

# DOWNTOWN AKRON CONNECTIVITY STUDY

## THEMES AND GENERAL IDEAS

June 23, 2011

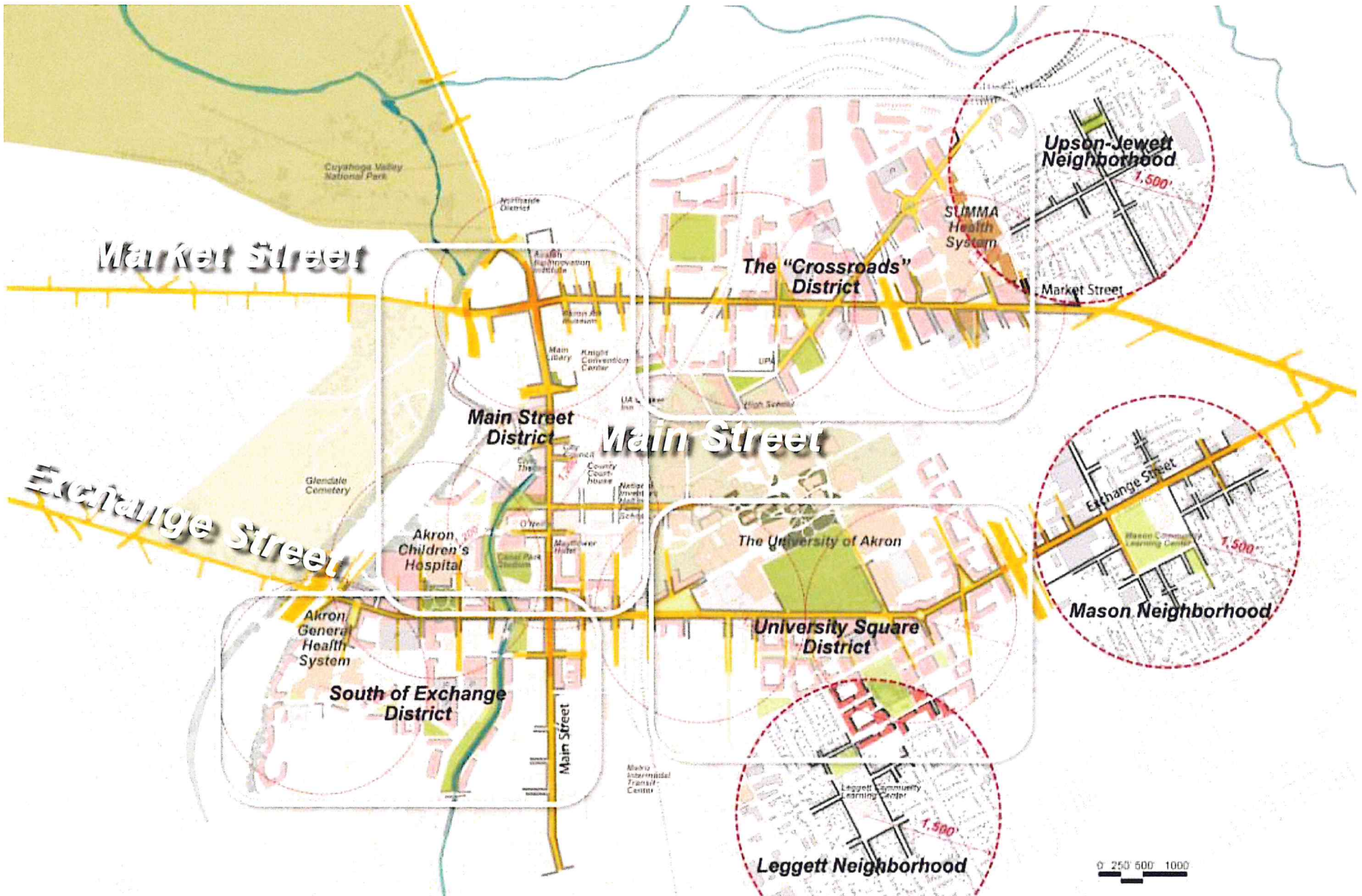


EE&K a Perkins Eastman company

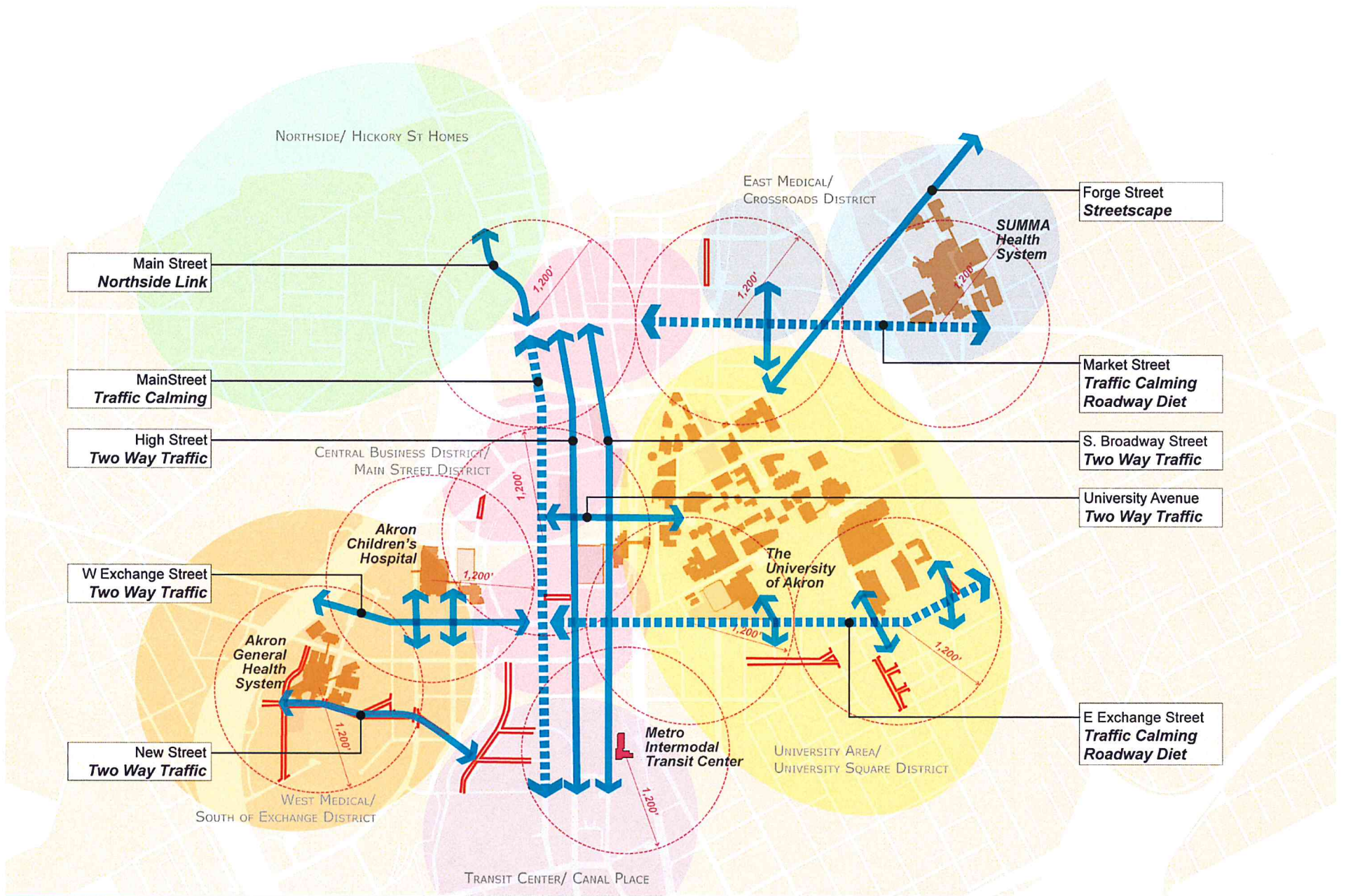
BFJ Planning

V|A|A Van Auken Akins  
ARCHITECTS LLC

Floyd  
Browne  
Group



**GENERAL APPRIACH**  
 AKRON: Core City Vision Plan

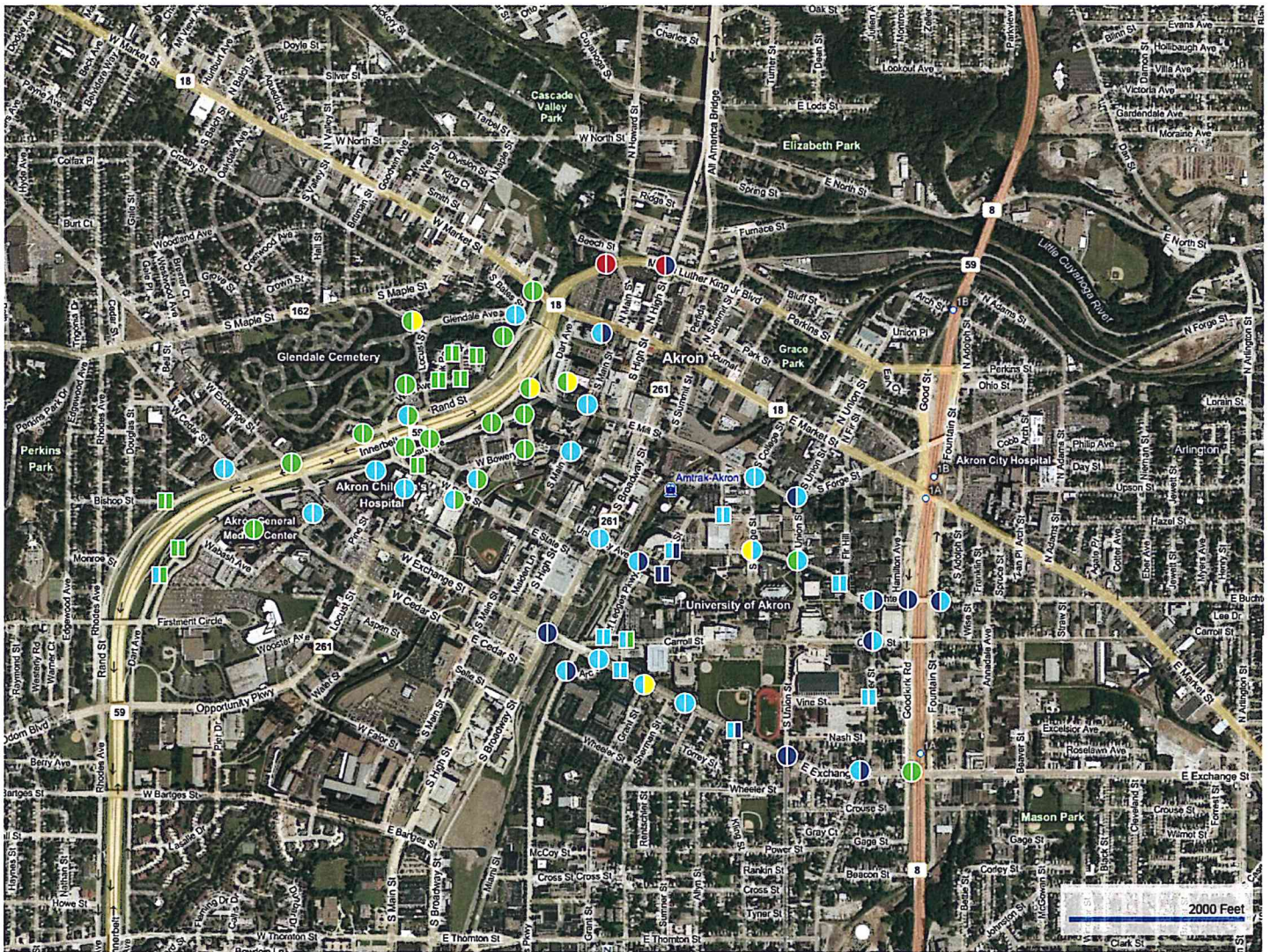


# GENERAL APPRIACH

## AKRON: Core City Vision Plan

# TRAFFIC LEVELS OF SERVICE AND CRASHES

## AM/PM Level of Service



Note: Levels of service along Innerbelt are projections for 2030

### Level of Service

#### Signalized Intersections

AM/PM

- LOS of A
- LOS of B
- LOS of C
- LOS of D
- LOS of E
- LOS of F

#### Unsignalized Intersections

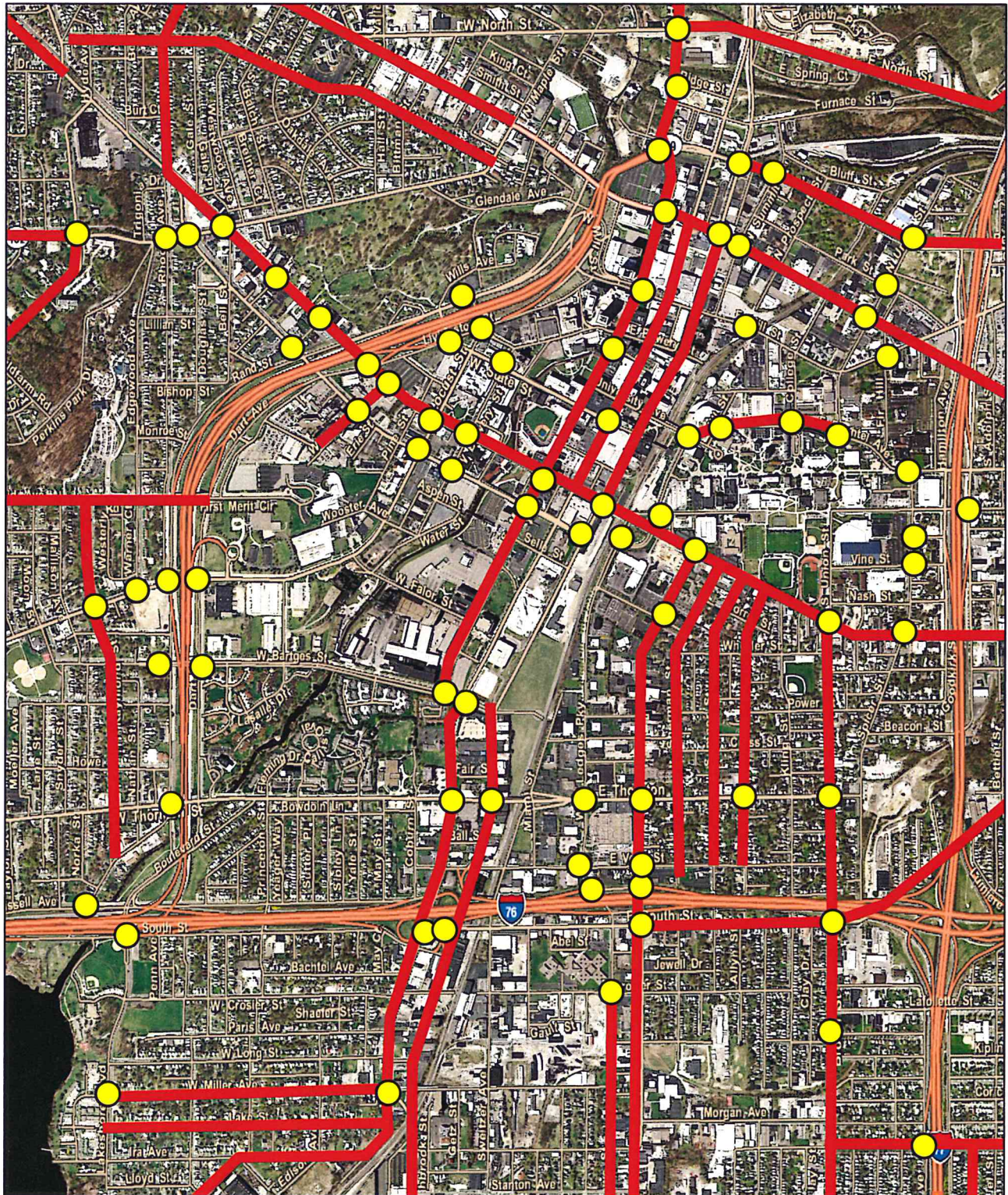
AM/PM

- ▭ LOS of A
- ▭ LOS of B
- ▭ LOS of C

Source: Akron Innerbelt (SR 59) Study: 2030 No build LOS,  
Transportation and Traffic Study for University of Akron and City of Akron: 2008 LOS

# TRAFFIC LEVELS OF SERVICE AND CRASHES

## Traffic Crashes



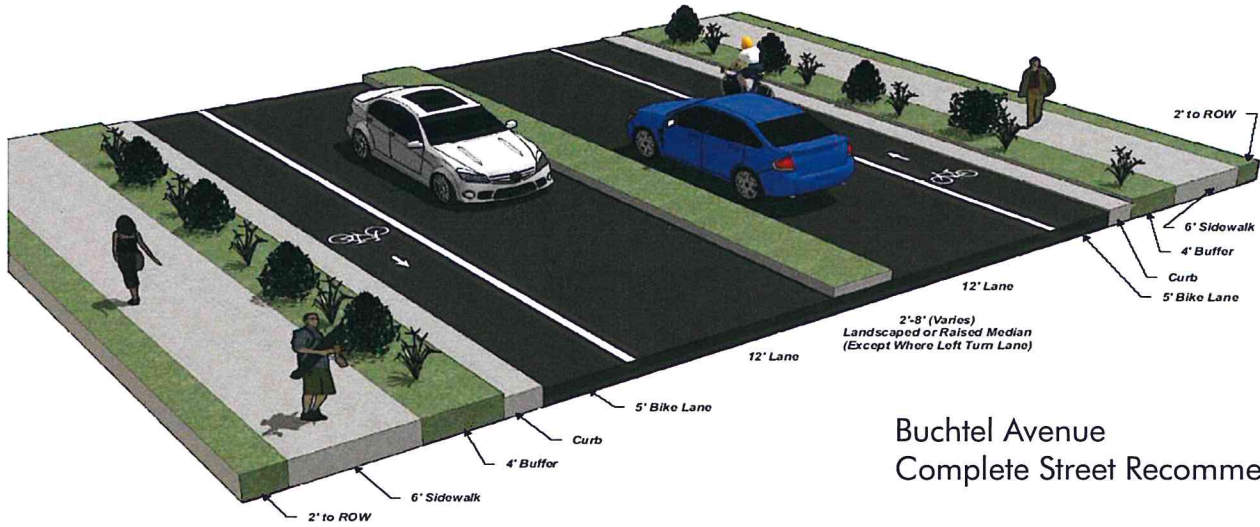
- Intersection with 10 or more crashes (2007-2009) and a crash rate of 1 or more per million approach vehicles
- ▬ Arterial section with 10 or more crashes per mile (2007-2009) and a crash rate of 1 or more per million vehicle miles traveled

Source: AMATS

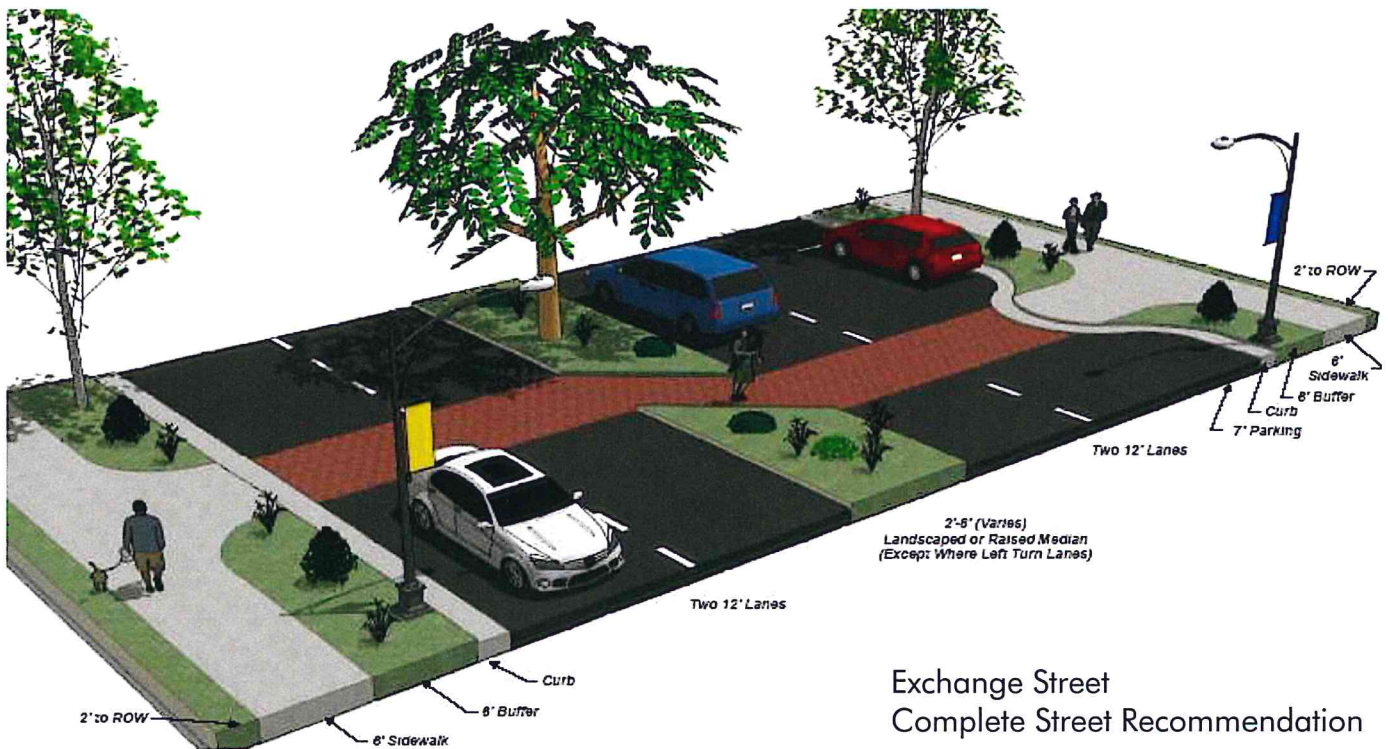
BFJ Planning

# ROADWAY DIET/COMPLETE STREETS

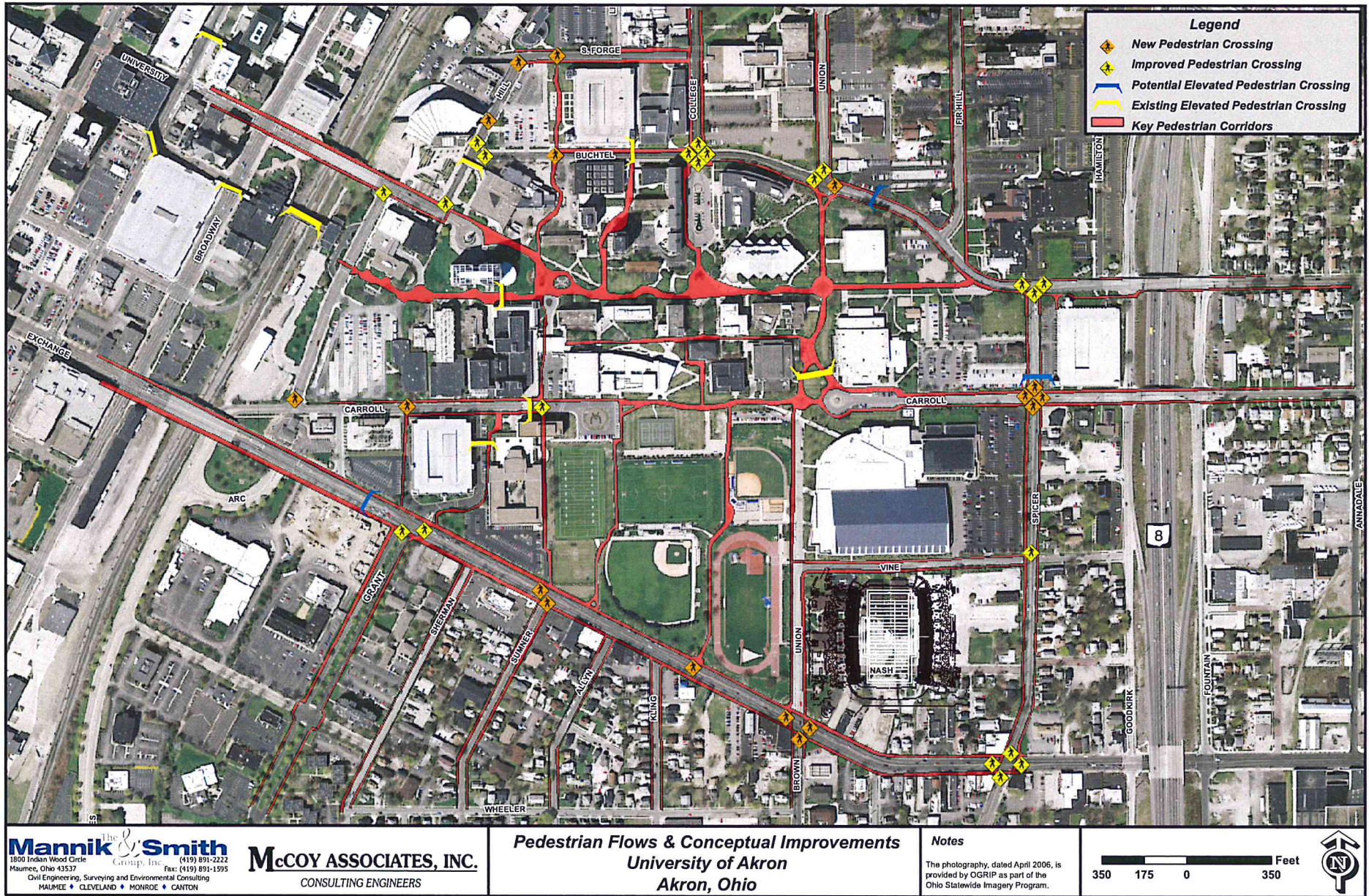
## Transportation & Traffic Study: Complete Streets



Buchtel Avenue  
Complete Street Recommendation



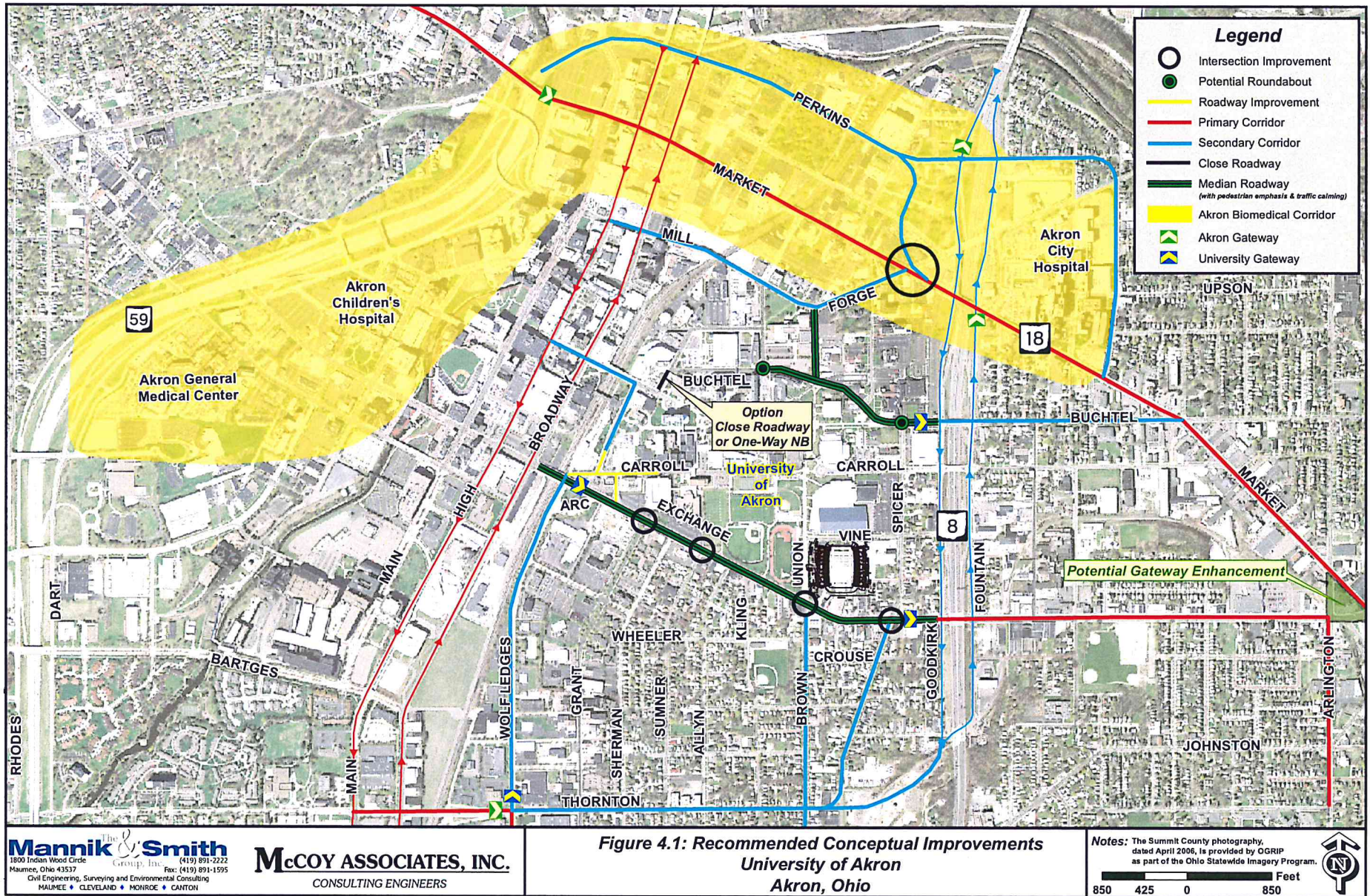
Exchange Street  
Complete Street Recommendation



Source: Transportation and Traffic Study, for University of Akron & City of Akron, 2008

# ROADWAY DIET/COMPLETE STREETS

## Transportation & Traffic Study: Pedestrian Improvements



Source: Transportation and Traffic Study, for University of Akron & City of Akron, 2008

## ROADWAY DIET/COMPLETE STREETS

Transportation & Traffic Study: Recommended Capital Improvements



# PEDESTRIAN FRIENDLINESS

## Ground Floor Design



### A — active

- Small units, many doors  
(15 – 20 doors per 100 m/328 feet)
- Large variation in function
- No blind and few passive units
- Lots of character in façade relief
- Primarily vertical façade articulation
- Good details and materials



### B — friendly

- Relatively small units (10 – 14 doors per 100 m/328 feet)
- Some variation in function
- Few blind and passive units
- Façade relief
- Many details



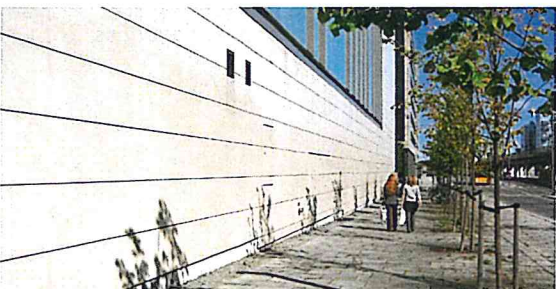
### C — mixture

- Large and small units (6 – 10 doors per 100 m/328 feet)
- Modest variation in function
- Some blind and passive units
- Modest façade relief
- Few details



### D — boring

- Large units, few doors (2 – 5 doors per 100 m/328 feet)
- Almost no variation in function
- Many blind or uninteresting units
- Few or no details



### E — inactive

- Large units, few or no doors (0 – 2 doors per 100 m/328 feet)
- No visible variation in function
- Blind or passive units
- Uniform façades, no details, nothing to look at

Source:

*"Close Encounters With Buildings," Urban Design International, 2006*

*Further developed: Gehl Architects — Urban Quality Consultants, 2009*



Market Street



Market Street



Market Street



Main Street



Main Street



Main Street



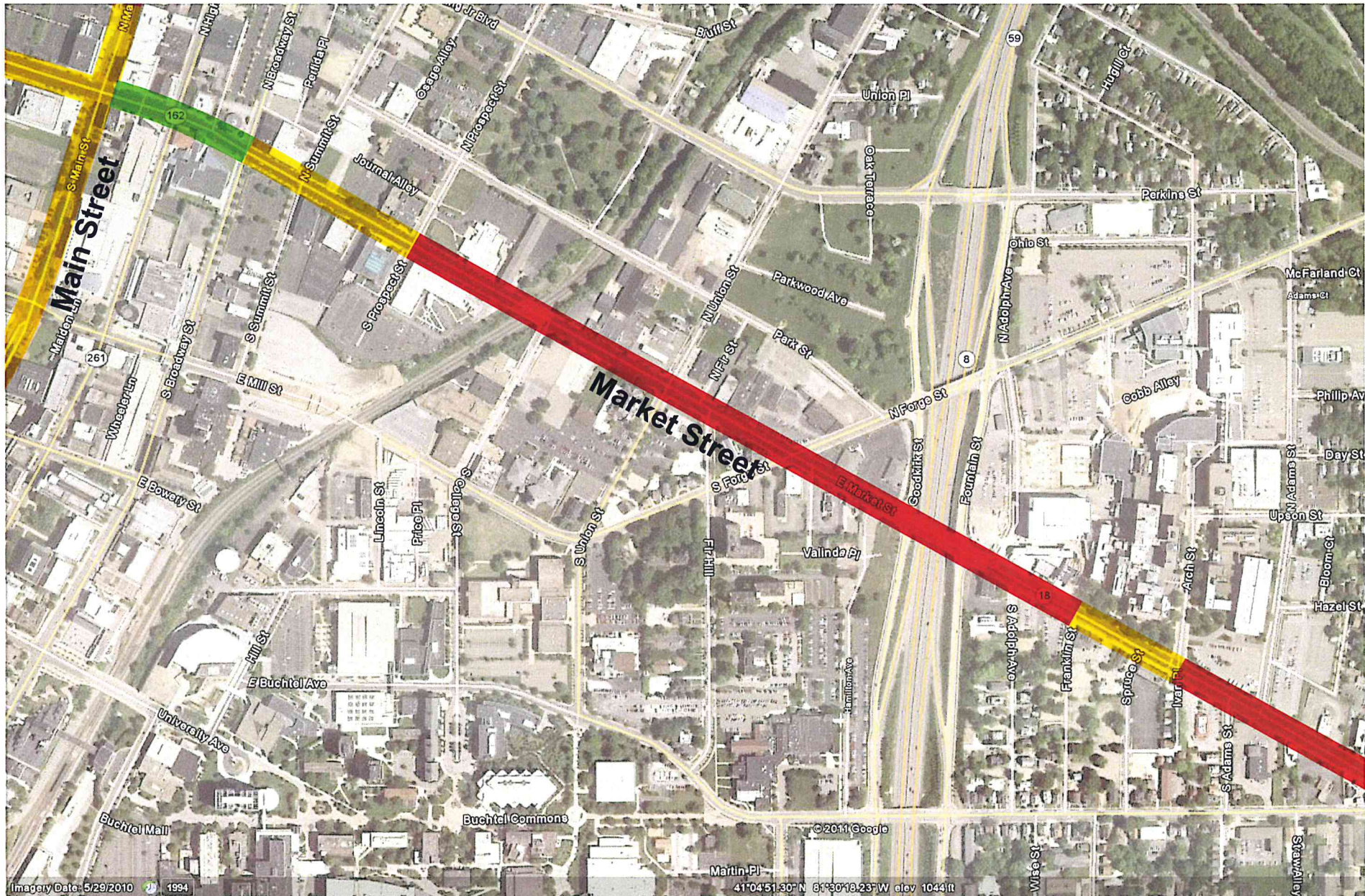
Exchange Street

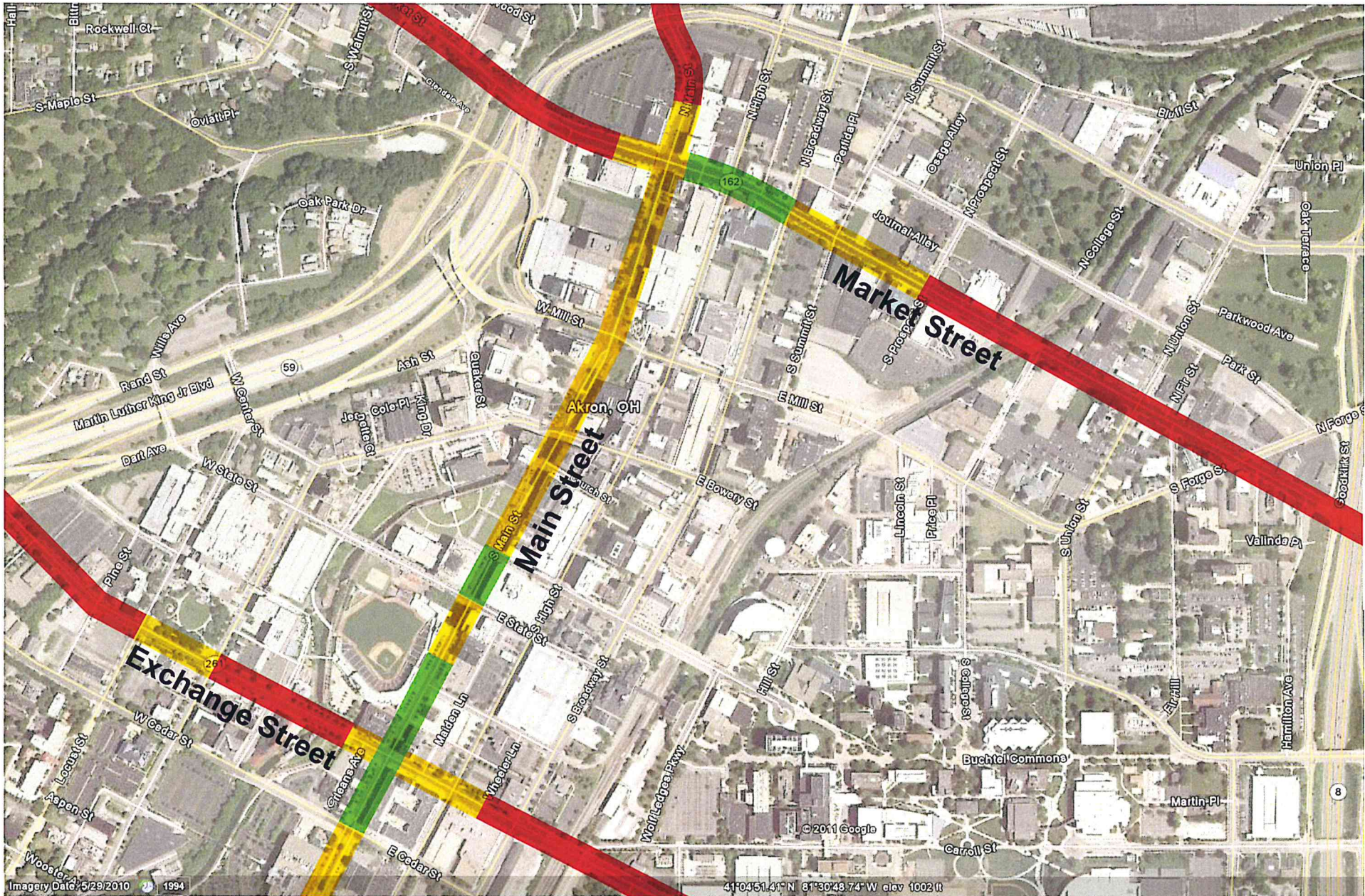


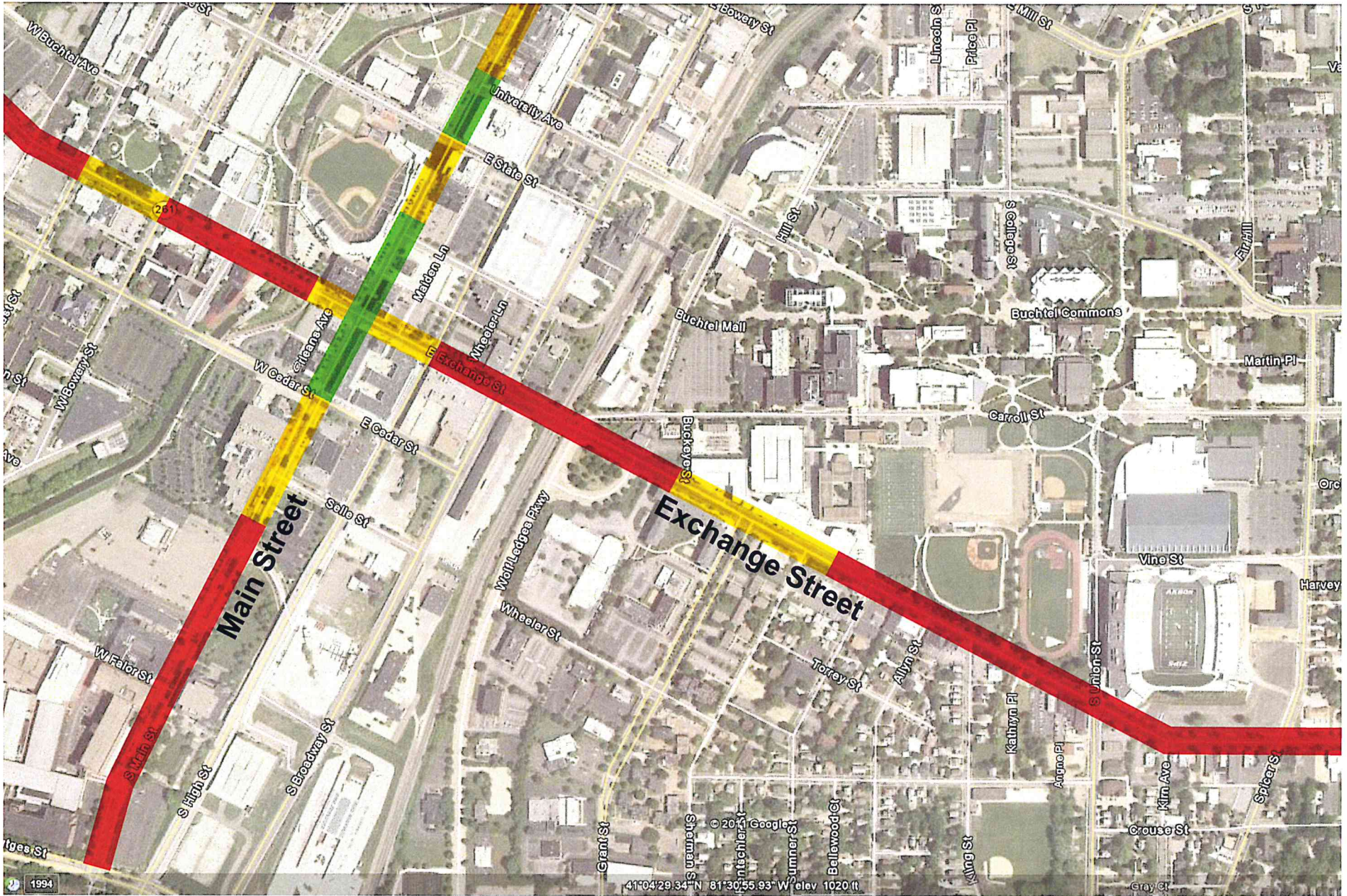
Exchange Street



Exchange Street

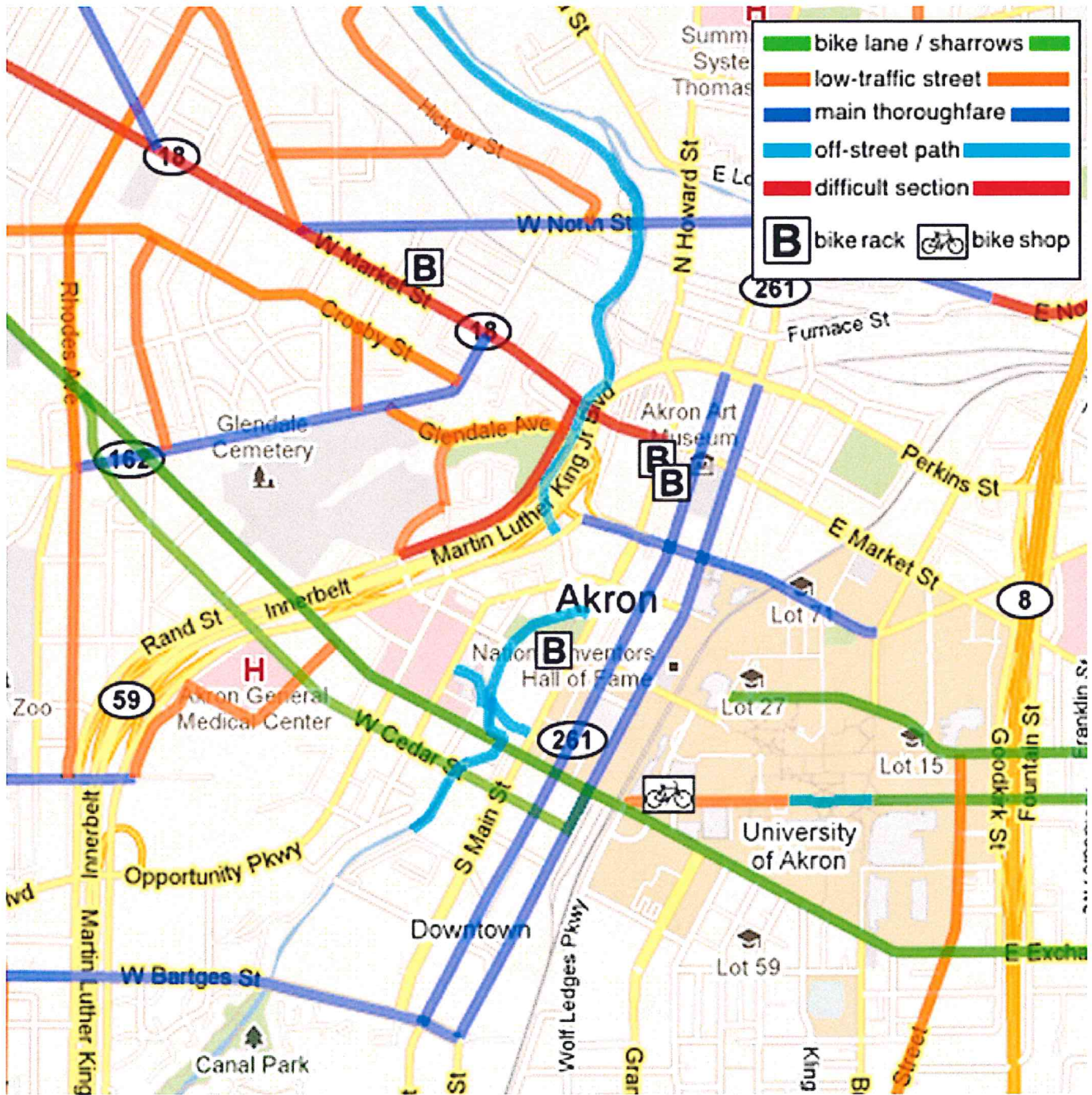






# BICYCLE IMPROVEMENTS

## Bicycle Facilities and Strategies



### Bicycle Plan (2009) Overall Goals:

"Establish a bikeway network throughout the City (approximately 228 miles or 25% of total roadway mileage) that contains a variety of signage, markings and facilities that decreases barriers to cycling and increases connectivity to schools, work, libraries, commerce and the regional trail system."

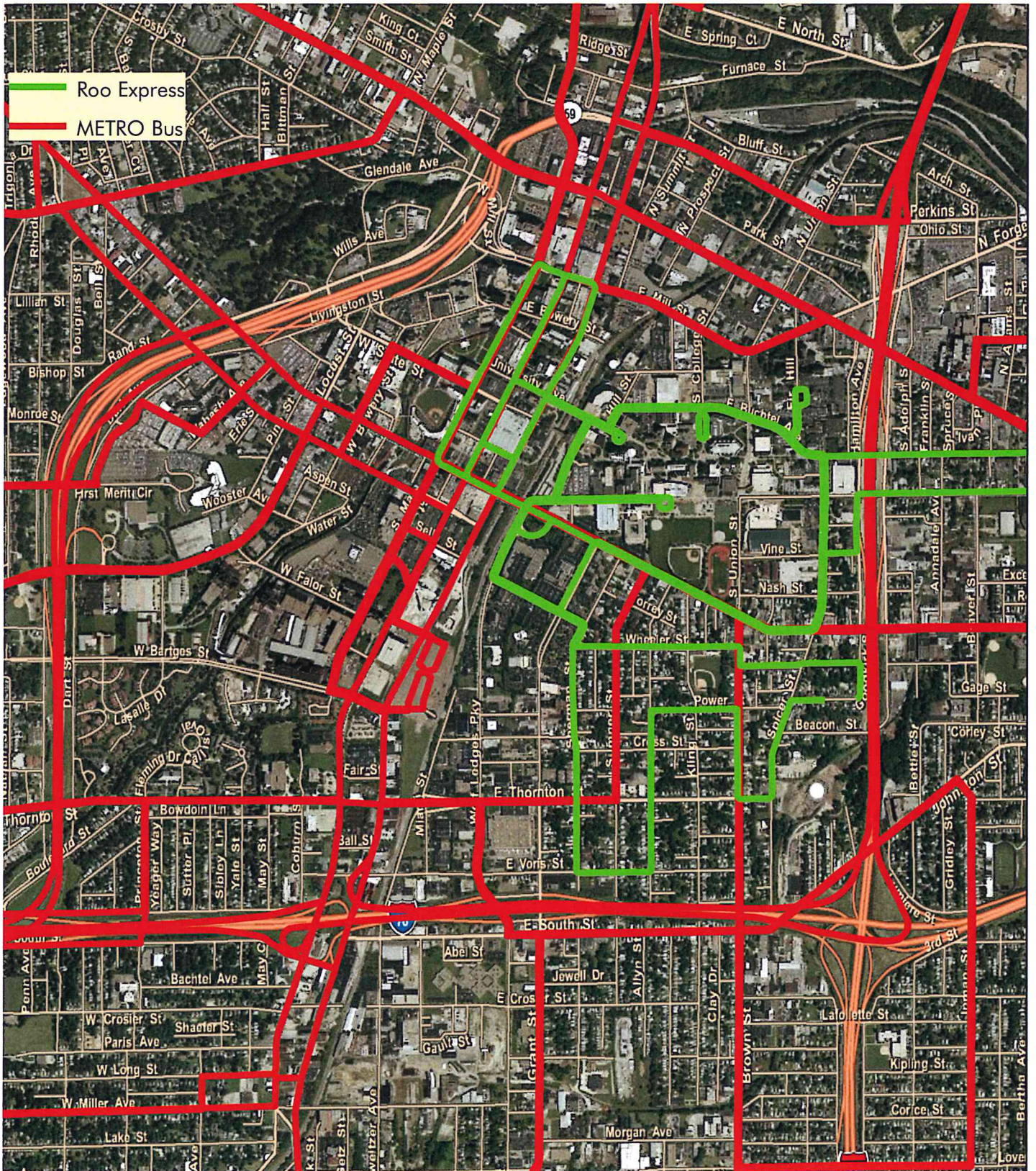
# BICYCLE IMPROVEMENTS

Bike Lane Examples: New York City



# TRANSIT CONDITIONS AND OPPORTUNITIES

## Bus Services

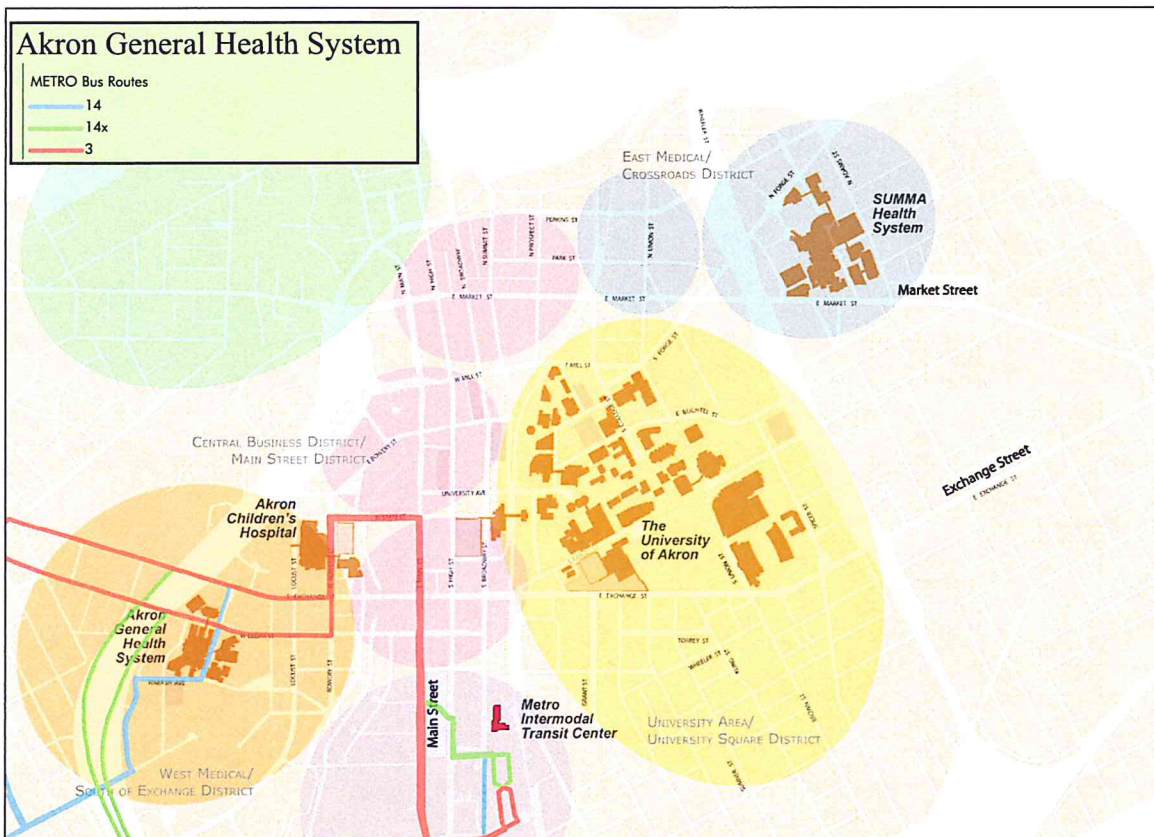
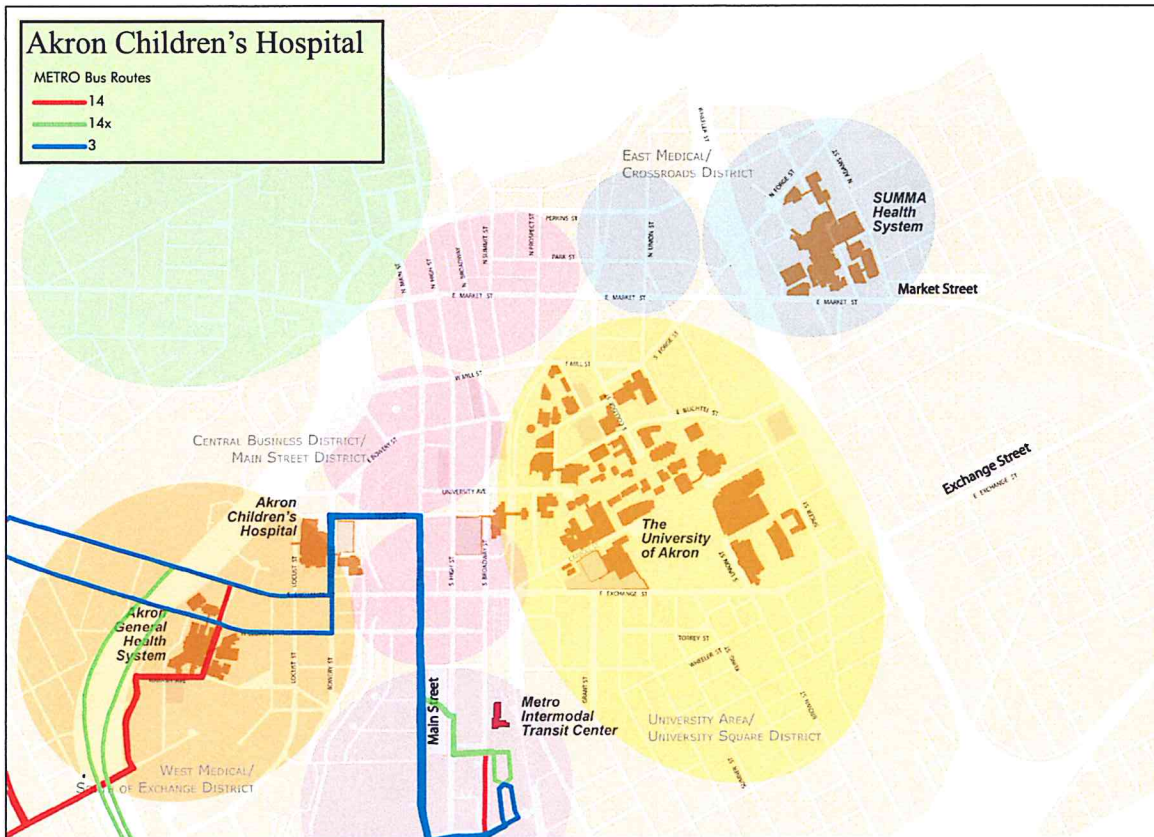


Source: City of Akron- 2011



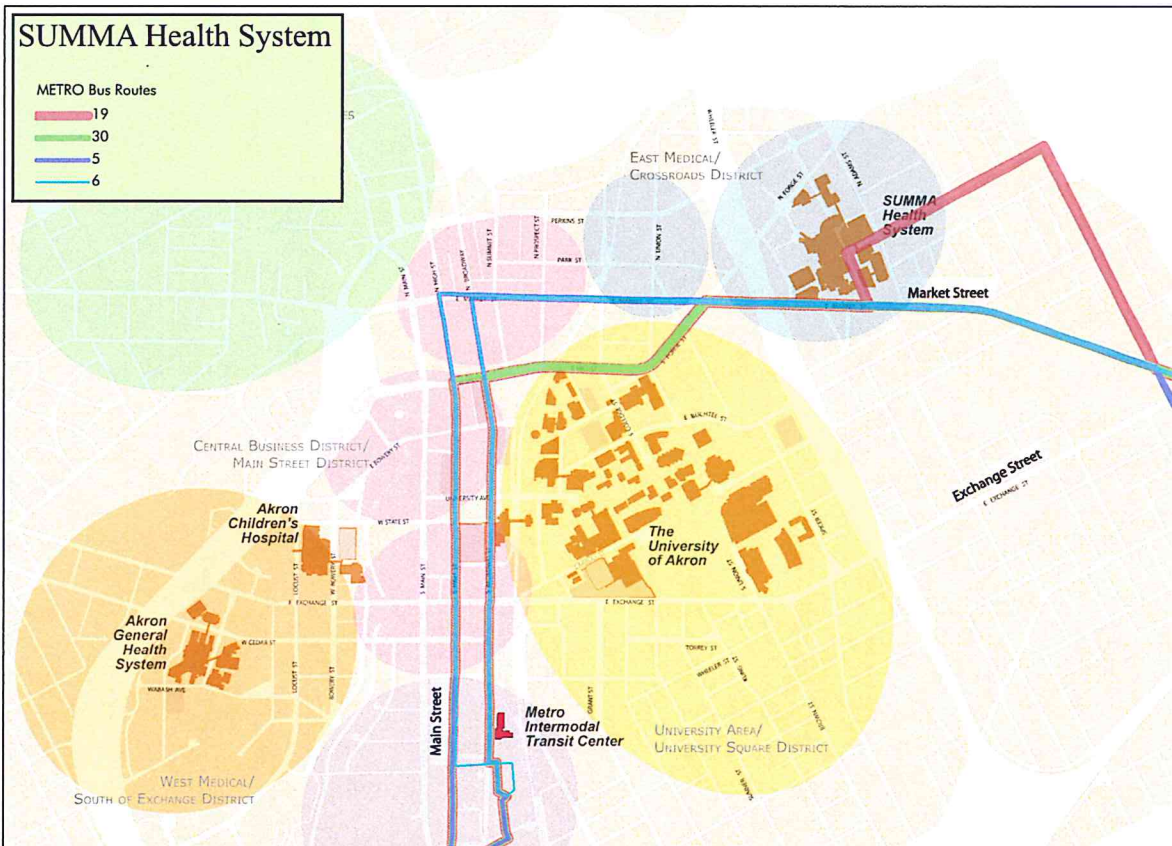
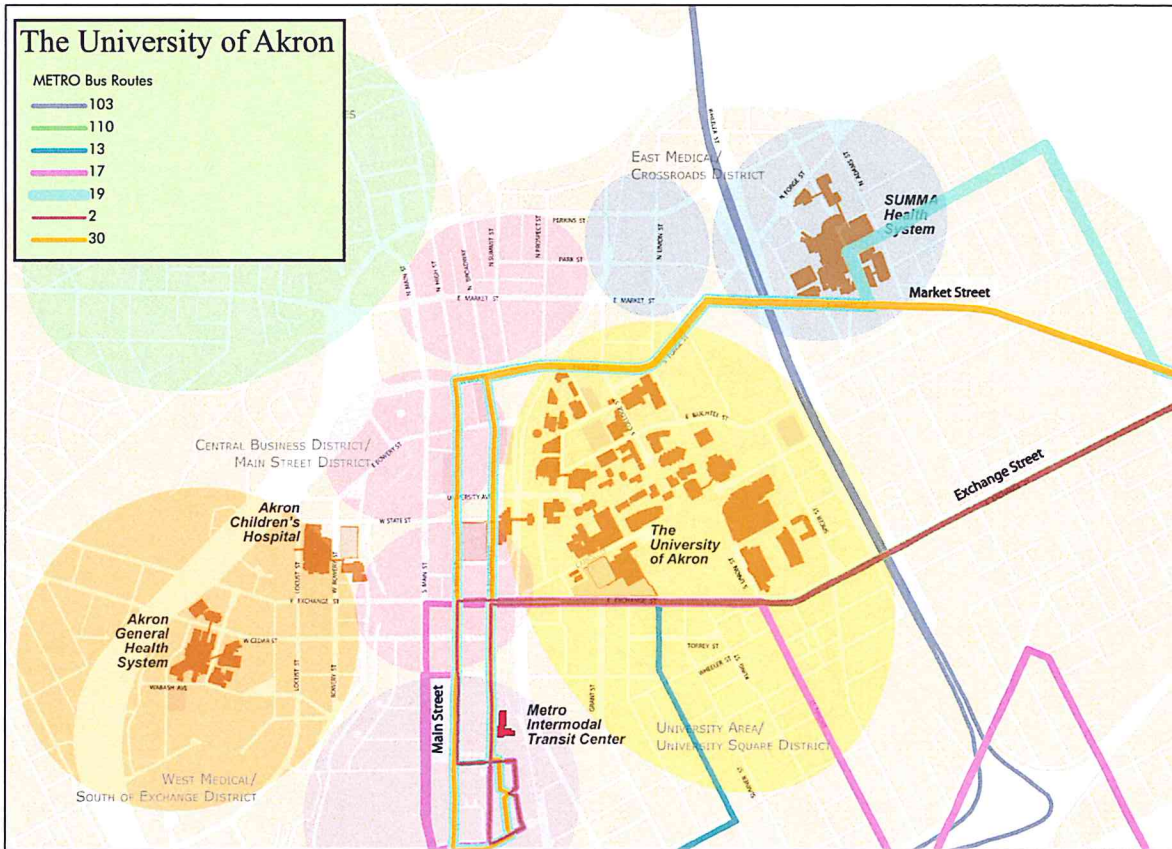
# TRANSIT CONDITIONS AND OPPORTUNITIES

## Bus Services



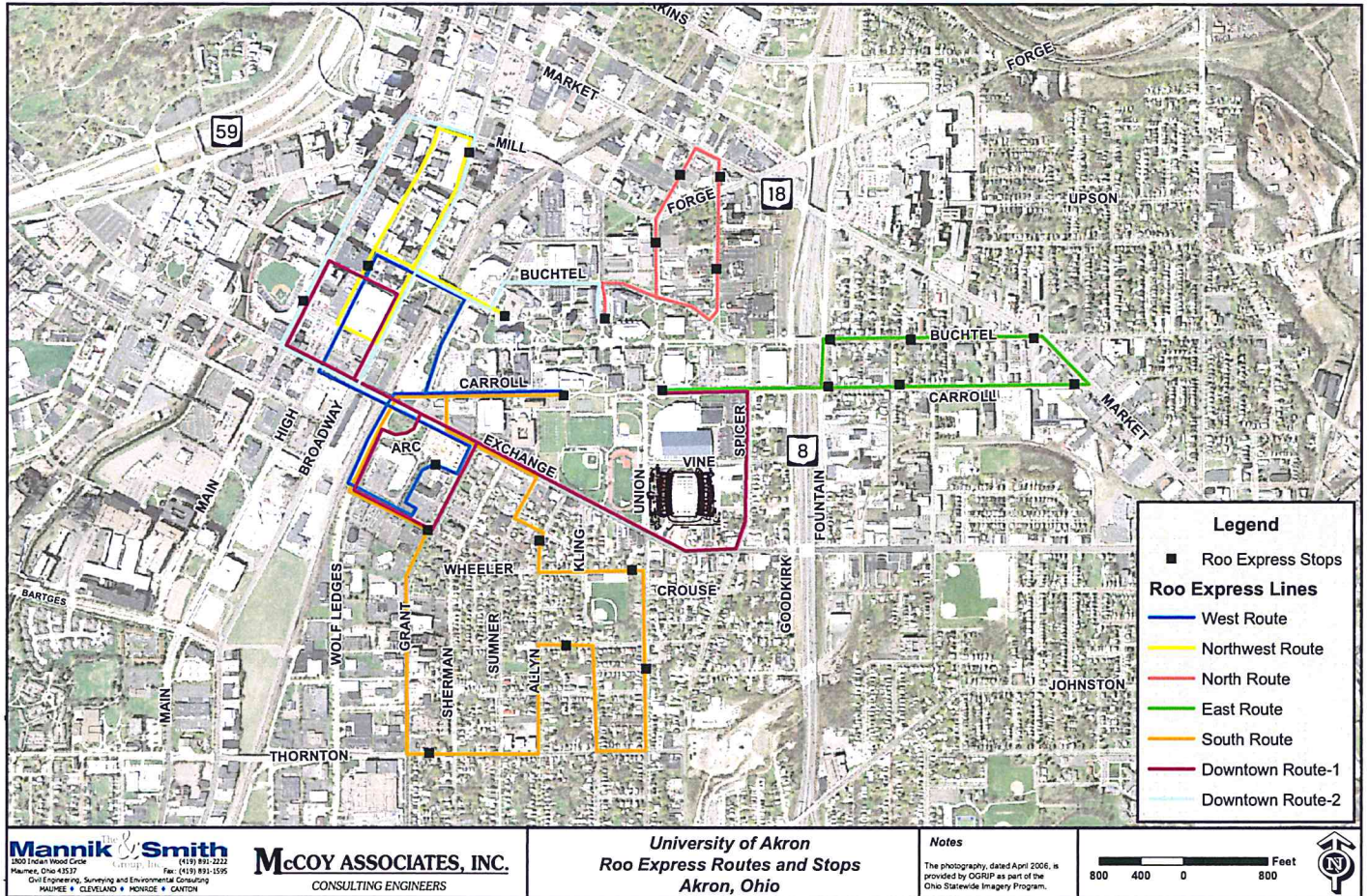
# TRANSIT CONDITIONS AND OPPORTUNITIES

## Bus Services



# TRANSIT CONDITIONS AND OPPORTUNITIES

## Roo Express and Trolley Routes



Roo Express Routes

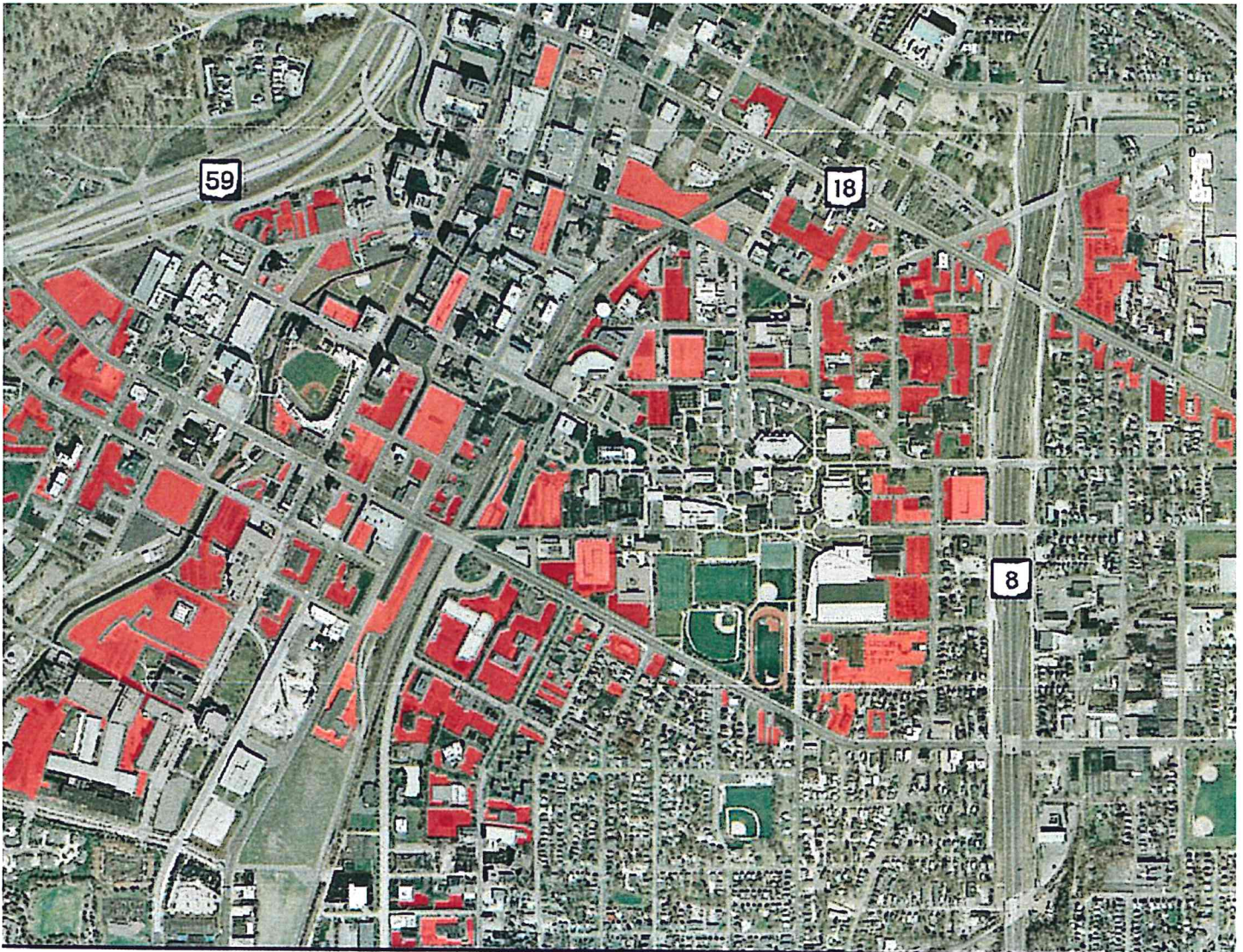


Downtown Lunch Trolleys along Main Street  
Fridays, 11am-2pm

Source: Transportation and Traffic Study,  
for University of Akron & City of Akron, 2008

# PARKING

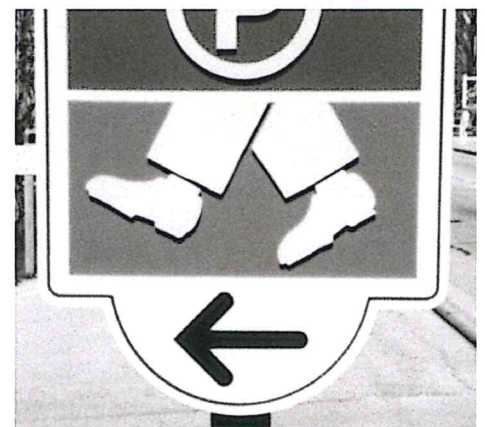
## Parking Inventory and Strategies



Source: Connecting Communities, AMATS, 2010

### Smart Parking Policies for Sustainable Communities

- Adjust the zoning ratios to actual demand
- Allow and encourage off-site parking, park & walk
- Allow and encourage shared parking
- Do not reserve/designate individual spaces
- "Municipalize" parking facilities
- Allow and encourage in-lieu parking fees
- Encourage valet parking, robotic parking
- Set parking meter rates for 85% occupancy, i.e. to always have 15% of spaces vacant



Park & Walk Sign