

City of Delaware 20-Year Summary of Transportation Study & Planning

1996 Brighton Master Plan (US36/SR37 corridor from SR521 to Davidson Drive): This plan became the basis by which all roadway improvements associated with the development of the corridor including Kroger Distribution Center and Glenwood Commons shopping center followed.

1995/1996 I-73 Corridor Proposal: The City actively participated and supported a State/Federal initiative that began in 1991 to consider construction of a national transportation route (I-73) extending from Michigan to the North Carolina coast, and that would run through Delaware County, including some form of by-pass around the City. Unfortunately at the time, the initiative was met with tremendous opposition from county residents who were not in favor of any such by-pass constructed through Delaware County as proposed. The initiative failed locally based on the opposition from the Delaware County area, though in other parts of the planned corridor, sections of I-73 are currently under or have been constructed.

1998 Systematic Traffic Signal Study: Analysis and design in 1998, followed by construction in 1999. Integrated some of the city's then 30 traffic signals into a closed loop coordinated system. With the expansion of the signal system to over 60 intersections, advancements in technology, and considering the significant growth in the city over the last 15 years, the coordinated signal system must be update and expanded accordingly in order to restore efficient and effective traffic management above current operating levels.

1999 Pavement Management Assessment: In 1999 the city integrated a pavement management system that provides a means to annually assess and track the condition of all of the city's roadway conditions. The system remains in use today and is the basis for justifying the need to increase funding in the area of local street network as pavement conditions continue to deteriorate. The system shows that up to 40% of the local streets constructed before 1995 are now at a grade D or F.

1999/2000 US23/Pennsylvania Interchange Analysis: Several alternatives were analyzed to provide a full movement interchange at this location including conventional diamond, tight diamond and SPUI intersection configurations. All original proposals included cost estimates that would require a local match of several million dollars, well out of reach of the city. A local alternative, now recently constructed, was developed internally by City staff and met the goal of expanding the intersection to full access, but at approximately 25% of the cost of the other proposals. This was approved by ODOT and though it requires intermittent southbound interruption of traffic flow, was considered the best alternative with the highest cost/benefit of all alternatives previously considered.

2000/2001 City Thoroughfare Plan: The City and County entered a joint effort to develop an updated transportation thoroughfare plan which involved extensive traffic modelling and alternatives analysis for many proposed network improvements. Several key projects came from this work including Houk Road, Merrick Blvd., Valleyside Drive, Sawmill Parkway, Cottswold Drive extension, Glenn Road and the US23/Pennsylvania interchange to name just a few. As part of this work standards regarding traffic modelling, studies, traffic calming and access management were also developed and remain in use today.

2002/2003 One Way Street Analysis: The City engaged in the study of a proposal to convert US36 and SR 37 into a pair of one-way streets from The Point intersection to Liberty Street in an effort to identify an economical and short term means to manage future traffic congestion. The results of the analysis however, did not support such conversion without significant related improvements to many intersections and connecting streets, the cost of which was outside the means of the City.

2003 Truck Origin/Destination Study: This work was completed to help identify those improvements included as part of the transportation plan to be considered for prioritization regarding the movement of freight around and through the city. The SE By-pass project was identified as a priority initiative.

2004 Transportation Plan Update: The Transportation Plan was updated this year to include the many identified local (non-thoroughfare) projects that are necessary to improve traffic operations, circulation, congestion relief etc. throughout the city. The work was necessary to strengthen the City's position in requiring certain improvements and or right of way dedications by the development community be included in various development proposals in order to preserve and improve the transportation system.

2006 Transportation Plan US23 Corridor Update: The City worked with MORPC and ODOT to refine the analysis and identify improvements regarding the US23 south corridor from 23/42 to Peachblow Road in anticipation of increased development activity in the area. Several of the proposed improvements are now fully or partially in place including intersections at US23 with Glenn Parkway, Ohio Health Blvd. and the proposed and partially realigned Cheshire Road. Other improvements including the 315/23 intersection, Meeker Way and roads associated with the proposed commercial development between US23 and Stratford Road are all in accordance with this work.

2007/2009 SE Bypass Analysis: With receipt of a federal earmark, the City engaged in the study of the SE By-pass initiative included in the Transportation Plan. Preliminary feasibility work was initiated to develop potential alignments and intersection configurations for a potential SE bypass around the City. The work failed to advance beyond preliminary planning due to the inability of the City to commit to the longer term funding requirements estimated at the time to be \$10 to \$15 million in local contributions with up to \$60 million in State and Federal funds. Without local commitment, combined with changes in how the State TRAC reviewed uncommitted projects, the initiative was placed on hold indefinitely, though it remains in the City Transportation Plan today.

2007/2008 The Point Intersection Analysis: During this time the City engaged in the study of several proposed improvements to the Point intersection that could be constructed while avoiding the need to include replacement of the Norfolk Southern RR bridge. None of the alternatives including multi-lane roundabouts, multilane conventional, or diverging diamond configurations demonstrated any long term congestion relief without including expanding the capacity under the railroad.

2009 The Point Improvement (Phase I): To provide immediate relief to the unacceptable westbound traffic congestion that at the time resulted in routine traffic backups for as much as a mile east of The Point, an interim improvement was designed by in-house staff and subsequently constructed. The improvement cost a fraction of the ultimate plan and resulted in immediate improvement to the intersection, and near elimination of westbound congestion. The improvement had an anticipated life expectancy of several years, at which time phase II improvements, including replacement of the NS bridge, would be necessary should funding become available.

2012 US36 Corridor Access Management Plan: The City partnered with ODOT, the County and other jurisdictions in the development of a comprehensive access management plan to preserve the US36 corridor from the City of Delaware to Sunbury. The City's prior work developed for this corridor under the 1996 Brighton Plan was integrated into this work.

2013/2014 US36 Corridor Safety Study: The City engaged in the study of the US36 east (William Street corridor) to identify improvements that could be constructed to work toward improving safety along this high crash corridor, while reducing congestion and delay. From this work has come the State/Federal funded East William Street Widening project anticipated for construction in 2018 or 2019.

2014 The Point Railroad Bridge Alternatives Analysis: The City engaged in the study of various alternatives to improve capacity along US36/SR37 below the NS railway as part of The Point Phase II improvements. Alternatives included tunneling additional lanes, rapid bridge replacement, modification to the existing structure, and conventional replacement of the bridge. With input from Norfolk Southern, certain high risk alternatives were eliminated leaving conventional replacement alternatives for further advancement. These alternatives became the basis for the City's recent request for State and federal funding to advance this most important phase of the several east side transportation improvements.

2015 US42 Corridor Access Management Plan: The City partnered with ODOT, the County and other jurisdictions in the development of a comprehensive access management plan to preserve the US42 corridor from the City of Delaware to I-70 south of Plain City. The City's prior work developed for the section of US42 from US23 through the Sawmill Parkway Intersection was integrated into this work.

2015 Transportation Plan Modelling Update: The City engaged MORPC to provide updated traffic modelling and projections that would be reflective of existing and proposed (2040) traffic conditions, based on City growth since the last comprehensive traffic model update in 2000. The results continue to justify the benefits associated with the advancement of planned network improvements included in the City Transportation Plan.

2015/2016 Freight Study: The City is partnering with ODOT, business community and other jurisdictions in the ongoing analysis of key freight corridors through central Delaware County including the US23, US42 and US36 corridors. The purpose of the work is to assess the condition of the corridors as it relates to moving freight through the area, and to provide proposed recommendations and improvements necessary to preserve these important economic development components to the overall State transportation system. The City intends to work close with ODOT to reconsider including discussion of the relevance of the previously proposed I-73 corridor as part of the ultimate study recommendations to preserving quality transportation routes through central Delaware into the future.

2015/2016 East Side Traffic Analysis: The City remains engaged in studying conceptual alternatives to improving traffic flow and management on the east side of town from US23 to SR521, along both US36 and SR37. Current concepts are being developed and analyzed for cost/benefit and include increased lane capacity, reversible lanes, and one-way configurations. Public presentation, review and comment should be anticipated in early 2107. The improvements will include multiple projects that must be prioritized and advanced based on funding availability.

2015/2016 Transportation Plan Update: Updates to the current City Transportation Plan are being developed. Updates will show projects that have been completed since the original adoption of the 2001 plan, new projects to be included, and projects originally included that are no longer considered feasible or necessary for inclusion. The revised plan will be presented and open for public comment in late 2016 to early 2017.