THEMES AND GENERAL IDEAS

June 23, 2011
GENERAL APPROACH
AKRON: Core City Vision Plan
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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
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
ROADWAY DIET/COMPLETE STREETS
Transportation & Traffic Study: Recommended Capital Improvements

Source: Transportation and Traffic Study, for University of Akron & City of Akron, 2008
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: Gehl, Jan. Cities for People

Further developed: Gehl Architects — Urban Quality Consultants, 2009
Pedestrian Environment in Study Area
Exchange and Main Street
Akron, Ohio

- Green: Pedestrian friendly
- Yellow: Mixed
- Red: Pedestrian unfriendly

June 23, 2011
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

The University of Akron

METRO Bus Routes
- 103
- 110
- 13
- 17
- 19
- 2
- 30

SUMMA Health System

METRO Bus Routes
- 19
- 30
- 6
TRANSLIT CONDITIONS AND OPPORTUNITIES
Roo Express and Trolley Routes

Legend
- Roo Express Stops
- Roo Express Lines
- West Route
- Northwest Route
- North Route
- East Route
- South Route
- Downtown Route-1
- Downtown Route-2

University of Akron
Roo Express Routes and Stops
Akron, Ohio

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