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CITY OF
DELAWARE
OHIO

2026 Thoroughfare Plan Update



City of Delaware
1 South Sandusky Street
Delaware, OH 43015

2026 Thoroughfare Plan Update

Background

The purpose of a thoroughfare plan is to plan for future transportation improvements that are necessary to accommodate future growth in population and traffic. Development activity in the City of Delaware and the broader region continues to be significant. To accommodate the increase in traffic from continued development, it is necessary to plan for improvements to the existing transportation network and completely new road connections.

The thoroughfare plan aides in the City's ability to prioritize needs transportation network needs and to ensure that appropriate improvements are made in conjunction with development activity. The plan also provides transparency to landowners, other agencies, and developers about the City's future transportation network plans.

The current City thoroughfare plan is the 2020-2040 Thoroughfare Plan and was adopted by City Council by Ordinance 21-22 on May 10, 2021. This version of the thoroughfare plan was updated in conjunction with the City of Delaware Comprehensive Plan *Delaware Together*. The plan consists of a map with project listing. A geographic information system (GIS) map includes project descriptions and projected costs. This version of the plan does not include the larger contents contained in the 2002 plan. Adoption of the 2020-2040 Thoroughfare Plan replaced the 2002 plan. Because many elements of the 2002 plan, including traffic impact study requirements and access management guidelines, have since been incorporated into the City's engineering standards, it was not necessary to continue keeping those features in the City's thoroughfare plan.

Prior Thoroughfare Plans

Maintaining a thoroughfare plan is a longstanding practice of the City and County, dating back to as early as 1964. Modern City plans started in 2002 and have included several updates as described below.

- In 2002, City Council adopted the City of Delaware Thoroughfare Plan by Ordinance 02-21. The Thoroughfare Plan was prepared by ms consultants, inc. and is dated August 16, 2001. Preparation of the plan was a joint effort by the City and County to update previous thoroughfare plans and to plan for increasing growth and demands on the transportation network. Traffic modeling was performed to project traffic through the year 2020. In addition to proposing roadway improvements, the plan included right of way and cross section standards, access management guidelines, traffic impact study (TIS) standards, and traffic calming guidelines.
- 2004 Update: This update greatly expanded the number of projects included in the Thoroughfare Plan. The 2002 plan included major arterial projects of regional significance, while the 2004 update added a substantial number of smaller scale projects that provide local benefits to connectivity. The purpose of the additional projects was to ensure that

developments were required to include important roadway connections. This update was adopted by City Council by Ordinance 04-84 on May 24, 2004.

- 2006 Update: This update was prepared for the City by the Mid-Ohio Regional Planning Commission (MORPC) with the primary purpose of updating traffic projections. The update included land use forecasting and an update of traffic modeling from the original plan's 202 horizon year to 2030.
- 2016 Update: This update include revisions to the thoroughfare plan map.
- 2019 Update: This update include revisions to the thoroughfare plan map.
- 2021 Update: This update coincided with adoption of the City of Delaware Comprehensive Plan *Delaware Together.* On May 10, 2021, City Council passed Ordinance 21-22 to modify City code to reference the *2020-2040 Thoroughfare Plan* as the adopted Thoroughfare Plan.

Summary of 2026 Updates

The 2026 update to the Thoroughfare Plan includes the following:

- Revised and additional projects including new roads, existing road improvements, and existing intersection improvements.
- Revised project numbers, descriptions, and costs.
- New attributes with each project, including *Capacity Type, TIF/NCA Funding Eligible, Functional Classification, City Access Management Classification,* and *Construction Planning Horizon.* These project attributes will be described below.
- Updated traffic forecasting prepared by MORPC for the 2025 horizon year.

Project Attributes

Changes and additional project attributes are as described below.

Project Number

All projects have been assigned a 4-digit number with the goal of allowing for project numbering to remain consistent with future updates. The format of the project numbers are:

- 1st digit: a "1" signifies a road improvement. In the future, road improvements can continue being numbered with a 2, 3, and 4 as the first digit. A "5" signifies an intersection improvement. In the future, intersection improvements can continue to be numbered with a 6, 7, 8, and 9.
- 2nd and 3rd digit: projects are numbered numerically starting with "01". This allows for up to 99 projects to follow the 1st digit.
- 4th digit: the 4th digit is typically a "0", but can change in the event that a project is split into phases. A "1", "2", etc. can be used for future phases of the original project.

Example:

- Project Number: 1270
- Project Description: Boulder Drive Extension

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- If the project is advanced in two phases, it can be split into project numbers 1270 and 1271.

Project Description

Revisions to project descriptions were simplified by removing distances and anticipated roadway types (i.e. 2-lane or 4-lane road). A separate attribute includes the distance of road segments, while the exact roadway types will be determined during design of any project that advances.

Project Type

- New Road
- Existing Road Improvement
- Existing intersection Improvement
- New State Highway Connection

Capacity Type

This attribute was added to describe the way in which a project affects the capacity of the overall transportation network. For the purpose of the Thoroughfare Plan, a capacity improvement is defined as an improvement that by engineering judgment is determined to be necessary to increase the capacity of the overall transportation network to appropriately handle existing or future traffic.

- No Capacity Improvement: these projects provide no improvements to system capacity. Examples include projects that rehabilitate an existing roadway without adding lanes.
- Localized Connectivity Improvement: these projects provide inherent capacity improvements but only on a localized level, not the entire transportation system. Examples include a minor road extension that would improve connectivity of adjacent streets but provide no discernable improvement to capacity of the overall network.
- Capacity Improvement: Future Growth: these projects provide for increase capacity of the overall transportation network that are needed to accommodate projected growth in traffic beyond that which exists today. Typically, these projects would not be needed if not for projected growth.
- Capacity Improvement: Existing Need: these projects provide for increased capacity of the overall transportation network that are needed to accommodate existing traffic and are needed even without additional growth. When these projects are advanced, they would include not only existing traffic, but future growth.

Expected Project Owner

This project attribute is an assumption of the entity expected to design and construct the improvements (the project owner). The assumption of project owner does not guarantee that a project will be performed by that entity, but is a tool to convey the City's plans. The project owners are assumed to be one of the following.

- City – projects that are assumed to be City projects are not directly associated with a surrounding development and have no other likely project owner.

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- City/Developer –these projects are planned to be included with surrounding development and would typically be designed and constructed by a developer. However, the nature of the project (including project size/complexity, and value to the broader area even without the development) could cause the City to perform the project.
- Developer – the need for these projects are primarily driven by surrounding development and the City is planning for development to design and construct the project.
- State – these projects are expected to be led by the Ohio Department of Transportation (ODOT).
- County - these projects are assumed to be led by Delaware County Engineer's Office.

Functional Classification

The functional classification describes the role that a roadway segment plays in serving the flow of traffic, ranging from high volume freeways to local neighborhood streets. Functional classification assignments are made by ODOT in conjunction with the Mid Ohio Regional Planning Commission (MORPC) in accordance with guidance from the Federal Highway Administration (FHWA). More information can be found on ODOT's website at https://www.transportation.ohio.gov/business/publications/ohio-roadway-functional-class-guidance

The functional classifications are as follows.

- 1–Interstate
- 2-Other Freeway or Expressway
- 3-Other Principal Arterial
- 4-Minor Arterial
- 5-Major Collector
- 6-Minor Collector
- 7-Local

City Access Management Classification

The expected city access management classification has been assigned to all existing road improvements and new road projects. The access management guidelines for each classification are included in the City's Infrastructure Design Manual. The classifications are I, II, III, IV, and V.

Construction Planning Horizon

The Construction Planning Horizon is an assumption about the timeframe in which a project is needed and can reasonably be constructed. Achieving the assumed construction timeframe is highly dependent on the pace of actual development activity and the ability to fund a project.

- < 10 years
- 10-20 years
- > 21 years

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Cost

The costs provided for each project are order of magnitude assumptions that are not based on engineering design or cost estimating.

Traffic Projections

Traffic projections for alternatives to be added later.

Attachments

- 2026 Thoroughfare Plan Update map
- Project Information table

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