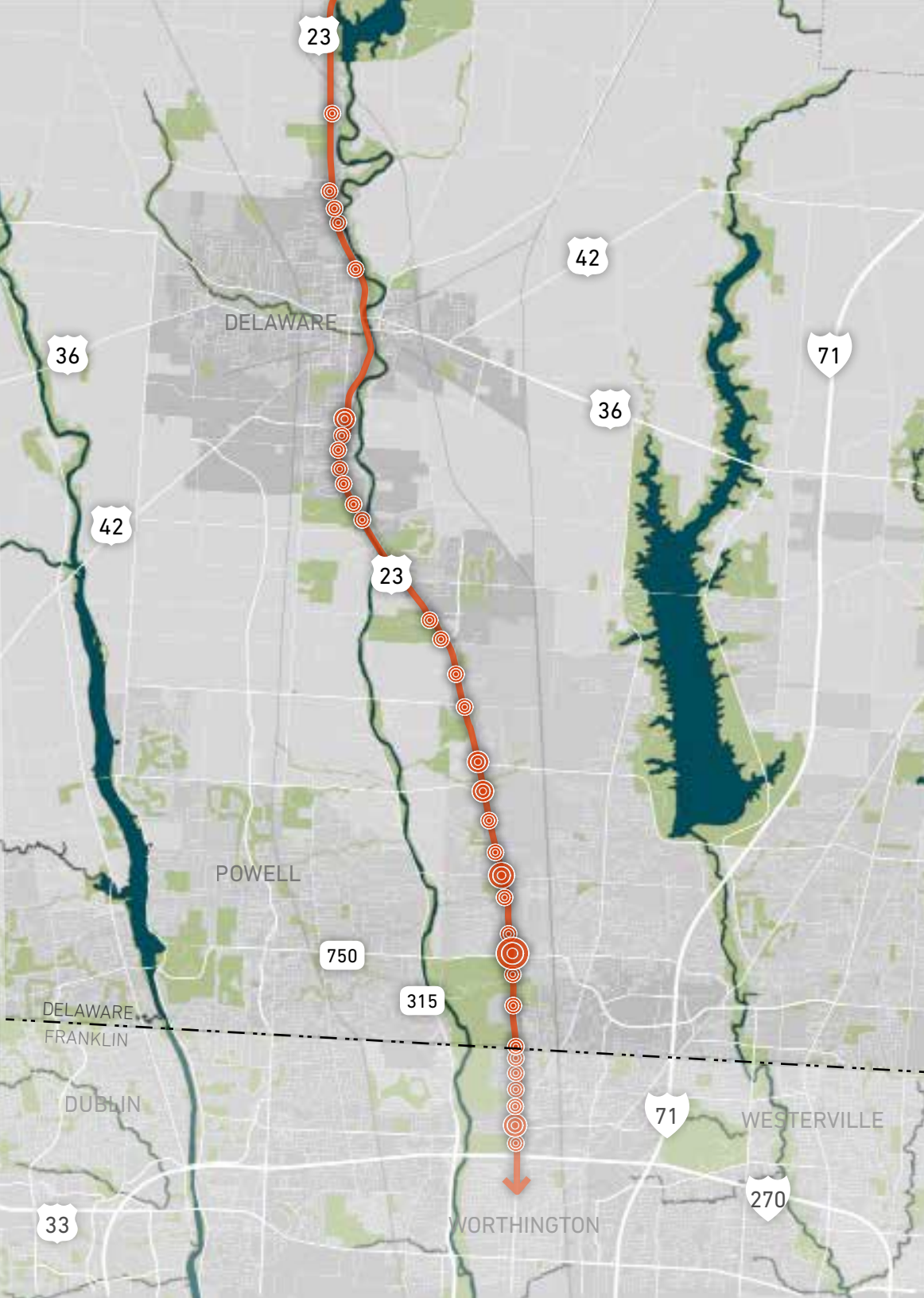
# LOCATE OFFICE & EMPLOYMENT USES HERE EARLY OBSERVATIONS

- 1 Help keep residents working in the County.
- 2 Address imbalance in land uses and tax base.



# CREATE A PLACE & CHANGE CORRIDOR PERCEPTIONS EARLY OBSERVATIONS

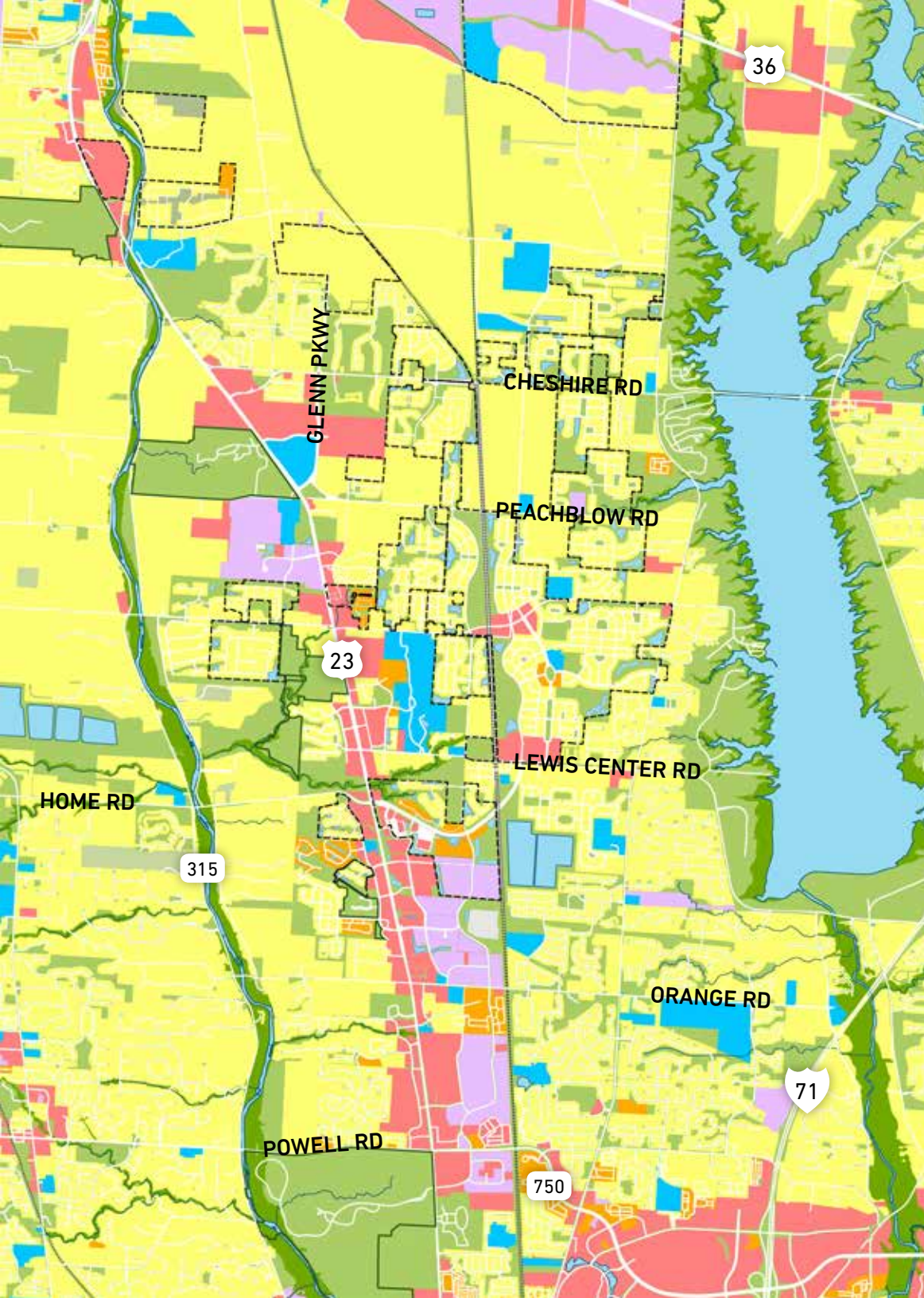
- 1 Create a streetscape palette and brand to provide the US 23 corridor with a unified identity.
- 2 Change regional perception of the US 23 corridor by creating a place along it.
- 3 Make it a destination as much as a through route.



# IMPROVE TRAVEL ON US-23 AND THE CORRIDOR

## EARLY OBSERVATIONS

- 1 Address intersection bottlenecks with *signal integration technology*.
- 2 Reduce reliance on US 23 for local trips — *continue to build parallel “backage” roads and require connections between developments*.
- 3 Continue access management.
- 4 Provide secondary north-south alternative to US-23.
- 5 Reduce single vehicle occupancy: *promote alternative options like carpooling, employer shuttles, and the DATA Bus*.



# ADDRESS PLANS & REGULATIONS

## EARLY OBSERVATIONS

- 1 Identify future land use map changes.
- 2 Provide common zoning district(s) for corridor.
- 3 Update and adopt Thoroughfare Plan.

# WHAT'S IN THE STRATEGIC GUIDE?

## RECOMMENDATIONS

5

**STRATEGIES**

| GUIDANCE

A bundle of objective-oriented strategies with tactics, tools, and mechanisms to guide the implementation of recommendations throughout the corridor and achieve a common vision.

3

**PROJECTS**

| PRIORITIES

A collection of mutually beneficial transportation improvements which should be prioritized to improve corridor-wide mobility and support economic development.

3

**AREA PLANS**

| CATALYST SITES

A set of conceptual plans crafted to demonstrate the potential of strategically-focused land use and transportation investments in three potential catalytic areas.

5

**ACTION STEPS**

| RECOMMENDATIONS

Critical action steps which are necessary to successfully improve the US 23 corridor and study area, including subtasks, key agents, and benchmark examples.





05

## STRATEGIES | GUIDANCE

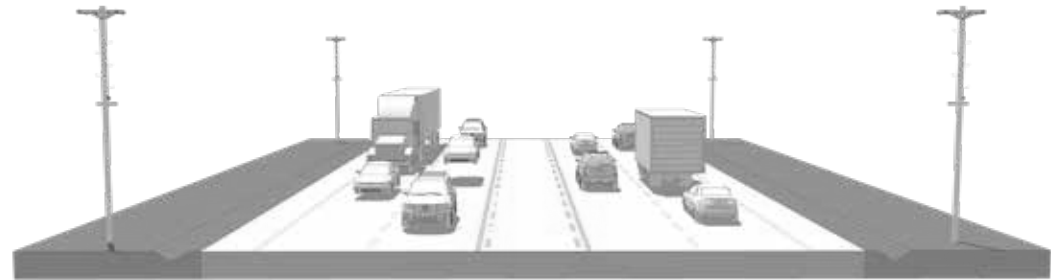
A bundle of objective-oriented strategies with tactics, tools, and mechanisms to guide the implementation of recommendations throughout the corridor and achieve a common vision.

# MAKE A FRESH IMPRESSION

## STRATEGY # 1

### SUB STRATEGIES

- + Develop a more consistent and **identifiable US 23 streetscape** — one that allows some customization by area/ jurisdiction.
- + Designate locations for iconic **gateways** at major cross street intersections and corridor entries.
- + Add multi-use paths and safety lighting.
- + **Build upon existing character** components like brown crossbuck fence, stone piers, and edge of street tree allee.
- + Create **streetscape design guidelines** identifying components, building materials, and landscape palettes.



Existing US 23 Section



Potential US 23 Section with Enhanced Streetscape & Multi-Use Path



Potential US 23 Section with Enhanced Streetscape & Median 31

# KNIT THE COMMUNITY TOGETHER

## STRATEGY # 2

### SUB STRATEGIES

- + **Reduce reliance on US 23** by requiring connections between and across developments, including development fronting US 23 and developments to the rear
- + Similarly, continue to **create backage and frontage roads** parallel to US 23.
- + **Create alternative north-south options** to US 23. Green Meadows Drive, Piatt Road, and Glenn Parkway should continue to be expanded and linked.
- + Distribute Toledo-Columbus traffic by providing a bypass to **connect I-71 with US 23 north of the city** of Delaware.
- + Address intersection bottlenecks and coordinate traffic signals by applying **signal integration technology**.
- + **Continue access management** best practices.
- + **Preserve rights-of-way** for future thoroughfares.
- + **Require bike/pedestrian connections** between residential neighborhoods, mixed use districts, and destinations such as parks and schools.
- + Create mobility options by **promoting alternatives to single occupancy vehicles**. These alternatives include bus transit, shuttles, and carpools. Additionally, provide multi-use trails along major thoroughfares to promote non-motorized options.

### REQUIRE STREET CONNECTIVITY

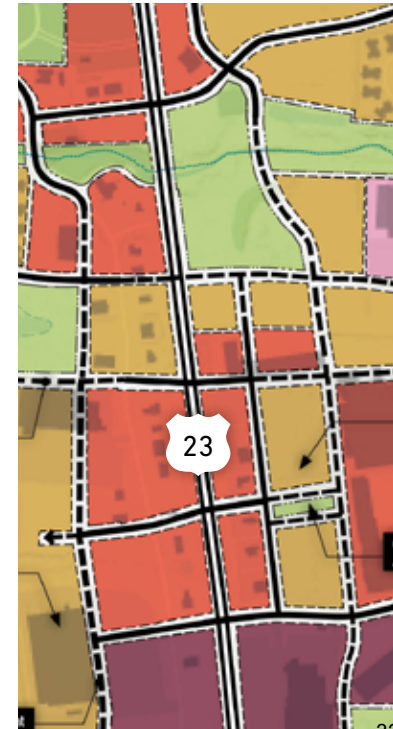
Grid Street Network



Cul-de-sac Street Network



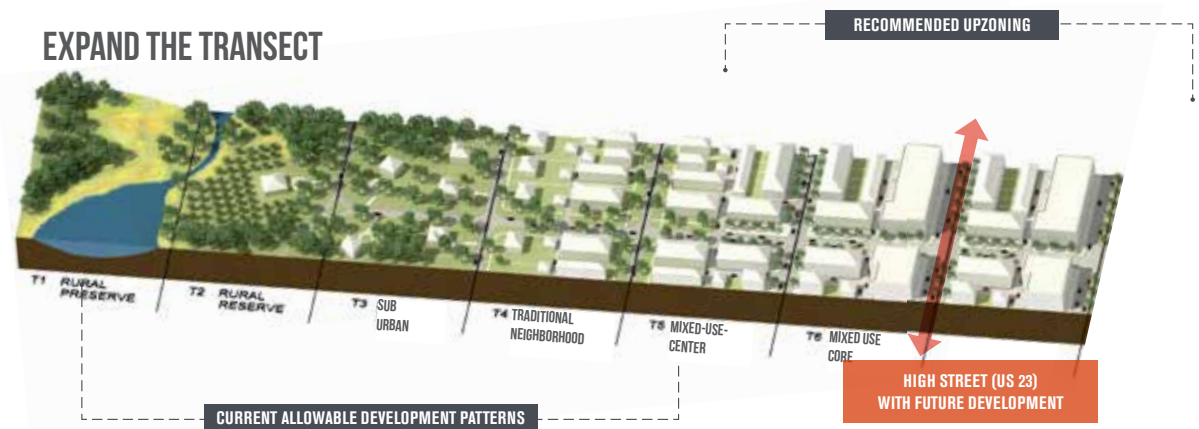
### REQUIRE DEVELOPMENT CONNECTIVITY



# BALANCE GROWTH STRATEGY # 3

## SUB STRATEGIES

- + Update land use plans to **increase areas for employment and mixed uses districts** for development other than single-family housing.
- + Reserve **US 23 frontage for more dense uses** (commercial, mixed use).
- + Focus some walkable mixed use districts along US 23.
- + Strategically use infrastructure and incentives to **guide and focus growth**.
- + Create neighborhoods that **provide housing options** to meet a broad range of age and income groups.
- + Preserve the **scenic Olentangy River Corridor**.
- + Create an **overlay zoning district** for US 23 corridor.



## WALKABLE MIXED USE DISTRICT



# REIMAGINE PLACES

## STRATEGY # 4

### SUB STRATEGIES

- + Allow suburban development to be **retrofit** along US 23 with infill development on underutilized land, primarily large surface parking lots in shopping centers.
- + Allow for the **redevelopment of outdated or vacant retail centers/big boxes** into higher-density, walkable, mixed use districts and employment centers.
- + Identify corridors and nodes for high frequency transit to implement **transit oriented development**.
- + Incorporate **green infrastructure** into developments.
- + Use **greenspace to organize development** and provide gathering places and trail connectivity.

### INFILL SUBURBAN RETROFIT



### REDEVELOPMENT



# COORDINATE REGIONALLY AND COLLABORATE LOCALLY

## STRATEGY # 5

### SUB STRATEGIES

- + **Foster interjurisdictional collaboration** by formalizing communication and protocols to keep jurisdictions in regular contact, share development news, and keep residents informed.
- + **Advocate for projects and infrastructure** of mutual interest in the study area, including support for grants, federal, state, and county funding, and regional site selection.
- + **Educate the community** about the benefits of quality, balanced development to build support for land use changes and approvals, and share this information via meetings, social media, press releases, posters, and mailers.
- + Continue to **develop Public-Private Partnerships** to advance needed initiatives, efforts, and improvements.



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## PROJECTS | PRIORITIES

A collection of mutually beneficial transportation improvements which should be prioritized to improve corridor-wide mobility and support economic development.

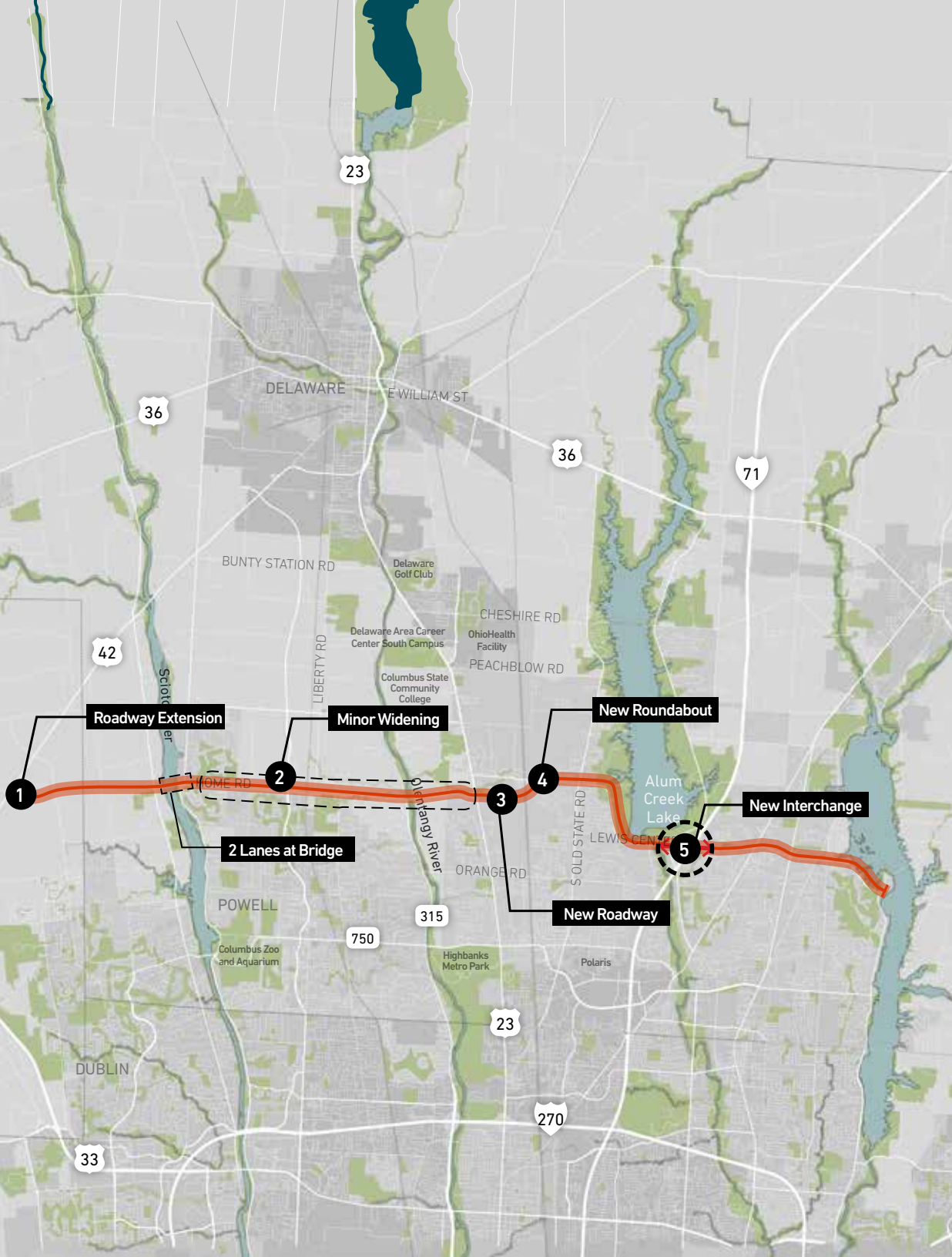
# SOUTH COUNTY EAST-WEST CONNECTOR PROJECT # 1

## WHY IS THIS A PRIORITY

- + Adds a much needed third I-71 Interchange and creates an east-west route in Southern Delaware County, relieving congestion on Polaris and Powell Roads.
- + Adds value to the transportation system by providing connections between Eastern and Southern Delaware County and growth areas in Southeast Union County.
- + Maximizes resource efficiency by utilizing existing roads in already-developed corridors.
- + Promotes active transportation by connecting neighborhoods within the project area through the construction of shared use paths.
- + Leverages contributions and revenues from the Slate Ridge and Evans Farms developments to complete components between US 23 and Old State Road.

## POTENTIAL IMPROVEMENTS

1. Home Road Extension to US 42
2. Home Road Widening/Improvements
3. Home Road Extension from US 23 to Lewis Center Rd.
4. New Intersection at Home/Piatt Rds.
5. New I-71 Interchange - Big Walnut/I-71





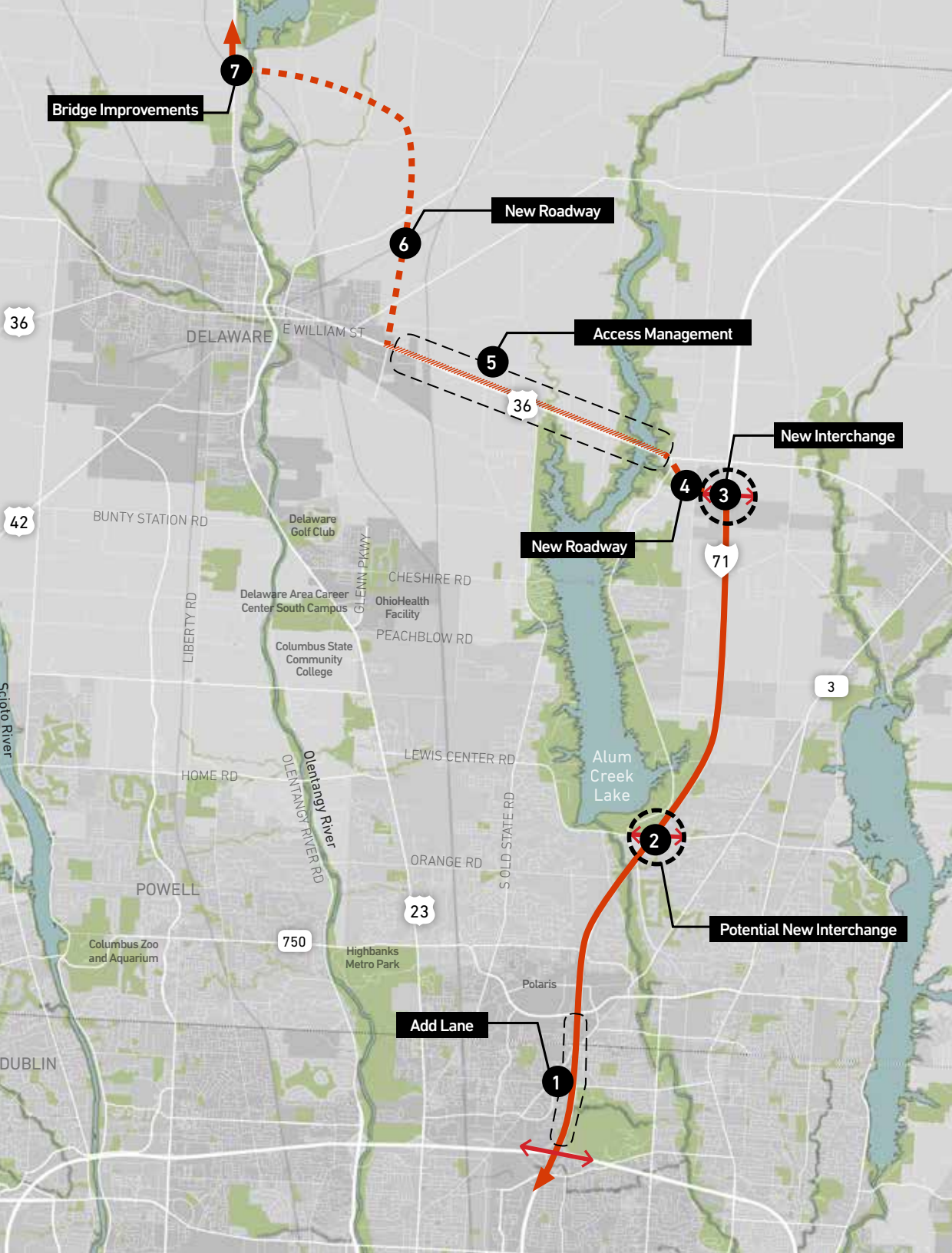
# NORTHEAST BYPASS PROJECT #2

## WHY IS THIS A PRIORITY

- + Increased access to I-71 will improve mobility in Delaware County and open land for development, particularly in proximity to the US 36 corridor.
- + Project will reduce congestion on US 23 by intercepting traffic desiring to get to/from I-71.
- + Project will improve state-wide freight travel.

## POTENTIAL IMPROVEMENTS

1. Add Lane to I-71
2. New I-71 Interchange at Big Walnut Rd.
3. New I-71 Interchange at Sunbury Parkway
4. New Sunbury Parkway
5. 36 Access Management
6. New Delaware City Bypass
7. Bridge Improvements



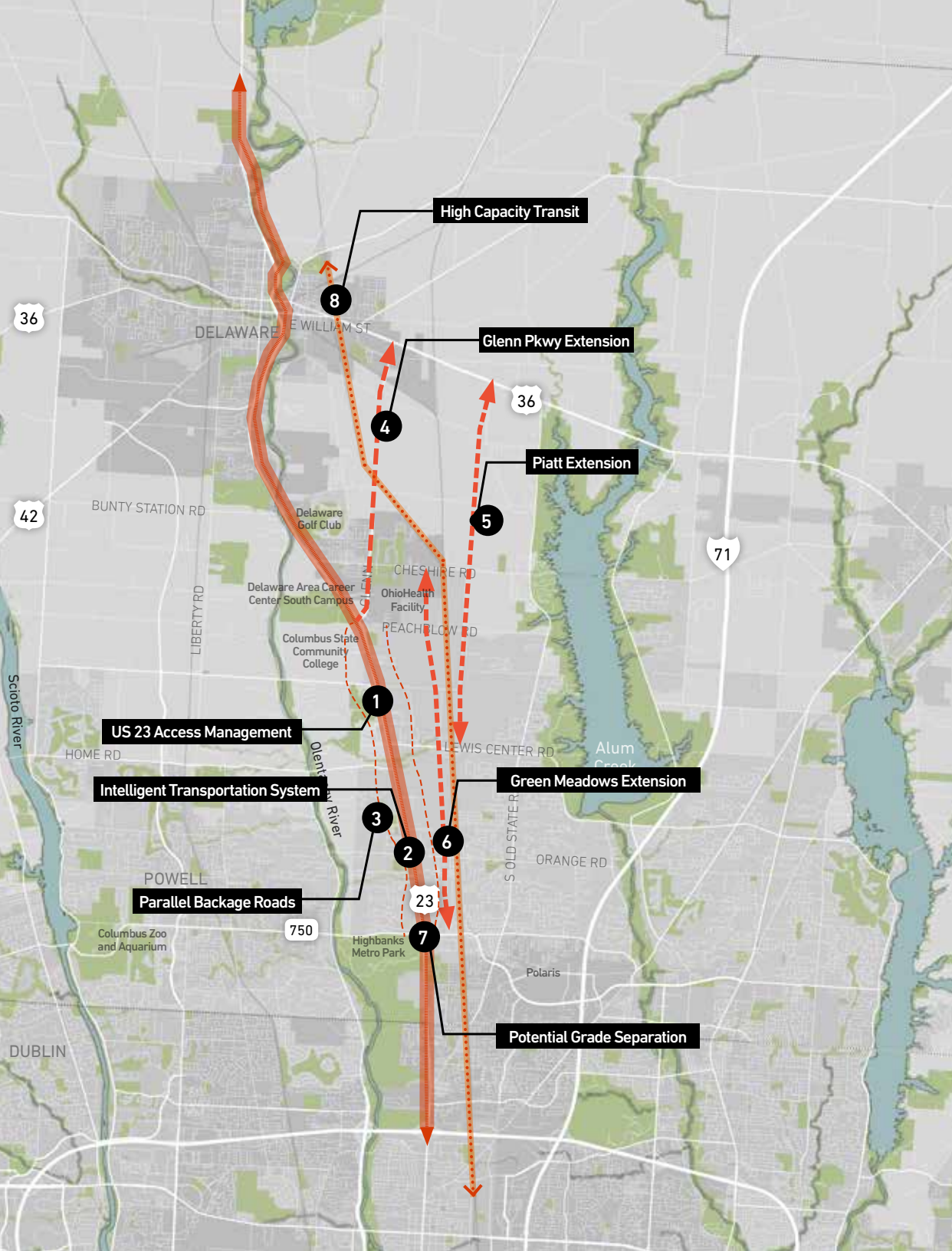
# US 23/NORTH-SOUTH IMPROVEMENTS PROJECT #3

## WHY IS THIS A PRIORITY

- + Reduces congestion on US 23 which is now an important commuter connection, by providing multiple north-south routes.
- + Maintains competitive infrastructure by providing a new connection between US 23 and US 36/SR 37 on the southeast side of the City of Delaware.
- + Increases safety by eliminating an at-grade railroad crossing on Berlin-Station Road.
- + Promotes active transportation through the construction of shared use paths along the road extensions.
- + Aligns with prior planning documents, including the City of Delaware's 2001 Thoroughfare Plan.

## POTENTIAL IMPROVEMENTS

1. US 23 Access Management
2. US 23 Intelligent Transportation System (ITS)
3. Parallel Backage Roads
4. Glenn Parkway Extension
5. Piatt Road Extension
6. Green Meadows Drive/North Road Extension
7. Grade Separated Interchange US 23/SR 750
8. Study High Capacity Transit Options



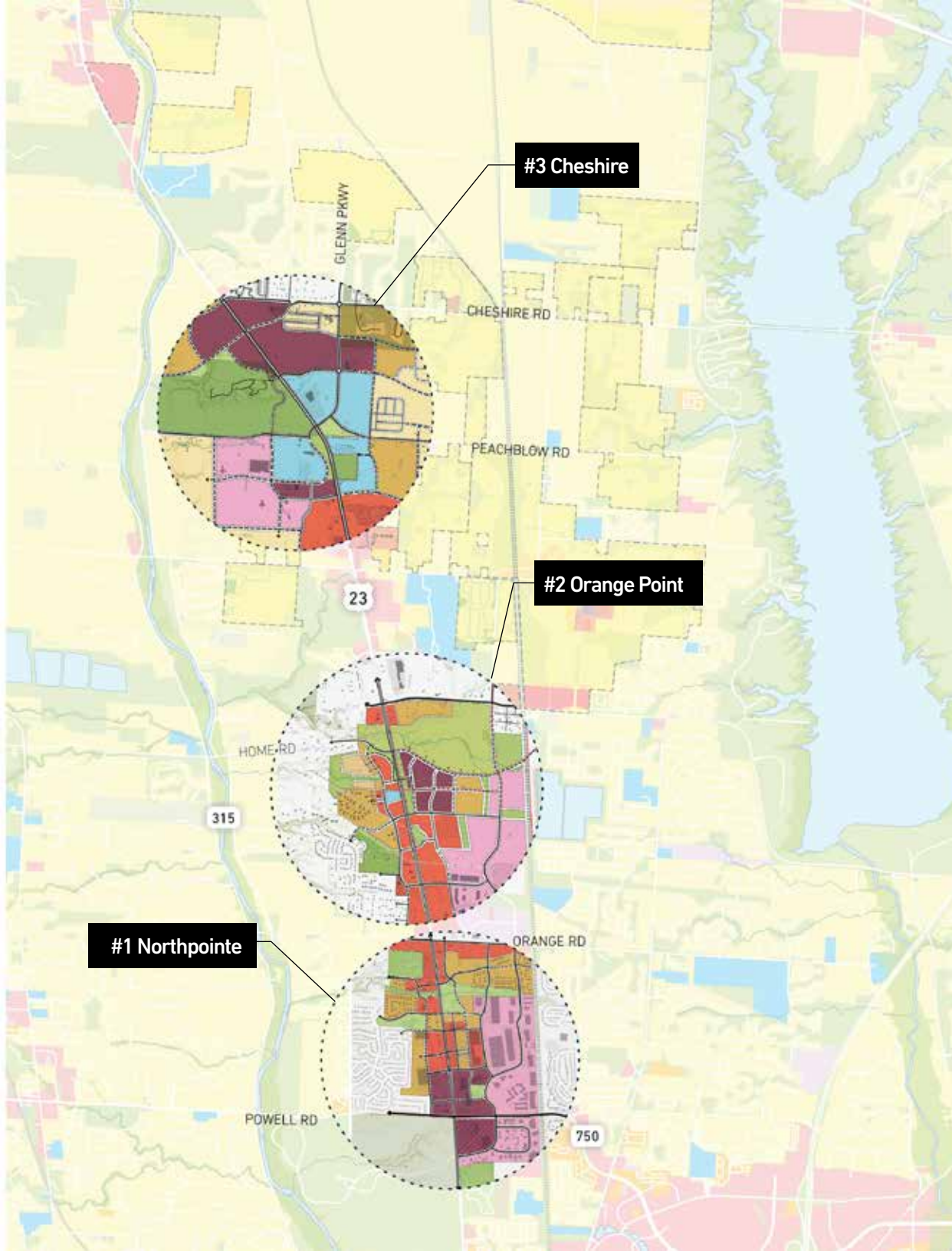
**03**



## **AREA PLANS | CATALYSTS**

A set of conceptual plans crafted to demonstrate the potential of strategically-focused land use and transportation investments in three potential catalytic areas.

# AREA PLAN CONCEPTS



# NORTHPOINTE

## AREA PLAN #1: REDEVELOPMENT

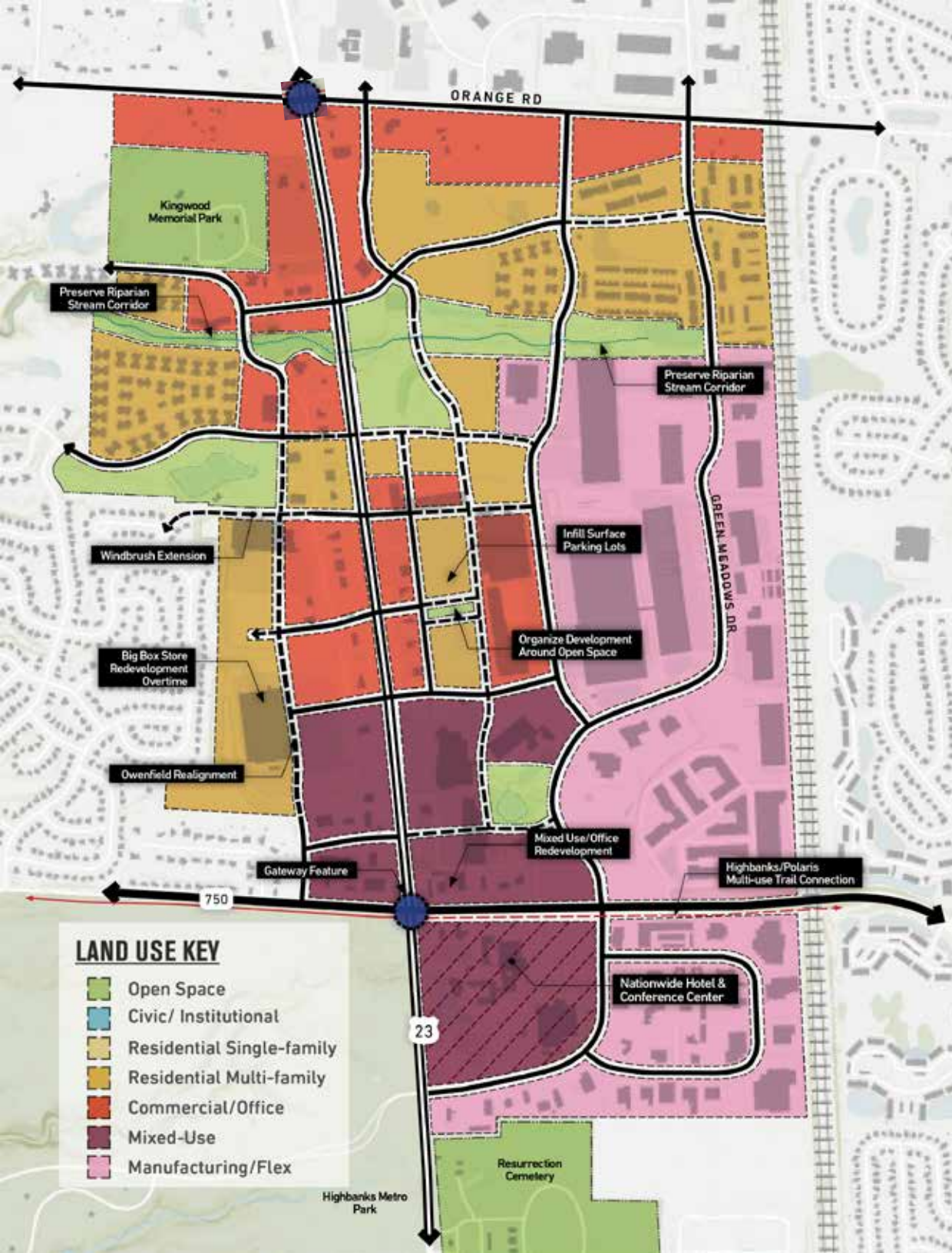


### WHY THIS IS A CATALYST AREA

- + Some development occurred prior to 1990 & large retail shopping centers = potential for redevelopment
- + Proximity to I-270 and regional workforce
- + Proximity to Polaris creates synergy
- + Southern gateway into Delaware County

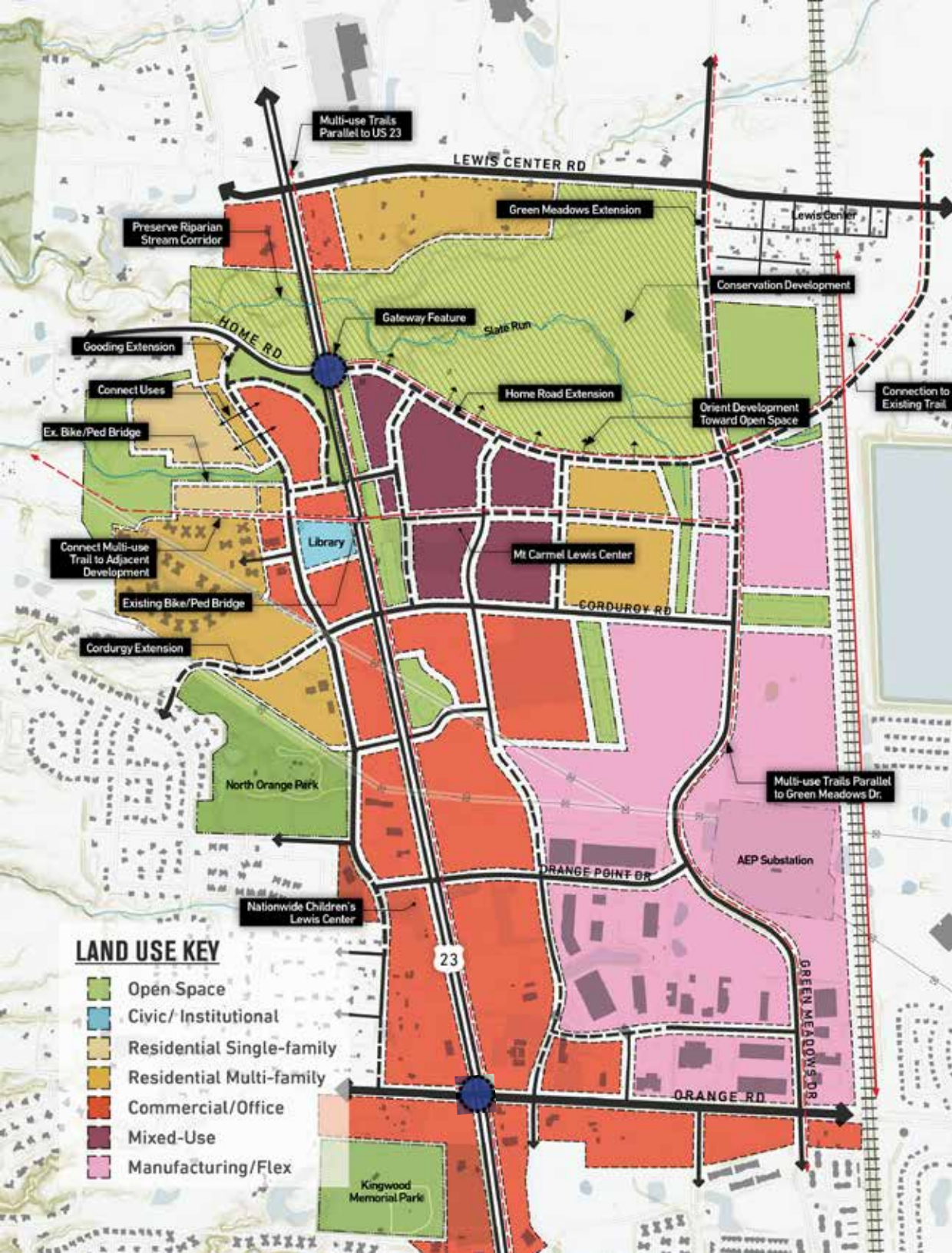
### KEY COMPONENTS

- + Potential adaptive reuse and redevelopment of big box stores.
- + Suburban retrofit, using underutilized surface parking lots to support infill development.
- + Reinvestment in existing industrial area.
- + Capitalize on Nationwide Conference Center.
- + Create a secondary street network with parallel "backage roads" and neighborhood connections.



# ORANGE POINT

## AREA PLAN #2: COMMUNITY DISTRICT



### WHY THIS IS A CATALYST AREA

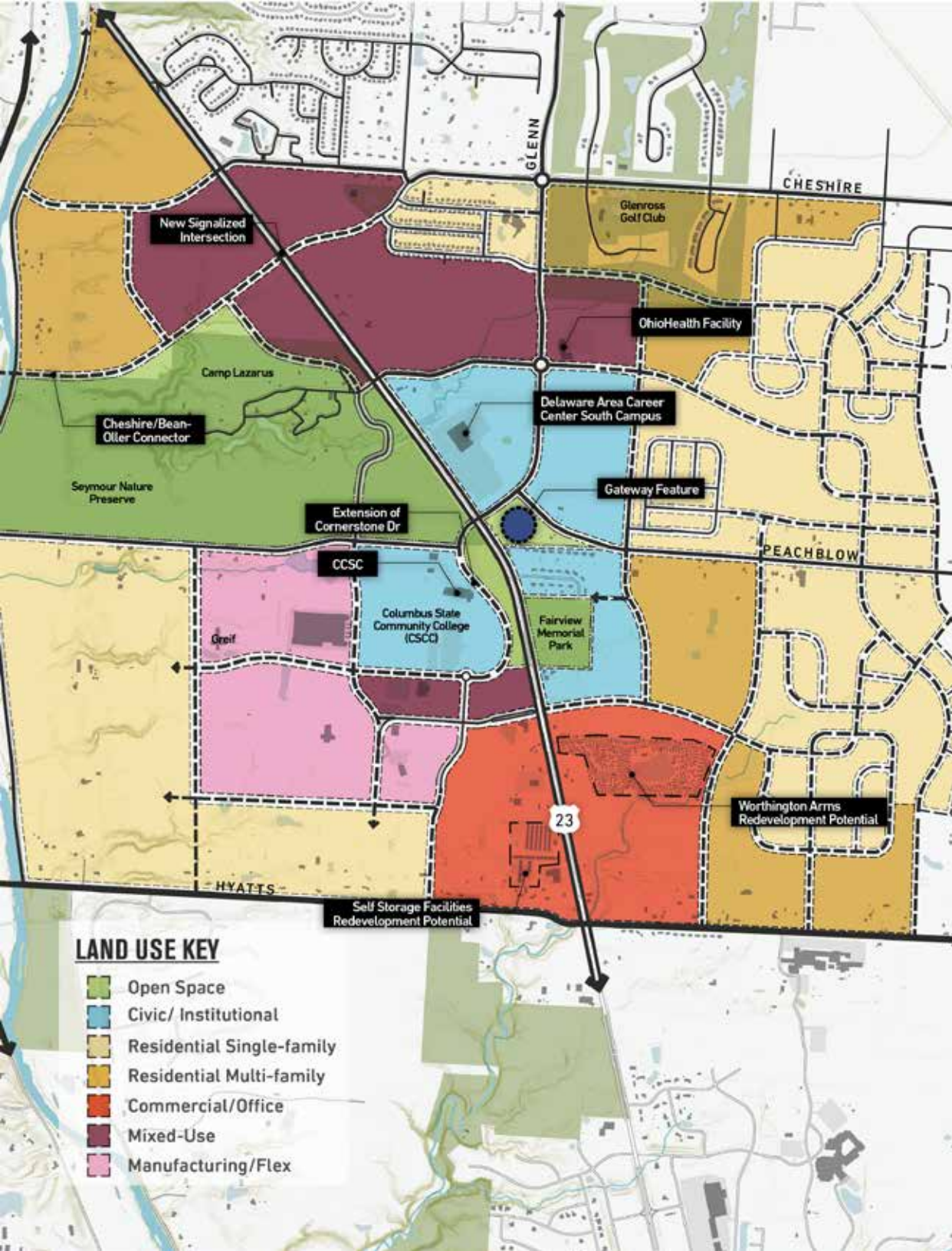
- + Home Rd. and Green Meadows Dr. extensions make this area ideal for capitalizing on road infrastructure investment to maximize development.
- + Slate Run, which runs east-west just south of Lewis Center Road, is a prominent greenway.

### KEY COMPONENTS

- + Create walkable mixed-use development around the library and bridge.
- + Focus development intensity along US 23 and the Home Road Extension.
- + Preserve greenspace along Slate Run with conservation development and use trails to provide east-west connections.
- + Extend Green Meadows Drive to connect with North Road.
- + Connect the new, higher intensity development along US 23 with less intense development off US 23.

# CHESHIRE

## AREA PLAN #3: EDS & MEDS DISTRICT



### WHY THIS IS A CATALYST AREA

- + Proximity to major institutions, including Columbus State Community College's Delaware County campus, Delaware Area Career Center, the OhioHealth closer-to-home facility, and Greif, Inc.
- + Cheshire Rd., Glenn Pkwy, US 23, and Hyatts create an intriguing node.
- + Large, undeveloped parcels.

### KEY COMPONENTS

- + Leverage employment, medical, and education center.
- + Capitalize on the proximity of the Seymour Nature Preserve and strategically organize greenspaces.
- + Extend Cheshire Road west of US 23.
- + Create gateway/central feature at US 23 and Peachblow Rd.
- + Potential to redevelop mobile home park and storage facilities with higher intensity land uses.

05



## ACTION STEPS | KEY RECOMMENDATIONS

The following recommendations are necessary actions that must be undertaken by December 31, 2020 in order to improve the vitality of future economic development opportunities along the US 23 corridor and improve traffic flow to and from Delaware County.



# CREATE A ZONING OVERLAY DISTRICT

## ACTION STEP # 1



### ACTION STEPS

- 1 Build consensus for an Accord & Overlay Zoning with leadership in jurisdictions along the corridor.
- 2 Identify funding & hire a consultant team to lead process.
- 3 Create multi-jurisdictional Steering Committee and develop stakeholder/community engagement process.
- 4 Develop model US 23 Corridor Overlay Zoning District and provide to each jurisdiction.

### KEY AGENTS

Orange, Liberty, Berlin, & Troy Townships; the City of Delaware; Delaware County; and Ohio Department of Transportation.

### LEAD AGENT

Delaware County Economic Development Department

### TIMEFRAME

- + Overlay to be adopted in each community by **June 6, 2020.**

### KEY COMPONENTS

- + Focus on all properties along the US 23 Corridor within the study area.
- + Objective is to create corridor-wide zoning standards and approval process that attracts commercial investment that provides Delaware County residents with job opportunities and increases the commercial tax base for our local school districts.
- + Ensure that commercial zoning is competitive with other Central Ohio communities.
- + Utilize best practices from within the county, region, and nation.
- + Adopt common access, streetscape, landscape, and identity features that also recognize the uniqueness and history of each community.
- + Process may include creation of a Land Use Accord or MOU.
- + Overlay Zoning adopted by all jurisdictions along the corridor within the study area.



# ADVANCE TRAFFIC IMPROVEMENTS

## ACTION STEP # 2

### ACTION STEPS

- 1 Schedule Thoroughfare Plan Workshop.
- 2 Gather previous studies and recommendations.
- 3 Align thoroughfare planning process with land use accord/zoning overlay process.
- 4 Develop Draft Thoroughfare Plan.
- 5 Identify and schedule funding for top projects.
- 6 Adopt US 23 Corridor Thoroughfare Plan.

### KEY AGENTS

Orange, Liberty, Berlin, and Troy Townships; the City of Delaware, Delaware County Engineer's Office, MORPC, and the Ohio Department of Transportation.

### LEAD AGENT

Delaware County Engineer's Office

### TIMEFRAME

- + Five Year Transportation Project Funding Plan by **June 6, 2020**.
- + Thoroughfare Plan for US 23 Corridor adopted by **December 31, 2020**.

### KEY COMPONENTS

- + Hold one-day workshop of state, county, and city traffic engineers to advance development of a comprehensive Thoroughfare Plan for the US 23 Corridor.
- + Plan should provide for methods of improving traffic flow on US 23, site specific access strategies, identification and preservation of needed future ROW, and prioritization of roadway network improvements to regional roadways (County, Township, and City).
- + Consideration of multimodal improvements including biking and walking connectivity and safety; and transit needs such as dedicated lanes for buses and transit-oriented development.
- + Create a five-year funding plan for critical transportation improvement projects, particularly:
  1. Big Walnut Interchange
  2. US 23 Bypass/Glenn Road Extension
  3. Extension from US 36/SR 37 to US 23 North
  4. I-71/US 36/SR 37 Improvements
  5. US 42 Extension to US 36/SR 37



## ACTION STEPS

- 1 Examine incentives used in Delaware County and best practices in Central Ohio and the State.
- 2 Develop package of available economic development incentives for US 23 corridor projects.
- 3 Align incentives with Corridor Overlay and tie to adoption.
- 4 Adopt US 23 Corridor Economic Development Plan

## LEAD AGENT

Delaware County Economic Development Department

## TIMEFRAME

- + US 23 Corridor Economic Development Plan adopted by: **June 6, 2020.**

# PROVIDE ECONOMIC DEVELOPMENT INCENTIVES

## ACTION STEP # 3

### KEY COMPONENTS

- + Create a US 23 Corridor Economic Development Plan to facilitate the desired employment-based, revenue-generating development within the corridor.
- + Provide a set of economic development tools in conjunction with the US 23 Corridor Zoning Overlay District and identified Traffic Improvements.
- + These tools and incentives are likely to include, but are not limited to, Tax Increment Financing (TIF), Tax Abatements, Joint Economic Development Districts, New Community Authorities, Public-Private Partnerships, and State of Ohio grants.



# MARKET UNIFIED BUSINESS CORRIDOR ACTION STEP # 4

## ACTION STEPS

- 1 Identify acreage, boundaries and target markets.
- 2 Brand the area with name, graphic identity, website and print collateral.
- 3 Articulate key messages for the corridor as a whole, as well as messaging to attract target markets.
- 4 Identify concierge points-of-contact for communications and site visits.
- 5 Work with JobsOhio and regional stakeholders such as One Columbus and the Columbus Partnership to market sites and identify potential users.

## KEY AGENTS

Delaware County Economic Development Department, Delaware NOW, local land owners, developers, JobsOhio, One Columbus, existing industry and business owners.

## BEST PRACTICES EXAMPLES

- + New Albany International Business Park

## KEY COMPONENTS

- + Tackle the issue of a lack of identity by creating a unified brand, marketing structure, and portal for promoting the existing and planned employment centers along the corridor.
- + Develop a central site and concierge service to aid existing and prospective companies.
- + Expand effort to include the physical brand represented along the corridor.
- + Identify supportive infrastructure, amenities, and uses to enhance desirability of the employment centers along the corridor.



# CRAFT COMMUNITY COMMUNICATION TOOLKIT

## ACTION STEP # 5

### ACTION STEPS

- 1 Establish a planning and/or public affairs team to guide process along with a steering committee of jurisdiction communications and/or leadership representatives.
- 2 Conduct a series of public, focus group listening sessions to identify community concerns, opportunities for community education, and build consensus.
- 3 Draft vision, purpose, infographics, video, FAQs, and other content.
- 4 Conduct second round of public engagement to share what was heard in the first round, the draft content that is based on those findings, and confirm its accuracy.
- 5 Distribute revised materials to all jurisdictions for use in community affairs and in support of the corridor vision.
- 6 Monitor, post content, and update regularly.

### KEY AGENTS

Township and community members from Orange, Liberty, Berlin, & Troy, the City of Delaware, Delaware County Economic Development Department, School Districts, US 23 Accord & Transportation process teams and/or committees.

### TIMEFRAME

- + Develop a Communications Toolkit by: **June 6, 2020.**

### KEY COMPONENTS

- + Share understanding of the critical issues facing the study area and build community support for the zoning overlay, transportation improvements, and economic development incentives through a communication toolkit and educational media.
- + Share and post materials among the jurisdictions within the corridor study area.
- + Communicate the Vision and Purpose via highly graphical, easily digestible content and infographics.
- + Share corridor statistics – demographics, employment, projected growth.
- + Create Community FAQs and responses.



# **CALL TO ACTION**

## **NEXT STEPS**

- 1. Create a Zoning Overlay**
- 2. Advance Traffic Improvements**
- 3. Produce Economic Development Incentives**
- 4. Market a Unified Business Corridor**
- 5. Craft a Community Communication Toolkit**

“Advancing these next step Recommendations is critically important, as a failure to act will set Delaware County further on a precipice of no return for the US 23 Corridor. We must act now.”  
- Delaware NOW Executive Committee

# 23

## ROUTE TWENTY THREE CORRIDOR STRATEGIC GUIDE

DELAWARE NOW!



*delaware* **NOW**

A FUND OF THE DELAWARE COUNTY FOUNDATION

DRAFT PLAN PRESENTATION

10.01.2019

**DELAWARE NOW!**  
 actively engages with  
 and supports the  
 growth of Delaware  
 County through  
 robust economic  
 development,  
 visionary public  
 policy, strong  
 education and health  
 care and enhanced  
 quality of life.



# DELAWARE NOW

2000

2050



## LIVABILITY

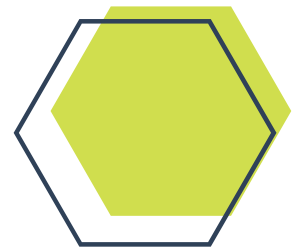
More than 50 private sector interests, from within and around Delaware County, dedicated to making Delaware County an attractive, vibrant and healthy community by promoting and fostering economic development.



## DIRECTION

We promote Economic Development that includes:

- Predictability**
- Certainty**
- Speed**



## POLITICAL HARMONY

Delaware NOW is a Fund of the Delaware County Foundation.

As such, we have the benefit of a non-profit 501(c)(3) organization.

All contributions to Delaware NOW are tax deductible.

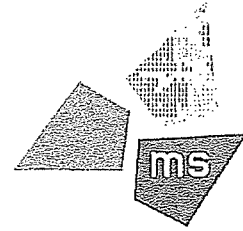
## DELAWARE NOW

c/o Delaware County Foundation  
 737 Enterprise Dr. Suite A  
 Lewis Center OH 43035  
 740-341-9149

Steve Cuckler, President  
 Marlene Casini, Treasurer

Frank Reinhard, Vice Chair  
 Joe Smiley, Secretary





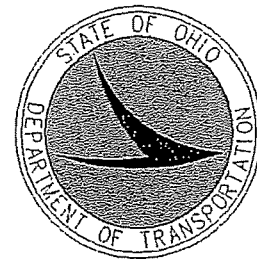
ms consultants, inc.

**Executive Summary**  
**US 23 Access Management Plan**  
**DEL-23-0.00**

Delaware County, Ohio

Submitted to

District 6  
Ohio Department of Transportation  
400 E. William Street  
Delaware, OH 43015



August 14, 2002



# US 23 Access Management Plan

## DEL-23-0.00

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### Executive Summary

An increasing volume of local traffic has created a conflict with through trips on US 23 in Delaware County. In response to this situation, the Ohio Department of Transportation (ODOT) has requested this study to establish an Access Management Plan specific for the Delaware County US 23 corridor according to the guidelines established by the ODOT *State Highway Access Management Manual*. The Delaware County US 23 Access Management Plan is in text form accompanied by a set of plan sheets illustrating the roadway details.

US 23, including the portion which lies in Delaware County, provides a vital connection in northern Ohio between Columbus and Toledo. It also serves as the major connecting highway between central and southern Ohio. This corridor serves an essential function as a commercial travel route, heavily used by trucks to carry goods through the state. Because of its statewide importance, US 23 has been designated as a "High Priority Corridor" in the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and has been included in the National Highway System (NHS). US 23 has also been designated as a "Macro Corridor" in the ACCESS OHIO plan prepared by ODOT. Macro Corridors, as defined in ACCESS OHIO, are "those corridors of statewide significance upon which rest the economic vitality of Ohio".

Creation of an Access Management Plan is the first step toward the goal of preserving the through highway capacity and safety of the US 23 corridor in Delaware County. The purpose of the Delaware County US 23 Access Management Plan is to improve or maintain the existing efficiency of the roadway system by relieving or preventing congestion before consideration of further widening or other roadway improvements. ACCESS OHIO identified corridors in the state as "requiring widening or other major improvements to ensure the interstate system will flow as freely in 30 years as it does today". US 23 was identified as one of these corridors requiring improvement. However, there are sections of US 23 that do not "flow freely" today. Unless access is controlled and managed properly and access management techniques utilized to control congestion today, any future improvement to the US 23 corridor would be compromised.

It is the intent of the Access Management Plan to serve as a common guide for ODOT and local agencies to establish future points of access and local roadway networks for the US 23 corridor and surrounding vicinity. It will also provide direction for implementing future US 23 access



## US 23 Access Management Plan DEL-23-0.00

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management strategies and public road improvement projects, whether by private or public entities.

The purpose and need for the Delaware County US 23 Access Management Plan is:

- ▶ to maintain the through traffic carrying capabilities of US 23
- ▶ to improve the existing roadway capacity and reduce congestion
- ▶ to accommodate projected traffic growth
- ▶ to improve traffic safety and reduce the potential for accident occurrence
- ▶ to reduce the adverse environmental impacts associated with severe traffic congestion.
- ▶ to provide a common guideline for public agencies when establishing future access points and connector roadways in the US 23 corridor area.
- ▶ to eliminate congestion as an impediment to regional trade

The Access Management Plan was developed through data collection efforts, data analyses, review of existing studies, zoning and land use plans, field investigations, and a public involvement program. The public involvement program included meetings with the general public, township representatives, City of Delaware and Delaware County representatives, along with informational meetings with major developers and owners of property along the US 23 study corridor. The public involvement program allowed all involved parties to gain an understanding of access management techniques and goals and exchange information while establishing a consensus to facilitate the successful implementation of the Access Management Plan.

The recommendations made in this study for the Delaware County US 23 corridor include both long term and short term options. Long term recommendations identify the location of parallel routes, backage, and frontage roads, addition of and length of some turn lanes, and potential new signal locations to insure an efficient coordinated traffic signal system. Short term recommendations identify options such as construction of drives to meet standards at locations with width access points, closing some existing median openings, provision of U-turn facilities, turn lane improvements, consolidation of multiple adjacent drives to a one point access via interconnecting drives, along with removal of and creation of right in/right out entry at other locations. The intent of these recommendations is to upgrade the road capacity to comply with access category requirements one better than the existing access category in areas which do not already comply with the requirements of an Access Category II highway. For example, given the existing conditions, US 23 between Powell Road and Orange Road is currently assigned an Access Category of 3 Low. Recommendations are made in this plan to comply over time with the requirements for an Access



## US 23 Access Management Plan DEL-23-0.00

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Category 3 High roadway. The access management techniques and recommendations for the US 23 corridor are discussed in detail in this study and are shown on the Access Management Plan Sheets.

This study recommends one mile spacing of traffic signals along US 23 as desirable with an acceptable signal spacing of one-half mile and a minimum signal spacing in the southern, developed region of Delaware County of one-quarter mile signal spacing. The construction of backage or parallel roads is an important element of the Access Management Plan. Backage roads with good continuity are able to accommodate more local trips which would otherwise enter the US 23 arterial. In addition, such a backage road system allows a choice of entry points to the arterial. A choice of entry points will reduce the chance of overloading major intersections and will serve to distribute traffic within the corridor. As property develops and the backage roads recommended in this plan are constructed, the limited access designation should be re-evaluated and upgraded where it is possible to achieve Access Category II or Access Category III High standards.

A variety of median treatments are currently in use along the US 23 corridor. The types include Two-Way-Left-Turn Lanes (TWLTL), grass medians and barrier medians. Closure of the majority of median breaks on US 23, with some exceptions at low generating businesses, is recommended as part of the Access Management Plan. In coordination with the closure of median breaks, U-Turns should be allowed at major intersections to accommodate the eliminated left turn movements. The University of Dayton is currently conducting research to assist ODOT in determining a U-Turn configuration for arterial roadways which can be utilized uniformly across the state. Such accommodations for U-Turns have been implemented and work well in states such as Michigan. Providing for either grass or non-traversable medians with access to US 23 at specified locations, allowance of U-Turns at major intersections, formation of a supporting roadway network of backage roads, and spacing of signals will allow an efficient coordinated traffic signal system. This concept can easily be implemented in the less developed, rural areas in the northern area of the County. In the more developed areas of southern Delaware County, full implementation of this access management concept may be prevented by the presence of existing developments and other constraints.

Interconnection of commercial sites to avoid a continuing proliferation of driveways along US 23 is recommended. Connection of existing business drives by frontage roads or service drives to concentrate access at one driveway rather than three or four, or to provide access to a well spaced



## US 23 Access Management Plan DEL-23-0.00

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intersection or signal is advocated. Specific locations, as noted on the Access Management Plan Sheets, to provide frontage or service drives include the following:

- ▶ Service/frontage road between business Drives north and south of Orangewick Drive.
- ▶ Service/frontage road between the 84 Lumber, Sunoco, and Wendy's to tie in to the signal provided at the McDonald's Drive, or as a longer range solution, to tie into Hills-Miller Road.
- ▶ Consideration of a formal service road connecting Hull Drive to the signal provided at the Wal-Mart Drive. The existing median break on US 23 at Hull Drive can then be closed.

There are some sections of road which would profit from the closure of drives to businesses which already have access to a signalized drive. Other wide, unstandard driveways to businesses should be constructed to ODOT standards. Specific locations requiring such measures include the following:

- ▶ The driveways to Schlotsky Deli and Special Tee Golf on Powell Road west of US 23 should be closed. These properties have access to the signals at Owenfield Drive & Powell Road and the Meijer Drive & US 23. Also, Neverland Drive, a private road, should be allowed right in, right out movements only as it accesses US 23 only a short distance north of the intersection of Powell Road. Neverland Drive has alternate access other than directly onto US 23 as it connects to the signal at Owenfield Drive & Powell Road and can also access the signal at the Meijer Drive & US 23.
- ▶ The driveway to Tim Hortons located just south of the US 23 signal at the Meijer Drive should be designated a right in/right out drive only, eliminating the existing inbound left turn movement.
- ▶ The Citgo Gas Station north of Hills-Miller Road should have its drives built to standards with a right-in/right-out access only on US 23 with a full movement drive on Hills-Miller Road.

A review of three years of accident history indicates that the section of US 23 between Panhandle Road and Hills-Miller Road has the highest accident rate and the second highest percentage of drive-



## US 23 Access Management Plan DEL-23-0.00

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related accidents in the corridor. To improve safety, a non traversable median is recommended for the section of US 23 extending north from the Pennsylvania Avenue merge ramp to Hills-Miller Road.

The intersections of US 23 & Powell Road and US 23 & SR 315 experienced the highest accident rates of the fourteen major intersections along the US 23 study corridor. These two intersections are included in the ODOT 1997 Highway Safety Program List, High Accident Location Identification System. Safety and roadway capacity at the intersection of US 23 & SR 315 could be improved by aligning the east and west approaches to allow for efficient signal operation. Further study of this intersection is recommended to determine the best method to do so.

By the year 2020, traffic is projected to increase along the US 23 study corridor causing many locations, especially in the southern area of the County, to operate at a poor level of service. Implementation of the Access Management Plan outlined in this study and shown on the Access Management Plan Sheets is estimated to improve the operation of this section of highway by one level of service. Additional improvements such as turn lanes at intersections and an additional through lane from south of the Franklin County Line to north of Lewis Center Road are recommended to further improve the operation of US 23 in the future.

This Access Management Plan includes a recommended system for public agencies to interact to achieve the goal of improving and preserving the Delaware County US 23 corridor. A joint use data base, accessible by all agencies, is recommended to record access permit restrictions, variances or exemptions, as well as other factors relating to access, land use or building changes. An Access Management Committee with representatives from ODOT District 6, City of Delaware, Delaware County and members from the Townships along the corridor should be formed and meet on a regular basis. The function of this committee will be not only to implement the recommended database program, but to routinely share information and discuss issues pertinent to the Access Management Plan. With cooperation between agencies and implementation of the recommendations contained in this study, development in Delaware County can progress as visualized by local agencies while preserving the through traffic function and safety of US 23.

US 23, including the portion which lies in Delaware County, provides a vital connection in northern Ohio between Columbus and Toledo. It also serves as the major connecting highway between



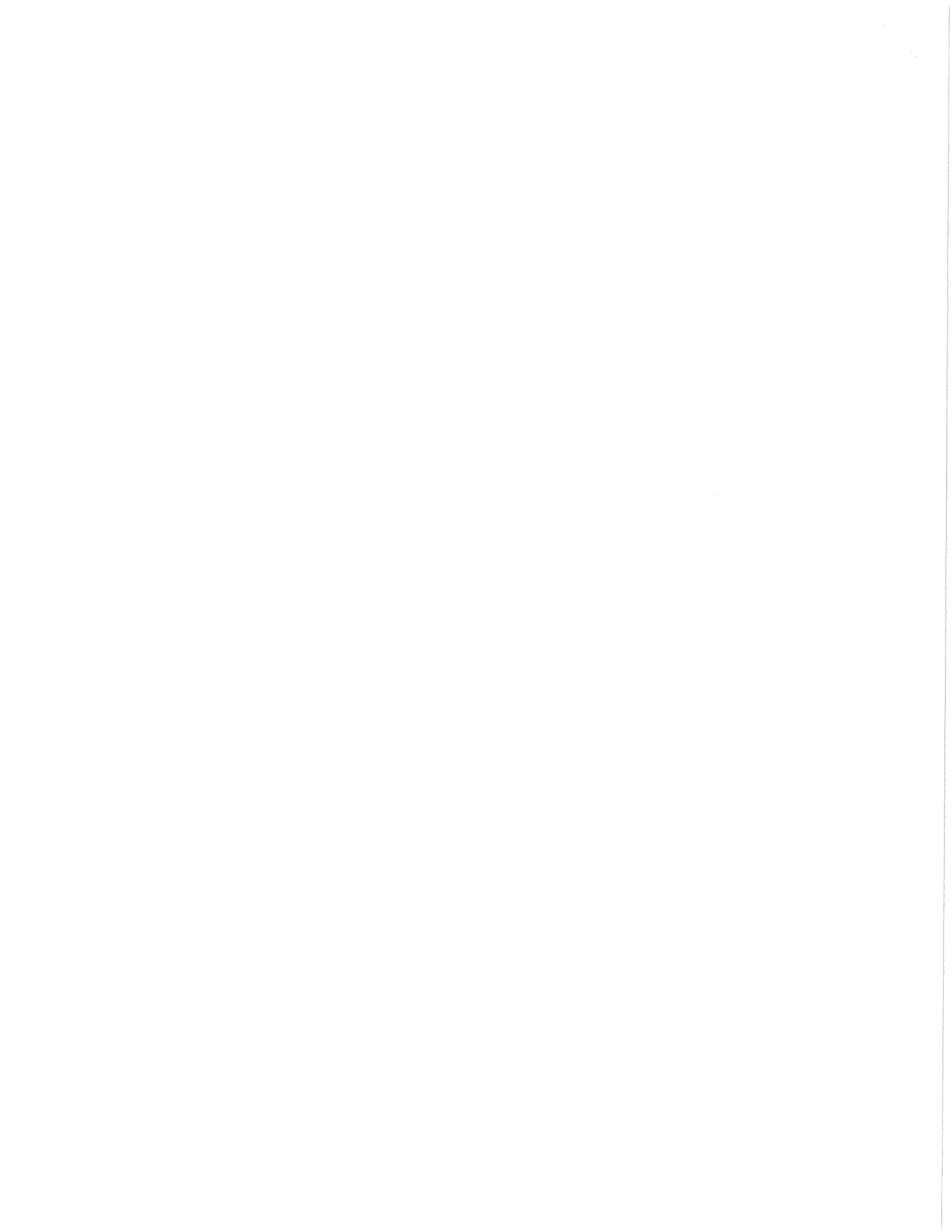
## US 23 Access Management Plan DEL-23-0.00

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central and southern Ohio. This corridor serves an essential function as a commercial travel route, heavily used by trucks to carry goods through the state. Because of its statewide importance, US 23 has been designated as a “High Priority Corridor” in the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and has been included in the National Highway System (NHS). US 23 has also been designated as a “Macro Corridor” in the ACCESS OHIO plan prepared by ODOT. Macro Corridors, as defined in ACCESS OHIO, are “those corridors of statewide significance upon which rest the economic vitality of Ohio”.

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STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

# DEL-23-0.00

PROJECT DESCRIPTION  
AN ACCESS MANAGEMENT  
PLAN FOR US ROUTE 23  
IN DELAWARE COUNTY

FEDERAL PROJECT NO.  
NONE

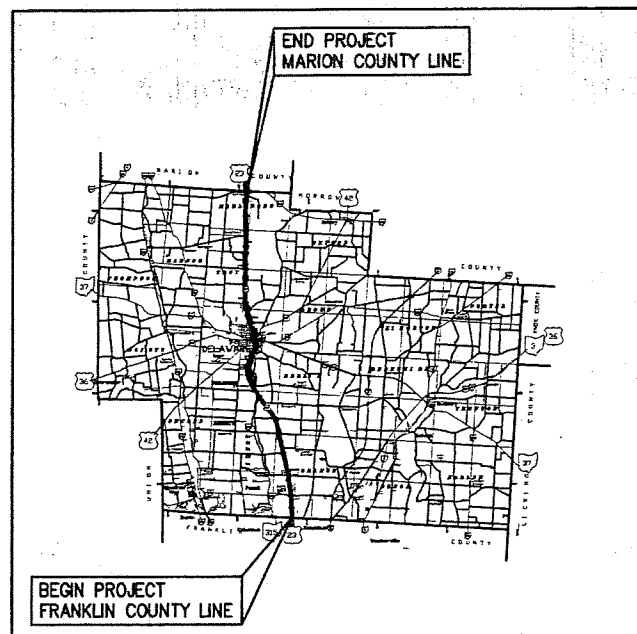
PID NO.  
16775

CONSTRUCTION PROJECT NO.  
N/A

RAILROAD INVOLVEMENT  
NONE

DEL-23-0.00

11



LOCATION MAP



Portion under study   
 Other State/Federal Routes   
 Other Roads

## DELAWARE COUNTY

### INDEX OF SHEETS

TITLE SHEET \_\_\_\_\_ 1  
 ACCESS MANAGEMENT PLAN \_\_\_\_\_ 2-11

Approved \_\_\_\_\_  
 Date \_\_\_\_\_ ODOT District 6 Deputy Director

Approved \_\_\_\_\_  
 Date \_\_\_\_\_ Delaware County Engineer

Approved \_\_\_\_\_  
 Date \_\_\_\_\_ Delaware County Regional Planning Commission Director

Approved \_\_\_\_\_  
 Date \_\_\_\_\_ City of Delaware Engineer

THE PROPERTY OWNER INFORMATION LABELED ON THE PLAN SHEETS ARE VALID AS OF APRIL, 1999 AS TAKEN FROM THE JULY, 1999 RELEASE OF THE DELAWARE COUNTY AUDITORS DALIS VIEW EXCEPT WHERE NOTED.

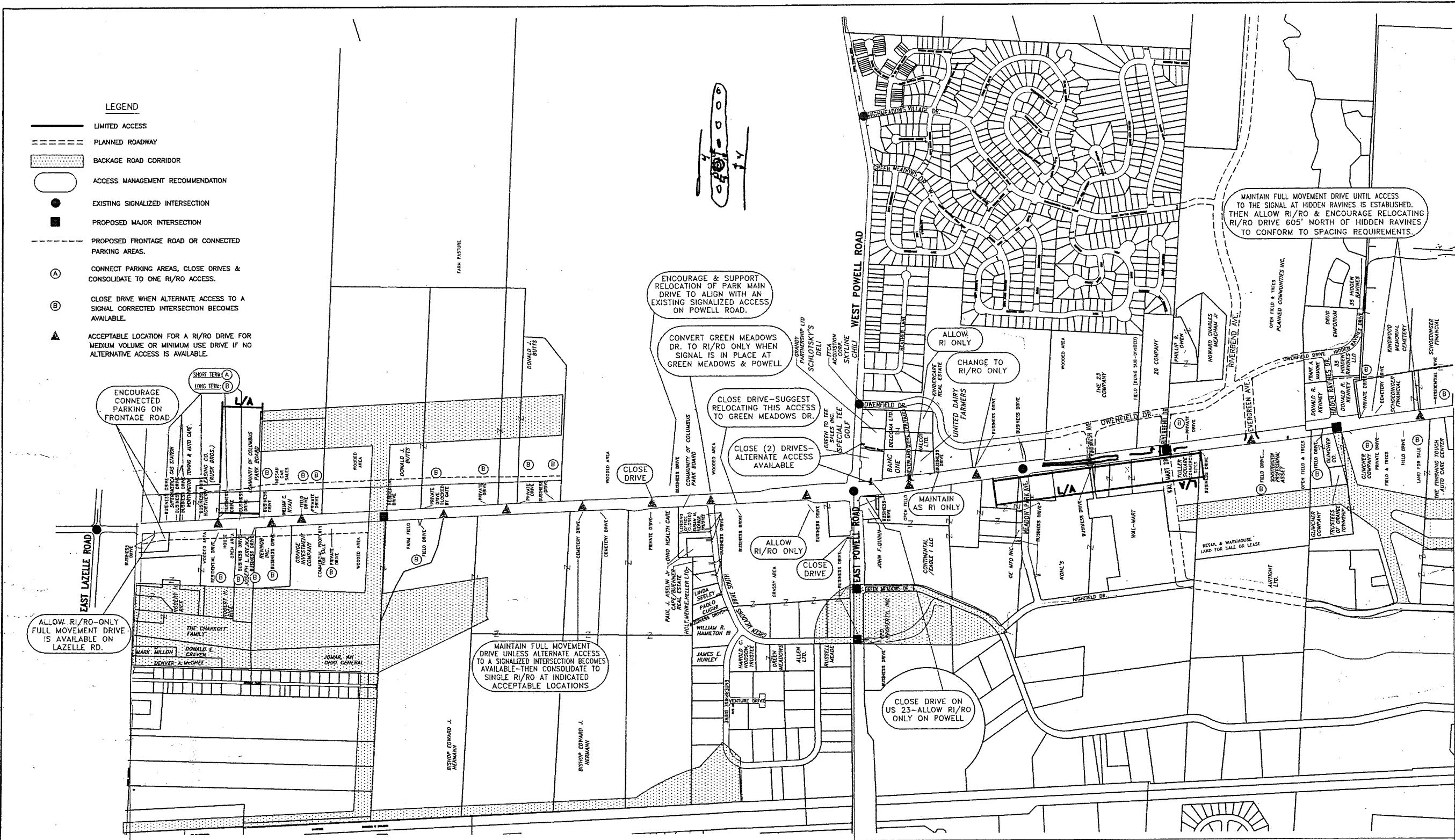
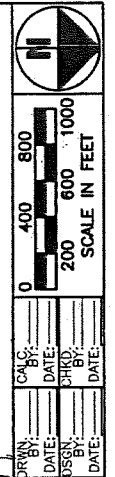
FOR DETAILS AND DISCUSSION,  
 REFER TO "US 23 ACCESS  
 MANAGEMENT PLAN DEL-23-0.00

PLOT SCALE...  
 COL #54  
 MAY-22-2002-11:36



PREPARED BY  
**ms consultants, inc.**  
 ENGINEERS, ARCHITECTS & PLANNERS  
 2221 SCHROCK RD, COLUMBUS, OHIO 43229

- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - ▨ BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
  - PROPOSED MAJOR INTERSECTION
  - PROPOSED FRONTAGE ROAD OR CONNECTED PARKING AREAS.
  - Ⓐ CONNECT PARKING AREAS, CLOSE DRIVES & CONSOLIDATE TO ONE RI/RO ACCESS.
  - Ⓑ CLOSE DRIVE WHEN ALTERNATE ACCESS TO A SIGNAL CORRECTED INTERSECTION BECOMES AVAILABLE.
  - ▲ ACCEPTABLE LOCATION FOR A RI/RO DRIVE FOR MEDIUM VOLUME OR MINIMUM USE DRIVE IF NO ALTERNATE ACCESS IS AVAILABLE.



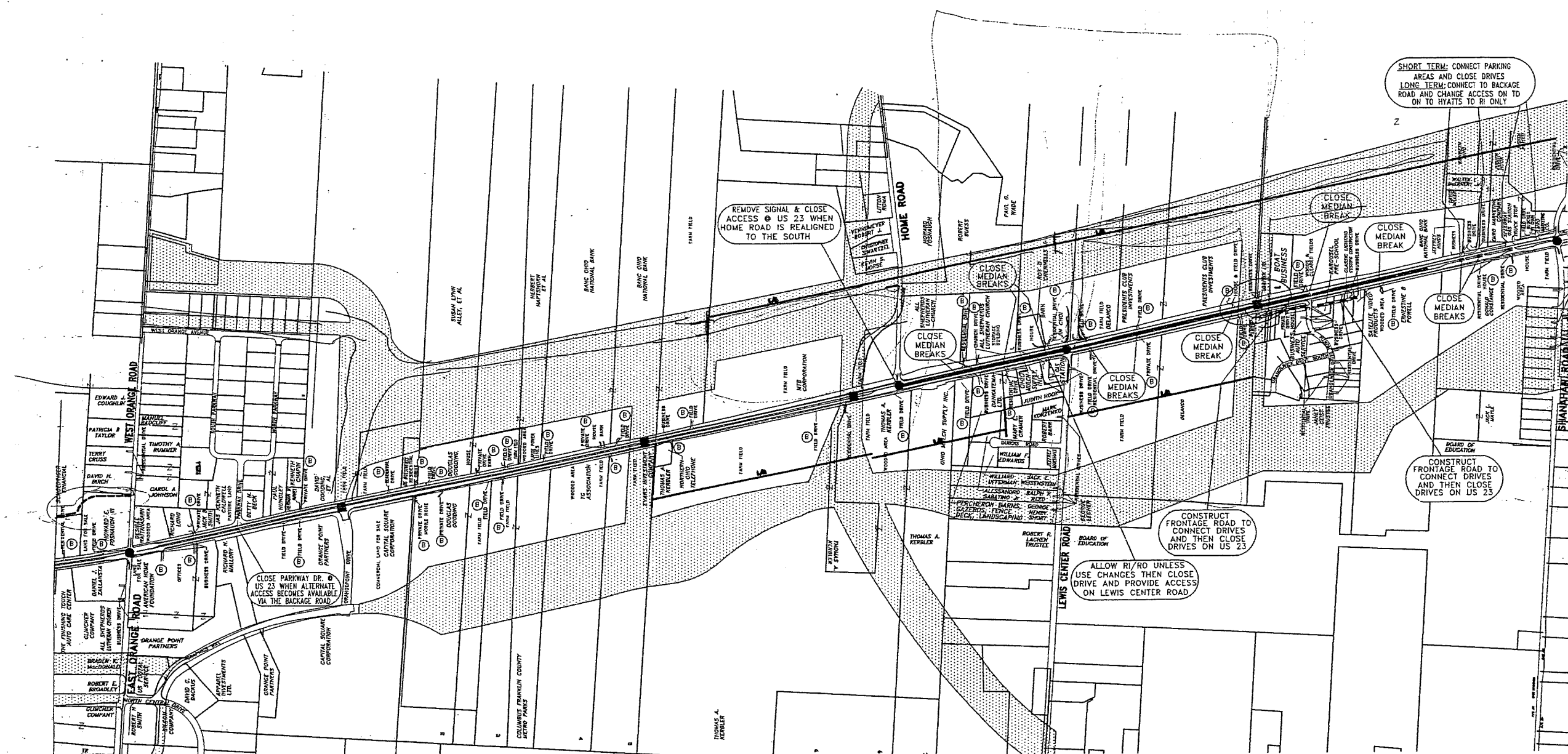
SPEED LIMIT	45 MPH	55 MPH
MEDIAN	TWO-WAY LEFT TURN LANE (TWLTL)	TWO-WAY LEFT TURN LANE (TWLTL)
EXISTING ACCESS CLASS	LOW ③	LOW ③
DESIRED ACCESS CLASS	HIGH ③	HIGH ③

FRANKLIN COUNTY LINE TO SOUTH OF ORANGE ROAD  
U.S. 23 ACCESS MANAGEMENT PLAN

DEL-23-0.00

PLOT SCALE: 1/4" = 100' DATE: 10/27/02

- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - ▨ BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
  - PROPOSED MAJOR INTERSECTION
  - PROPOSED FRONTAGE ROAD OR CONNECTED PARKING AREAS.
  - Ⓐ CONNECT PARKING AREAS, CLOSE DRIVES & CONSOLIDATE TO ONE RI/RO ACCESS.
  - Ⓑ CLOSE DRIVE WHEN ALTERNATE ACCESS BECOMES AVAILABLE.
  - ▲ ACCEPTABLE LOCATION FOR A RI/RO DRIVE FOR MEDIUM OR LOW VOLUME USE DRIVES IF NO ALTERNATE ACCESS IS AVAILABLE.



PLOT SCALE: MA03.DWG  
 COL #54  
 OCTOBER-24-2002-16:47

SPEED LIMIT	55 MPH	55 MPH
MEDIAN	TWO-WAY LEFT TURN LANE (TWLTL)	GRASS MEDIAN
EXISTING ACCESS CLASS	LOW ③	HIGH ③
DESIRED ACCESS CLASS	HIGH ③	②

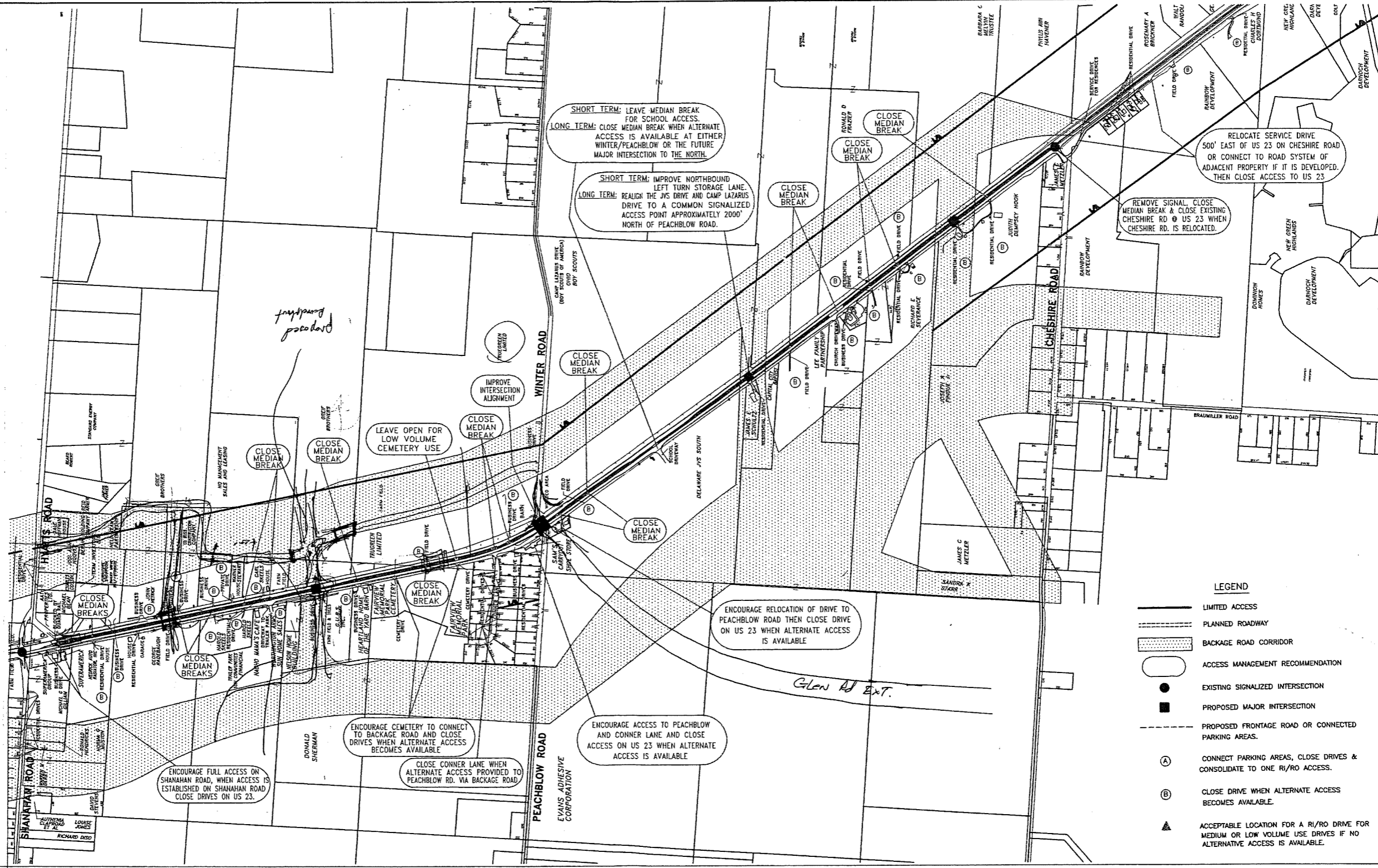
SCALE IN FEET	0	200	400
DATE: _____	DATE: _____	DATE: _____	DATE: _____
DESIGN BY: _____	DESIGN BY: _____	DESIGN BY: _____	DESIGN BY: _____
CHECK BY: _____	CHECK BY: _____	CHECK BY: _____	CHECK BY: _____

SOUTH OF ORANGE ROAD TO HYATT'S ROAD/SHANAHAN ROAD  
 U.S. 23 ACCESS MANAGEMENT PLAN

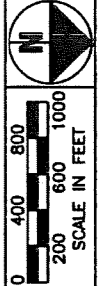
DEL-23-0.00

③  
 11

PLOT SCALE: AUGUST-14-2002-10:31  
 CCL BY: MARCH DIV.



SPEED LIMIT	55 MPH
MEDIAN	GRASS
EXISTING ACCESS CLASS	HIGH ③
DESIRED ACCESS CLASS	②

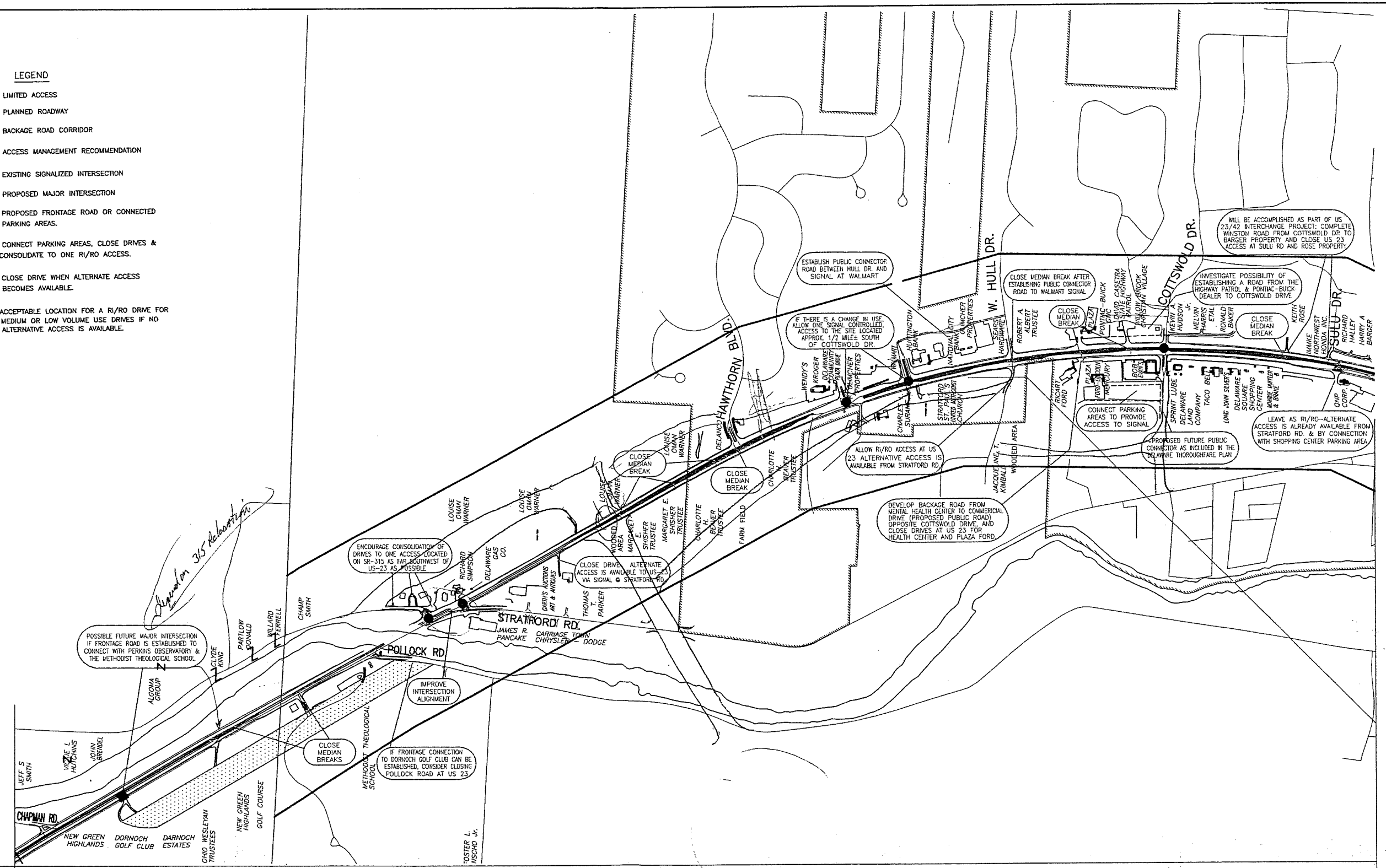


DATE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 DATE: \_\_\_\_\_

HYATTS ROAD/SHANAHAN ROAD TO NORTH OF CHESHIRE ROAD  
 U.S. 23 ACCESS MANAGEMENT PLAN

DEL-23-0.00

- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - ▨ BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
  - PROPOSED MAJOR INTERSECTION
  - - - PROPOSED FRONTAGE ROAD OR CONNECTED PARKING AREAS.
  - Ⓐ CONNECT PARKING AREAS, CLOSE DRIVES & CONSOLIDATE TO ONE RI/RO ACCESS.
  - Ⓑ CLOSE DRIVE WHEN ALTERNATE ACCESS BECOMES AVAILABLE.
  - ▲ ACCEPTABLE LOCATION FOR A RI/RO DRIVE FOR MEDIUM OR LOW VOLUME USE DRIVES IF NO ALTERNATE ACCESS IS AVAILABLE.



CALC. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DRWN. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHKO. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DESG. BY: \_\_\_\_\_ DATE: \_\_\_\_\_

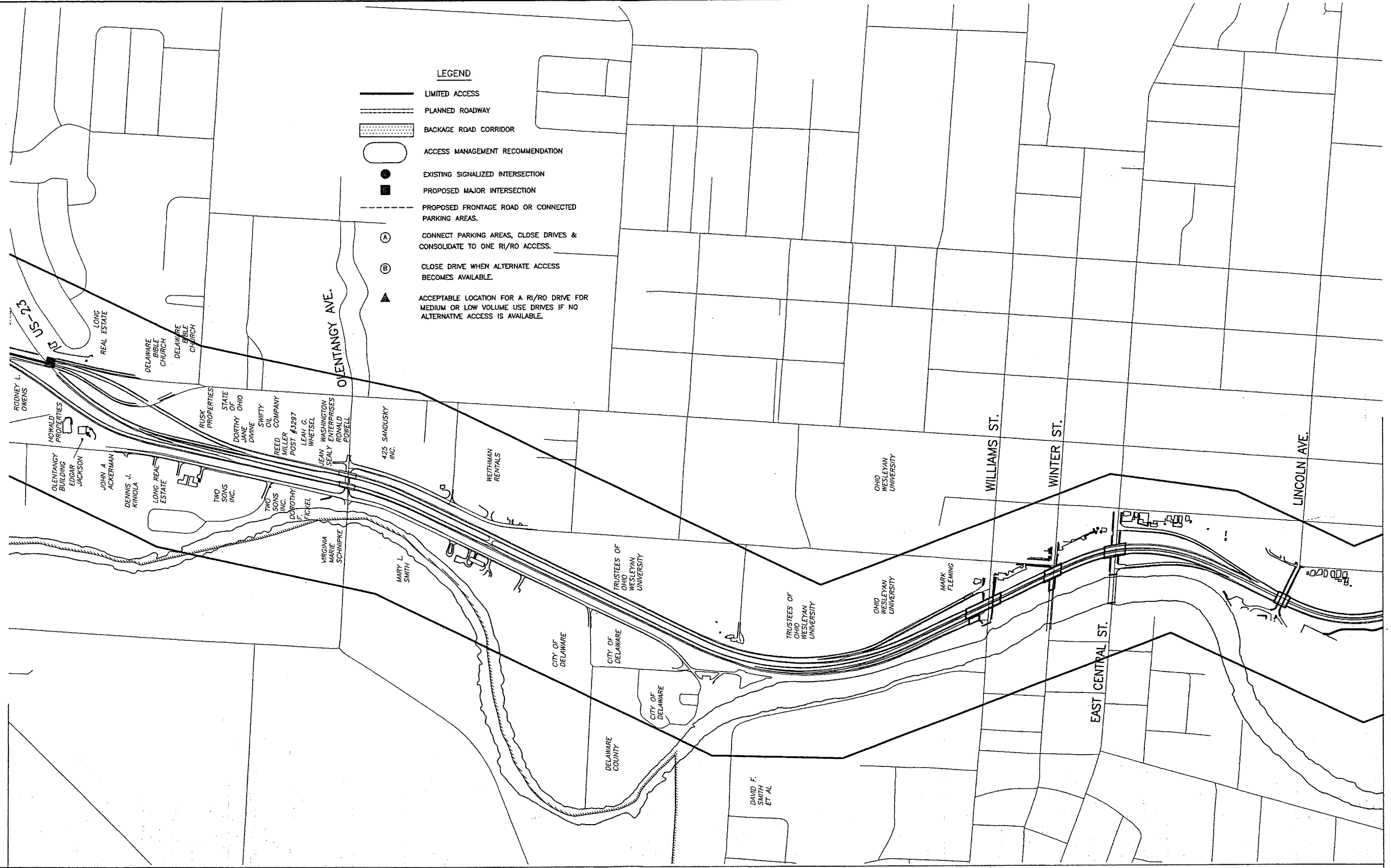
NORTH OF CHESHIRE ROAD TO SOUTH SANDUSKY STREET  
 U.S. 23 ACCESS MANAGEMENT PLAN

DEL-23-0.00

PLOT SCALE: 1" = 400' (1:160,000)  
 COL. 854

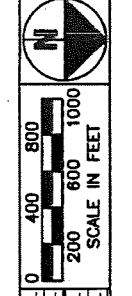
SPEED LIMIT	55 MPH	55 MPH
MEDIAN	GRASS	GRASS
EXISTING ACCESS CLASS	HIGH ③	LOW ③
DESIRED ACCESS CLASS	②	HIGH ③

PLOT SCALE: WMS06.DWG OCTOBER-25-2002-12:19  
CCL REV



- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - ▨ BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
  - PROPOSED MAJOR INTERSECTION
  - - - PROPOSED FRONTAGE ROAD OR CONNECTED PARKING AREAS.
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  - Ⓑ CLOSE DRIVE WHEN ALTERNATE ACCESS BECOMES AVAILABLE.
  - ▲ ACCEPTABLE LOCATION FOR A RI/RO DRIVE FOR MEDIUM OR LOW VOLUME USE DRIVES IF NO ALTERNATIVE ACCESS IS AVAILABLE.

SPEED LIMIT		55 MPH
MEDIAN		GRASS
EXISTING ACCESS CLASS	②	①
DESIRED ACCESS CLASS	②	①

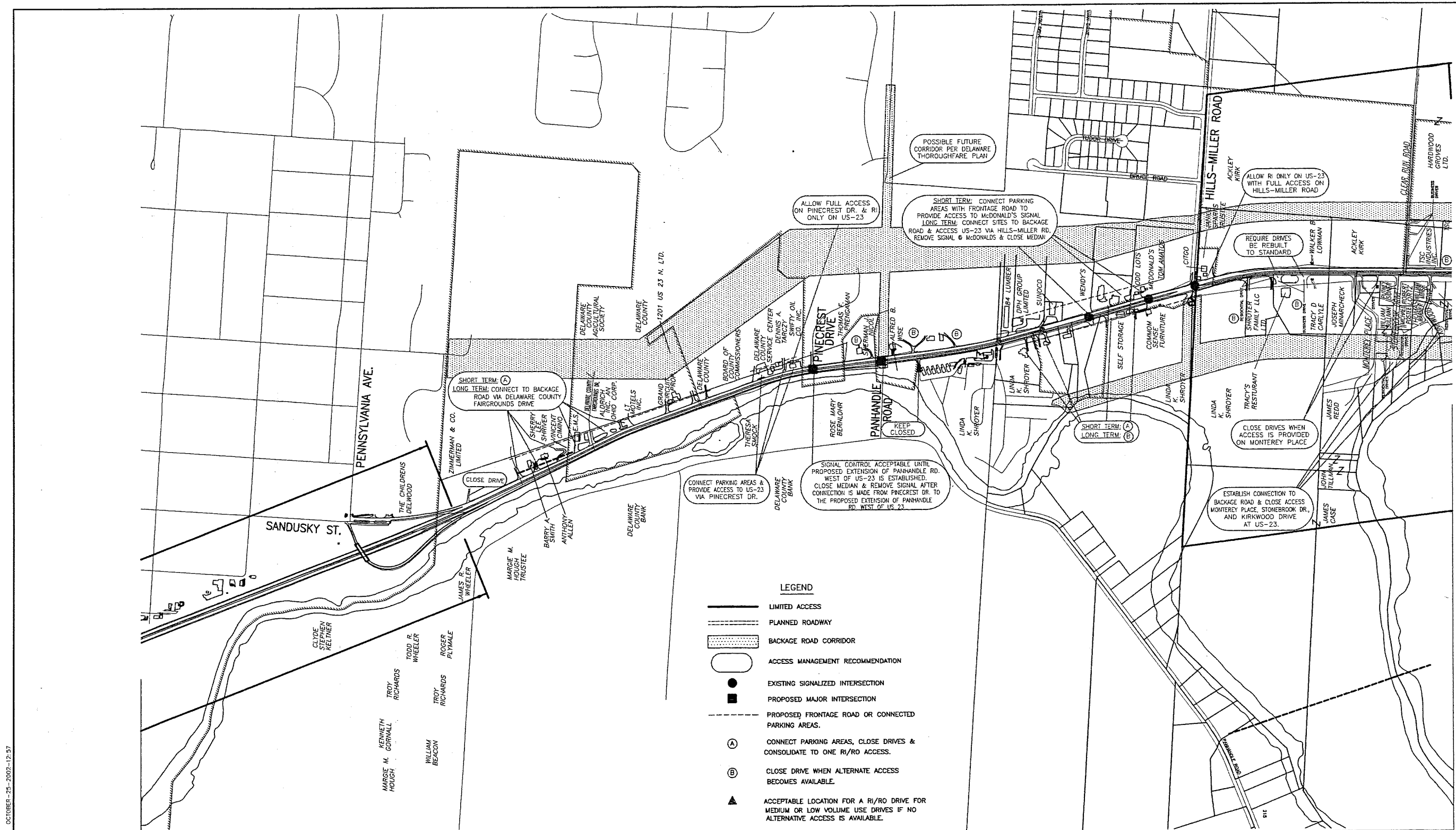


DRN BY:	DATE:	CHKD BY:	DATE:
DES BY:	DATE:	APP BY:	DATE:

**SOUTH SANDUSKY STREET TO CENTRAL AVENUE  
U.S. 23 ACCESS MANAGEMENT PLAN**

DEL-23-0.00

PLOT SCALE: 1" = 400' (AS SHOWN)  
 COL. #54



- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - ▨ BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
  - PROPOSED MAJOR INTERSECTION
  - - - PROPOSED FRONTAGE ROAD OR CONNECTED PARKING AREAS
  - Ⓐ CONNECT PARKING AREAS, CLOSE DRIVES & CONSOLIDATE TO ONE RI/RO ACCESS.
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  - ▲ ACCEPTABLE LOCATION FOR A RI/RO DRIVE FOR MEDIUM OR LOW VOLUME USE DRIVES IF NO ALTERNATE ACCESS IS AVAILABLE.

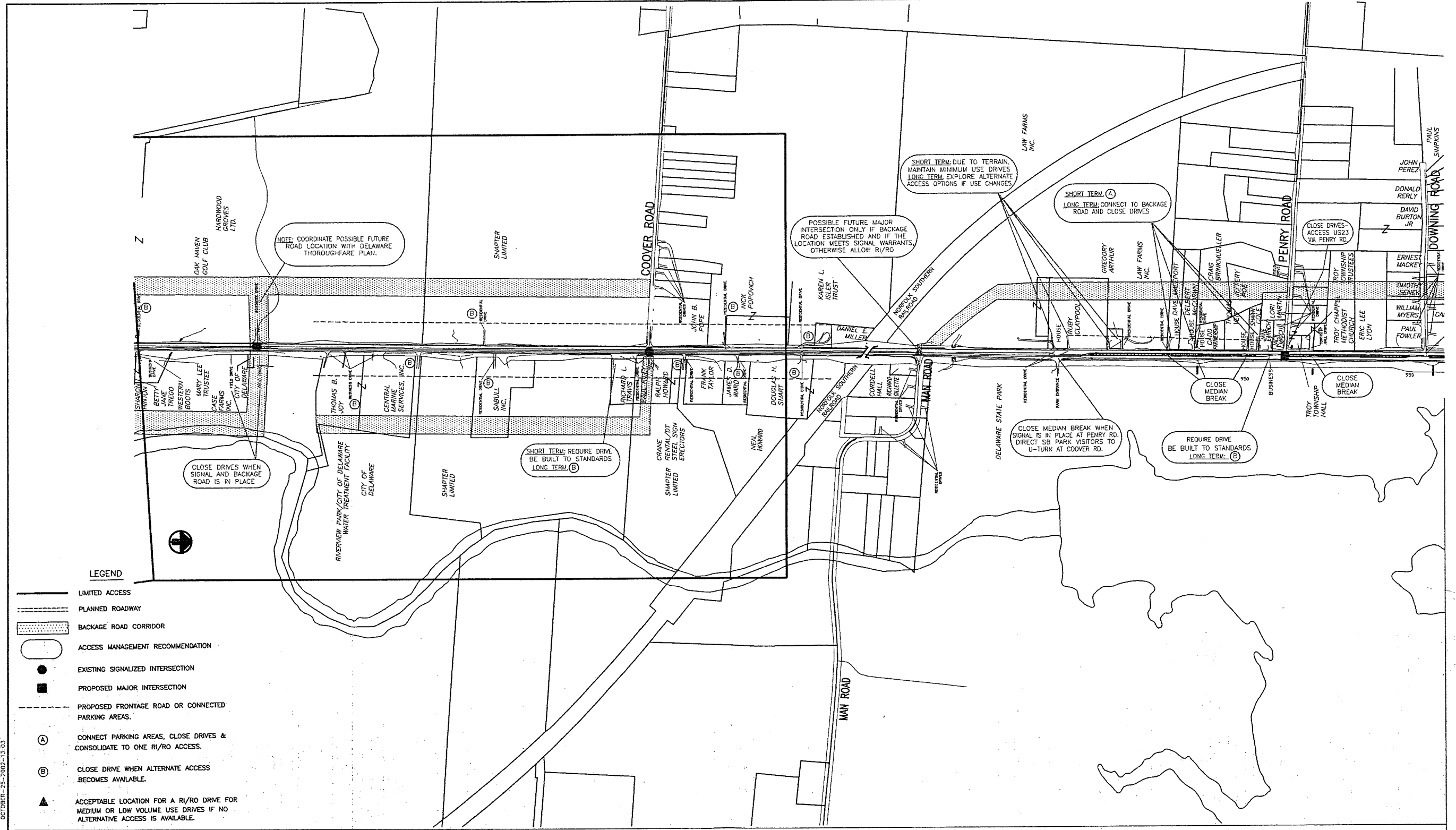
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 SCALE IN FEET

CALC: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

CENTRAL AVENUE TO CLEAR RUN ROAD  
 U.S. 23 ACCESS MANAGEMENT PLAN

DEL-23-0.00

SPEED LIMIT	55 MPH	45 MPH	55 MPH
MEDIAN	GRASS	TWO-WAY LEFT TURN LANE (TWLTL)	
EXISTING ACCESS CLASS	①	HIGH ③	
DESIRED ACCESS CLASS	①	②	



CALC: \_\_\_\_\_ DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DESIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DRAWN: \_\_\_\_\_ DATE: \_\_\_\_\_

CLEAR RUN ROAD TO DOWNING ROAD  
 U.S. 23 ACCESS MANAGEMENT PLAN

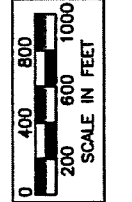
DEL-23-0.00  
 SCALE IN FEET  
 0 200 400 600 800 1000

- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
  - PROPOSED MAJOR INTERSECTION
  - - - PROPOSED FRONTAGE ROAD OR CONNECTED PARKING AREAS
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  - ▲ ACCEPTABLE LOCATION FOR A RI/RO DRIVE FOR MEDIUM OR LOW VOLUME USE DRIVES IF NO ALTERNATE ACCESS IS AVAILABLE.

SPEED LIMIT	55 MPH	55 MPH
MEDIAN	TWO-WAY LEFT TURN LANE (TWLTL)	GRASS
EXISTING ACCESS CLASS	HIGH ③	HIGH ③
DESIRED ACCESS CLASS	②	②

PLOT SCALE: 1"=100'-0"  
 COL. 85A  
 MAJOR.DWG  
 OCTOBER-25-2002-13.03

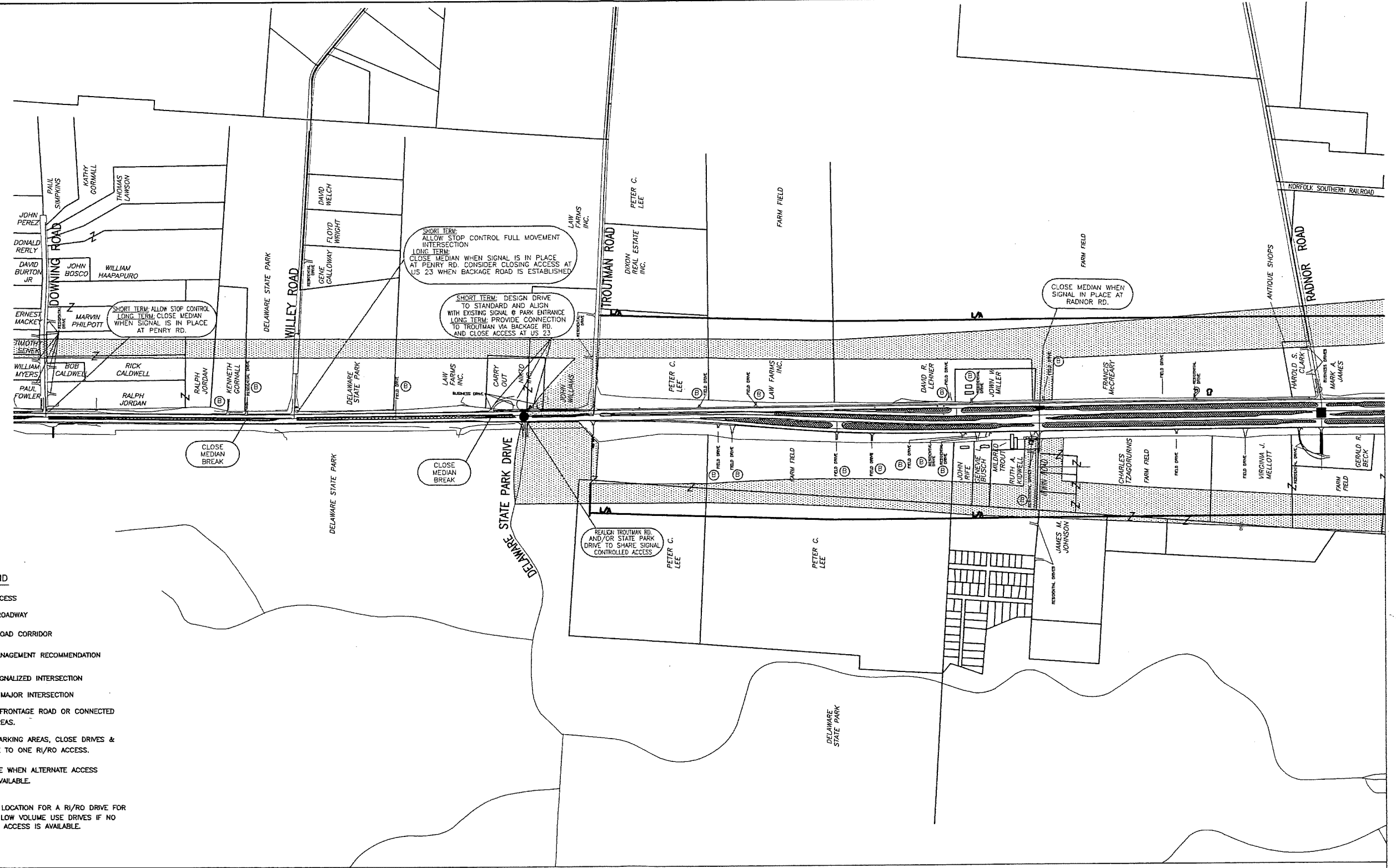




CALC. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DRWN. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DESGN. BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHKO. BY: \_\_\_\_\_ DATE: \_\_\_\_\_

DOWNING ROAD TO RANDOR ROAD  
 U.S. 23 ACCESS MANAGEMENT PLAN

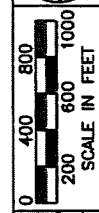
DEL-23-0.00



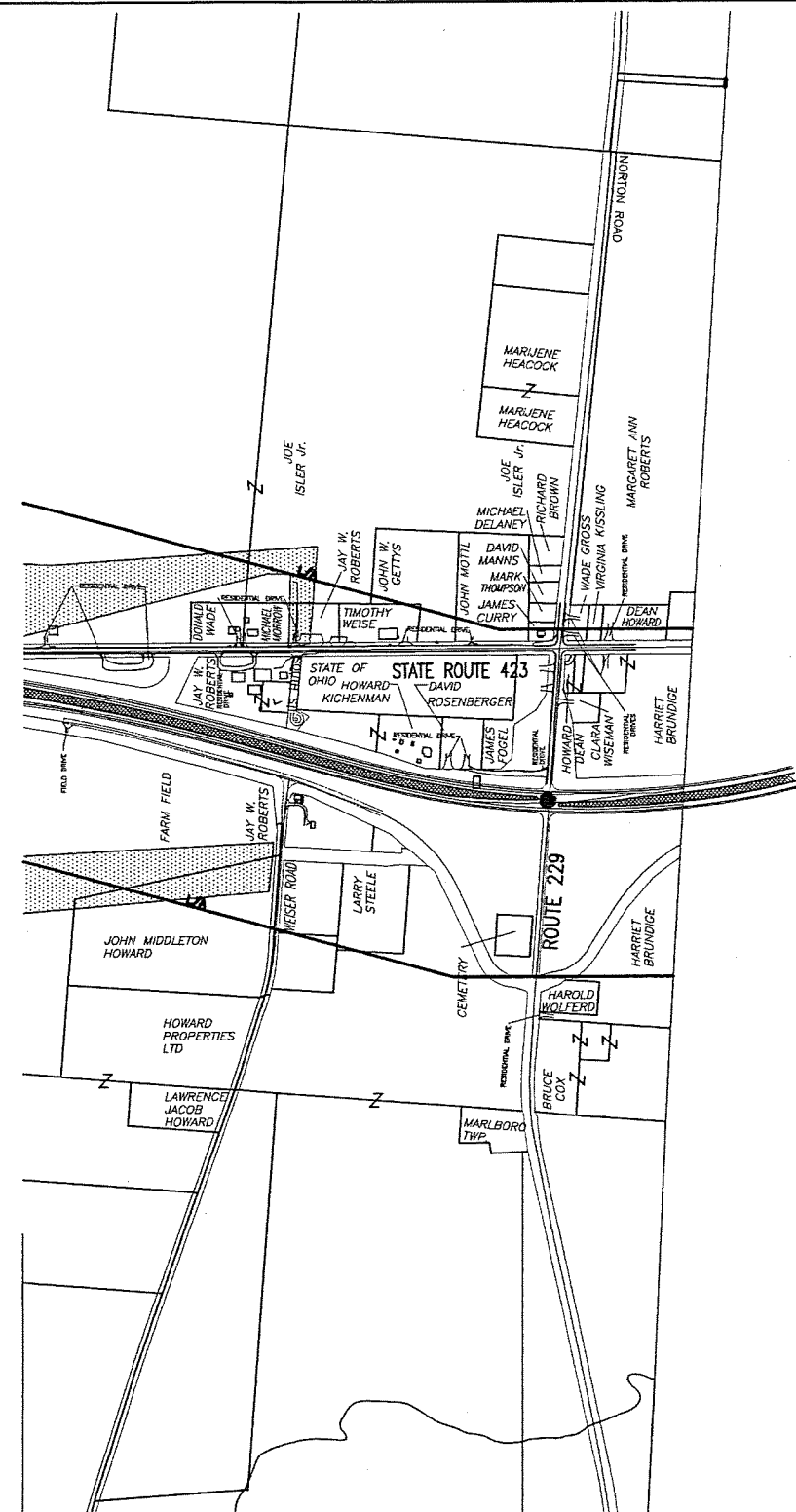
- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
  - PROPOSED MAJOR INTERSECTION
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SPEED LIMIT	55 MPH	55 MPH
MEDIAN	GRASS	GRASS
EXISTING ACCESS CLASS	HIGH ③	②
DESIRED ACCESS CLASS	②	②

PLOT SCALE: 1"=100' COL. #54  
 MA093.DWG  
 OCTOBER-25-2002-13.08



DRWN. BY:	DATE:
DESIGN. BY:	DATE:
CALC. BY:	DATE:
CHECK. BY:	DATE:



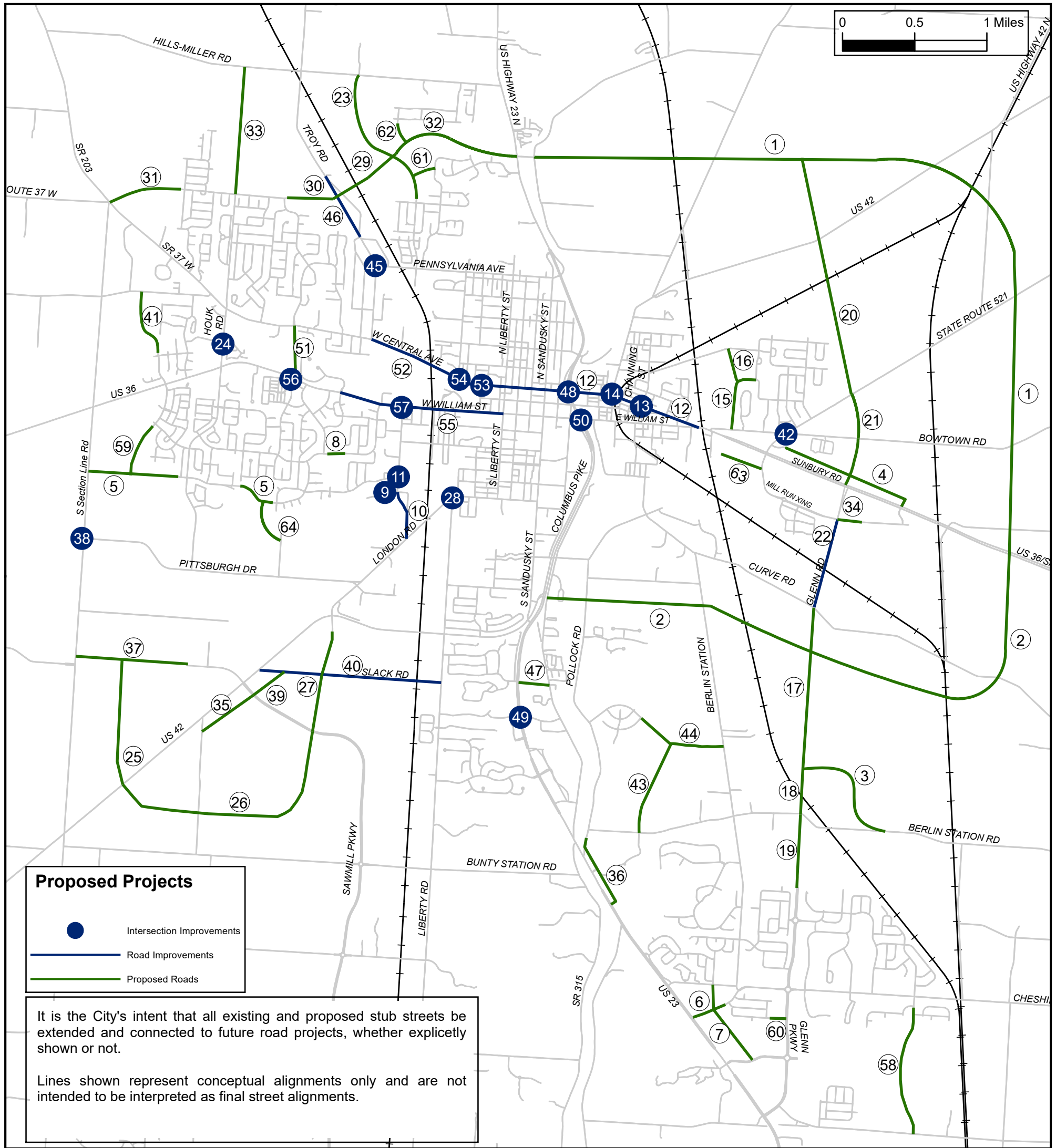
- LEGEND**
- LIMITED ACCESS
  - PLANNED ROADWAY
  - BACKAGE ROAD CORRIDOR
  - ACCESS MANAGEMENT RECOMMENDATION
  - EXISTING SIGNALIZED INTERSECTION
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  - ACCEPTABLE LOCATION FOR A RI/RO DRIVE FOR MEDIUM OR LOW VOLUME USE DRIVES IF NO ALTERNATIVE ACCESS IS AVAILABLE.

SPEED LIMIT	55 MPH	65 MPH
MEDIAN		GRASS
EXISTING ACCESS CLASS	②	①
DESIRED ACCESS CLASS	②	①

PLOT SCALE: 1"=100' (1"=100')  
 COL #54  
 OCTOBER-25-2002-13-17

SOUTH OF WEISER ROAD TO NORTH OF S.R. 229  
 U.S. 23 ACCESS MANAGEMENT PLAN

DEL-23-0.00



- | No. | Project   |
|-----|---|
| 1.  | Arterial Bypass (Northeast) *                     |
| 2.  | Arterial Bypass (Southeast) *                     |
| 3.  | Berlin Station Road Realignment                   |
| 4.  | Biltmore Drive Extension to Davidson              |
| 5.  | Boulder Drive Extensions                          |
| 6.  | Cheshire Road Extension to US 23                  |
| 7.  | Cheshire-Ohio Health Connector                    |
| 8.  | Cobblestone to Penick Connector                   |
| 9.  | Curtis Street/CSX Crossing Improvement            |
| 10. | Curtis Street Realignment                         |
| 11. | Curtis Street/Firestone Intersection Improvements |
| 12. | E. Central Avenue Reconstruction                  |
| 13. | E. Central/Channing Intersection Improvements     |
| 14. | E. Central/Lake Intersection Improvements         |
| 15. | Ferguson to Bowtown Rd. Extension                 |
| 16. | Ferguson to Vernon Ave. Extension                 |
| 17. | Glenn Parkway Extension (Berlin to Curve) *       |
| 18. | Glenn Parkway Extension ( NS Railway Crossing)    |
| 19. | Glenn Parkway Extension (Sycamore to Berlin)      |
| 20. | Glenn Road Extension (SR521 to US42 & NE By-Pass) |
| 21. | Glenn Road Extension (US36 to SR521)              |
| 22. | Glenn Road Reconstruction (Curve to Mill Run)     |

- | No. | Project   |
|-----|---|
| 23. | Heritage Blvd. Extension to Hills Miller Rd       |
| 24. | Houk Rd Widening (Greenlawn)                      |
| 25. | Industrial Loop Road (North)                      |
| 26. | Industrial Loop Road (South)                      |
| 27. | Jeg's Boulevard Extension to Sawmill Parkway      |
| 28. | London /Liberty Intersection Improvements         |
| 29. | Merrick Blvd Extension (Troy to Heritage) *       |
| 30. | Merrick Blvd. Extension (Cambridge to Troy Rd.)   |
| 31. | Merrick Blvd. Extension (Stonehope to SR37) *     |
| 32. | Merrick Blvd. Extension (Heritage to US23) *      |
| 33. | North Houk Road Extension to Hills Miller *       |
| 34. | Nutter Farms Lane Extension                       |
| 35. | Owen-Fraley Connector to Sawmill Parkway          |
| 36. | Pollock Road Extension/Realignment                |
| 37. | Sawmill Parkway Extension to Section Line Rd.     |
| 38. | Section Line/Pittsburgh Intersection Improvements |
| 39. | Slack Road Connector to Sawmill Parkway           |
| 40. | Slack Road Reconstruction                         |
| 41. | Springer Woods Boulevard Extension                |
| 42. | SR521/Bowtown Road Intersection Improvements      |
| 43. | Stockdale Farms Drive (Braumiller to Terra Alta)  |

**\*Project included in 2001 Thoroughfare Plan.**

- | No. | Project   |
|-----|---|
| 44. | Terra-Alta Drive Extension to Berlin Station    |
| 45. | Troy Rd./Pennsylvania Intersection Improvements |
| 46. | Troy Road Realignment                           |
| 47. | US23 to Stratford Connector *                   |
| 48. | US23/Central Off-ramp Improvement               |
| 49. | US23/Hull Drive Intersection Modifications      |
| 50. | US23/William Off-ramp Improvement               |
| 51. | Valleaside Drive Extension *                    |
| 52. | W. Central Ave. Reconstruction                  |
| 53. | W. Central/Elizabeth Intersection Improvements  |
| 54. | W. Central/Euclid Intersection Improvements     |
| 55. | W. William Reconstruction                       |
| 56. | W. William/Carson Farms Signal Improvements     |
| 57. | W. William/Curtis Intersection Improvements     |
| 58. | Winterbourne Drive Extension to Peachblow Rd    |
| 59. | Lehner Woods Blvd. Extension                    |
| 60. | Vista Ridge Dr Extension                        |
| 61. | Shelbourne Forest Connection                    |
| 62. | Hope Lane Extension                             |
| 63. | Commercial Backage Road                         |
| 64. | Colomet Drive Extension                         |



# City of Delaware Highway Improvement Plan Proposed Projects

