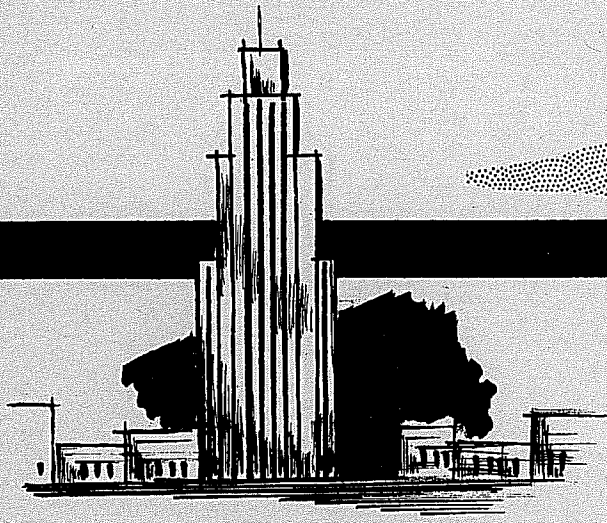
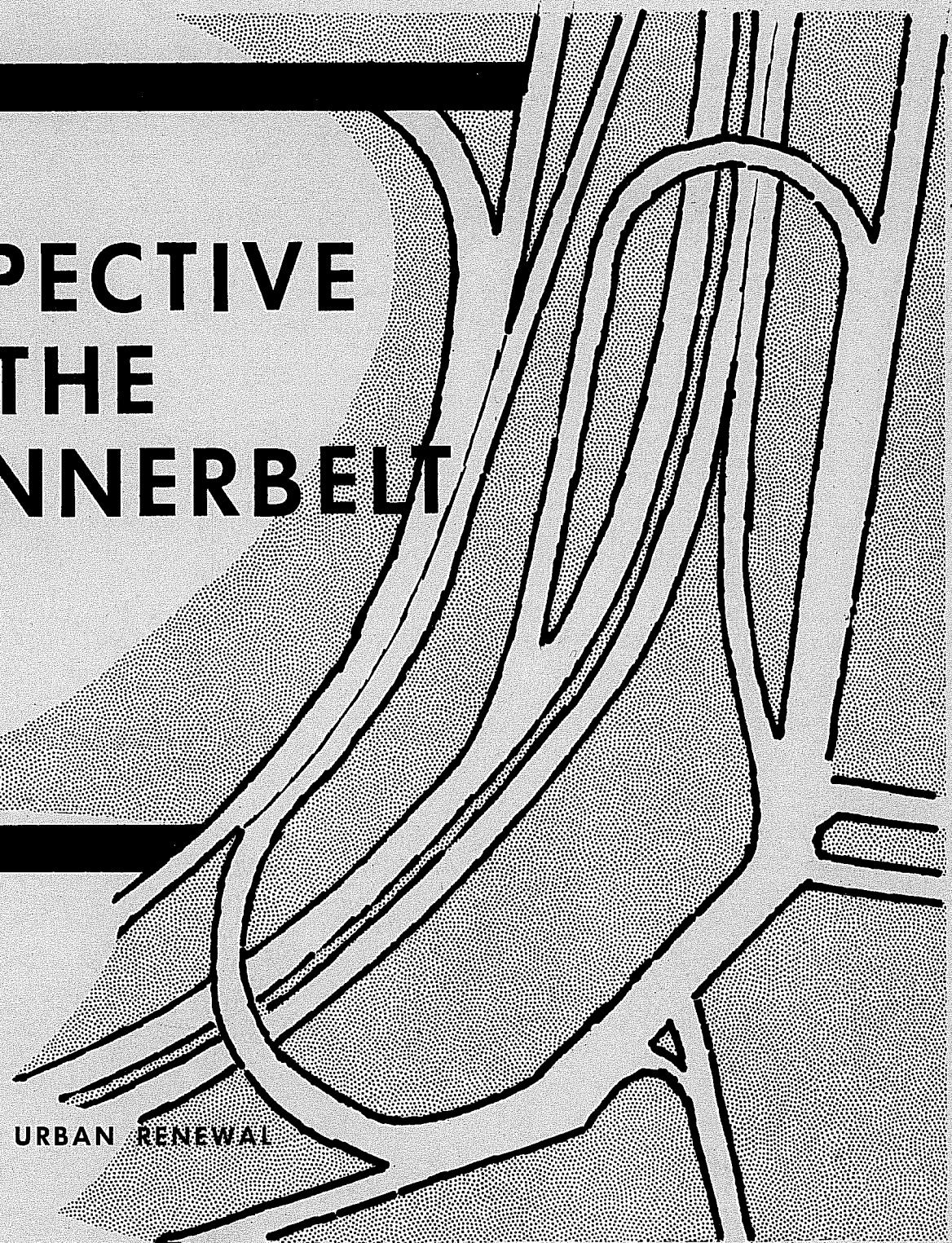


# A PERSPECTIVE OF THE AKRON INNERBELT



DEPARTMENT OF PLANNING AND URBAN RENEWAL  
CITY OF AKRON - AKRON, OHIO



**A PERSPECTIVE OF THE  
AKRON INNERBELT.....**

**An essential element of the redevelopment plan and the  
metropolitan transportation system**

**CITY OF AKRON - DEPARTMENT OF PLANNING AND URBAN RENEWAL  
AKRON, OHIO-AUGUST, 1963**

# TABLE OF CONTENTS

	PAGE
PURPOSE .....	4
BASIS FOR REPORT .....	4
CONCLUSIONS .....	6
RECOMMENDATIONS .....	6
THREE RADIALS OF TRANSPORTATION .....	7
AKRON CENTRAL BUSINESS DISTRICT .....	8
AKRON EXPRESSWAY SYSTEM .....	9
INNERBELT CORRIDOR ALIGNMENT .....	10
INNERBELT SERVICE AND INTERCHANGES .....	11
REDEVELOPMENT CONSIDERATIONS .....	12
OTHER HIGHWAY FACILITIES .....	13
AKRON METROPOLITAN AREA DEVELOPMENT .....	14
STATE AND FEDERAL COOPERATION .....	14
INNERBELT 1980 TRAFFIC ASSIGNMENT .....	15
STATE AND FEDERAL NUMBERING .....	18
 MAPS	
1. FUTURE HIGHWAY NETWORK .....	5
2. INDUSTRIAL LAND USE SHOWING RADIALS .....	7
3. AKRON URBANIZED AREA .....	8
4. EXISTING EXPRESSWAY SYSTEM .....	9
5. INNERBELT CORRIDOR .....	10
6. INNERBELT SERVICE AND INTERCHANGES .....	11
7. REDEVELOPMENT AND REHABILITATION AREAS .....	12
8. CUYAHOGA VALLEY ROUTE AND EAST-WEST BYPASS .....	13
9. AKRON EXPRESSWAY MAIN INTERCHANGE WITHOUT INNERBELT .....	15
10. AKRON EXPRESSWAY MAIN INTERCHANGE WITH INNERBELT .....	15
11. TRAFFIC VOLUMES TO INNERBELT CORRIDOR .....	16
12. TRAFFIC VOLUMES TO KENMORE EXPRESSWAY .....	17
13. PROPOSED CORRIDOR ROUTE .....	18
14. PROPOSED INTERIM CORRIDOR ROUTE .....	19

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## PURPOSE

The purpose of this report is to examine the proposed Akron Innerbelt facility as part of any ultimate system that will be developed as a result of the 1980 Akron Metropolitan Area Transportation Study. Based on the objective findings of the initial model of the 1980 Transportation Plan recently completed, State and Federal concurrence is requested in advancing the Innerbelt facility to preliminary engineering, its establishment as a State Route, and its addition to the Federal Aid System of Highways.

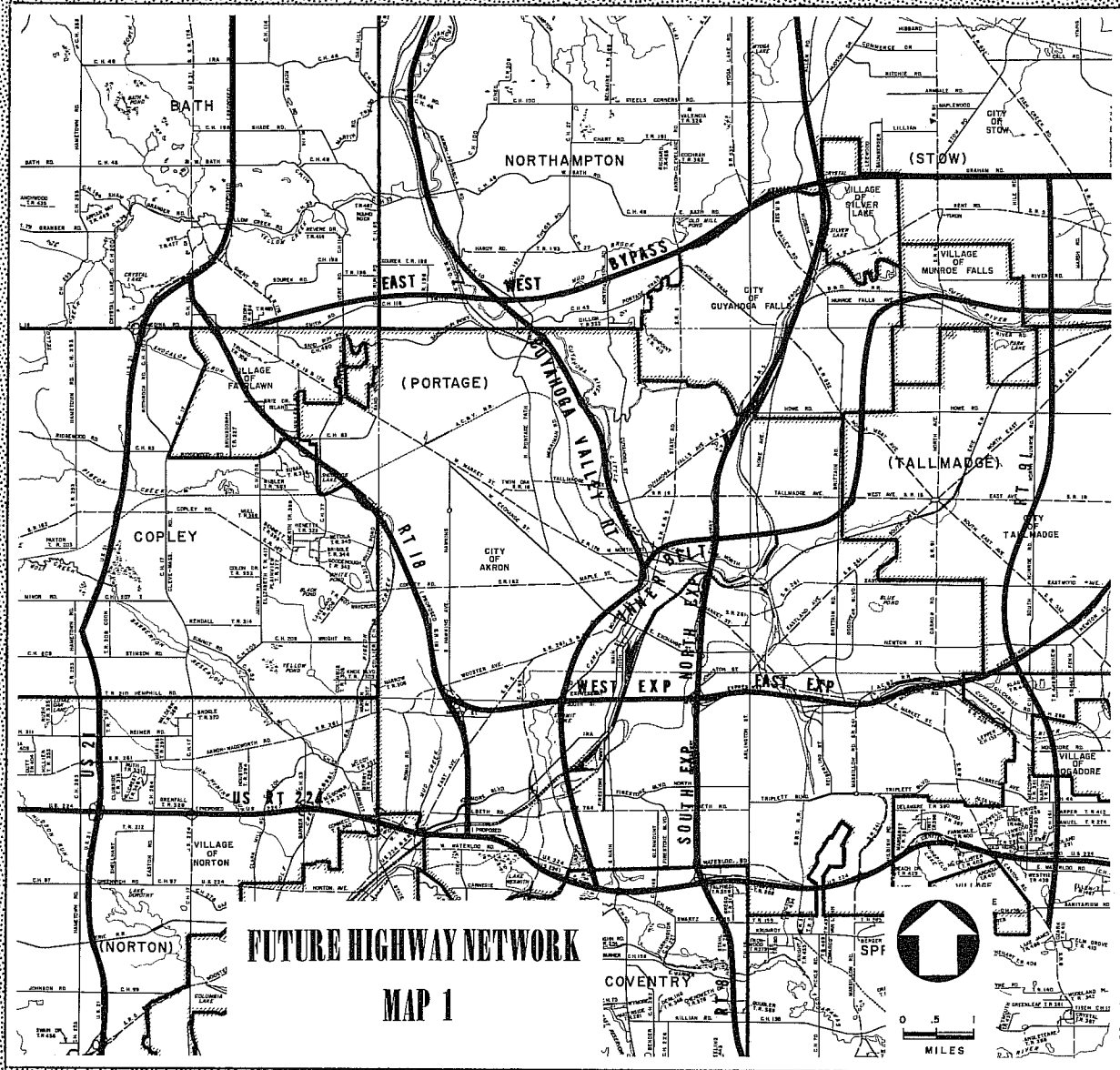
## BASIS FOR REPORT

The productive capacity of the City of Akron is dependent upon the efficiency with which the various activities it performs are carried out. On analyzing the economic activities, we find that many of them now lack proper access to other related and complimentary activities and that their efficiency is adversely affected by higher distribution and locational costs. Likewise many areas of the City of Akron and the surrounding urban districts lack the proper access to other areas. New highway facilities are needed to provide a balanced transportation network.

The *Engineering Report of the Proposed Interstate Highway System* in Akron, Ohio, in 1947, developed jointly by the City

of Akron and State of Ohio Department of Highways, was an excellent statement of the need and location for the basic Expressway System through the City of Akron. As far as Central Business District access was concerned, this report was based on the premise that a system of arterial streets could be utilized to carry traffic from the Expressway to the downtown. A shift in Akron's general plan and in travel patterns since 1947 have rendered this premise untenable as far as several downtown surface connections are concerned. With the basic Akron Expressway System nearing completion, the Innerbelt is looked upon as the first supporting facility to the basic system, and it is recognized from all data gathered to date as part of the 1980 Akron Metropolitan Area Transportation Study that this facility is definitely a part of any ultimate system that will be developed as a result of this plan.

The forecasted overcrowding of the main interchange of the Akron Expressway System and the congestion on existing thoroughfares also point out the need for additional highway facilities. The proposed traffic volumes to the Expressway network have increased substantially in the present assignment program. This is basically due to the rapid increase in motor vehicle registration and the rapid decline of rider use of mass transit facilities, which would have been most difficult to foresee in 1947. Traffic volumes, in the present assignment programs, magnify the 1947 forecasts by four times. Recognizing this need for additional highway facilities, the Department of Planning and Urban Renewal has prepared this report to consider a corridor for an Innerbelt facility.





# CONCLUSIONS

This report brings out the following conclusions concerning the proposed Akron Innerbelt:

1. The present traffic assignment program forecasts up to four times the traffic volumes given in the 1947 report and points up the need for an additional expressway type facility to service the southwest-northeast transportation corridor, which even in the 1945 Origin and Destination Traffic Survey reflected a heavy desire line of travel.

2. The rapid growth and expansion of the University of Akron since the 1947 *Engineering Report*, has made the use of Buchtel Avenue and Carrol Street as one-way surface arterials to connect the Akron Expressway System with Downtown Akron obsolete. The continued use of these one-way surface arterials is hindering and will continue to hinder the University District Development Plan.

3. The Akron Innerbelt will provide a high type facility which will make the Akron Central Business District easily accessible from all parts of the Metropolitan Area. The proposed Akron Innerbelt will serve as a vital link in the highway network of Northeastern Ohio. It will connect Akron and the surrounding urban areas of Barberton, Cuyahoga Falls, and Kent by an expressway type facility.

4. The Innerbelt is a vital element in the success of the Cascade Urban Renewal Project, which is the basis for Akron's Central District redevelopment plan.

5. The improved access will expedite the expansion of Central Business District employment opportunities, where 23,000 jobs are now centered (18.3% of total employment in the City of Akron).

6. The State of Ohio desires new and expanded industry. The Akron Innerbelt will give a boost to the many industries along the proposed route whose access is now being strangled by traffic congestion. It will connect these industries along a route which was used, in years past, by modes of transportation which are now obsolete. A modern transportation facility will help these industries be closer to their point of delivery. It will also provide the much needed stimulation for further economic growth in the Akron Metropolitan Area. The proposed

Akron Innerbelt is necessary to help the State of Ohio and the City of Akron maintain the great investment made over the years in industry and homes along the southwest-northeast corridor through the City of Akron. The building of this highway can help to assure these people who have made investments and those who will be interested in making investments, of the continuing desire of the State of Ohio and City of Akron to provide them with a highway to meet their transportation needs. Existing industry will become more efficient and competitive.

7. The assignment of the Innerbelt facility as part of the State Numbering System and as part of the Federal Aid Primary System will strengthen the Akron Metropolitan Area's Transportation Network from both a balanced traffic volume and a defense standpoint. It will also act as a catalytic vehicle needed to execute many elements of the General Development Plan for the Akron Metropolitan Area.

# RECOMMENDATIONS

Based on the above conclusions, this report recommends the following:

1. The City of Akron and the State of Ohio should now proceed to advance the proposed Innerbelt corridor to preliminary engineering to consider exact location and costs.

2. The Innerbelt facility should be established as a State Route and added to the Federal Aid System of Highways as a supporting facility to the basic Akron Expressway System now nearing completion.

3. The portion of the Innerbelt facility between the west and north legs of the Akron Expressway System should be started within the next four years to permit simultaneous progress in land redevelopment and access construction to meet the requirements set forth by the Housing and Home Finance Agency for the Cascade Urban Renewal Project.

# THREE RADIALS OF TRANSPORTATION

Good access is generally far more important to retail and industrial areas than it is to individual residential structures. Because of this need for transportation efficiency, we find the pattern of land use which develops in a city reflects the transportation efficiency of that community.

An examination of the City of Akron shows that the high values within the city, that is the retail and industrial areas, are clustered in radial patterns. The Central Business District, which is the point of highest land value, is the center of an old transportation network which serviced the city and the surrounding metropolitan area.

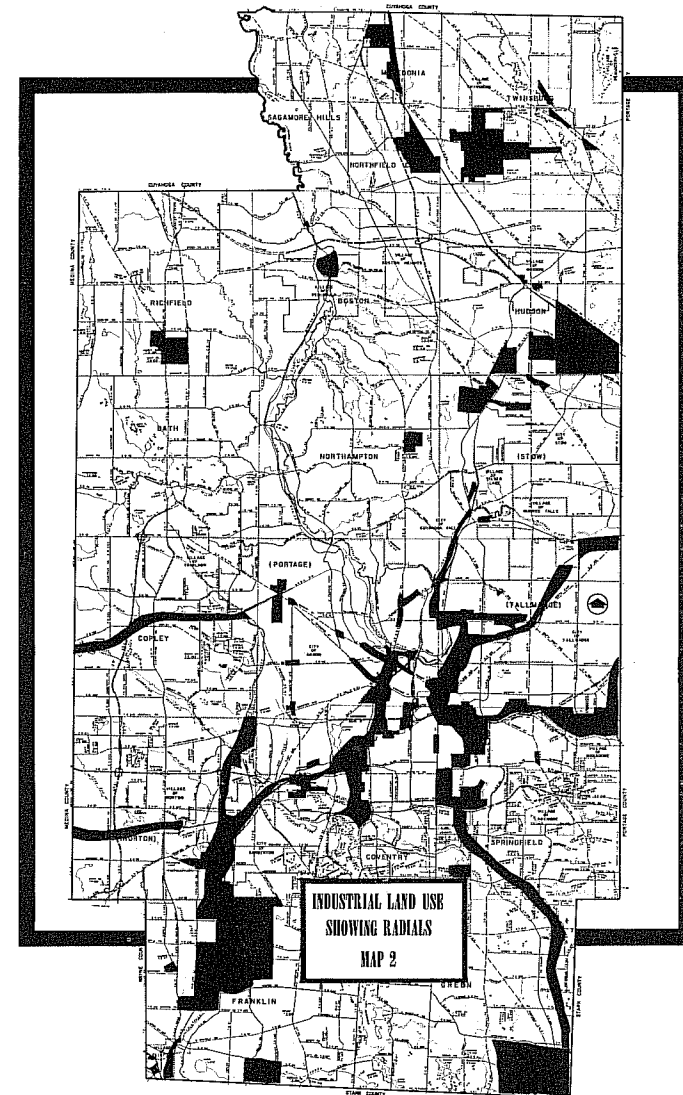
The three radials stretch out from the Central Business District along the major transportation routes of the past and present in the City of Akron. These three radials of industrial and commercial development are the direct result of transportation efficiencies in past times within the city.

The first radial is the southwest industrial area, which contains the B. F. Goodrich Company, the Firestone Tire and Rubber Company, and many smaller industrial, manufacturing, and commercial establishments. This southwest radial is the result of the corridor of transportation efficiency created originally by the Ohio Canal and supplemented by the main lines of the Erie, Baltimore and Ohio, and Pennsylvania Railroads.

The second radial stretches southeasterly from approximately the intersection of East Market and East Exchange Streets in East Akron towards Canton. This area contains the Goodyear Tire and Rubber Company, General Tire and Rubber Company, American Hard Rubber Company, R. C. A. Rubber Company, Mohawk Rubber Company, and other manufacturing plants. This southeast industrial radial is along railroad tracks provided by the Akron, Canton and Youngstown Railroad. The Pennsylvania and Ohio Canal enters the city at approximately Mogadore Road and runs along this radial to the north. The interurban rail line ran from East Akron to Canton along Market Street and Canton Road.

A third and less dense radial of industrial and commercial activity stretches from the northern part of the Central Business District under the Main Street Viaduct east and north along the railroad tracks and Home Avenue towards Cuyahoga Falls. This northeast radial of industrial growth is a result of the Erie, Baltimore and Ohio, and Pennsylvania Railroad lines as they move north and east out of the City of Akron. In addition,

it is the result of an old interurban train connection between Akron, Cuyahoga Falls, and Hudson which ran approximately along this location.





# AKRON CENTRAL BUSINESS DISTRICT

The focal point of all these transportation media within the City of Akron is in the Central Business District. Originally this area was a focal point on the transportation line of the Ohio Canal. Between Summit Lake and the Cuyahoga River, in the area which is now known as Akron's downtown, the canal dropped through a number of locks which slowed transportation and which made it a point where a high density of transportation was always moving and a good number of canal workers were available to support the services of a business district. This was also the point where streets such as Howard Street, Main Street, East and West Market Streets, and East and West Exchange Streets came together and where the interurban train lines and the local trolley lines converged. It was therefore the point of ease of accessibility to the whole city and its surrounding area.

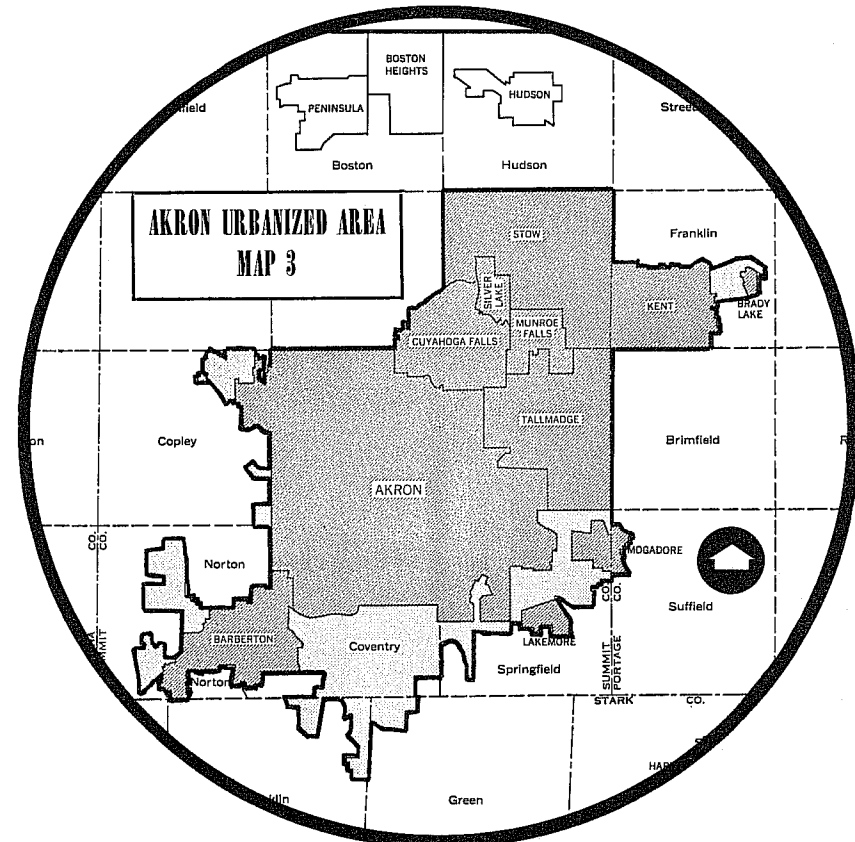
The patterns of efficient transportation in the past have left the City of Akron with a great heritage of investment. A transportation investment which today is partly obsolete and which in a far greater measure should be rehabilitated and reinstated as valuable, usable property in a growing city. In recent years, the breakdown in transportation efficiency into and out of the Central Business District has made itself felt in the loss of business and downtown merchants, vacation of many stores which are still usable from a structural standpoint, and the general decay of the Central District in the City of Akron.

The Central District, which is the heart of our economic, financial, office, social, political, and institutional community, employs more than 23,000 people. Their livelihood is a most important consideration as far as attracting industry to Akron, and is a yardstick for measuring the economic potential of the Akron Metropolitan Area. It has long been recognized that an important contributing factor to the decay of the downtown area of the central city is lack of proper access.

This breakdown in transportation efficiency is due to the ever increasing use of the automobile, the decline in rider use of mass transit facilities, and the lack of improved connections between the downtown and the rest of the metropolitan area. The 1947 report was based on the premise that Downtown Akron would receive proper access from the Expressway System over a series of surface arterials, one of these being the one-way pair of Buchtel Avenue and Carroll Street. In 1947 this premise was sound in that the University of Akron had

not yet started its present rapid expansion program. The livelihood of the University of Akron and the educational facilities that it provides as a center of learning are important to industry when considering the Akron Metropolitan Area as a future location. A heavily congested one-way pair of streets through the heart of the University campus will thwart a well planned development and expansion program.

If the City of Akron is to maintain, rehabilitate, and renew the activity and the investment in the downtown area of the city as it must, it has no recourse but to improve the transportation efficiency with which the downtown is connected to other commercial, industrial, and residential areas in the city. It was with this theory in mind that studies were started in 1961 to determine a line on which the city could build a limited access highway which would connect the Central Business District and the north and the west legs of the Akron Expressway System.



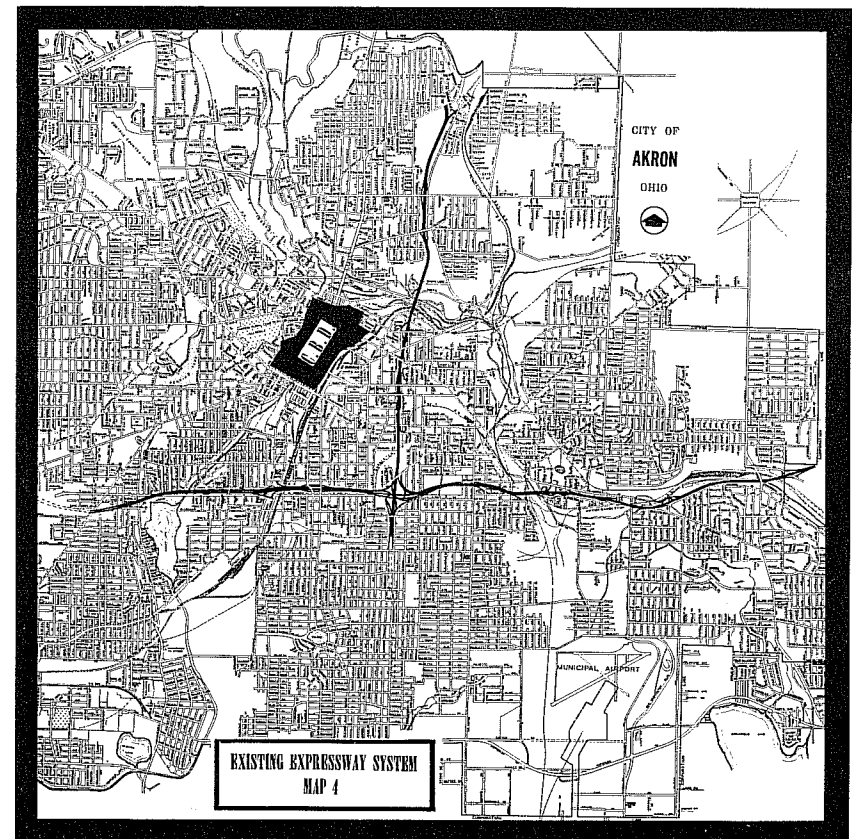
# AKRON EXPRESSWAY SYSTEM

Before a transportation planning process was established to consider the Innerbelt corridor, it was apparent that not only was the downtown area itself suffering from lack of highway access with the rest of the city, but also other areas throughout the city, and specifically those areas along the southwest-northeast corridor, were affected by a large amount of surface congestion. It was then apparent that the Innerbelt highway, by which Downtown Akron would be connected with the north leg of the Akron Expressway and the west leg of the Akron Expressway, must also connect the various radii of development stretching northeast and southwest from the downtown to salvage the investment which already exists along these corridors, to make it possible to remove that investment which is no longer structurally efficient, and to reuse the land in productive ways.

The Innerbelt can therefore no longer be a highway built only to connect Downtown Akron with the Akron Expressway System. It must be a highway to reduce surface congestion and to restore the high efficiency of transportation availability to a corridor of development which was built on the same kind of transportation efficiency nine or ten decades ago.

The location of the basic Expressway System, which is nearing completion in the Akron Area, was developed by utilizing the latest transportation planning techniques that were available in 1947. Just as the 1980 Akron Metropolitan Area Transportation Study must be a continuing transportation planning

process, so must the 1947 plan be revised and updated in light of changing travel patterns, increased motor vehicle registration, and changing redevelopment considerations. From all analyses to date of data collected for the inventory phase of the Transportation Study it is apparent that the Akron Innerbelt facility corridor should be considered as the first supporting facility to the basic Expressway System as delineated in 1947, and that this Innerbelt corridor must be a definite part of the highway network in the Akron Metropolitan Area.



# INNERBELT CORRIDOR ALIGNMENT

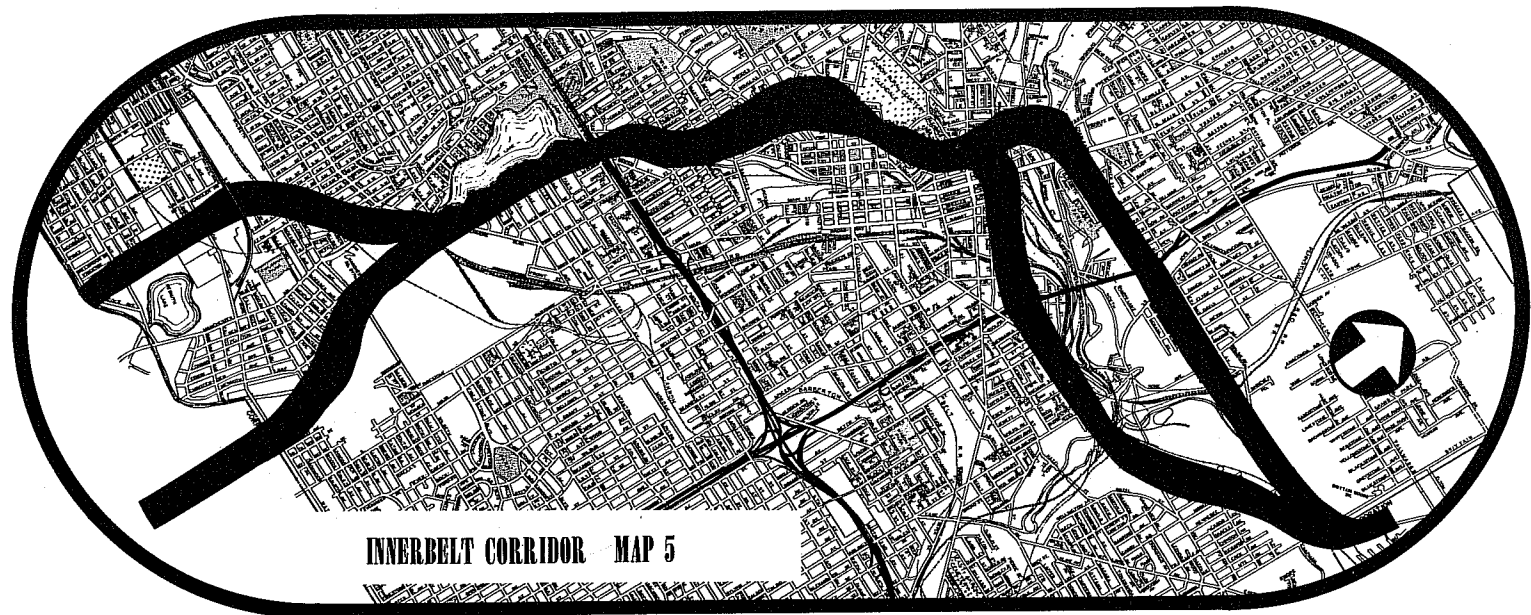
The Akron Innerbelt, conceived in the offices of the Department of Planning and Urban Renewal, was designed to reinstate the transportation advantages along a corridor of development which was principal in the development of Akron. This corridor stretches from the southwest to the northeast through Akron and the surrounding metropolitan area.

Starting southwest of Akron, the corridor, after circling the southern portion of the City of Barberton, enters the City of Akron. It then continues northeasterly through the Kenmore area following first the railroad tracks and then the Ohio Canal past the Firestone Tire and Rubber Company. The corridor then continues northerly along the eastern shore of Summit Lake, through an area which, because of dilapidated conditions, will one day be an urban renewal project and then along the Ohio Canal past the B. F. Goodrich Company and northeasterly to the Akron Central Business District. The corridor extends northerly from the Akron Central Business District under the

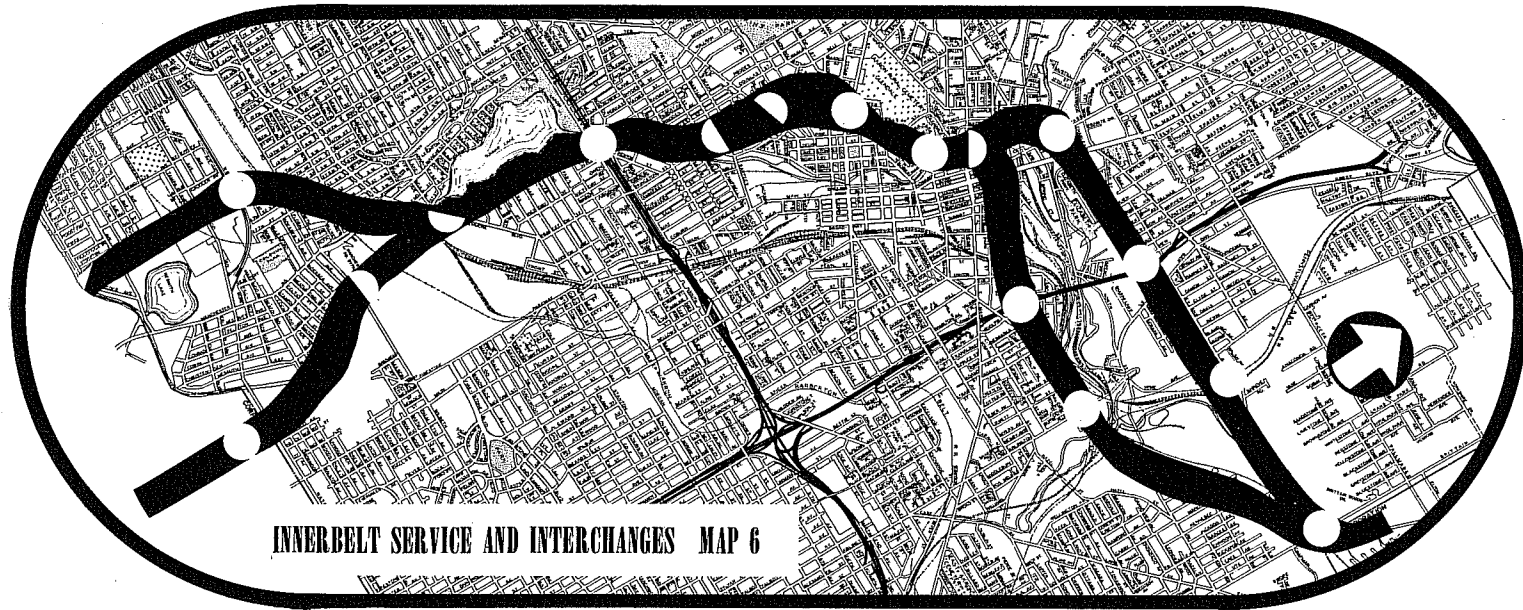
Main Street Viaduct and easterly along the Little Cuyahoga River Valley to approximately the intersection of Arlington Street and Home Avenue. It then continues northerly along Brittain Road into Cuyahoga Falls and then northeasterly approximately parallel to the line of existing State Route 5 to Kent, Ohio.

At one time this corridor of high transportation efficiency was one of the largest production centers in the State of Ohio. Today many of the plants along this corridor have become obsolete because of structural problems and others have become obsolete because they have lost their locational advantage and their efficient connection via the modern transportation connections with other industries with markets throughout the country and the world at large.

The Innerbelt constructed along this corridor becomes a high speed, high efficiency, industrial connection through the Akron Metropolitan Area.



# INNERBELT SERVICE AND INTERCHANGES



Considering the service and interchanges provided by the Innerbelt and starting at its center and going first southward and then northward, the first interchange is in the Cascade Urban Renewal Project Area and ties into Mill Street, to Main Street, and to Bowery Street via Quaker Street. Southward from this interchange in the Cascade Urban Renewal Project, it becomes apparent that the first interchange must be in the area which is the health, education, and welfare center of the region. This complex centers around Children's Hospital, the Seiberling Health Center, Hower Vocational High School, and Akron General Hospital. The Innerbelt can best service this complex in the vicinity of Water and Exchange Streets. As the corridor continues south, the next necessary connection must service the manufacturing complex surrounding the B. F. Goodrich Company. This service point can be roughly spotted at Bartges and Bowery Streets.

The corridor then moves farther south to an interchange with the west leg of the Akron Expressway System. The point of interchange with the west leg of the Akron Expressway can best be developed at the bridges over the Ohio Canal at Bowery and Boulevard Streets north of Summit Lake. South of this

interchange it is apparent that a large investment of industrial and commercial buildings and a large amount of industrial and commercial activity around Firestone Tire and Rubber Company must be serviced.

The corridor then continues from a point in the vicinity of Kenmore Boulevard and Manchester Road southwesterly to service the City of Barberton with an interchange with U. S. Route 224. Circling the City of Barberton on the south, an interchange should be provided to service the Portage Lakes Area and U. S. Route 21.

Northward from the Cascade Urban Renewal Project, interchange points for the Innerbelt should be provided before reaching the north leg of the Akron Expressway System, probable interchange points being West Market Street; the Cuyahoga Valley Route (discussed later in this report); and the Main, High, and Broadway Street complex. An interchange should, of course, be provided with the north leg of the Akron Expressway System. The next access point should apparently be in the vicinity of Brittain Road and Evans Avenue. The Innerbelt corridor then proceeds northeast to Kent with interchanges as needed.

# REDEVELOPMENT CONSIDERATIONS ALONG INNERBELT

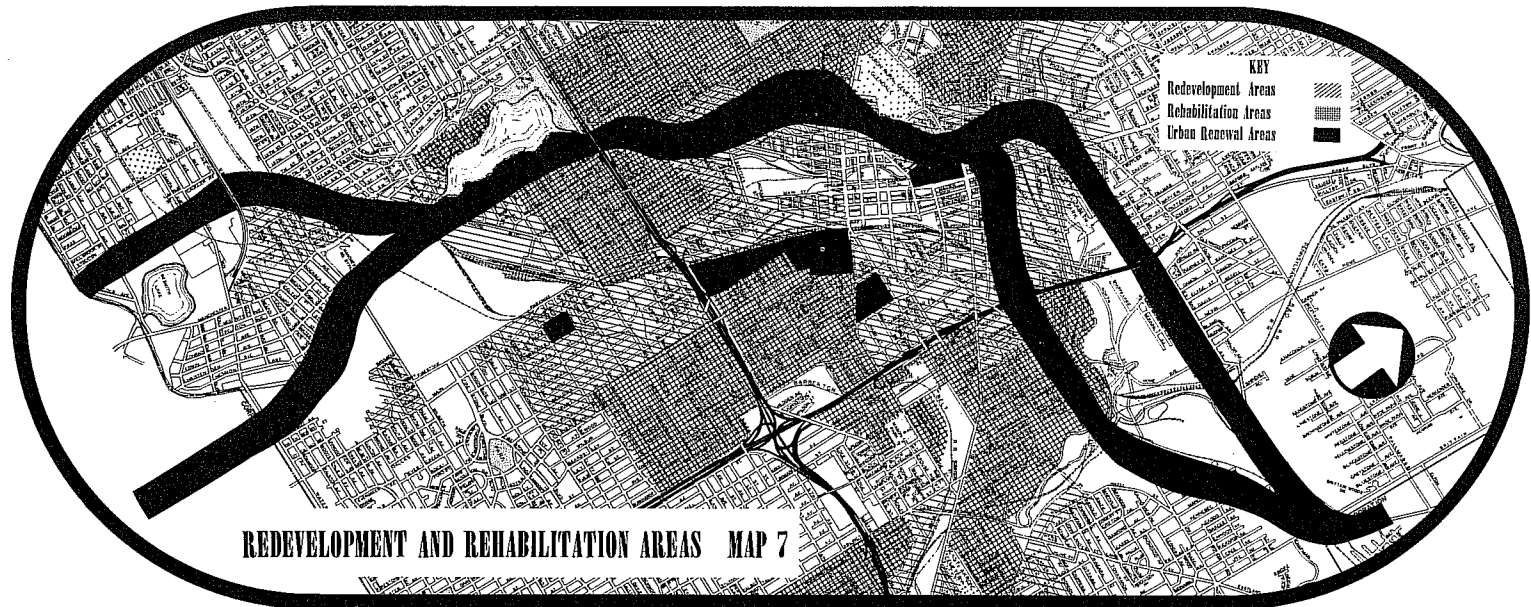
The Innerbelt corridor should be considered from the standpoint of redevelopment. Such things as housing conditions, business complexes, and neighborhood areas are important factors in determining the final route which will be the most economical and also best serve the interests of the people and the area through which the highway right of way passes. Highway locations seem to either isolate an area or bring it to life. Creating small, isolated residential, business, or industrial areas should be avoided if at all possible. If such areas are created, they will, especially when they are already deteriorating, deteriorate at an unusually fast rate.

The Innerbelt corridor map with rehabilitation areas shows that portion of the City of Akron surrounding the Innerbelt corridor. The housing is broken down into four general classifications: (1) existing urban renewal areas; (2) redevelopment areas; (3) rehabilitation areas; and (4) good, sound areas. Redevelopment areas have enough blighted housing and substandard conditions to warrant either total clearance or almost total clearance. Rehabilitation areas, however, have not progressed beyond the point of no return. The properties are in such a condition that they can be repaired and brought back to a standard and sound condition. The map shows that the Innerbelt corridor in Akron is almost entirely in areas requiring either redevelopment or rehabilitation.

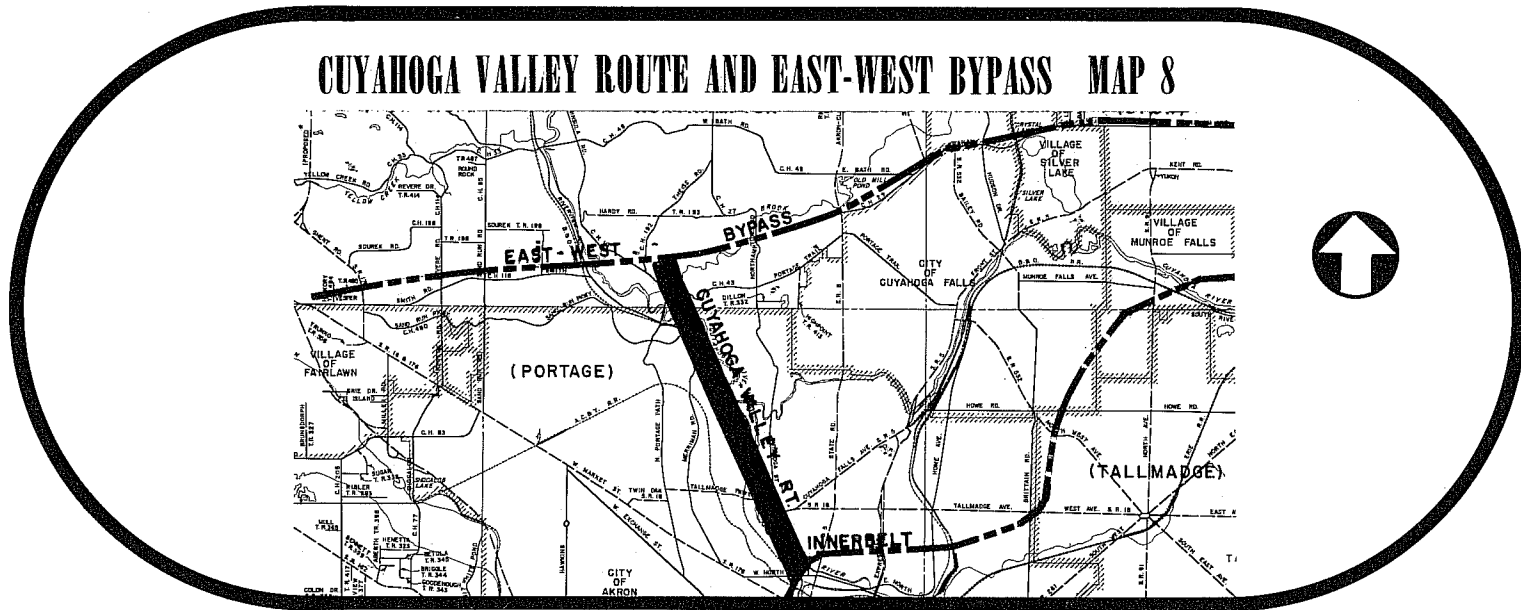
The institutional complex around the Seiberling Health Center, Akron General Hospital and Children's Hospital will be adversely affected soon if easy access cannot be provided to them for potential patients. The regional nature of these institutions demands that they be located on good, fast, convenient access routes. Hospitals, of course, cannot be built close to all residences in the area; but good highways can be built to bring the existing hospitals closer to the residences. The Innerbelt will help this important medical complex in its redevelopment program by providing it with the needed access and by clearing adjacent deteriorated housing.

The Innerbelt corridor has been located so that it (1) does not split a sound neighborhood, (2) does not create a barrier to local development, (3) clears substandard areas, and (4) provides local access.

In the Akron Central Business District in future years, the central point will undoubtedly be the development of the Cascade Urban Renewal Project. The fact that the Cascade Project will clear the land of obsolete buildings in the heart of the Central Business District gives the Innerbelt an ideal location to service this area.



## OTHER HIGHWAY FACILITIES



In addition to the Innerbelt corridor, preliminary investigation has pointed up a need for other facilities in the Akron Metropolitan Area. One such corridor would result in a high type facility connecting the metropolitan areas of Akron and Cleveland over a route following the Cuyahoga River Valley through Summit and Cuyahoga Counties. This facility would also provide another vitally needed north-south connection between these metropolitan centers. It is felt that this facility, commonly called the Cuyahoga Valley Route, should interchange with the Innerbelt corridor north of the Akron Central Business District.

The 1947 report presented a location for State Route 18 north of the existing alignment of Route 18. It is still considered necessary to provide such a route as the northern section of a circumferential system around the City of Akron. This route, commonly called the East-West Bypass, would connect State Route 91 with relocated State Route 8, with the proposed Cuyahoga Valley Route, and with U. S. Route 21 or Interstate 77. It has been proven in other metropolitan areas throughout the United States, for instance Boston, that a circumferential route of this nature opens up large industrial and commercial tracts for development.



# AKRON METROPOLITAN DEVELOPMENT

The statement "the continuing development of the Akron Metropolitan Area" as used in this report refers to the fact that development is a continuing process. Unless the assets which accrue to certain parcels of land are maintained and improved over a period of time the investment which has been put into that land in the past is totally wasted and a new start or a total new investment must be made in order to achieve a growth in the use of that land. This is also true in the development of a city.

Akron is not a city which is going to be developed in the next

20 or 40 years. It is a city which stands partially developed in 1963. The continuation of this development depends on the wisdom of the planners and engineers who design the various assets which increase the development potential in the area. Most important among all assets which will develop efficiency in the use of the land and which will accrue to the land, increase value, and increase development potential is the design of our highways. If the design of the highway thwarts the continued development of the assets which exist, the city will not progress and will not become a great urban area.

## STATE AND FEDERAL COOPERATION

On August 29, 1962, a meeting was held in the office of the Mayor of the City of Akron between the State Highway Department, Administration of the Housing and Home Finance Agency, and the City of Akron to consider the part each would play in the joint development of a transportation facility in the Cascade Urban Renewal Project.

A letter addressed to Mayor Erickson, dated August 30, 1962, from Mr. E. S. Preston, then Director of the Ohio State Department of Highways, stated "We (the State of Ohio) further understand that the transportation facility (proposed Akron Innerbelt), which is being planned in conjunction with the Urban Renewal Project, is a necessary part of the Comprehensive Transportation Plan for the Akron Metropolitan Area. Also we understand that it will be necessary to place under contract that section of this transportation facility from State Route 8 to Interstate 80-S (north leg to west leg of the Akron Expressway System) not later than four (4) years after the

approval of the loan and grant contract for H.H.F.A. in order to gain approval from the Housing and Home Finance Agency to proceed with the Urban Renewal Project.

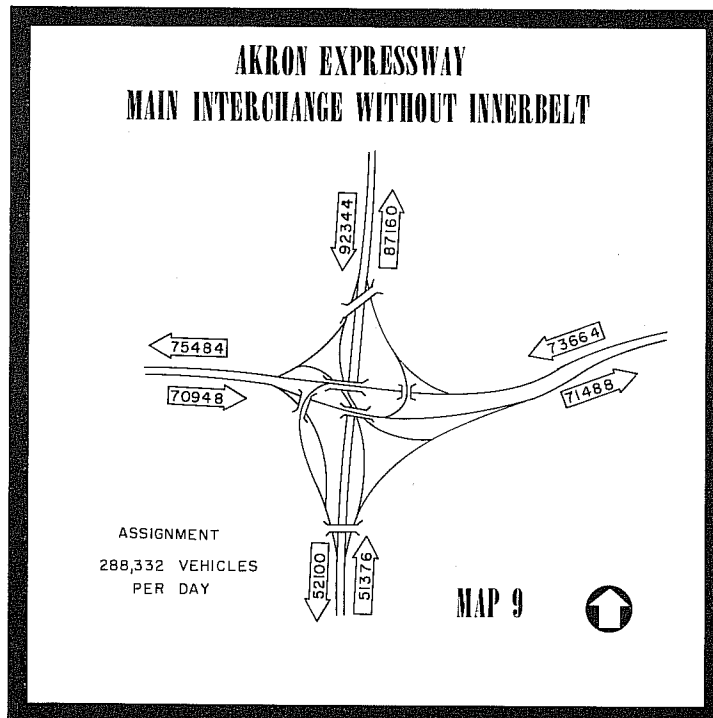
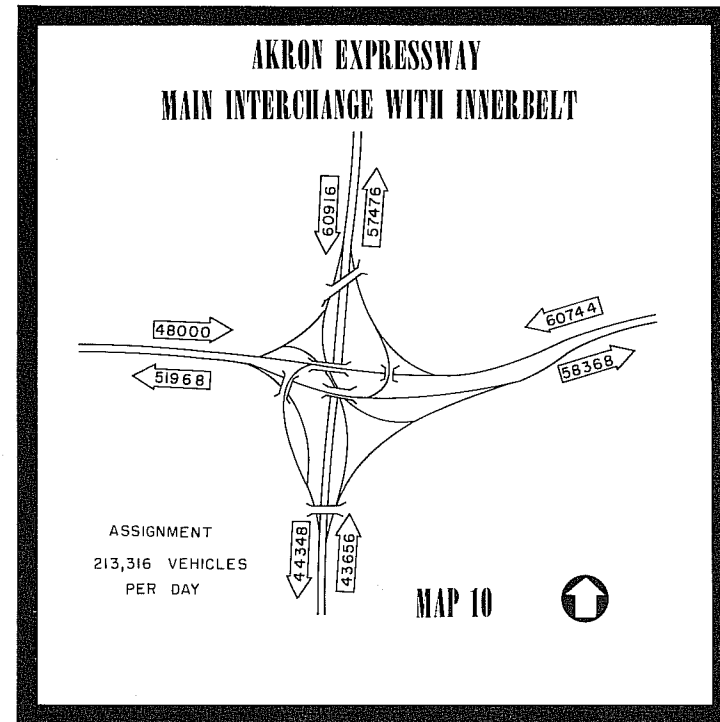
"The State Highway Department is in a position to cooperate with the City of Akron in the planning, financing and the construction of this particular facility related to the Urban Renewal Project, consistent with the schedule set forth by the Housing and Home Finance Agency which requires that the facility must be placed under contract no later than four (4) years after the approval of the loan and grant contract, which is expected to be executed early in 1963. Also you may be assured of the assignment of a high priority to the reviews necessary to advance the proposed improvement to a public hearing.

"You may expect the fullest cooperation from the State Highway Department in the development of this very worthwhile project."

# INNERBELT 1980 TRAFFIC ASSIGNMENT

To study the transportation requirements of the Akron redevelopment program, the City of Akron established a model of the ultimate system with the assistance of the Bureau of Public Roads, the State Highway Department, Tri-County Regional Planning Commission, Summit County Planning Commission, and the University of Akron. This model, established in August, 1962, within the framework of the 1980 Traffic Assignment Program, was used to determine traffic volumes for the entire ultimate highway system in the Akron Metropolitan Area. The necessary input to the 7090 Electronic Computer at the Bureau of Standards in Washington, D. C., can be listed as follows:

1. The number of trips to and from each of the 215 traffic zones in the Akron Metropolitan Area had to be forecasted. This entailed the forecast of population, commercial employment and industrial employment to establish a growth factor for each zone in the Akron Area. This was used in the Fratar Growth Factor Distribution Model, which distributes all trips between all traffic zones in the area.



2. A proposed 1980 highway network, which entailed both limited access facilities and arterials was developed. The Akron Innerbelt was considered an integral part of this ultimate system. The highway network coded and described to the computer is shown in Map 1.

3. The All-Or-Nothing Directional Traffic Assignment Program, which is written for the 7090 Computer, was made available by the Ohio State Highway Department. The results of this assignment showed a tremendous demand by residents of the Akron Metropolitan Area to use the proposed Akron Innerbelt.

The traffic assignment program has shown that traffic volumes that were forecasted for the basic Akron Expressway System in 1947 are increased by up to four times. The following table compares forecasted volumes of 1947 with forecasted volumes from the 1963 assignment program for total vehicles per day approaching and leaving the main interchange of the Akron Expressway System in all four directions:

**Table 1.**

**COMPARISON OF 1947 AND 1963 FORECASTED VOLUMES TO THE BASIC EXPRESSWAY SYSTEM**

Basic Expressway System	1947 Forecasted Volumes	1963 Forecasted Volumes
West Leg	29,400	99,968
East Leg	36,900	119,112
North Leg	26,300	118,392
South Leg	23,600	88,004

Another important consideration that was brought out by the analysis of the volumes on this assignment program was the relief that the Innerbelt provided for the main interchange of the Akron Expressway System. On previous assignments where the Innerbelt had not been programmed, the main interchange of the Akron Expressway received up to 288,332 vehicles per day. With the Innerbelt programmed and described to the computer as part of the ultimate system, the volumes at the main interchange were reduced to 213,316 vehicles per day.

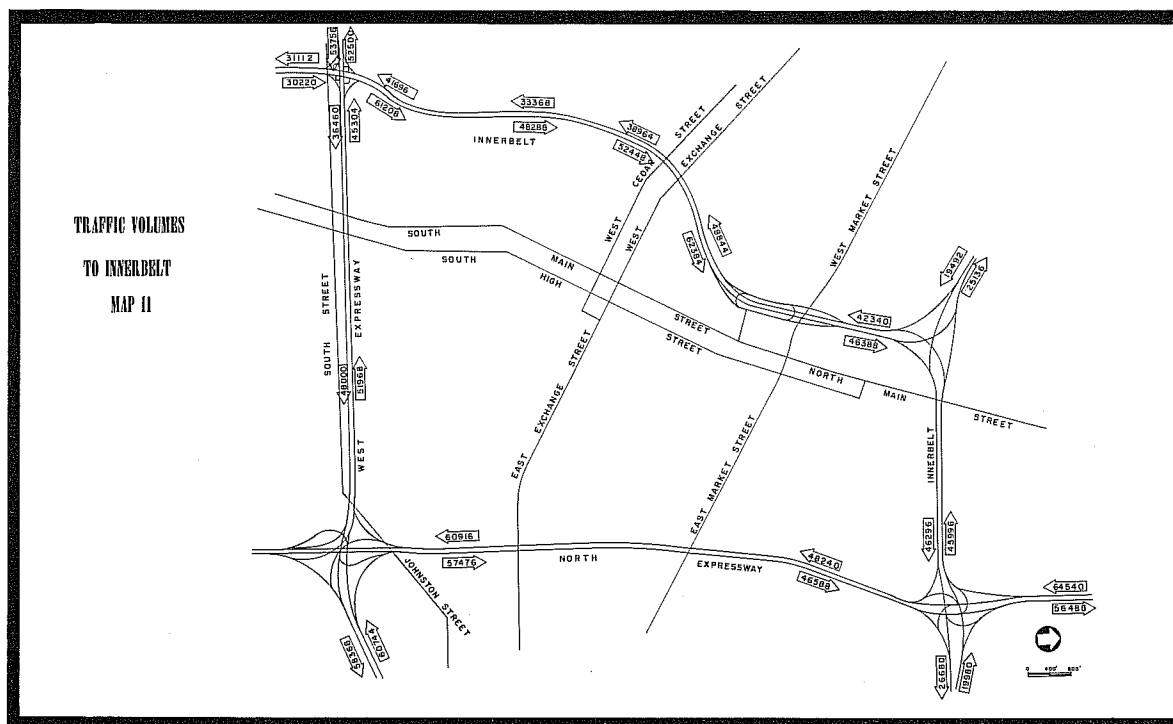
The main interchange, the heart of the Akron Expressway

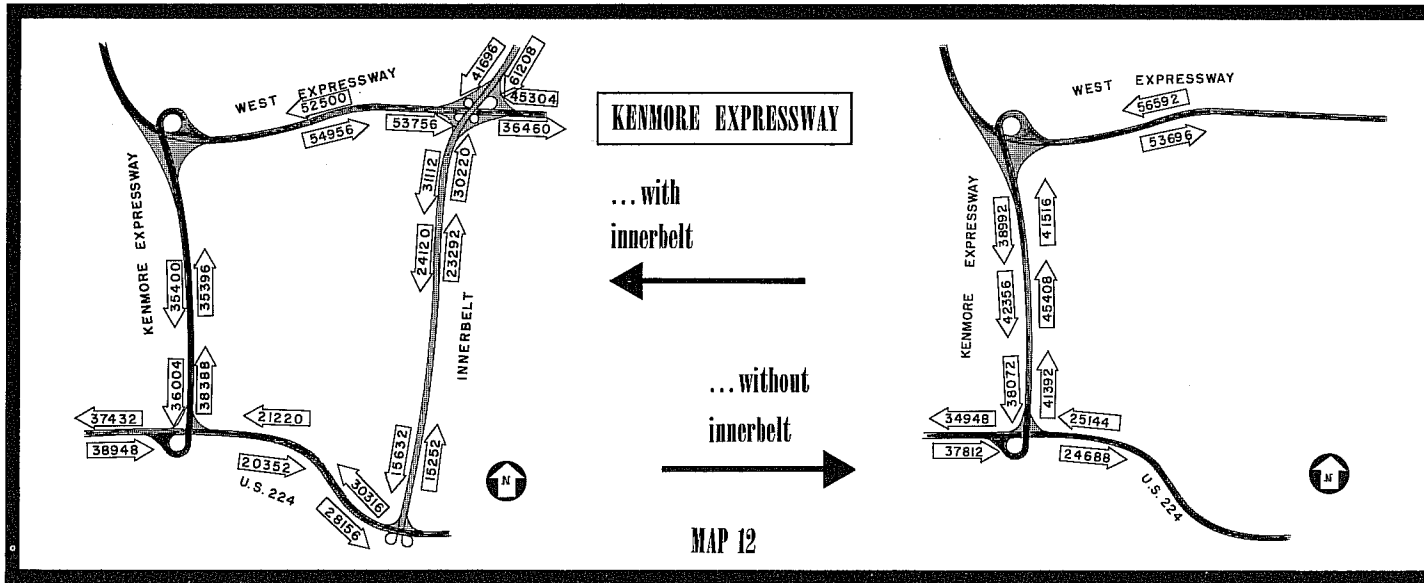
System, has a possible capacity of 217,316 vehicles per day. The following table shows that the main interchange is not overloaded when the Innerbelt is added; but without the Innerbelt, the possible capacity of the main interchange is overloaded by 32.45%.

**Table 2.**

**1980 TRAFFIC VOLUMES TO MAIN INTERCHANGE AKRON EXPRESSWAY SYSTEM**

Without Innerbelt	288,332 vehicles/day
With Innerbelt	213,316
Possible Capacity	217,684
Practical Capacity	178,430
% Overload based on Possible Capacity:	
Without Innerbelt	32.45%
With Innerbelt	No overload





The main interchange of the Akron Expressway System at the present time is the proposed route of FAI-77, FAI-80-S, State Route 8, State Route 18, and State Route 5. With all of these routes converging on this interchange, it is necessary that some relief be provided to keep it from becoming the bottleneck to the entire Akron Expressway System.

Considering national defense and the true purpose of the Federal Aid System, another facility should be provided to relieve the main interchange of the Akron Expressway System. It is therefore recognized that this Innerbelt is a necessary part of any ultimate system that will be resolved for the Akron Metropolitan Area as part of the 1980 Akron Metropolitan Area Transportation Study.

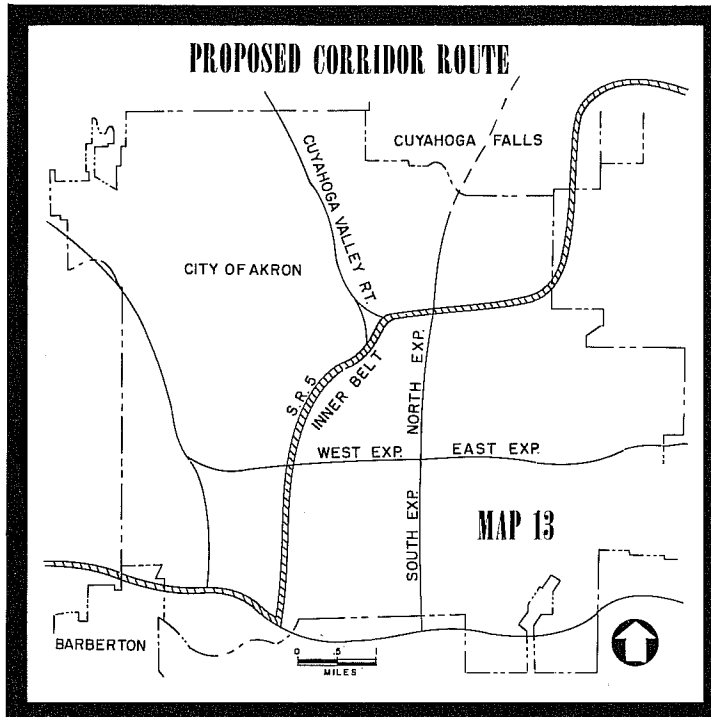
An Innerbelt alignment was delineated from the Innerbelt corridor. It was described into the traffic assignment program and run on the computer in February, 1963. The traffic sche-

matic map for the 1980 traffic volumes to the proposed Akron Innerbelt shows that the Innerbelt contributes to a balanced highway network throughout the urban area.

The addition of the Innerbelt to the 1980 traffic assignment program (see the Kenmore Expressway maps) reduces the traffic volume on the Kenmore Expressway from 87,764 vehicles per day to 74,392 vehicles per day while its capacity is almost 55,000 vehicles per day. The Innerbelt received an assignment of 61,332 vehicles per day. With the addition of the Innerbelt, both the Kenmore Expressway and the Innerbelt received balanced traffic volumes.

The Innerbelt is therefore needed to relieve the traffic volumes on the Kenmore Expressway in addition to the other traffic considerations of providing access to local traffic and another route for through traffic, and relieving the main interchange of the Akron Expressway System.

# STATE AND FEDERAL NUMBERING



State Route 5 at the present time is located on an arterial system and connects the metropolitan centers of Barberton, Akron, Cuyahoga Falls, and Kent within the Akron Urbanized Area.

In 1961, the State Route 5 numbering was applied to the following route:

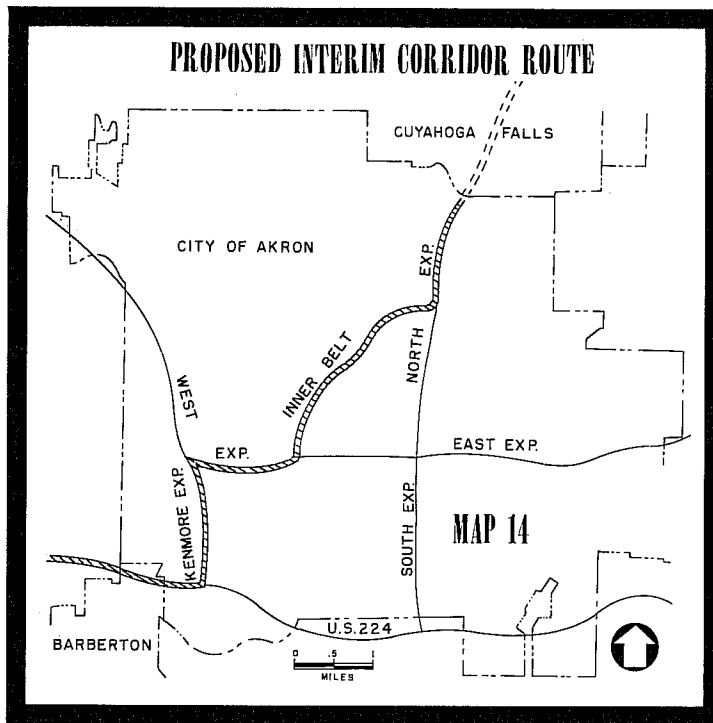
Approaching Akron on U. S. Route 224 from the west, then north on the Kenmore Expressway, then east on Interstate 77 (on the west leg of the Akron Expressway System), then continuing east on the east leg of the Akron Expressway System

to State Route 44, then north on a new facility to tie into existing State Route 5 in Ravenna.

Both the 1945 and 1958 Origin and Destination Traffic Surveys indicated a strong desire for travel on a corridor which closely simulates existing State Route 5 through the Akron Area. With State Route 5 now assigned to the basic Expressway System, this southwest-northeast corridor will still exist in the Akron Metropolitan Area and must have the benefit of a high type facility such as the proposed Innerbelt. It is suggested that the following corridor should be advanced to preliminary engineering to satisfy the travel demand along the southwest-northeast corridor:

Approaching Akron from the west on U. S. Route 224 to the proposed interchange of the Akron Innerbelt facility just east of Manchester Road in Akron; then north on the Akron Innerbelt facility through its interchange with I-77; and then north and east on the Innerbelt facility to its interchange with State Route 8; then east and north following the proposed extension of the Akron Innerbelt to tie into existing State Route 5 south of Kent, Ohio.

It is further assumed that if sufficient funds were not available for the complete construction of the Akron Innerbelt facility from U. S. Route 224 to Route 5 in Kent, Ohio, possibly the initial phase of construction of the Akron Innerbelt from the north leg of the Akron Expressway System (State Route 8) to the west leg of the Akron Expressway System (I-77) could



be considered as part of the necessary corridor, realizing that the future possible extensions would satisfy southwest-northeast travel demand in the Akron Metropolitan Area.

The following route could be utilized to satisfy this corridor before the construction of the extensions to the Innerbelt:

Approaching Akron from the west on U. S. 224 and then following north on the Kenmore Expressway to the interchange with Interstate 77; then east on Interstate 77 to its interchange with the proposed Akron Innerbelt facility at Bowery Street in Akron; then north and east on the Innerbelt facility to its inter-

change with State Route 8, or the north leg of the Akron Expressway System; then north on State Route 8 to Cuyahoga Falls; then east on existing State Route 5 to Kent, Ohio.

The assignment of the Innerbelt facility to the State Highway Numbering System and to the Federal Aid Primary System of Highways would not only strengthen the Akron Metropolitan Area's Transportation Network from a balanced design and defense standpoint but further act as a catalytic vehicle to help in achieving the objectives of the General Plan for the Akron Metropolitan Area. It would integrate the essential elements of the Redevelopment Plan with transportation and capital planning in an objective and economical manner.

Section 4, part d, of the United States Bureau of Public Roads Policy and Procedure Memorandum 10-1 dealing with Federal Aid Highway Systems, states: "All systems shall be properly integrated, with each route connecting to another Federal Route . . . ."

The Akron Innerbelt facility connects FAI-277 with FAI-77 and FAI-80-S. It also interchanges with FAPS-129, State Route 764 (Wilbeth Road); FAPS-11, State Route 176 (West Market Street); FAPS-115, State Route 8; State Route 532; and FAPS-115, State Route 5 south of Kent. Thus the Akron Innerbelt facility meets the criterion as set forth by the Bureau of Public Roads by properly integrating all systems in the Akron Metropolitan Area.



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