





APPENDIX A: FISCAL IMPACT ANALYSIS

WORKING DRAFT
FOR STAFF REVIEW ONLY

INTRODUCTION

TischlerBise, as a subconsultant to Houseal Lavigne, prepared this Fiscal Impact Analysis of the Envision Dublin Preferred Scenario. The Future Land Use Plan reflects the Preferred Scenario. This document provides the results of the Fiscal Impact Analysis, which includes the City's major tax-supported Funds.

A fiscal impact evaluation analyzes revenue generation and operating and capital costs to the City associated with the provision of public services and facilities under a set of assumptions. The fiscal impact for the City of Dublin models direct revenues and costs from new development only and does not include revenues or costs generated from existing development. The growth scenarios evaluated in the analysis are represented by numerical projections of population, housing units, employment, and nonresidential building area through the year 2047.

The first step in the fiscal impact analysis is to determine current service levels and capacities and associated revenues and costs. This was done through departmental interviews and follow-up discussions and correspondence as well as a review of applicable budgets and other relevant documents. The level of service/capacity analysis forms the foundation of the fiscal impact model used to evaluate the fiscal impact of the Preferred Scenario.

As noted above, a fiscal impact analysis determines whether revenues generated by development are sufficient to cover the resulting costs from that development for service and facility demands placed on the City under current levels of service. It is intended to be used to help guide policy decisions related to land use, levels of service, and revenue enhancements. It should not be viewed as a budget-forecasting model or document. A fiscal analysis essentially looks at revenues and expenditures separately. It does not project expenditures based on revenues available—unlike the annual budget process where a budget is balanced with the resources available.

It should also be noted that the level of capital expenditures assumed in the analysis and the resulting costs are projected independent of policy-making decision points such as capital improvement plans, debt capacity guidelines, or expectations for levels of service. Rather, the costs projected in this analysis reflect the costs to serve new growth, regardless of whether the resources are available to cover the costs.

APPROACH AND MAJOR ASSUMPTIONS

A fiscal impact analysis determines whether revenues generated by new growth are sufficient to cover the resulting costs for service and facility demands placed on a jurisdiction. The fiscal impact analysis conducted by TischlerBise incorporates the case study-marginal cost approach wherever possible. The case study-marginal methodology is the most realistic method for evaluating fiscal impacts. This methodology takes site or geographic-specific information into consideration. Therefore, any unique demographic or locational characteristics of new development are accounted for, as well as the extent to which a particular infrastructure or service operates under, over or close to capacity. Available facility capacity determines the need for additional capital facilities and associated operating costs. Other costs such as non-salary operating costs generally are projected using an average cost approach.

The service level, revenue, and cost assumptions are based on TischlerBise's departmental interviews and follow-up discussions with City of Dublin staff, a detailed analysis of the *Fiscal Year 2023 Operating and Capital Budget*, previous year budgets, and other relevant documents. Fiscal Year 2023 level of service standards are utilized along with the growth projections developed specifically for this analysis to determine the fiscal impact on the City over a 27-year projection period. Calculations are performed using a customized fiscal impact model designed by TischlerBise specifically for this assignment. The following major assumptions regarding the fiscal impact methodology should be noted.

MARGINAL, GROWTH-RELATED COSTS AND REVENUES

For this analysis, all costs and revenues directly attributable to new development—by type of development—are included. Personnel and other operating costs are projected, as are expenditures for capital improvements.

The General Fund, Special Revenue Funds (Street Maintenance & Repair, Recreation, Safety/Police, and Swimming Pool), and Capital Projects Funds are included in this analysis. Enterprise funds (e.g., utilities) are not included in this analysis as they are assumed to be self-sufficient.

Some costs and revenues are not expected to be impacted by demographic changes and are therefore considered “fixed” in this analysis. To determine costs and revenues that should be considered fixed, TischlerBise reviewed the FY2023 Budget and available supporting documentation as well as consulted with staff.

LEVEL OF SERVICE

Cost projections are based on a “snapshot approach” in which it is assumed the current level of service, as funded in the City budget and as provided in current capital facilities, will continue through the analysis period. Current demand base data was used to calculate unit costs and service level thresholds. Examples of demand base data include population, employment by type, vehicle trips, etc. *In summary, the “snapshot” approach does not attempt to speculate about how levels of service, costs, revenues and other factors will change over time nor whether the City will correct existing deficiencies.* Instead, it evaluates the fiscal impact of new growth to the City as conducted under the budget used in this analysis.

REVENUE STRUCTURE

Revenues are projected assuming that the current revenue structure and tax and fee rates, as defined by the FY2023 budget, will not change during the analysis period. See the discussion on inflation rate assumptions for further explanation.

INFLATION RATE

The rate of inflation is assumed to be zero throughout the projection period, and cost and revenue projections are in constant 2024 dollars. This assumption is in accord with budget data and avoids the difficulty of speculating on inflation rates and their effect on cost and revenue categories—including property tax rate adjustments. It also avoids the problem of interpreting results expressed in inflated dollars over an extended period of time. In general, including inflation is complicated and unpredictable. This is particularly the case given that some costs, such as salaries, increase at different rates than other operating and capital costs such as contractual and building construction costs. And these costs, in turn, almost always increase in variation to the appreciation of real estate, thus affecting the revenue side of the equation. Using constant dollars avoids these issues.

NON-FISCAL EVALUATIONS

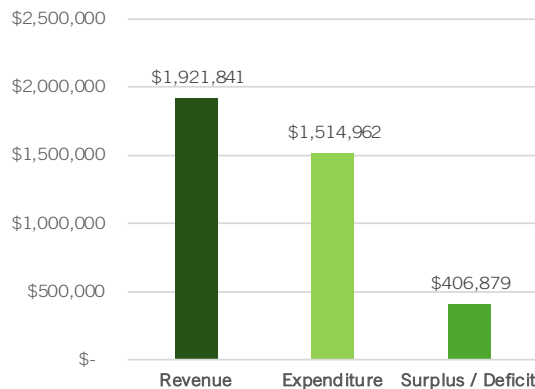
It should be noted that while a fiscal impact analysis is an important consideration in planning decisions, it is only one of several components that should be considered. Environmental and social issues, for example, should also be considered when making planning and policy decisions. The above notwithstanding, this analysis will enable interested parties to understand the fiscal implications of future development.

SUMMARY OF FISCAL IMPACT RESULTS

CUMULATIVE RESULTS

Fiscal impacts are modeled over a 27-year period with revenues and expenditures projected from growth in each year. The overall finding is that the Preferred Scenario generates sufficient revenues to cover total operating and capital impacts. Cumulative results are summarized below in Figure 1 reflecting total revenues generated minus operating and capital expenditures over the 27-year development timeframe. Figures are shown in \$1,000s.

Figure 1. Cumulative Net Fiscal Impacts (x\$1,000) 2024-2050



The results indicate that the City's revenue structure, with substantial revenue from nonresidential growth (income tax), is sufficient to cover the costs to serve growth projected in the Preferred Scenario. Revenue from income taxes represent approximately 79 percent of the projected total operating and capital revenue. Because this source is based on at place employment, the amount of office and industrial development is the main determinant of the results.

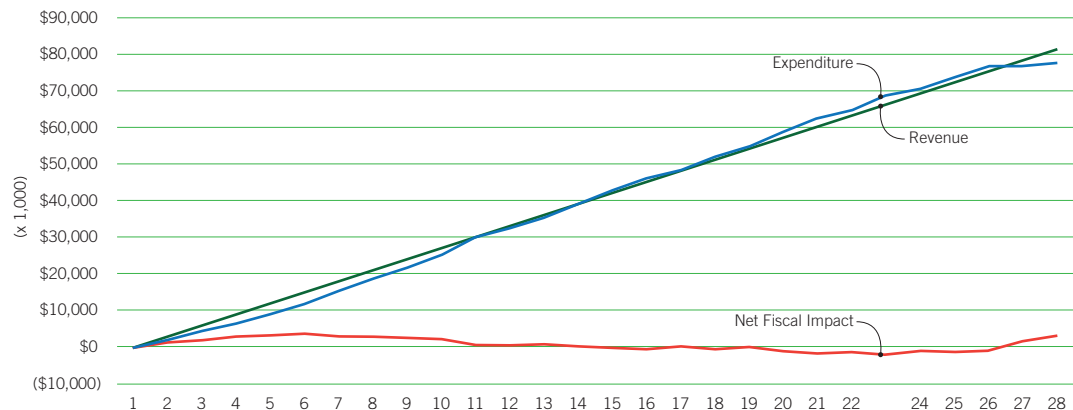
ANNUAL RESULTS

Figure 2 shows the *annual* (year to year) net results to the City for each of the Preferred Scenario over the 27-year development timeframe. Each year reflects total revenues generated minus total expenditures incurred in the same year. Both capital and operating costs are included. By showing the results annually, the magnitude, rate of change, and timeline of deficits and revenues can be observed over time. The "bumpy" nature of the annual results during particular years represents the opening of capital facilities and/or major operating costs being incurred.

On the following figure, data points above the \$0 line represent annual surpluses; points below the \$0 line represent annual deficits. **Each year's surplus or deficit is not carried forward into the next year.** This enables a comparison from year-to-year of the net results without distorting the revenue or cost side of the equation. In reality, those surpluses would be carried forward or deficits would be funded through other revenue sources or means, such as debt financing for capital improvements, or levels of service would decrease. Figures are shown in \$1,000s.

As shown above in Figure 2, the Preferred Scenario produces annual net surpluses to the City over the first thirteen years of the analysis period. Annual net deficits are incurred in eleven of the next fourteen years to the compounding nature of debt service payments. The net deficits range from a low of \$256,000 to a high of \$2.2 million.

Figure 2. Annual Net Fiscal Results (x\$1,000), 2024-2050



OPERATING AND CAPITAL RESULTS

Analyzing operating and capital results separately reveals net surpluses for operating results and net deficits for capital. Cumulative revenues and expenditures for operating and capital are summarized in Figure 3.

Figure 3. Cumulative Net Fiscal Impacts Operating and Capital Summary (x\$1,000) 2024-2050

Fund	Preferred Scenario
Operative Revenue	
General Fund	\$ 701,007
Special Revenue Funds	\$ 118,339
Total Operating Revenue	\$ 819,345
Operating Expenditures	
General Fund	\$ 412,507
Special Revenue Funds	\$ 282,775
Total Operating Expenditures	\$ 695,282
Operating Net Fiscal Impact	\$ 124,063
Capital Fund	
Revenue	\$ 322,332
Expenditure	\$ 428,086
Capital Net Fiscal Impact	(\$ 105,754)
Grand Total	
Total Revenue	\$ 1,141,677
Total Expenditures	\$ 1,123,368
Grand Total Net Fiscal Impact	\$ 18,309
Average Annual Net Fiscal Result	\$ 678

Analyzing operating and capital results separately reveals net surpluses for operating results and net deficits for capital impacts. However, when viewed in total, combined operating and capital revenue exceeds combined operating and capital expenditures. The cumulative net surplus is \$18.3 million over the 27-year analysis period. When viewed on an average annual basis, the net surpluses are approximately \$678,000.

KEY FINDINGS

- The results indicate that the City's revenue structure, with its heavy reliance on income taxes, is sufficient to cover the costs to serve the development projected in the Preferred Scenario. Because this source is based on at place employment, the amount of office and industrial development is the main determinant of the results.
- Transportation capital costs assumed for the Preferred Scenario are significant, totaling over \$450 million. These costs are based on an analysis conducted by Kimley-Horn as part of the Envision Dublin planning process. It is likely these transportation costs exceed the cost necessitated by new development and a portion is correcting existing deficiencies within the City's current transportation network. Further, the costs modeled reflect City funding 100% of the transportation improvements (as opposed to including state and federal dollars). Therefore, it is very likely the growth-related transportation costs are overstated, which would significantly improve the fiscal results for the Preferred Scenario.
- When looking at fiscal results for operating and capital separately, surpluses are generated on the operating side with net deficits generated for capital. Earmarked revenues for capital expenditures (e.g., property tax and income tax) are insufficient to cover growth-related infrastructure costs. Surpluses on the operating side—from general revenues that can be used for capital needs—generate sufficient revenues to cover the remaining capital shortfalls.
- Results include both operating and capital expenditures from new development over the 27-year period. Operating expenditures generated from the growth scenarios represent approximately 61 percent of total expenditures in each scenario, and capital expenditures account for the remaining 39 percent.
- The results illustrate the City's reliance on withholding and individual income taxes to fund its operations. These taxes comprise approximately 79% of cumulative revenue for the Preferred Scenario.
- The results indicate the City's current residential development base is not paying its own way, which is not surprising given the municipal revenue structure for Ohio cities, which favors at place employment (meaning withholding tax stays in the jurisdiction a person is employed). As the long-term effects of the COVID 19 pandemic on nonresidential space needs and the ability of employees to work at home become better known, these may have an effect on the City's revenue raising abilities.
- That being said, the City of Dublin has done an excellent job developing a framework for funding growth through its economic development policies and use of various Tax Increment Finance Districts. It is clear that the City of Dublin does not have many of the budgetary constraints that most of our clients nationwide grapple with on an annual basis.
- It is important to acknowledge that fiscal issues are one aspect in evaluating development and growth trends. Environmental, land use, housing, jobs/housing balance, transportation, and other issues should also be taken into consideration when determining policy direction for the City.




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APPENDIX B: MOBILITY AND TRANSPORTATION

WORKING DRAFT
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MULTIMODAL THOROUGHFARE PLAN TABLE

Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Avery Road	Woerner Temple Road	US 33 Interchange	4D	4D	124	124	Arterial	Commuter Route	Traditional Dublin
Avery Road	Tuttle Crossing Boulevard	Woerner Temple Road	2	4D	124	124	Commuter Boulevard	Commuter Route	Traditional Dublin
Avery Road	Muirfield Drive	Glick Road	2/3	2/3	60	60	Neighborhood Boulevard	Local Route	
Avery-Muirfield Drive	Post Road	Avery Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Avery-Muirfield Drive	US 33 Interchange	Post Road	4D	4D	150	150	Commuter Boulevard	Commuter Route	Traditional Dublin
Blazer Memorial Parkway	Rings Road	Tuttle Crossing Boulevard	4D	4D	100	100	Connector Boulevard	Connector Route	
Blazer Memorial Parkway	Rings Road	Frantz Road	2/3	2/3	60	60	Connector Boulevard	Connector Route	
Blazer to Metro PI Connector	Blazer Parkway	Metro Place South	NA	2D	NA	60	Connector Boulevard	Connector Route	
Brand Road	Avery Road	Hyland-Croy Road	2	2	80	80	Neighborhood Boulevard	Local Route	
Brand Road	Avery Road	Dublin Road	2	2	80	80	Neighborhood Boulevard	Local Route	
Brandonway Drive	Brand Road	Dublin Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Bridge Park Avenue	Village Parkway	Sawmill Road	4/5	4/5	100	100	District Connector		Urban/Village
Bridge Park Avenue	Riverside Drive	Village Parkway	2/3	2/3	75 - 80	75 - 80	District Connector		Urban/Village
Bridge Street (US 33/SR 161)	Frantz Road	Riverside Drive	4/5	4/5	112	112	Corridor Connector	Connector Route	Urban/Village
Bright Road	Emerald Parkway	Sawmill Road	2	4D	60	100	Neighborhood Boulevard	Local Route	
Campus Drive	University Blvd	Cosgray Road	NA	2D	NA	60	Neighborhood Boulevard	Local Route	
Campus Drive	SR 161	University Blvd		2D		100 - 112	Neighborhood Boulevard	Local Route	
Carnoustie Drive	Muirfield Drive	Glick Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Churchman Road	Cosgray Road	Rings Road	2D	2D	70	70	Neighborhood Boulevard	Local Route	
Churchman Road Extension (South)	Rings Road	Tuttle Crossing Blvd Extension	NA	2D	NA	72	Neighborhood Boulevard	Local Route	
Coffman Road	Emerald Parkway	North High School Drive	4/5	4/5	100	100	Commuter Boulevard	Commuter Route	
Coffman Road	North High School Drive	Brand Road	2/3	2/3	80	80	Commuter Boulevard	Commuter Route	
Commerce Pkwy	Post Road	Perimeter Drive	2	2	70	70	Neighborhood Boulevard	Local Route	
Corazon Drive	Hyland-Croy Road	Manley Road	2D	2D	60-80	60-80	Neighborhood Boulevard	Local Route	
Cosgray Road	Dublin South Corp. Limit	Tuttle Crossing Boulevard (Proposed)	2	4D	100	120	Arterial	Connector Route	
Cosgray Road	Churchman Road	SR 161	2	4D	100	102	Connector Boulevard	Connector Route	Traditional Dublin
Cosgray Road	Tuttle Crossing Boulevard (Proposed)	Churchman Road	2	2D	60	70	Connector Boulevard	Connector Route	Urban/Village
Dale Drive	SR 161 (West Dublin-Granville Road)	Tuller Road	2/3	2/3	60-80	60-80	District Connector		Urban/Village
Dublin Center Drive	Sawmill Road	Martin Road	2/3	2/3	60	60	District Connector		Urban/Village
Dublin Methodist Lane	Avery-Muirfield Drive at	Hospital Drive	1	2	60	60	Neighborhood Boulevard	Local Route	

Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Tuller Road	Riverside Drive	Village Parkway	2/3	2/3	80	80	District Connector	Connector Route	Urban/Village
Tullymore Drive	Hyland-Croy Road	Avery-Muirfield Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Tuttle Crossing Boulevard (Proposed)	SR 161	US 42	NA	2D	NA	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Tuttle Crossing Boulevard (Proposed)	Avery Road	Cosgray Road	NA	4D	NA	116	Commuter Boulevard	Commuter Route	Traditional Dublin
Tuttle Crossing Boulevard (Proposed)	Cosgray Road	SR 161	NA	4D	NA	180	Commuter Boulevard	Commuter Route	Traditional Dublin
Tuttle Road	Frantz Road	Dublin Road	2	2	80	80	Connector Boulevard	Connector Route	
University Blvd	Shier Rings Road	Eiterman Road	4D	4D	100 - 110	100 - 110	Commuter Boulevard	Commuter Route	Traditional Dublin
University Blvd	Eiterman Road	SR 161	NA	4D	NA	100 - 110	Commuter Boulevard	Commuter Route	Traditional Dublin
Village Parkway	Tuller Road	Bridge Park Avenue	2	2	80	80	District Connector	Connector Route	Urban/Village
Village Parkway/Emerald Connector	Tuller Road	Emerald Parkway	NA	2/3	NA	Varies	District Connector	Connector Route	
Wareham Drive	Tullymore Drive	Westbury Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Warner Road	Iams Road	Industrial Parkway	2	2	80	80	Connector Boulevard	Connector Route	
Westbury Drive	Wareham Drive	Brand Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Wexford Woods Drive	Avery Road	Tullymore Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Wilcox Road	Woerner Temple Road	Shier Rings Road	2	2	70	70	Neighborhood Boulevard	Local Route	
Wilcox Road	Tuttle Crossing Boulevard	Dublin South Corp. Limit	2	2	100	100	Neighborhood Boulevard	Local Route	
Windwood Drive	Brandonway Drive	Dublin Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Woerner Temple Road	Avery Road	Emerald Parkway	4D	2D	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Woerner Temple Road	Eiterman Road	Avery Road	2D	2D	100	100	Neighborhood Boulevard	Local Route	
Wyandotte Woods Boulevard	Riverside Drive	Emerald Parkway	2	2	80	80	Neighborhood Boulevard	Local Route	
Wynford Drive	Dublinshire Drive	Tullymore Drive	2	2	60	60	Neighborhood Boulevard	Local Route	

* - 2 Westbound Lanes/1 Eastbound Lane

Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Perimeter Drive (West of Avery-Muirfield)	Avery-Muirfield Drive	Post Road	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Perimeter Loop Road	Avery-Muirfield Drive	Perimeter Drive	2/3	2/3	60-80	60-100	Neighborhood Boulevard	Local Route	
Post Road	Emerald Parkway	SR 161/Frantz Road	4/5	4/5	100	100	Commuter Boulevard	Commuter Route	Urban/Village
Post Road	Avery-Muirfield Drive	Commerce Pwky	2	2	60	60	Neighborhood Boulevard	Local Route	River
Post Road (West)	US 33/Post Road Interchange	Hyland-Croy Road	2/3	4D	100	125	Arterial	Commuter Route	Traditional Dublin
Post Road (West)	Hyland-Croy Road	Perimeter Drive	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Post Road (West)	Perimeter Drive	Avery-Muirfield Drive	2	2	60	60	Neighborhood Boulevard	Local Route	Rural
Rings Road	Frantz Road	Emerald Parkway	4/5	2D	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Rings Road	Dublin Road	Frantz Road	2	2	60	60	Connector Boulevard	Connector Route	
Rings Road	Avery Road	Cosgray Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Rings Road	Cosgray Road	Tuttle Crossing Boulevard (Proposed)	2	2	60	60	Neighborhood Boulevard	Local Route	Urban/Village
Riverside Drive (SR 257)	Emerald Parkway	Glick Road	4	4	112	112	Arterial	Connector Route	River
Riverside Drive (SR 257)	SR 161 (West Dublin-Granville Road)	Emerald Parkway	4D	4D	112	112	Corridor Connector	Connector Route	Urban/Village
Riverside Drive (US 33)	Dublin South Corp. Limit	SR 161	2	2	120	120	Arterial	Connector Route	River
Sawmill Road	I-270 Interchange	Franklin-Delaware County Line	6	6	105-120	120	Arterial		
Sawmill Road	SR 161 (West Dublin-Granville Road)	I-270 Interchange	4D	4D	160	160	Arterial		
Sells Mill Drive	Muirfield Drive	Earlington Parkway	2	2	60	60	Neighborhood Boulevard	Local Route	
Shamrock Boulevard	Banker Drive	Stoneridge Lane	4D	4D	100	100	District Connector	Local Route	Urban/Village
Shamrock Boulevard	Bridge Park Avenue	Banker Drive	2	2/3	100	100	District Connector	Local Route	Urban/Village
Shier Rings Road	Cosgray Road	Avery Road	2	2	100	100	Neighborhood Boulevard	Local Route	Traditional Dublin
Shier Rings Road	Avery Road	Emerald Parkway	2	2	70	70	Neighborhood Boulevard	Local Route	Traditional Dublin
Shier Rings Road (Overpass)	Emerald Parkway	Metro Place North	NA	2D	NA	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Shier Rings Road Extension	Shier Rings Road	New Road1	NA	4D	NA	102	Commuter Boulevard	Commuter Route	Traditional Dublin
Shier Rings Road Extension	New Road1	Cemetery Pike	NA	2	NA	80	Commuter Boulevard	Commuter Route	Traditional Dublin
SR 161	Tuttle Crossing Boulevard (Proposed)	Cosgray Road	2	4D	60	100	Arterial	Commuter Route	Rural
SR 161	Cosgray Road	Industrial Parkway	4D	4D	140	140	Arterial	Commuter Route	Rural
SR 161 (Post Road)	Industrial Parkway	US 33/Post Road Interchange	6D	6D	150	150	Arterial	Commuter Route	Rural


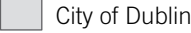


Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Iams Road	Rings Road	Tuttle Crossing Blvd Extension	2	2	50	80	Connector Boulevard	Connector Route	Rural
Iams Road Extension	Rings Road	Tuttle Crossing Blvd Extension	NA	2	NA	80	Connector Boulevard	Connector Route	Rural
Industrial Parkway	US 42	Memorial Drive	2	4D	60-100	100	Neighborhood Boulevard	Local Route	Rural
Industrial Parkway	Memorial Drive	SR 161	4D	4D	100	100	Neighborhood Boulevard	Local Route	
Innovation Drive	Wilcox Road	Emerald Parkway	2/3	2/3	60	60	Neighborhood Boulevard	Local Route	
Jerome Road	Manley Road	Brock Road	2	2	80	80	Neighborhood Boulevard	Local Route	Rural
John Shields Parkway	Riverside Drive	Village Parkway	2	2	75	75	District Connector		
John Shields Parkway	SR 161	Dublin Road	2/3	2/3	80	80	District Connector	Connector Route	Urban/Village
John Shields Parkway (Bridge)	Dublin Road	Riverside Drive	-	4/5		100	District Connector	Connector Route	Urban/Village
Krier Drive	South Dublin Corp. Limit	Martin Road	2	2	60	60	Neighborhood Boulevard	Local Route	
Manley Road	Jerome Road	Avery Road	2	2	80	80	Connector Boulevard	Connector Route	Rural
McKittrick Road	Hyland-Croy Road	Jerome Road	2/3	2/3	80	80	Connector Boulevard	Connector Route	Rural
McKittrick Road	US 33	Hyland-Croy Road	2	2	80	80	Connector Boulevard	Connector Route	Rural
Memorial Drive	Avery Road	Dublin Road	2	2	60	60	Neighborhood Boulevard	Local Route	River
Mitchell-Dewitt Road	Warner Road	Houchard Road Extension (North)	2	2	80	80	Neighborhood Boulevard	Local Route	
Mitchell-Dewitt Road (Relocated)	Industrial Parkway	Houchard Road Extension (North)	NA	2	NA	80	Connector Boulevard	Connector Route	
Muirfield Drive	Avery-Muirfield Drive	Glick Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
New Ramp	University Blvd	Avery Road	NA	3	NA	80	Connector Boulevard	Connector Route	Traditional Dublin
New Street1	Houchard Road	Warner Road	NA	2/3	NA	80	Connector Boulevard	Connector Route	Traditional Dublin
New Street2	Shier Rings Road Extension	New Road1	NA	2	NA	65	Neighborhood Boulevard	Local Route	
New Street3	Shier Rings Road Extension	Houchard Road	NA	2	NA	65	Neighborhood Boulevard	Local Route	
New Street4	University Blvd	Cosgray Road	NA	4D	NA	102	Commuter Boulevard	Commuter Route	Rural
New Street4	Hospital Drive	University Blvd	NA	4D	NA	102	Commuter Boulevard	Commuter Route	Traditional Dublin
New Street5	Iams Road	Houchard Road	NA	2	NA	65	Neighborhood Boulevard	Local Route	
New Street6	Tuttle Crossing Boulevard (Proposed)	Rings Road	NA	2	NA	65	Neighborhood Boulevard	Local Route	
Perimeter Drive	Holt Rd./Perimeter Loop Drive	Avery-Muirfield Drive	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Perimeter Drive	Commerce Parkway	Emerald Parkway	4/5	4/5	100	100	Connector Boulevard	Connector Route	Traditional Dublin
Perimeter Drive	Holt Rd./Perimeter Loop Drive	Commerce Parkway	2/3	2/3	100	100	Connector Boulevard	Connector Route	Traditional Dublin

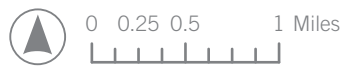
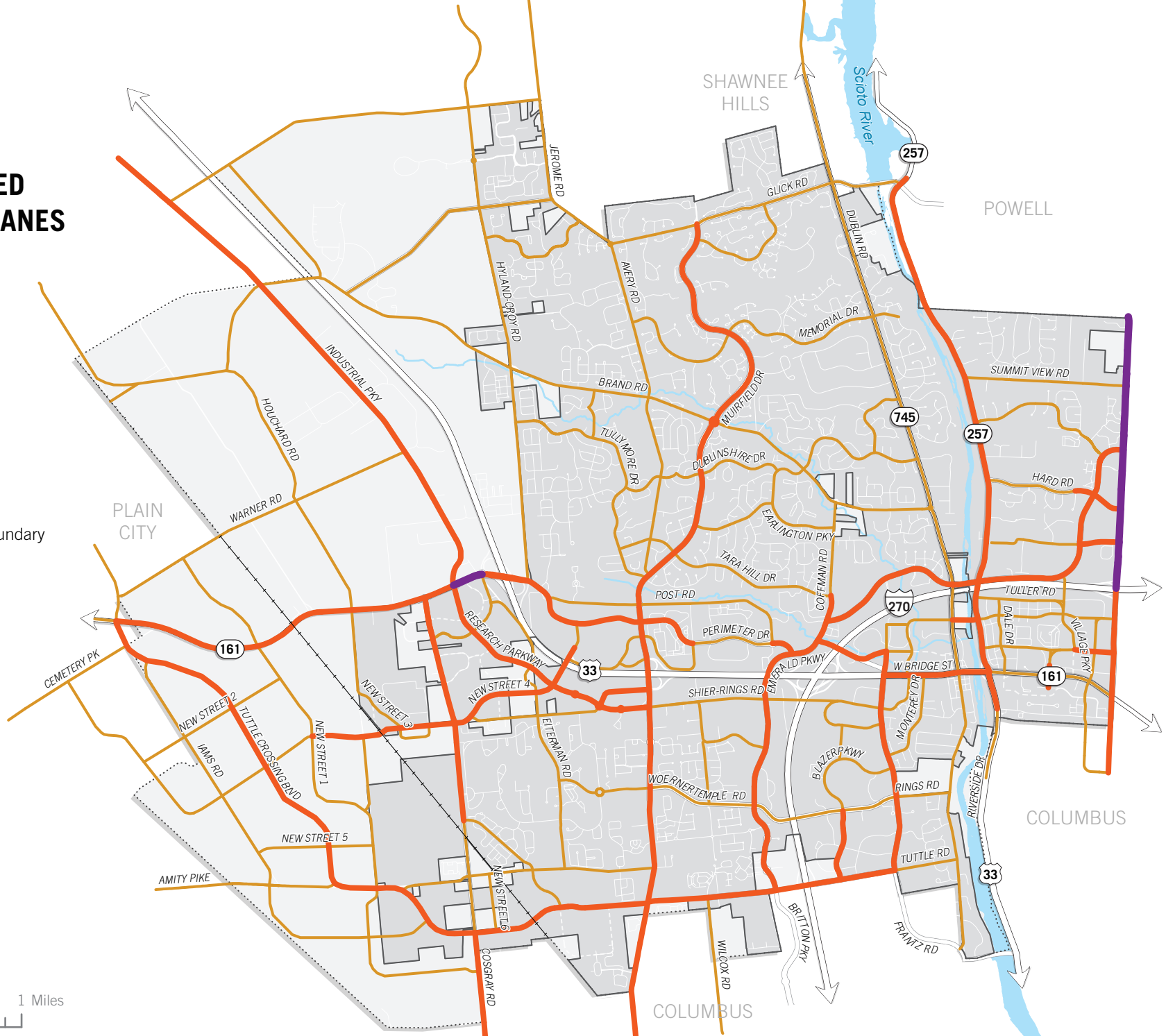
Road Segment	From	To	Number of Lanes (Existing)	Number of Lanes (Planned)	Right-of-Way Width (ft) (Existing)	Right-of-Way Width (ft) (Planned)	Recommended Corridor Classification	Bike Classification	Character
Dublin Road (SR 745)	Dublin North Corp. Limit	Emerald Parkway	2/3	2/3	80	80	Commuter Boulevard	Commuter Route	River
Dublin Road (SR 745)	Emerald Parkway	Bridge Street (SR 161)	2/3	2/3	80-100	80-100	Corridor Connector		Urban/Village
Dublin Road (SR 745)	Bridge Street (SR 161)	Karrer Place	2/3	2/3	80	80	Corridor Connector		Urban/Village
Dublin Road (SR 745)	Karrer Place	Frantz Road	2/3	2/3	80	80	Neighborhood Boulevard	Local Route	River
Dublinshire Drive	Earlington Parkway	Wynford Drive	2	2	60	60	Neighborhood Boulevard	Local Route	
Earlington Pkwy	Brand Road	Coffman Road	2	2	60	60	Neighborhood Boulevard	Local Route	
East Bridge Street	Riverside Drive	Sawmill Road	4D	2D	115	115	Corridor Connector	Connector Route	Urban/Village
Eiterman Road	Shier Rings Road	Rings Road	2D	2D	70	70	Neighborhood Boulevard	Local Route	Rural
Eiterman Road	Shier Rings Road	University Blvd	2	2D	70	70	Neighborhood Boulevard	Local Route	
Eiterman Road	University Blvd	Campus Drive	2	2	VARIABLES	70	Neighborhood Boulevard	Local Route	Rural
Emerald Parkway	South Corporation Limit	Riverside Drive	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Emerald Parkway	Riverside Drive	Hard Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Emerald Parkway	Hard Road	Sawmill Road	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Frantz Road	Southern Bridge Street District Limit	Tuttle Crossing Boulevard	4D	4D	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Frantz Road	Bridge Street (SR 161)	Southern Bridge Street District Limit	4D	4D	110	110	Corridor Connector		Urban/Village
Glick Road	Dublin Road	Riverside Drive	2/3	2/3	80	100	Connector Boulevard	Connector Route	River
Glick Road	Avery Road	Dublin Road	2	2	80	80	Connector Boulevard	Connector Route	Rural
Hard Road	Claddaugh Lane	Sawmill Road	4/5	4/5	100	100	Commuter Boulevard	Commuter Route	Traditional Dublin
Hard Road	Riverside Drive	Claddaugh Lane	2/3	2/3	80	80	Commuter Boulevard	Commuter Route	Traditional Dublin
Hospital Drive	Perimeter Drive	Hospital Drive	2/3	2/3	80-100	80-100	Neighborhood Boulevard	Local Route	Traditional Dublin
Hospital Drive	Hospital Drive	Avery-Muirfield Drive	2/3	2/3	80-100	80-100	Neighborhood Boulevard	Local Route	
Houchard Road	Rings Road	New Road1	2	2D	55	80	Connector Boulevard	Connector Route	Traditional Dublin
Houchard Road	New Road1	Shier Rings Road Extension	2	2D	55	80	Connector Boulevard	Connector Route	Rural
Houchard Road	Railroad	SR-161	2	2D	55	80	Connector Boulevard	Connector Route	Urban/Village
Houchard Road Extension (North)	SR-161	US-42	NA	2D	NA	80	Connector Boulevard	Connector Route	
Houchard Road Extension (South)	Cosgray Road	Rings Road/Tuttle Crossing Extension	NA	2D	NA	80	Connector Boulevard	Connector Route	Rural
Hyland-Croy Road	Post Road	Brock Road	2	2D	80	100	Commuter Boulevard	Commuter Route	Rural
Hyland-Croy Road	Brock Road	Wells Road	2	2	80	80	Neighborhood Boulevard	Local Route	

RECOMMENDED NUMBER OF LANES

- 2 Lanes
- 4 Lanes
- 6 Lanes

Context Layers

-  Railroad
-  City of Dublin
-  Planning Area Boundary
-  River



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ESTIMATED PROJECT IMPLEMENTATION

Construction Year

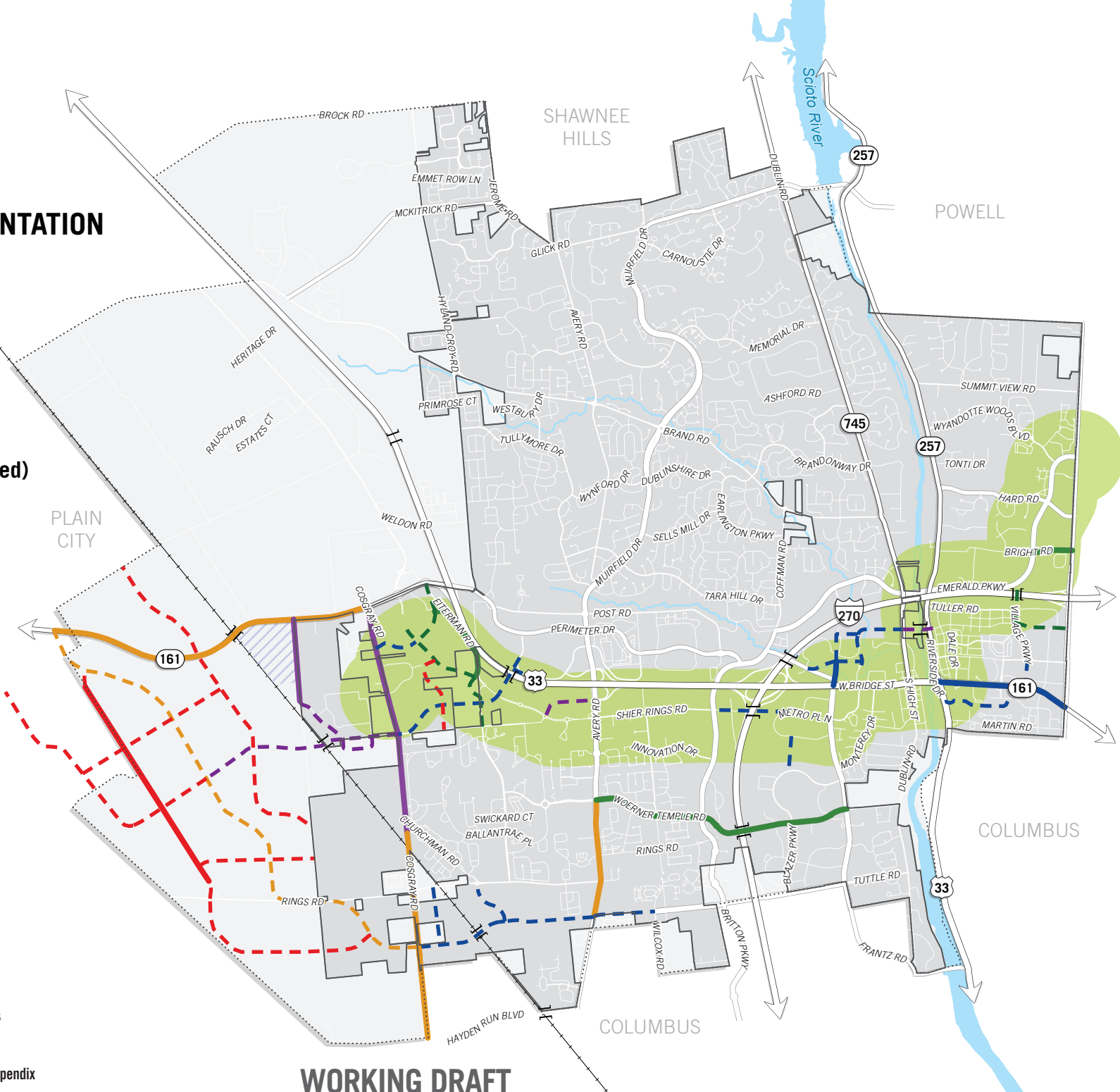
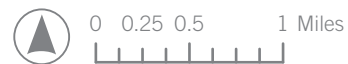
- 2025-30
- 2020-35
- 2035-40
- 2040-45
- 2045-50

Construction Year (Planned)

- - 2025-30 Planned
- - 2030-35 Planned
- - 2035-40 Planned
- - 2040-45 Planned
- - 2045-50 Planned
- Signature Trail

Context Layers

- Railroad
- BRT/Rail/Transit
- City of Dublin
- Planning Area Boundary



PROJECTS LIST

Road Segment	From	To	Total Costs	Period (Years)	Area	Funding
Bright Road	Emerald Parkway	Sawmill Road	7,400,000	2025-30	Existing	Public
Campus Drive	SR-161	University Blvd	5,400,000	2025-30	West Innovation	Public
Dublin Memorial Hospital	Avery-Muirfield Drive at	Dublin Memorial Hospital	6,200,000	2025-30	West Innovation	Public
Eiterman Road	SR-161	Eiterman Road	7,800,000	2025-30	West Innovation	Public
Eiterman Road	University Blvd	Campus Drive	6,500,000	2025-30	West Innovation	Public
Eiterman Road	Shier Rings Road	University Blvd	4,600,000	2025-30	West Innovation	Public
Emerald Connector	John Shields Parkway	Emerald Parkway	23,000,000	2025-30	Bridge Street District	Public
John Shields Parkway East Extension	Village Parkway	Sawmill Road	7,500,000	2025-30	Bridge Street District	Private/Public
Signature Trail	Daree Fields	Sawmill Road	23,900,000	2025-30	Active Transportation	Public
SUP Network Gaps near Schools and Mobility Hubs	Varies	Varies	24,200,000	2025-30	Active Transportation	Public
University Boulevard	Eiterman Road	Campus Drive	14,700,000	2025-30	West Innovation	Public
Woerner Temple Road/Rings Road (Protected Bike Lanes)	Avery Road	Frantz Road	7,000,000	2025-30	Active Transportation	Public
Blazer to Metro PI Connector	Blazer Parkway	Metro Place South	3,300,000	2030-35	Metro	Private
Campus Drive	University Blvd	Cosgray Road	3,700,000	2030-35	West Innovation	Public
Churchman Road Extension (South)	Rings Road	Tuttle Crossing Blvd Extension	4,900,000	2030-35	Southwest Area	Private
East Bridge Street	Riverside Drive	Sawmill Road	12,600,000	2030-35	Bridge Street District	Public
John Shields Parkway West Extension	Kilgour Place	Dublin Road	7,400,000	2030-35	Bridge Street District	Private/Public
Kilgour Place	Post Road Relocation	West Bridge Street	2,200,000	2030-35	Bridge Street District	Private/Public
Kilgour Place	Post Road Relocation	Shawan Falls Drive	4,300,000	2030-35	Bridge Street District	Private/Public
New Street4	Hospital Drive	University Blvd	24,100,000	2030-35	West Innovation	Private/Public
New Street4	University Blvd	Cosgray Road	13,400,000	2030-35	West Innovation	Private/Public
New Street6	Tuttle Crossing Blvd Extension	Rings Road	5,100,000	2030-35	Southwest Area	Private
Post Road Extension	Kilgour Place	Shawan Falls Drive	2,600,000	2030-35	Bridge Street District	Private/Public
Post Road Relocation	Post Road	Kilgour Place	3,900,000	2030-35	Bridge Street District	Private/Public
Shawan Falls Drive Extension	Post Road Extension	Kilgour Place	2,700,000	2030-35	Bridge Street District	Private/Public

Road Segment	From	To	Total Costs	Period (Years)	Area	Funding
Shier Rings Road (Overpass)	Emerald Parkway	Metro Place North	25,200,000	2030-35	Metro	Private
Stoneridge Lane Extension	Riverside Drive	Existing Stoneridge Lane	6,500,000	2030-35	Bridge Street District	Public
SUP Network Gaps near Parks and Attractions	Varies	Varies	24,200,000	2030-35	Active Transportation	Public
Tuttle Crossing Boulevard Extension	Avery Road	Cosgray Road	29,000,000	2030-35	Southwest Area	Public
Tuttle Crossing Boulevard Extension	Avery Road	Wilcox Road	7,500,000	2030-35	Southwest Area	Public
Village Parkway	Bridge Park Ave	SR-161	2,900,000	2030-35	Bridge Street District	Private/Public
Cosgray Road	Churchman Road	SR-161	9,500,000	2035-40	Southwest Area	Public
Final SUP Network Gaps	Varies	Varies	24,200,000	2035-40	Active Transportation	Public
Houchard Road	Railroad	SR-161	11,900,000	2035-40	West Rail Station	Public
John Shields Bridge	Dublin Road	Riverside Drive	55,000,000	2035-40	Bridge Street District	Public
New Ramp	University Blvd	Avery Road	6,500,000	2035-40	West Innovation	Public
New Street3	Shier Rings Road Extension	Houchard Road	8,000,000	2035-40	West Innovation	Private/Public
Shier Rings Road Extension	Cosgray Road	Tuttle Crossing Blvd Extension	15,100,000	2035-40	Southwest Area	Private/Public
Avery Road	Tuttle Crossing Boulevard	Woerner Temple Road	10,500,000	2040-45	Southwest Area	Public
Cosgray Road	Tuttle Crossing Boulevard (Proposed)	Churchman Road	7,800,000	2040-45	Southwest Area	Public
Cosgray Road	Dublin South Corp. Limit	Tuttle Crossing Boulevard (Proposed)	4,700,000	2040-45	Southwest Area	Private/Public
SR-161	Tuttle Crossing Blvd Extension	Cosgray Road	32,400,000	2040-45	West Rail Station	Public
Tuttle Crossing Boulevard Extension	Cosgray Road	SR-161	63,100,000	2040-45	Southwest Area	Private/Public
Iams Road	Rings Road	Tuttle Crossing Blvd Extension	21,500,000	2045-50	Southwest Area	Private/Public
Iams Road Extension	Rings Road	Tuttle Crossing Blvd Extension	10,400,000	2045-50	Southwest Area	Private/Public
New Street1	Houchard Road	Warner Road	34,000,000	2045-50	Southwest Area	Private/Public
New Street2	Shier Rings Road Extension	New Road1	14,300,000	2045-50	Southwest Area	Private/Public
New Street5	Iams Road	Houchard Road	10,400,000	2045-50	Southwest Area	Private/Public
Shier Rings Road Extension	Tuttle Crossing Blvd Extension	Cemetery Pike	27,200,000	2045-50	West Innovation	Public



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