





FALL QUARTERLY MEETING

October 24, 2024

Statewide Association of Community and Economic Development Organizations

CENTRAL OHIO'S RESPONSE TO FAILING RESIDENTIAL COMPLEXES

Tiara Ross, Columbus City Attorney's Office

Joy Bivens, Franklin County

Graham Bowman, Columbus

Melissa Benson, Legal Aid Society





TRANSIT AUTHORITY

1215

G

CENTRAL OHIO TRANSIT AUTHORITY

529

SNOW EMERGENCY

2129

90015

2129

COTA













521











New

NEW ELEVATOR

NEW FRONT GATE

Renovations

NEW BOILERS

NEW CHILLERS







COLUMBUS

DEPARTMENT OF BUILDING
AND ZONING SERVICES

111 N. Front Street
Columbus, OH 43222

Division of Code Enforcement
(614) 645-2362

NOTICE

Effective March 1, 2022, all reports of the Sawyer Tower and Tower 2000 are required to submit the building and health and safety reports from the building and health and safety reports to the City of Columbus.

If you require a permit to enter the building or to make out of the unit,

Please call 614-645-2362.

Hours: 9 a.m. - 5 p.m.

Monday through Friday

To schedule a time to get access to your unit, please note that there will be limited time slots available each day based on availability of staff to provide support services in and out of the building.

If you require additional assistance to identify a temporary housing option, please visit the Dodge Recreation Center, and speak with the volunteers. Before 5 p.m. Friday, December 31, 2022.

If you require additional assistance to identify a temporary or permanent housing option, please contact Community Shelter Board at 614-223-8000 or 614-223-8006.

You can also visit The Franklin County Job and Family Services Kari Opportunity Center located at 1025 SE Vanover Avenue, Monday through Friday between the hours of 9 a.m. - 5 p.m.

If you are relocating independently, we encourage you to provide your contact information to 614-645-2362 to keep you informed of any updates.

Please save my
S

CAT'S 4

Me!

dp

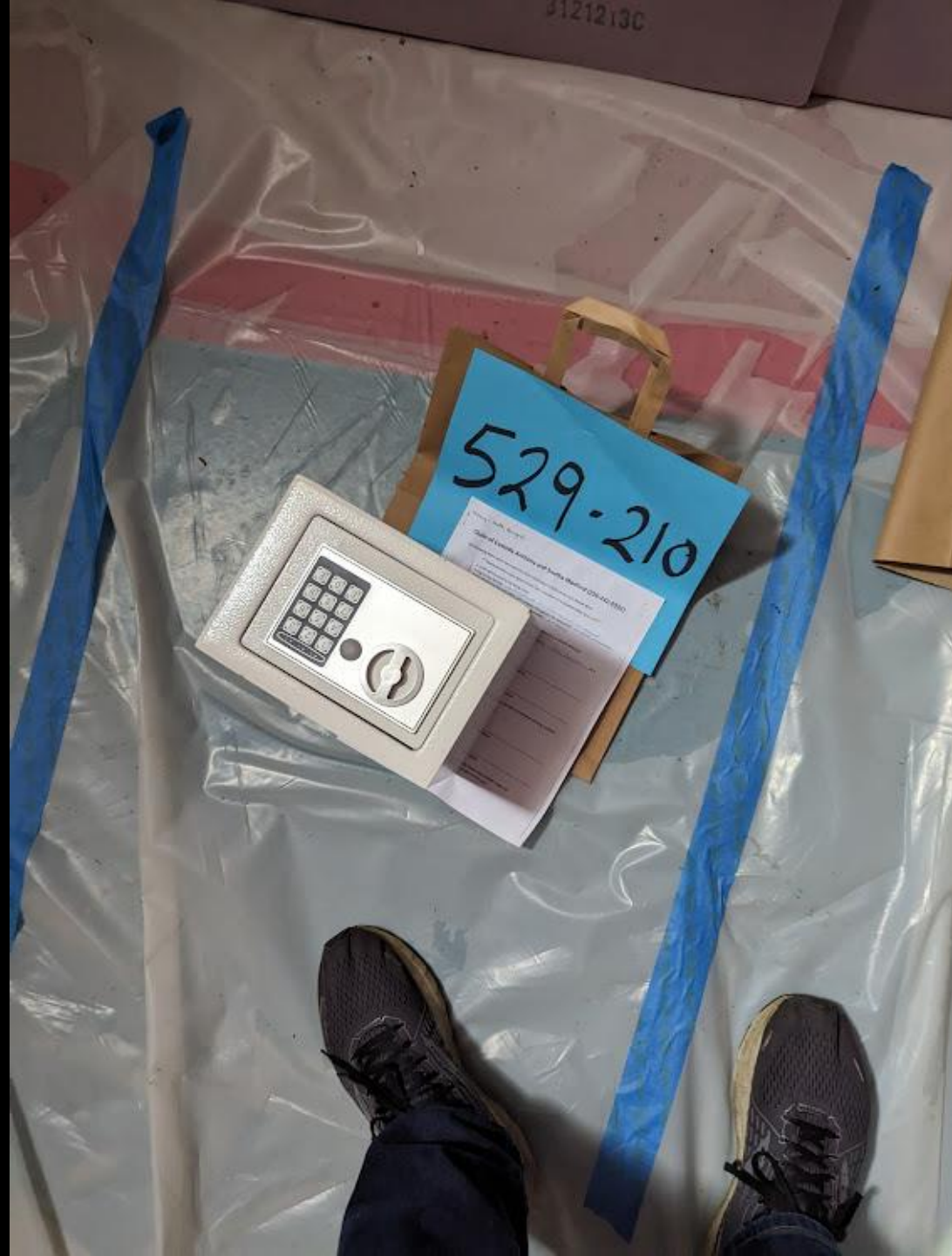
12/29/2022

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15-Minute Break
Next Session begins at
10:15 a.m.

October 24, 2024

Statewide Association of Community and Economic Development Organizations

LINKUS COLUMBUS AND BIKE MOBILITY PLANNING

Jonathan Miller, MORPC

Kenny Ganter, COTA

Rory McGuinness, Columbus



MORE COTA, MORE SIDEWALKS, MORE OPPORTUNITY

Ohio Conference of
Community Development
October 24, 2024

COTA

Franklin County
**BOARD OF
COMMISSIONERS**

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

COLUMBUS
PARTNERSHIP



Link us
Moving our region. Together.



KENNETH GANTER

Service Planner
COTA

JONATHAN MILLER

Principal Planner
MORPC

RORY MCGUINNESS

Deputy Director, Public
Service
City of Columbus





MORE COTA

COTA

Franklin County
**BOARD OF
COMMISSIONERS**

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WHO WILL BENEFIT FROM COTA'S PLAN?



THE COTA SERVICE AREA WILL HAVE EXPANDED TRANSIT AND NEW SIDEWALKS, BIKEWAYS, AND TRAILS.

Franklin County and Portions of:

Delaware, Fairfield, Licking and Union Counties

17 Cities:

Bexley, Canal Winchester, Columbus, Dublin, Gahanna, Grandview Heights, Grove City, Groveport, Hilliard, New Albany, Obetz, Pickerington, Reynoldsburg, Upper Arlington, Westerville, Whitehall, and Worthington

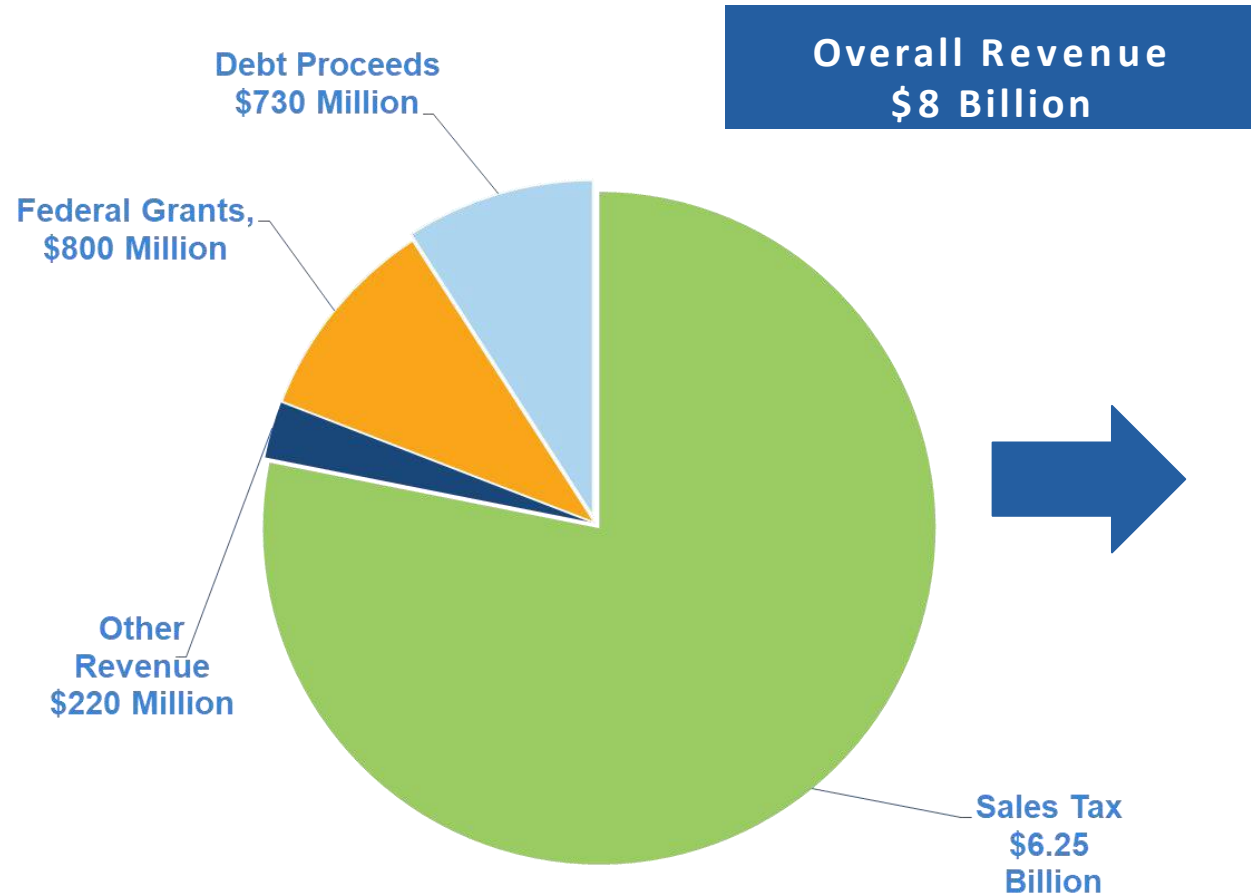
8 Villages:

Brice, Harrisburg, Lockbourne, Marble Cliff, Minerva Park, Riverlea, Urbancrest, and Valleyview

17 Townships:

Blendon, Brown, Clinton, Franklin, Hamilton, Jackson, Jefferson, Madison, Marion, Mifflin, Norwich, Perry, Plain, Pleasant, Prairie, Sharon, Truro, and Washington

INVESTMENTS



Assumes adding a new
0.5% COTA sales tax to the existing
0.5% COTA sales tax
(November 2024)

= 1% continuing COTA sales tax

Consistent with investment levels
in other regions

Leveraged to secure at least **\$800 million**
in federal funding

~\$2 billion by 2030 and \$8 billion in new
revenue by 2050

BY 2030:



3

Rapid Transit
Corridors:
West Broad,
East Main and
Northwest

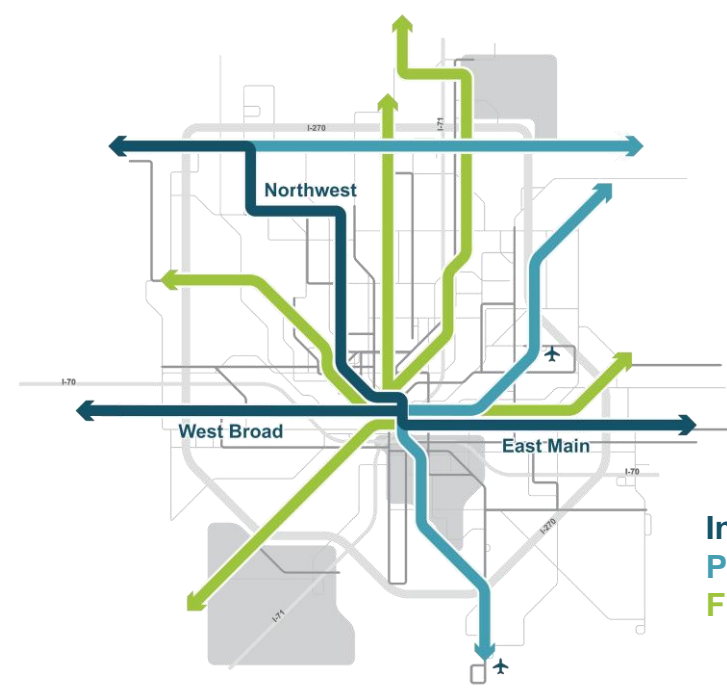
83

Community and
neighborhood
projects

150

New Miles
of Sidewalks,
Bikeways
and Trails

2050 REGIONAL TRANSIT VISION



In Progress
Planned for Near-term Study
Future Study

EXISTING

Transit Service



8 New
COTA//Plus
Zones



14

New or
Improved
Transit Lines



5

Rapid
Transit Lines



45%

More
Service

BENEFITS OF RAPID TRANSIT



WEST BROAD CORRIDOR

ACTIVITY CENTERS / TRIP GENERATORS

West Broad Street Bus Rapid Transit Corridor

- 17 BRT Stations
- BRT Station ½-Mile Area
- ▬ Mixed Flow Guideway
- ▬ Dedicated Guideway



9.3 MILES

85,000 JOBS

EAST MAIN CORRIDOR

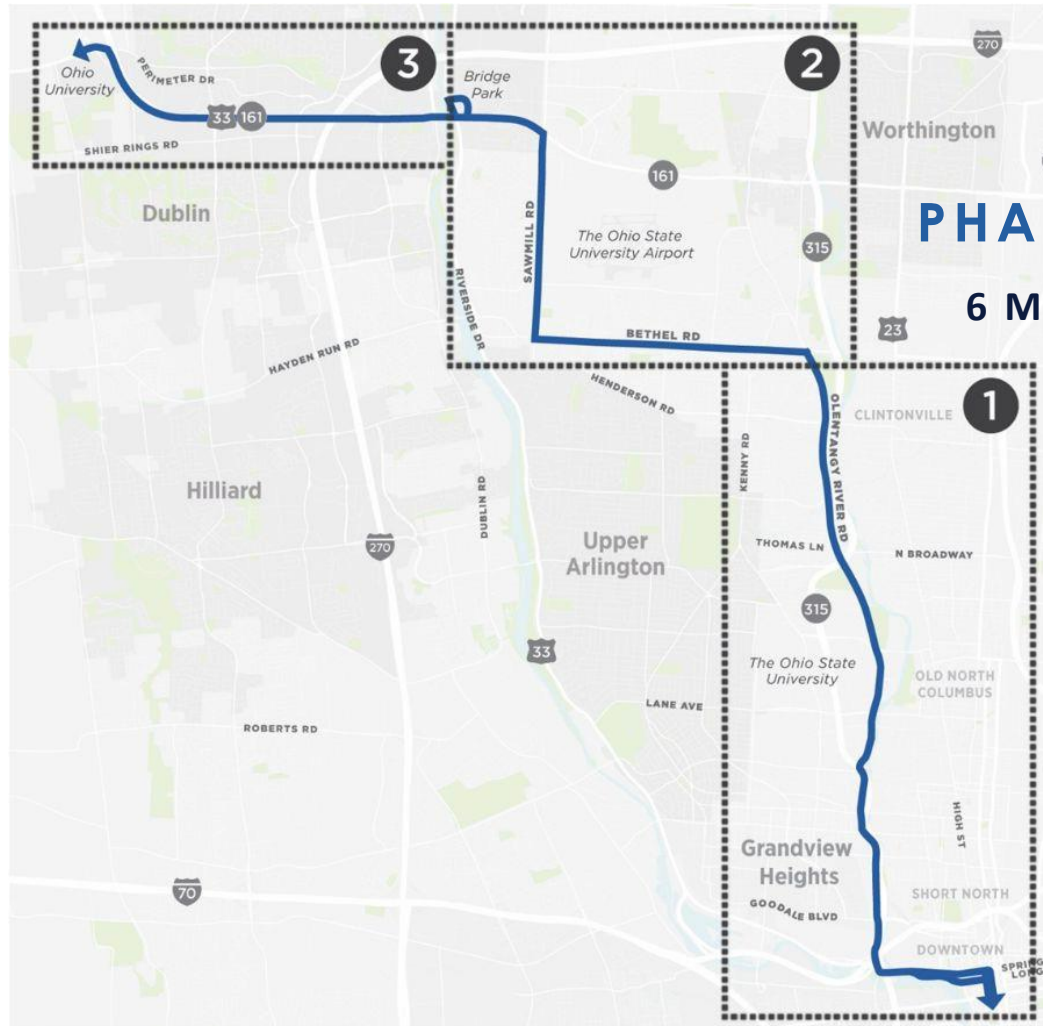
ACTIVITY CENTERS / TRIP GENERATORS



NORTHWEST BRT CORRIDOR



PHASE 3
4.6 MILES



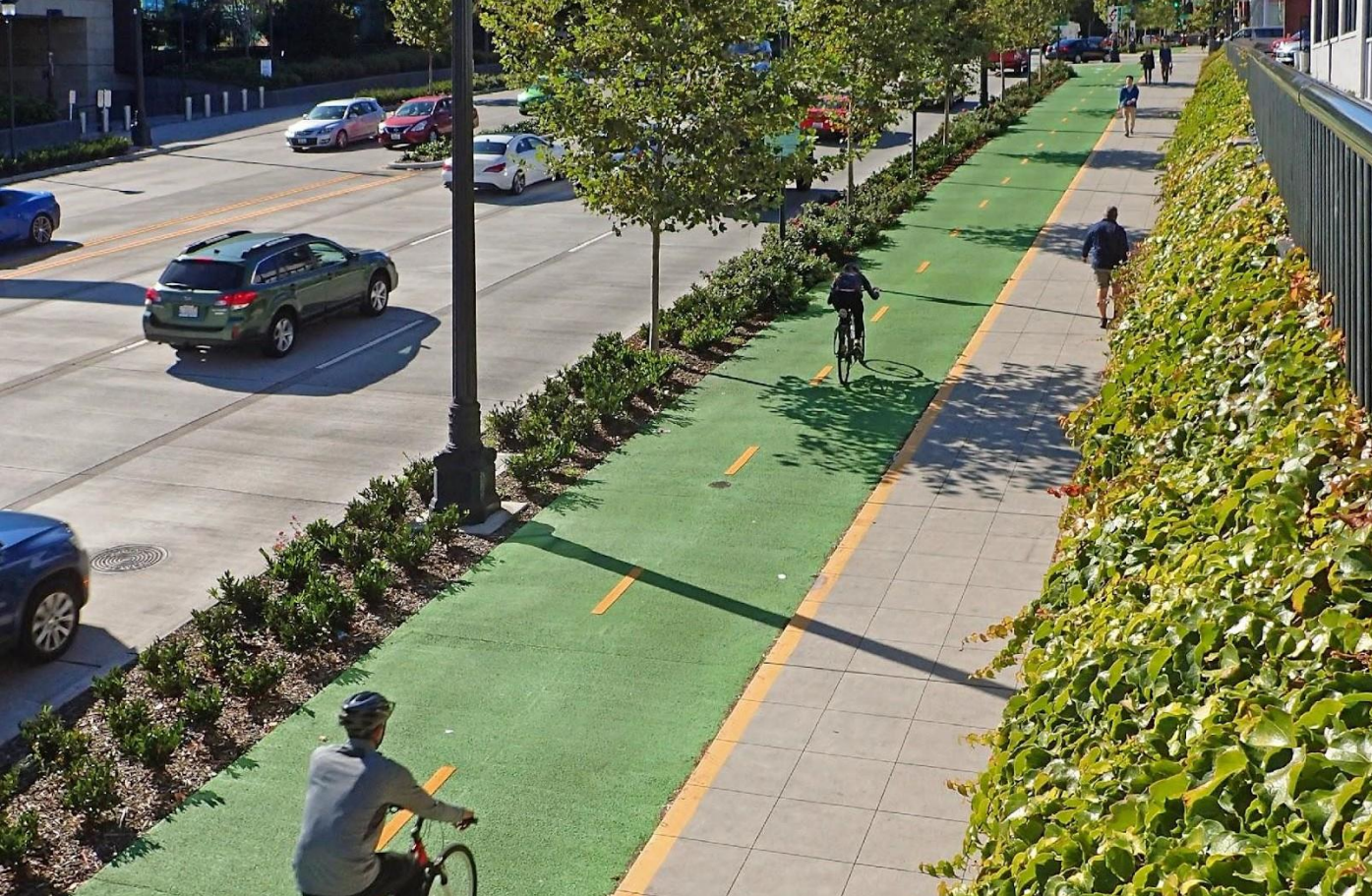
PHASE 2
6 MILES

PHASE 1
8.5 MILES

\$188 MILLION

30% OF ALL JOBS IN FRANKLIN COUNTY

50% POPULATION GROWTH BY 2050



MORE

Bikeways, Sidewalks & Trails

COTA



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COLUMBUS
ANDREW J. GINTHER, MAYOR

COLUMBUS
PARTNERSHIP



Link us
Moving our region. Together.

MORE COTA
MORE SIDEWALKS
MORE OPPORTUNITY



MOVING OUR REGION FORWARD, TOGETHER

- **Faster, more reliable public transportation**

45% more service hours

Creating walkable communities with more access
to work, healthcare, home and entertainment

- **Safer and expanded sidewalks, bikeways
and trails**

500+ miles

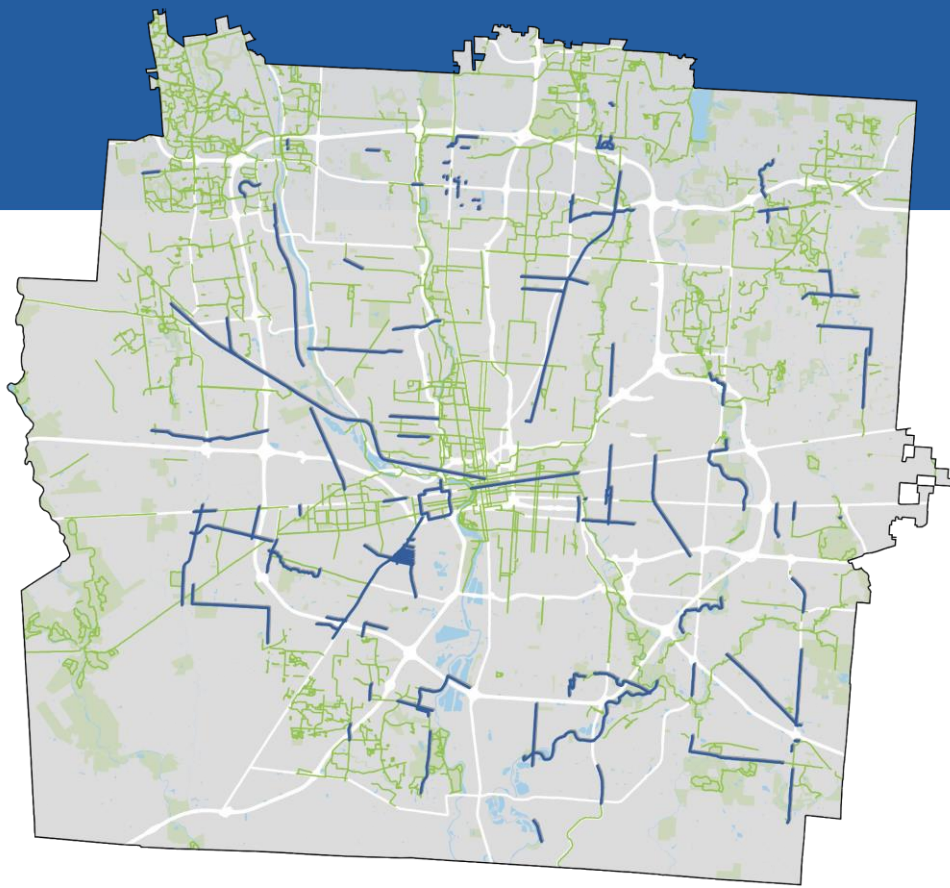
\$60 million invested annually

- **More opportunity**

Building the infrastructure to grow our economy

Support existing communities

2026-2030 TSI CAPITAL IMPROVEMENT PROGRAM



83 PROJECTS
\$262M (2024 \$)

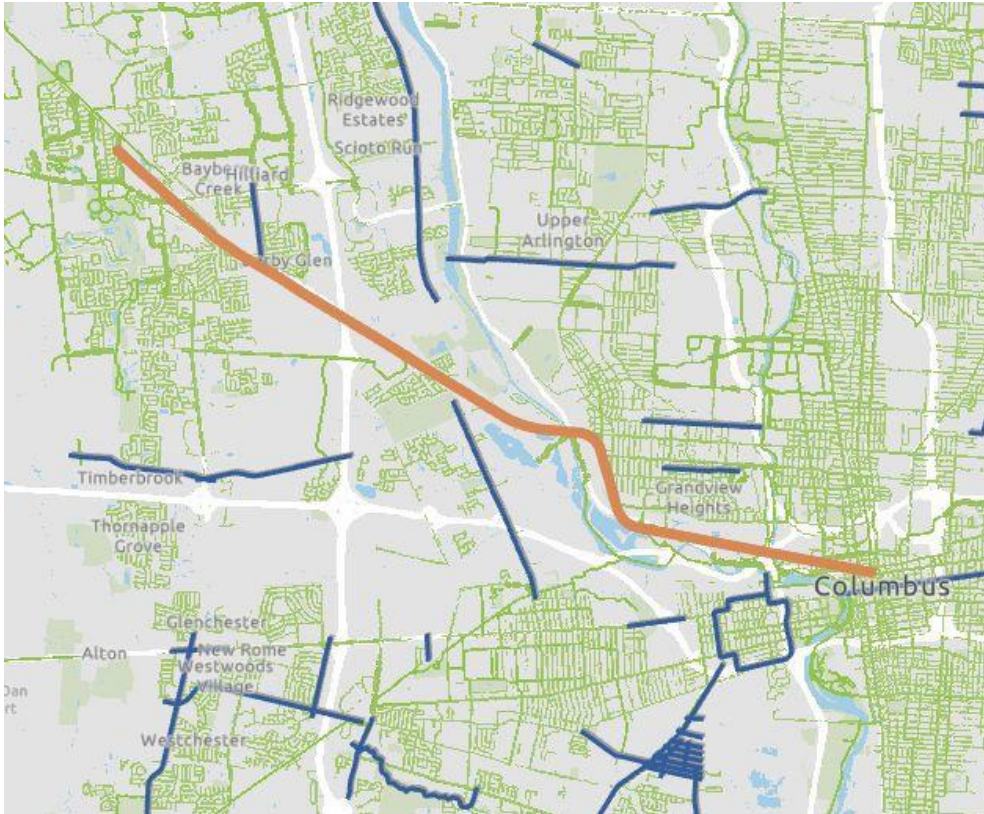
150+ MILES OF
IMPROVEMENTS

55 MULTI-JURISDICTIONAL
PROJECTS

65 PROJECTS UNDER
CONSTRUCTION BY 2030

35 JURISDICTIONS

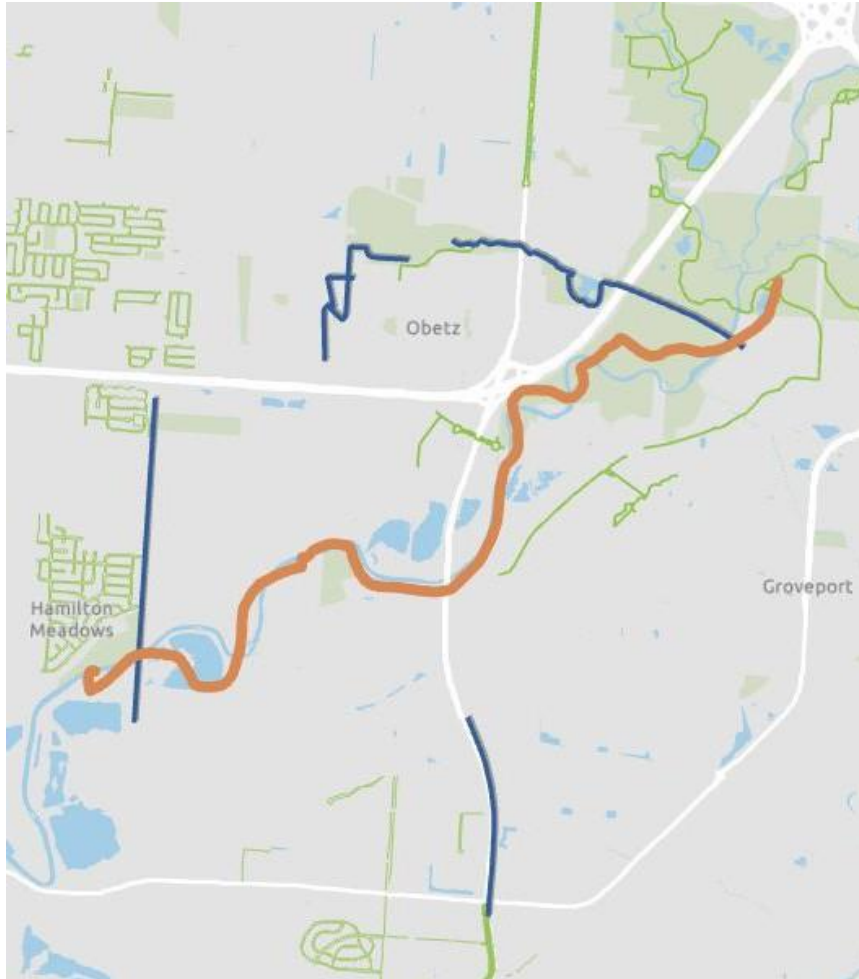
EXAMPLE PROJECT (NW): HERITAGE TRAIL EXTENSION



- Nearly ten miles of new, multi-use greenway connecting Hilliard, Columbus, Upper Arlington, Marble Cliff, Grandview Heights and terminating in the Arena District
- Will bring expanded access to other greenways (Olentangy, Scioto Trails), local parks, Quarry Trails Metro Park, jobs, retail and thousands of residents
- Potential connections to six COTA lines (Lines 3, 5, 8, 21, 32, 75)

EXAMPLE PROJECT (SE):

BIG WALNUT SOUTH BRANCH TRAIL



- More than five miles of new greenway connecting Columbus, Groveport, Obetz and Hamilton Township.
- Integrates with other planned projects connecting to planned residential developments, schools, local parks and the new Bank Run Metro Park
- Connects to COTA Line #22, an important link for the Rickenbacker area



MORE OPPORTUNITY

COTA



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EQUITABLE TRANSIT-ORIENTED DEVELOPMENT (ETOD) ACTION PLAN

ETOD = Housing, jobs and services near transit to improve opportunity for all people.

Preserves existing housing, jobs, businesses and community resources.

Creates new housing, business invest

Ensures affordable housing and acco
services and amenities for all residents

Develops action plan to be complete



RAPID TRANSIT CASE STUDY

CLEVELAND HEALTHLINE

4.5

Number of miles on
dedicated transit guideway

\$200M

Total cost

\$9.5B+

Amount of economic development—\$190 gained for every dollar
spent on creating and launching the service

8,800

Number of residential units
built along HealthLine

13,000

Number of jobs created
along the HealthLine



RAPID TRANSIT IMPACT IN TWIN CITIES REGION SINCE 2009

\$16 billion in new development

37% of all regional development
on only 3% of land

52,000 new housing units





LinkUS NEXT STEPS

government, non-profit and business stakeholders

- Continue corridor design and federal grants process
- **November 5** Election

STAY CONNECTED

- Visit our website at **LinkUSColumbus.com** and sign up for project updates.
- Send us an email at **info@LinkUSColumbus.com** with questions and comments.
- Follow us on social media **@LinkUSColumbus** to keep up with the latest happenings about LinkUS.
- Check out our YouTube channel **@LinkUSColumbus** for program videos and presentations.





15-Minute Break
Next Session begins at
11:30 a.m.

October 24, 2024

Statewide Association of Community and Economic Development Organizations



HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO



THURSDAY, OCTOBER 24, 2024

ABOUT THE GREATER OHIO POLICY CENTER

The Greater Ohio Policy Center is a nonpartisan, statewide public policy organization dedicated to improving the communities of Ohio through smart growth strategies and research to create a revitalized Ohio.

Our work is focused on four areas:

- *Brownfield Remediation*
- *Transportation Innovations*
- *Legacy City Renewal*
- *Housing Improvements & Neighborhood Revitalization*



WHO ARE VULNERABLE ROAD USERS?

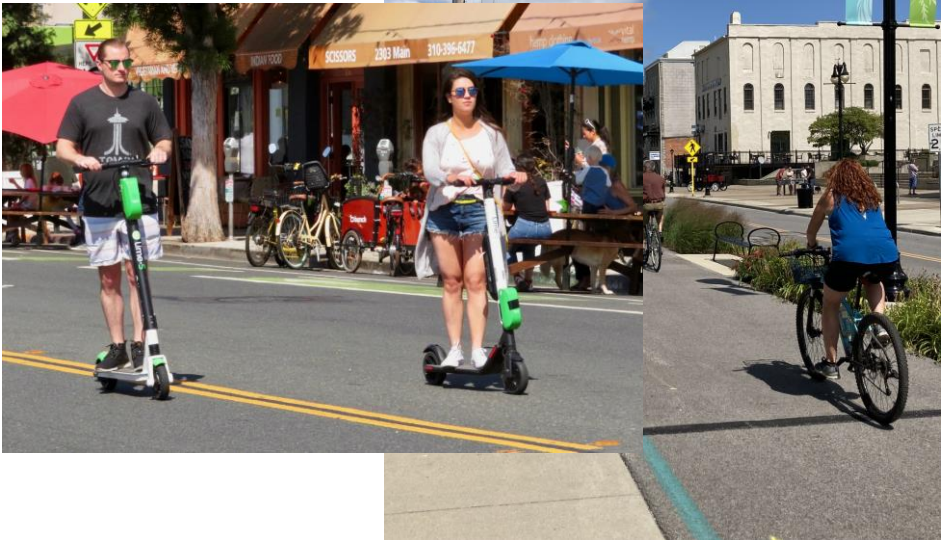


A **Vulnerable Road User**, or VRU, is anyone unprotected by an outside shield, thus susceptible to a greater risk of injury or death in any collision with a vehicle and are therefore highly in need of protections against such collisions.



STATE OF VULNERABLE ROAD USERS IN OHIO

Vulnerable Road Users Included in the ODOT VRU Assessment

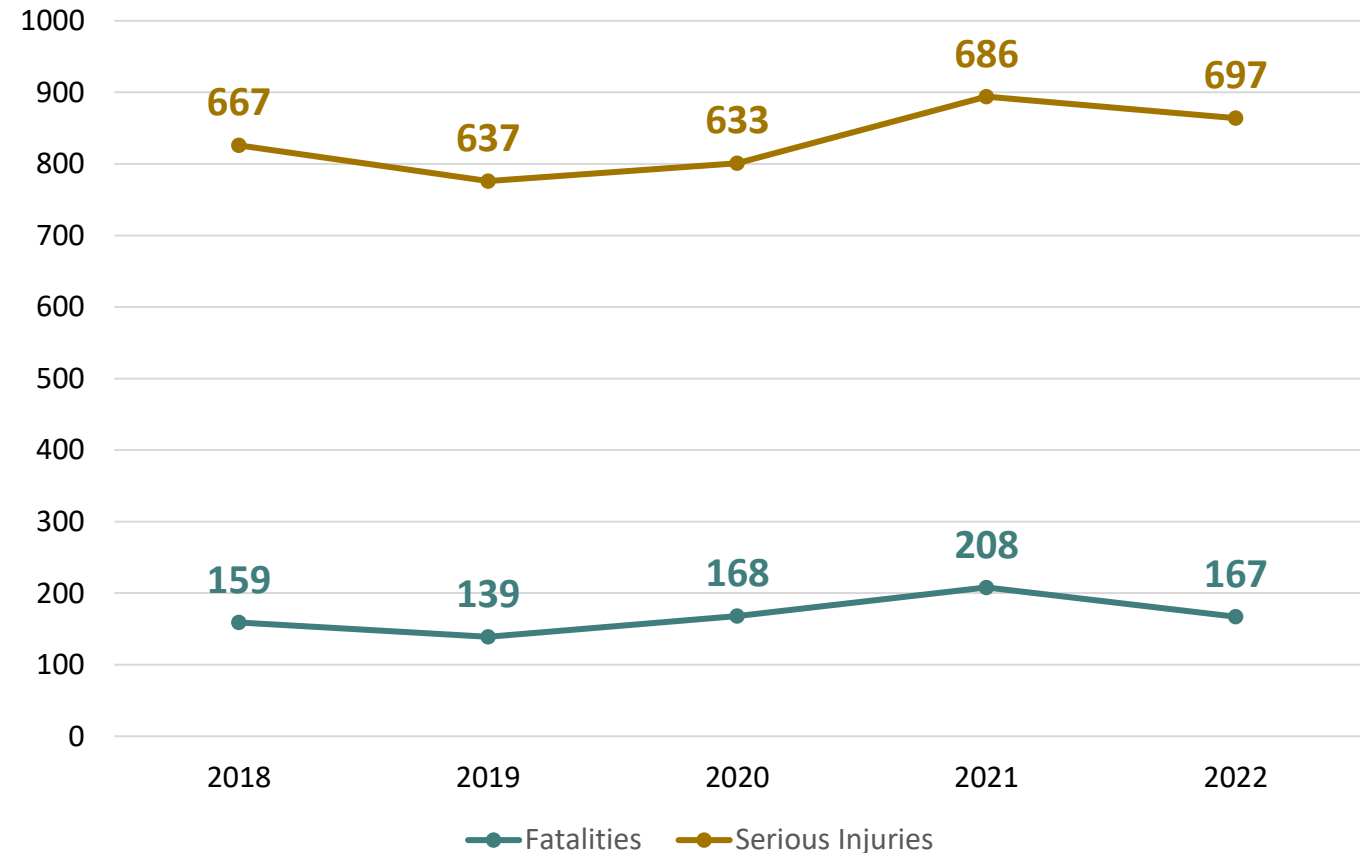


STATE OF VULNERABLE ROAD USERS IN OHIO

Vulnerable Road User Fatal account for nearly 11% of all Fatal and Serious Injury Crashes in Ohio

These crashes are overrepresented on principal and minor arterial roads and disproportionately impact communities with a high reliance on active transportation.

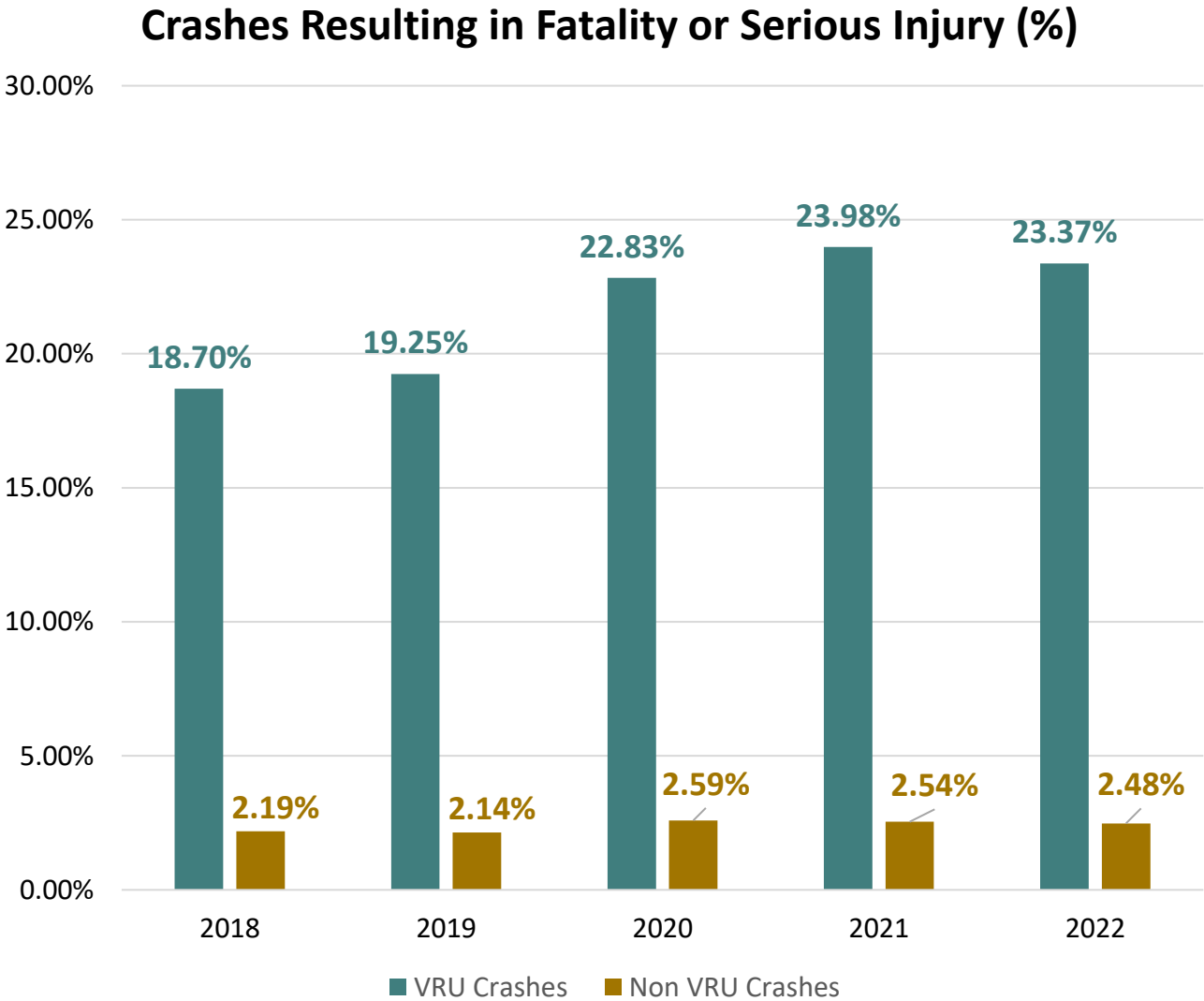
Vulnerable Road User Crashes | 2018-2022



Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023

STATE OF VULNERABLE ROAD USERS IN OHIO

On average, VRU Crashes are
9 TIMES MORE LIKELY to result in serious
injury or death

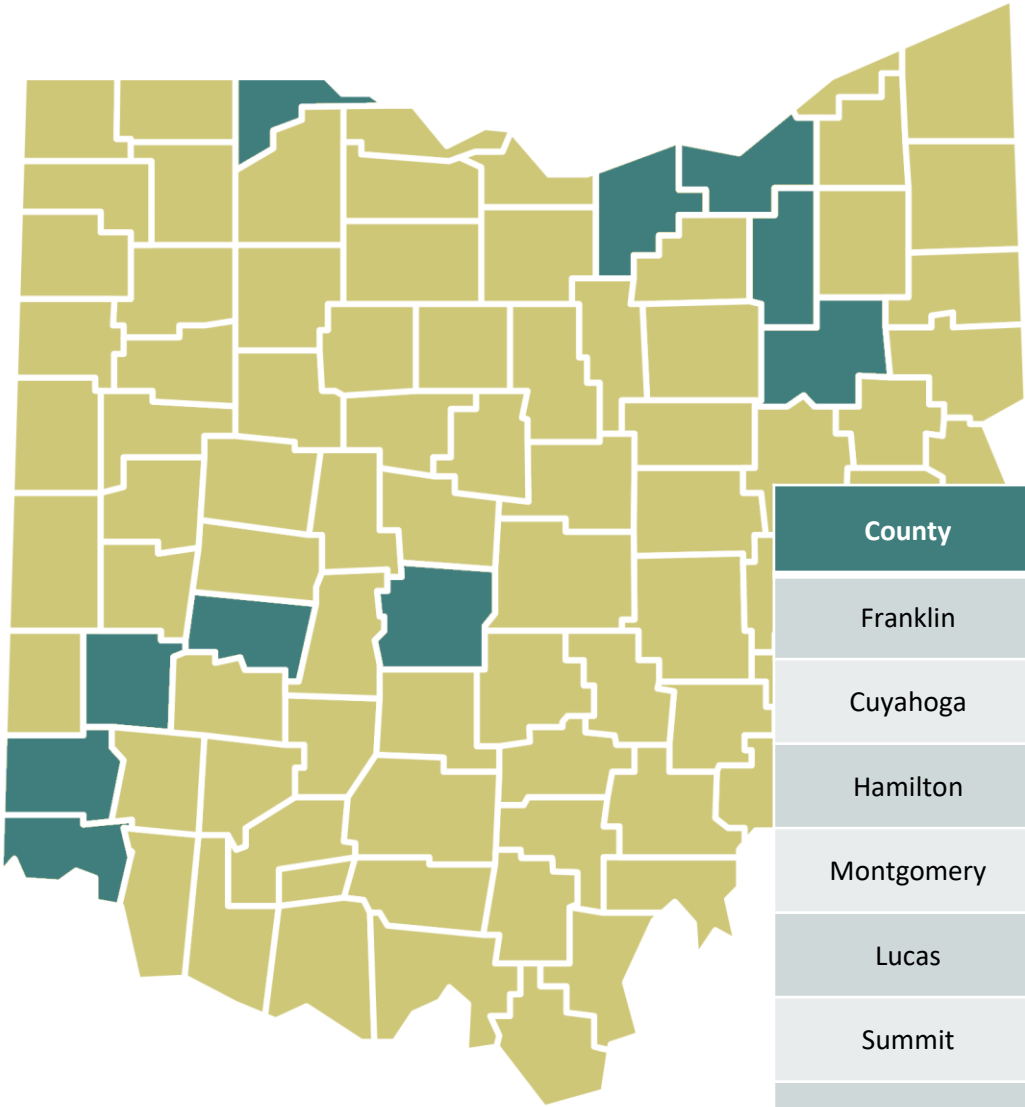


Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023



STATE OF VULNERABLE ROAD USERS IN OHIO

Where you live can determine how likely it is that VRUs are at risk or injury or death in a crash.



These 10 counties **account for 2/3 of all VRU Fatalities Or Serious Injury Accidents** over the past 5 years

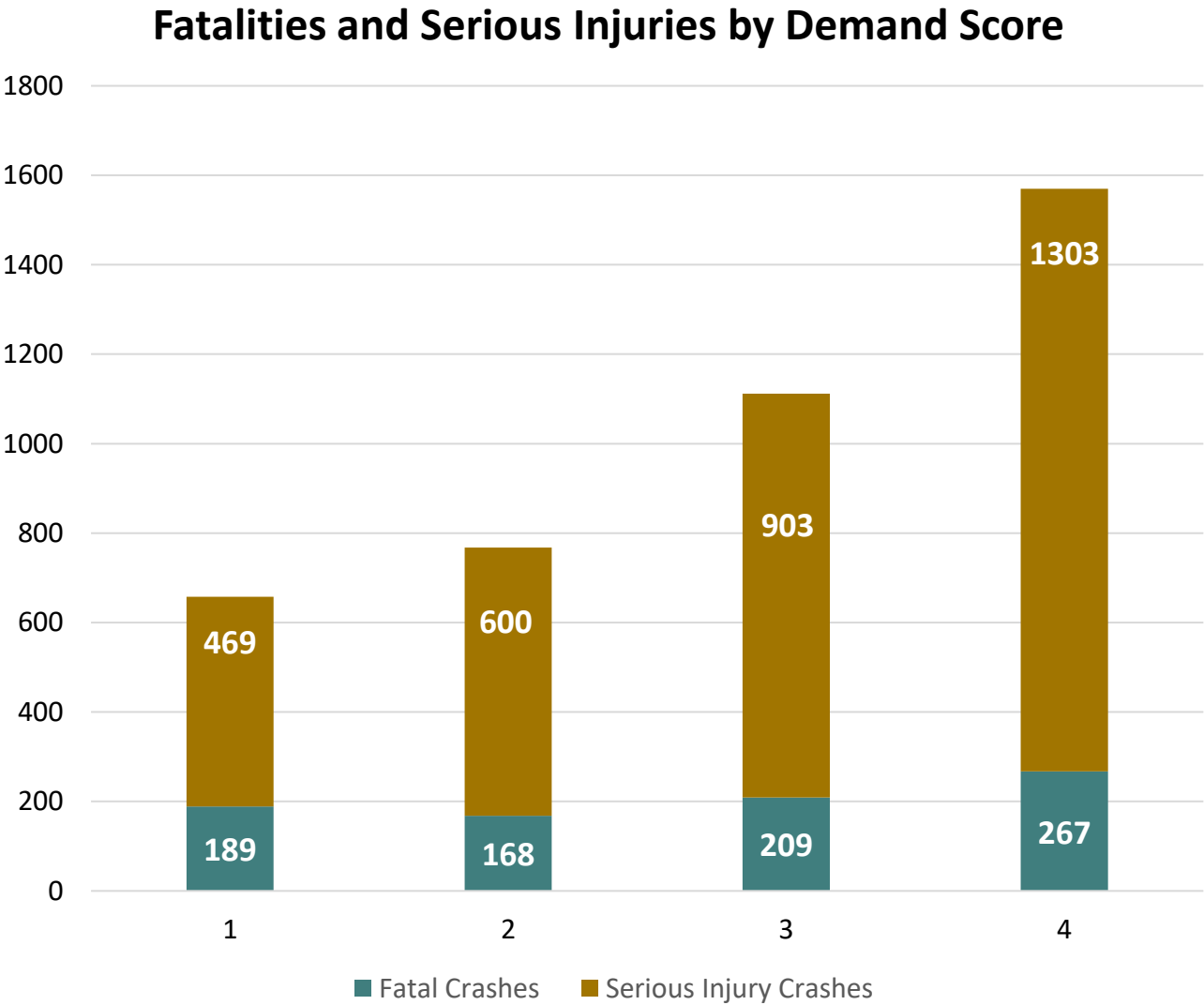
County	Fatal	Serious Injury	Total
Franklin	157	520	677
Cuyahoga	97	500	597
Hamilton	67	360	427
Montgomery	60	186	246
Lucas	42	161	203
Summit	29	134	163
Butler	28	82	110
Lorain	10	74	84
Clark	13	58	71

Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023

STATE OF VULNERABLE ROAD USERS IN OHIO

Where you live can determine how likely it is that VRUs are at risk or injury or death in a crash.

Thirty-eight percent of VRU Fatal and Serious Injury Crashes occur in communities where there is a high demand for walking, biking, and other non-motorized forms of transportation.



Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023

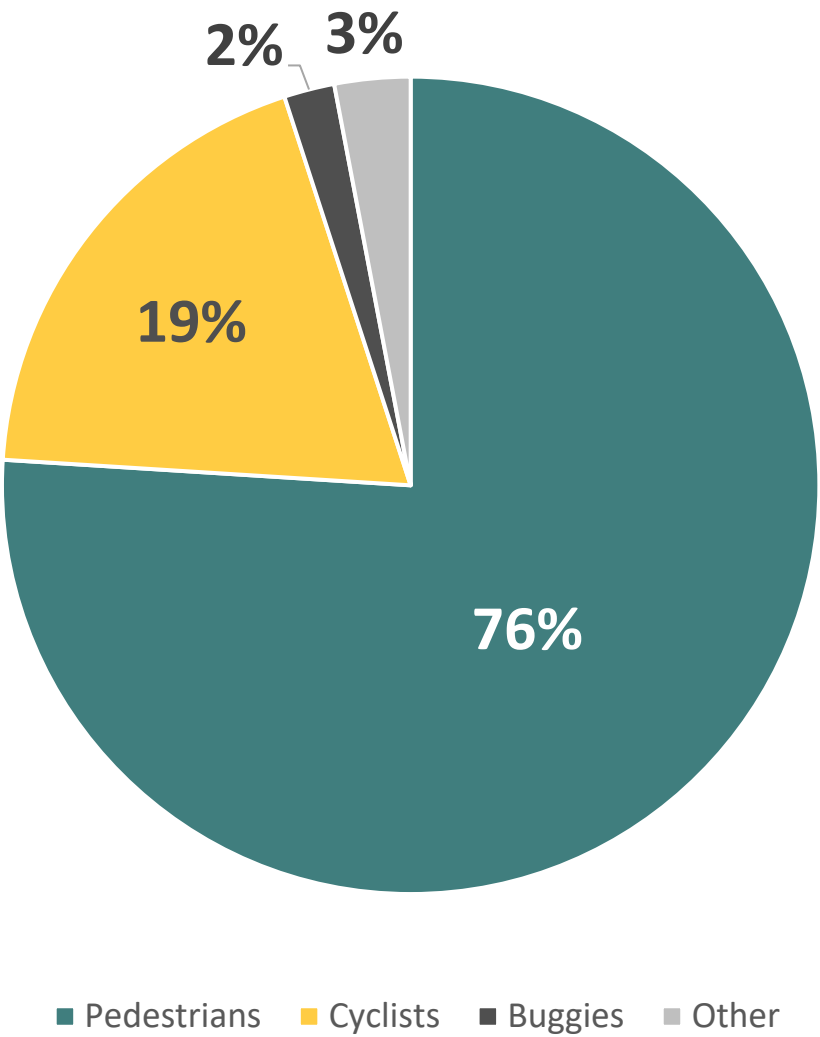


STATE OF VULNERABLE ROAD USERS IN OHIO

Mode is also a determining factor in the risk of serious injury or death for vulnerable road users

Pedestrians accounted for 76% of all VRU Fatalities and Serious Injury Crashes between 2018-2022

Percentage of VRU Fatalities and Serious Injuries by Mode | 2018-22



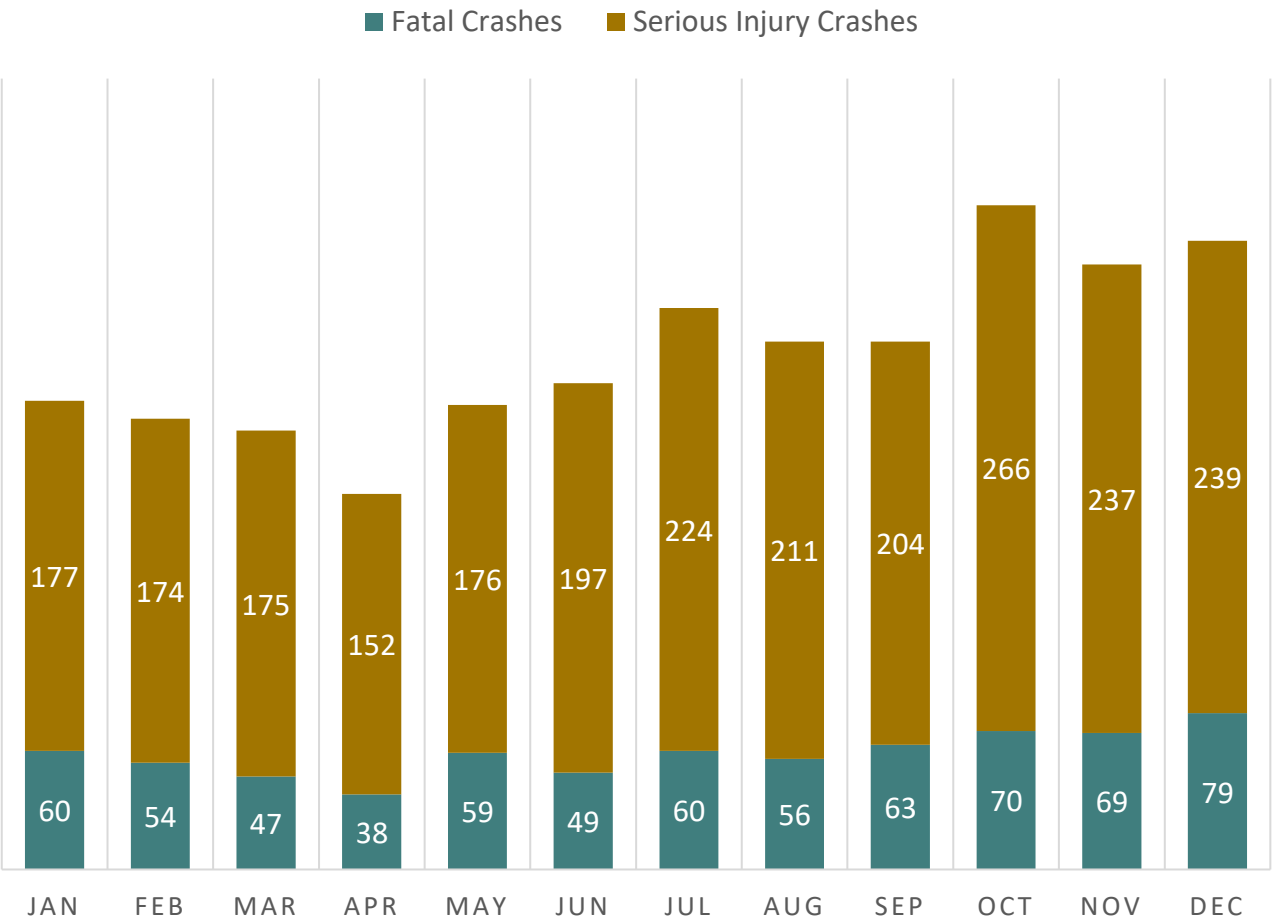
Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023

STATE OF VULNERABLE ROAD USERS IN OHIO

Fall is the worst time of year for crashes involving pedestrians. The months of October-December account for nearly 31% of all fatalities or serious injury crashes for the year.

Pedestrians are 1.32 times for likely to be involved in a fatal or serious injury crash during these months than at any other time of the year.

FATALITIES AND SERIOUS INJURIES BY MONTH | PEDESTRIANS

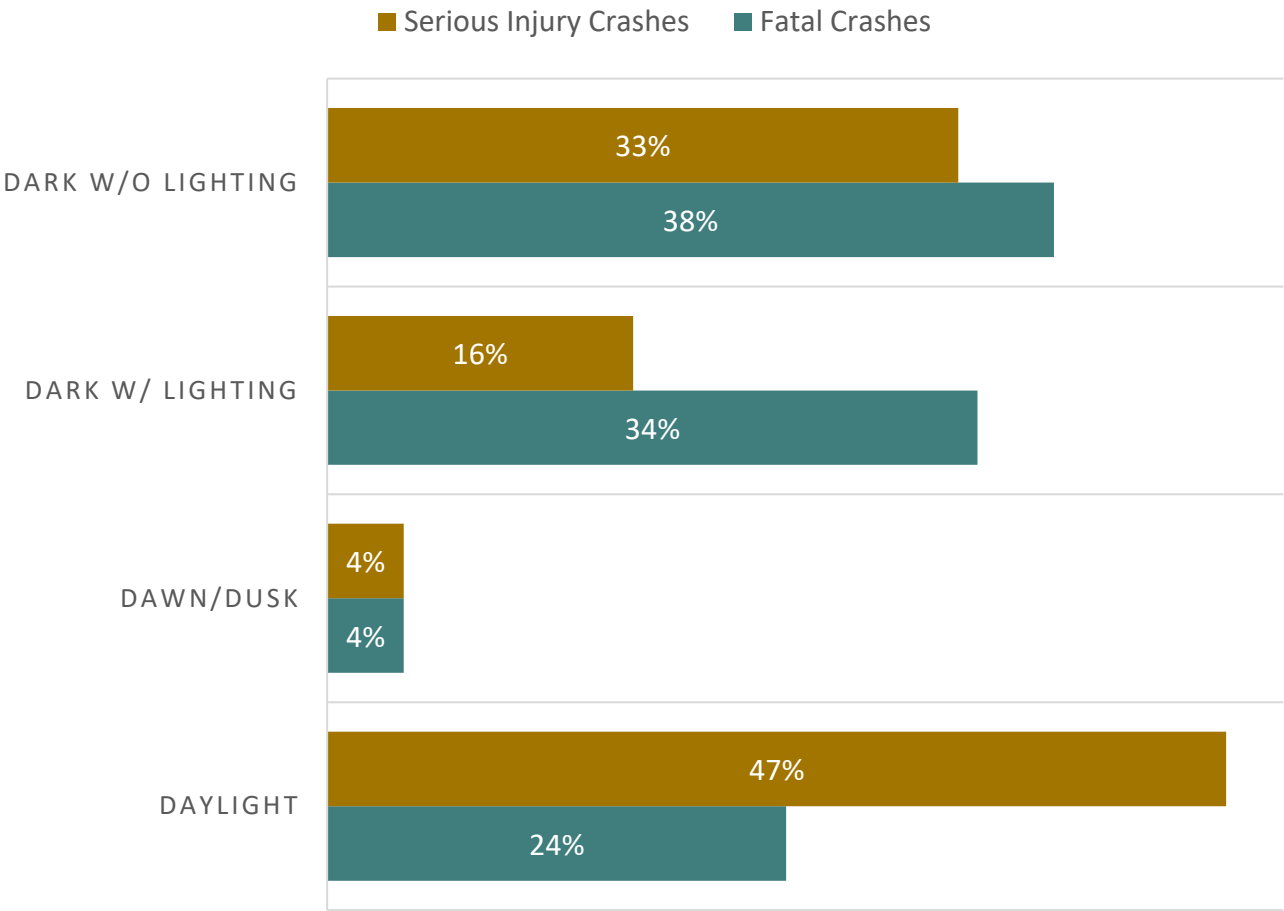


Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023

STATE OF VULNERABLE ROAD USERS IN OHIO

Pedestrian crashes at night are more likely to result in death, while during the dawn, day, or dusk, pedestrians are at a higher risk of serious injury.

FATALITIES AND SERIOUS INJURIES LIGHTING CONDITIONS | PEDESTRIANS



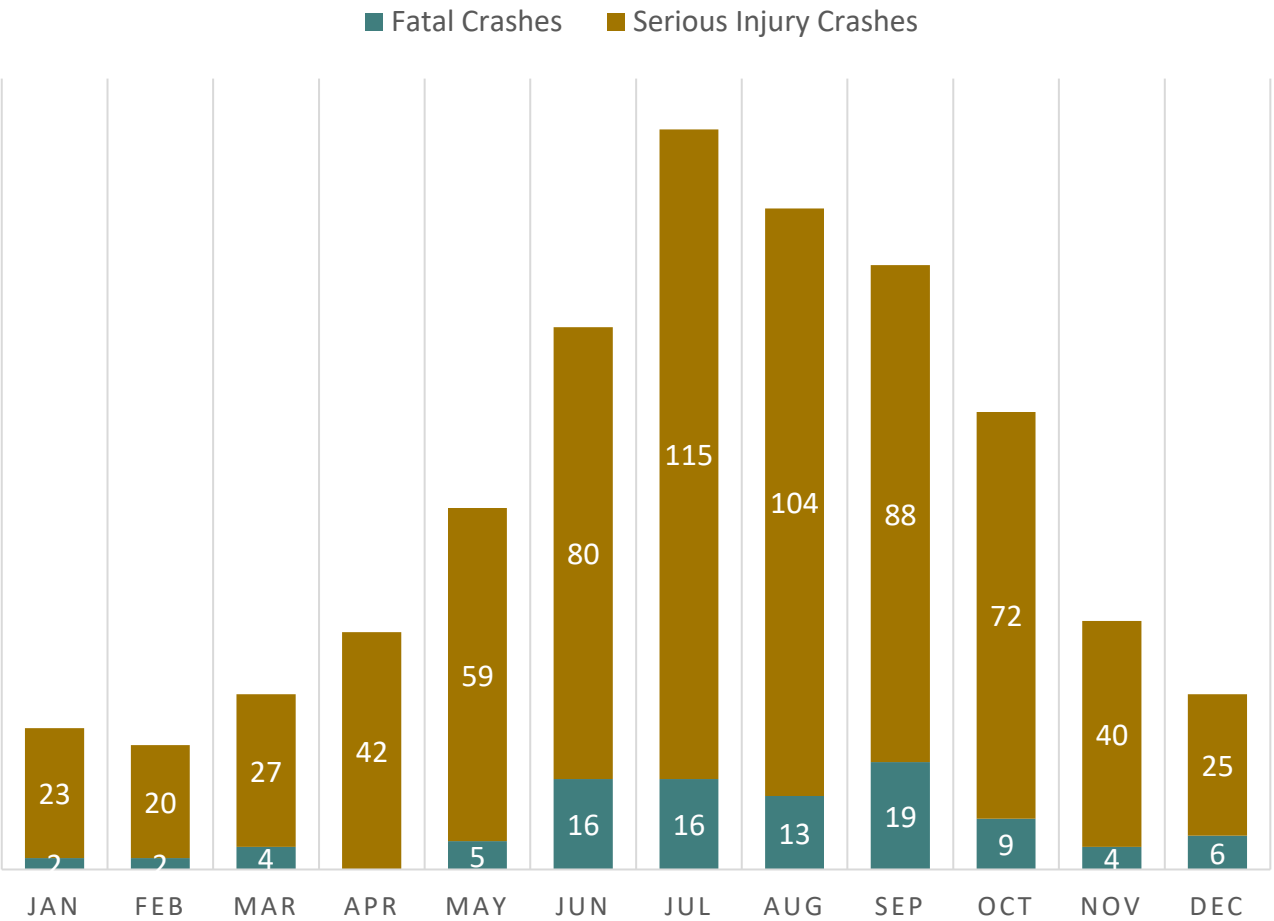
Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023

STATE OF VULNERABLE ROAD USERS IN OHIO

Summer months are when cyclists are more likely to be involved in a serious injury or fatal crash. The months of July, August and September account for nearly 45% of all crashes for the year.

Cyclists are nearly 2.5 times more likely to be involved in a fatal or serious injury accident during these months than any other time of the year.

FATALITIES AND SERIOUS INJURIES BY MONTH | CYCLISTS

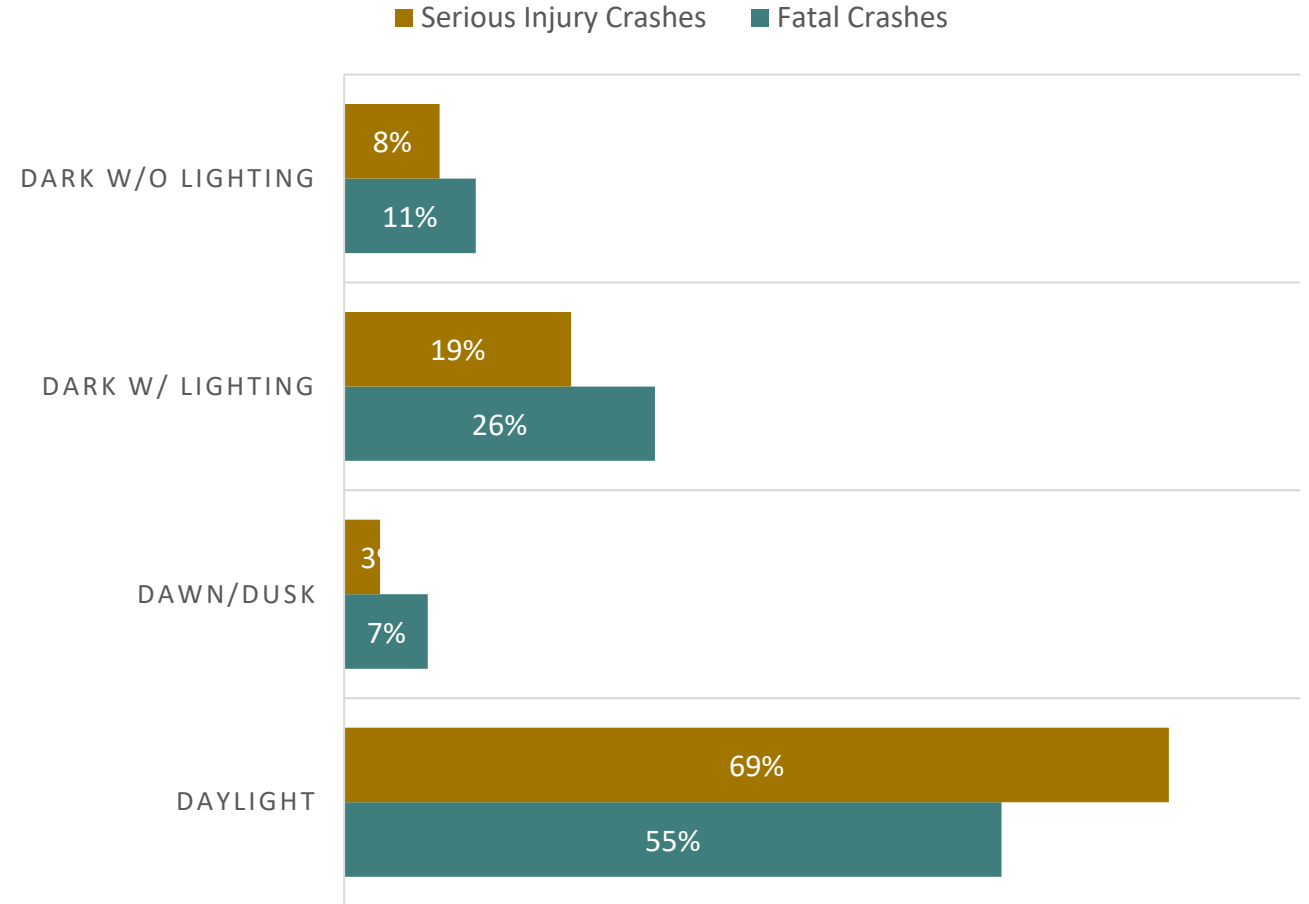


Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023

STATE OF VULNERABLE ROAD USERS IN OHIO

More fatal and serious injury accidents involving cyclists occur during daylight hours than any other time of the day combined.

FATALITIES AND SERIOUS INJURIES LIGHTING CONDITIONS | CYCLISTS



Source: Ohio Department of Transportation Vulnerable Road User Assessment 2023



ACTIVE TRANSPORTATION IN OHIO

Promoting a Transportation System for Everyone

PROMOTING INVESTMENT IN ACTIVE TRANSPORTATION



GOPC's Active Transportation Newsletter



Sign-Up Today



PROMOTING INVESTMENT IN ACTIVE TRANSPORTATION

GREATER OHIO POLICY CENTER PRESENTS

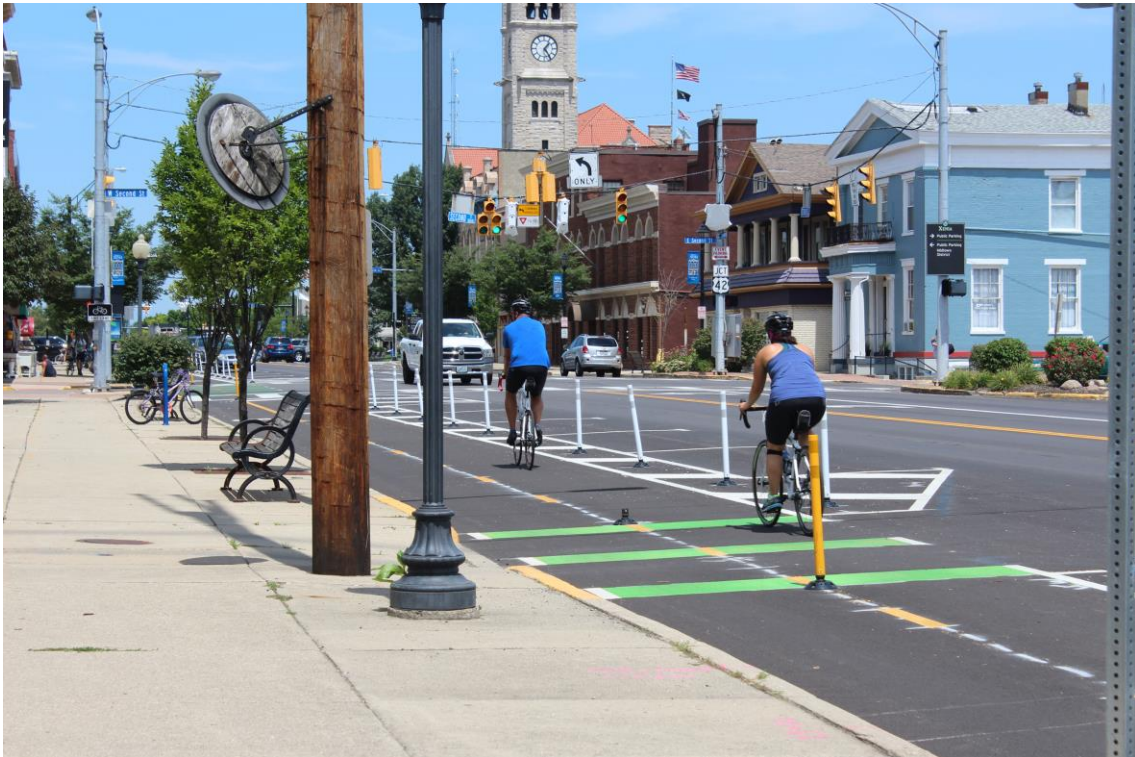
HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO: A GUIDE FOR NON-ENGINEERS

SUMMER 2024



HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO

Xenia Protected Bike Lane



Columbus Summit Street Cycle Track





HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO

Mansfield Downtown Redevelopment



Youngstown Downtown Redesign





HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO

Bexley Bike/Ped Investment



Lorain Collaborative Impact Model





PROMOTING INVESTMENT IN ACTIVE TRANSPORTATION

GREATER OHIO POLICY CENTER PRESENTS

HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO:

A GUIDE FOR NON-ENGINEERS

SUMMER 2024



Scan to Download



HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO:

A GUIDE FOR NON-ENGINEERS

Active
Transportation
Funding
Opportunities &
Resources in Ohio

UPDATED: 6/28/2024



HOW TO BUILD SAFE, VIBRANT STREETS IN OHIO:

A GUIDE FOR NON-ENGINEERS

Tips for
Implementing an
Active
Transportation
Project in Your
Community

UPDATED: 6/28/2024



THANK YOU



jwarner@greaterohio.org



www.greaterohio.org



Lunch
Next Session begins
at 1:30 PM

October 24, 2024

Statewide Association of Community and Economic Development Organizations





Business Meeting

October 24, 2024

Statewide Association of Community and Economic Development Organizations

OCCD BUSINESS MEETING

- Call to Order
- November Conference (November 13-14)
- Committee Reports
 - Membership Committee
 - Workforce Development / Internship Committee
- Adjournment

OCCD BUSINESS MEETING

- Opportunity for Engagement
 - OCCD Standing Committees
 - Membership
 - Sessions & Training Programs
 - State Programs
 - Legislative
 - Finance
 - Workforce Development / Internship

*If you are interested
in participating in one
of the committees,
please contact
Patricia Richards at
office@occd.org*

THE FUTURE OF AMTRAK IN OHIO

Elliott Lewis, P.E., MORPC

Parag Agrawal, MORPC

THE FUTURE OF PASSENGER RAIL IN OHIO

Parag Agrawal, AICP

Chief Mobility and Infrastructure Officer and Senior Director of Programming

Elliott Lewis, P.E.

Principal Planner



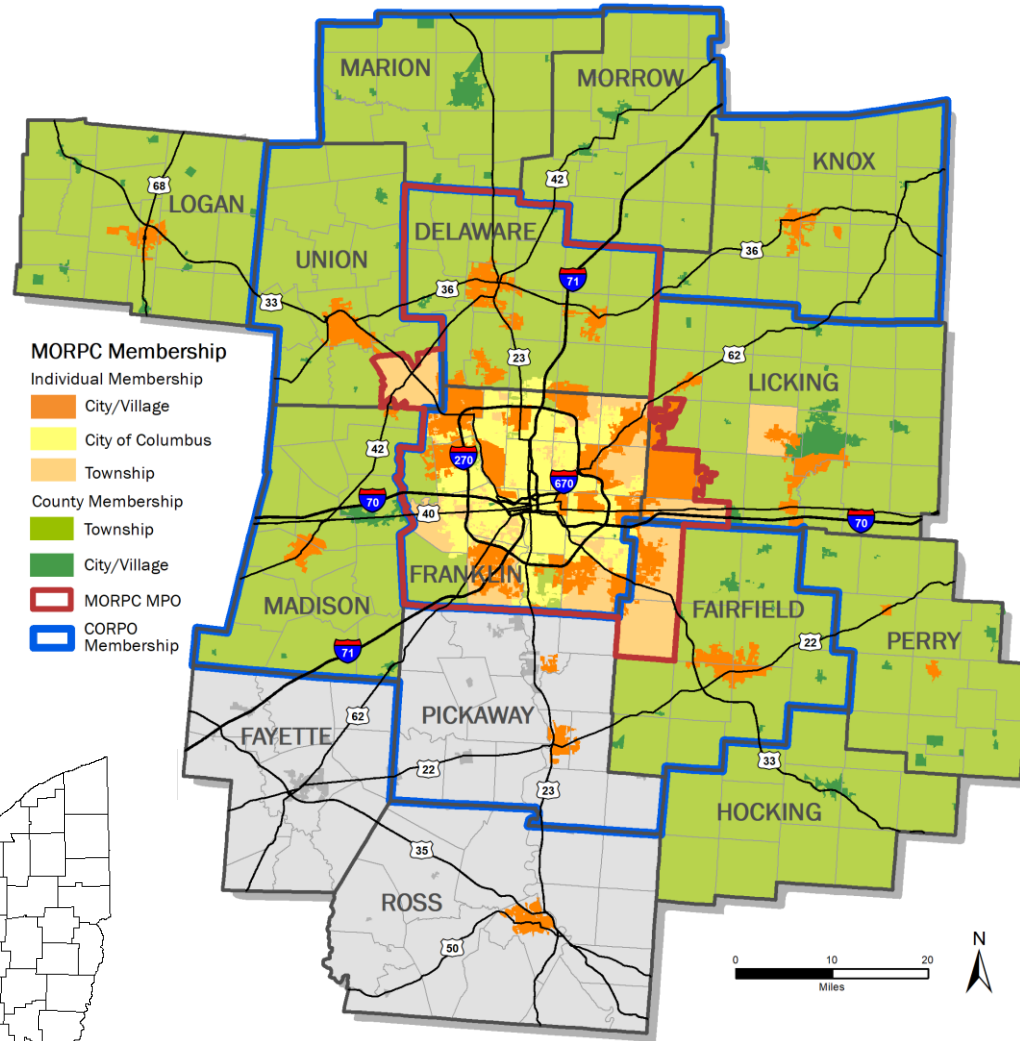
MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

TODAY'S AGENDA

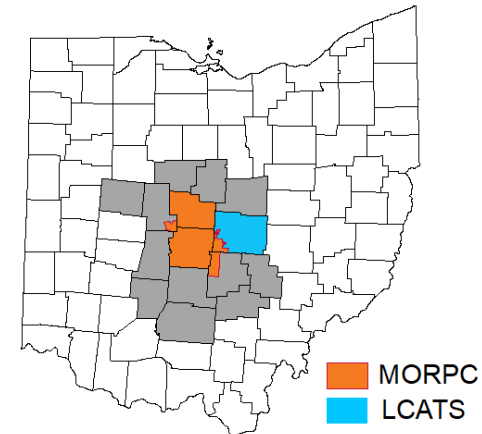
- MORPC and Central Ohio Growth
- Overview of Amtrak in America and Ohio
- Past Planning Efforts
- Current Planning: Corridor ID Program
- Routes in Central Ohio
- Other Passenger Rail Activities
- Integrating Passenger Rail with Community Development



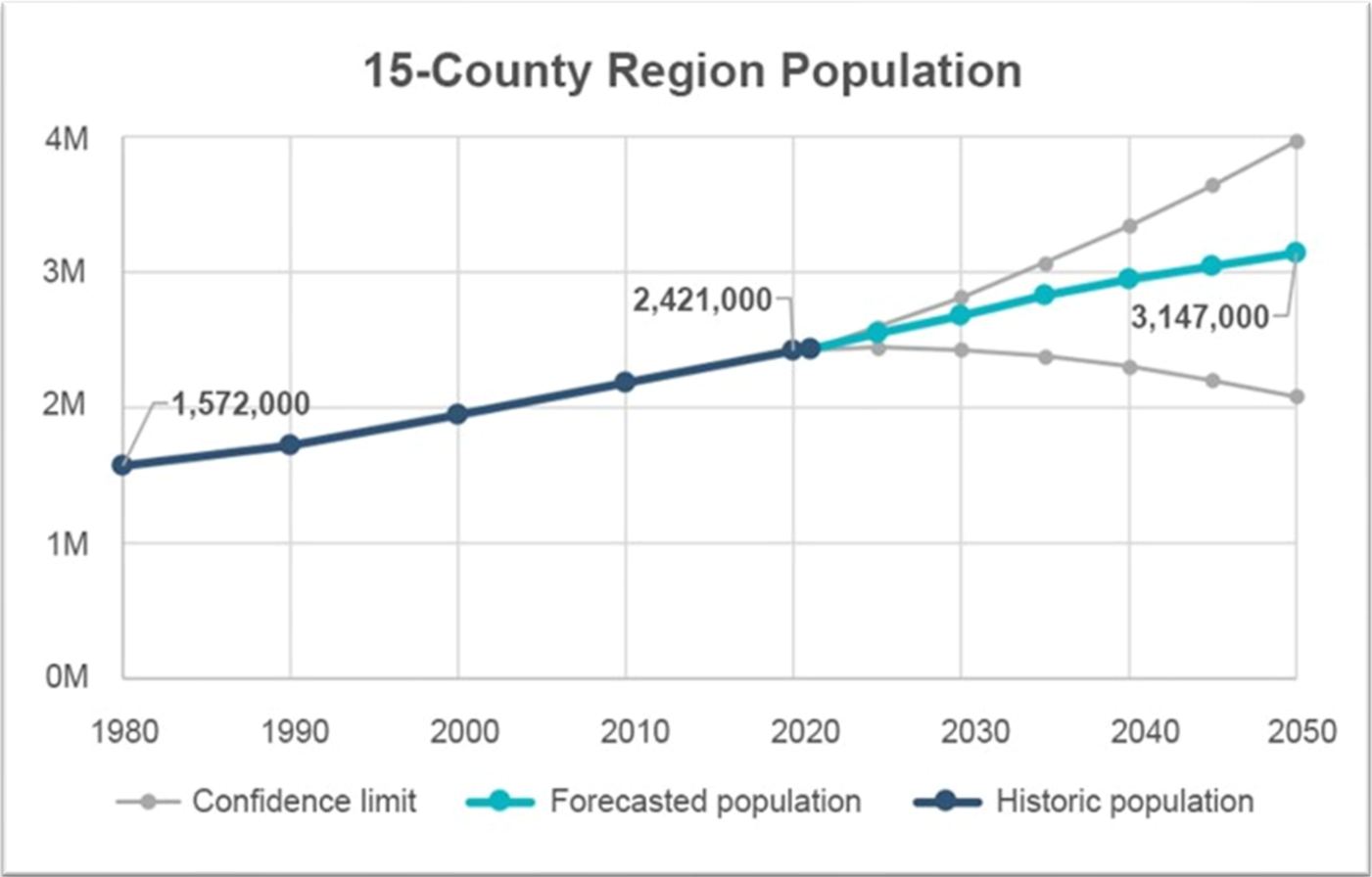
MID-OHIO REGIONAL PLANNING COMMISSION



- Regional Council for Columbus, Ohio Region
 - 2.4 million and growing
- Services for 83 Local Governments
 - Rural * Urban * Suburban
- Focus Areas:
 - Transportation & Infrastructure
 - Development Support (EDD)
 - Planning & Sustainability
 - Data, Research & Mapping
 - Residential Services
 - Policy & Grant Development
 - Engagement
- Key Partner to Businesses & Non-Profits



REGIONAL GROWTH REMAINS STRONG



PASSENGER RAIL OVERVIEW & PAST PLANNING EFFORTS



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

OVERVIEW – PASSENGER RAIL IN AMERICA



MORPC



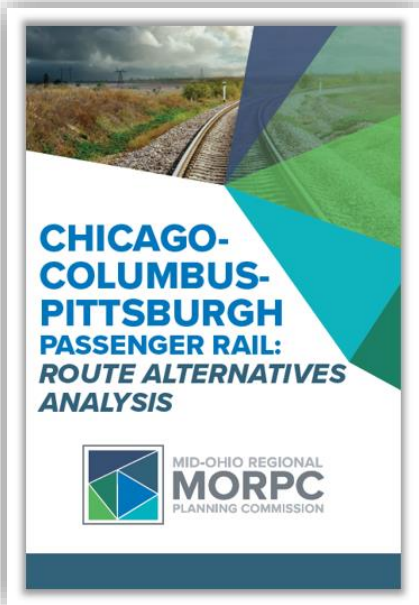
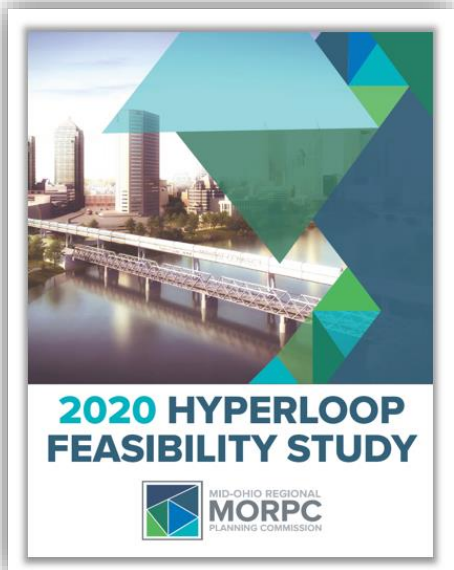
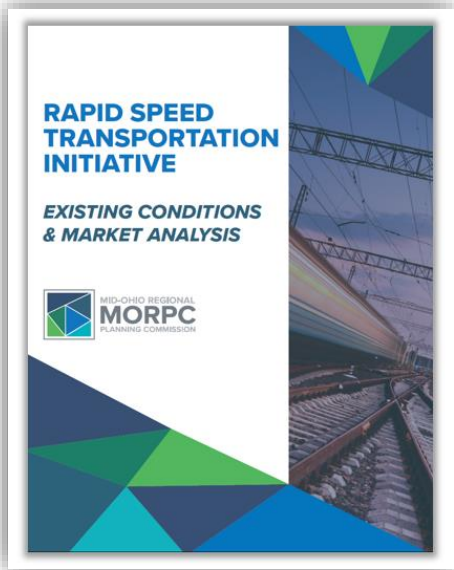
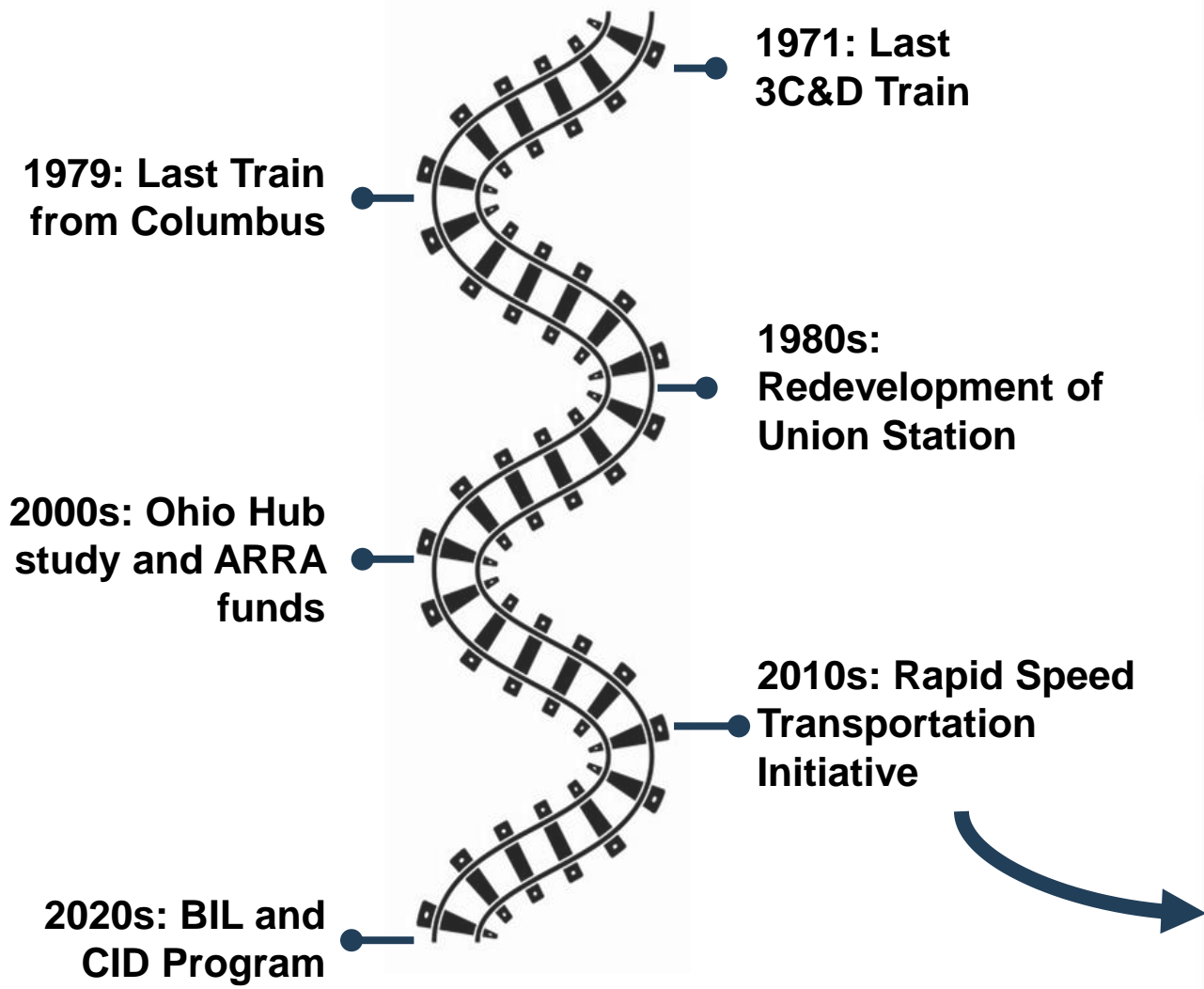
OVERVIEW – PASSENGER RAIL IN OHIO

- Long-distance service only; no state-supported routes
 - Capitol Limited* (Chicago to Washington, DC)
 - Lake Shore Limited* (Chicago to NYC/Boston)
 - Cardinal* (Chicago to NYC via DC)
- One or two trains per day
- No daytime service (after 8:00AM or before 11:00PM)



Amtrak station, Bryan, OH

PAST PLANNING EFFORTS



BIPARTISAN INFRASTRUCTURE LAW & CURRENT PLANNING

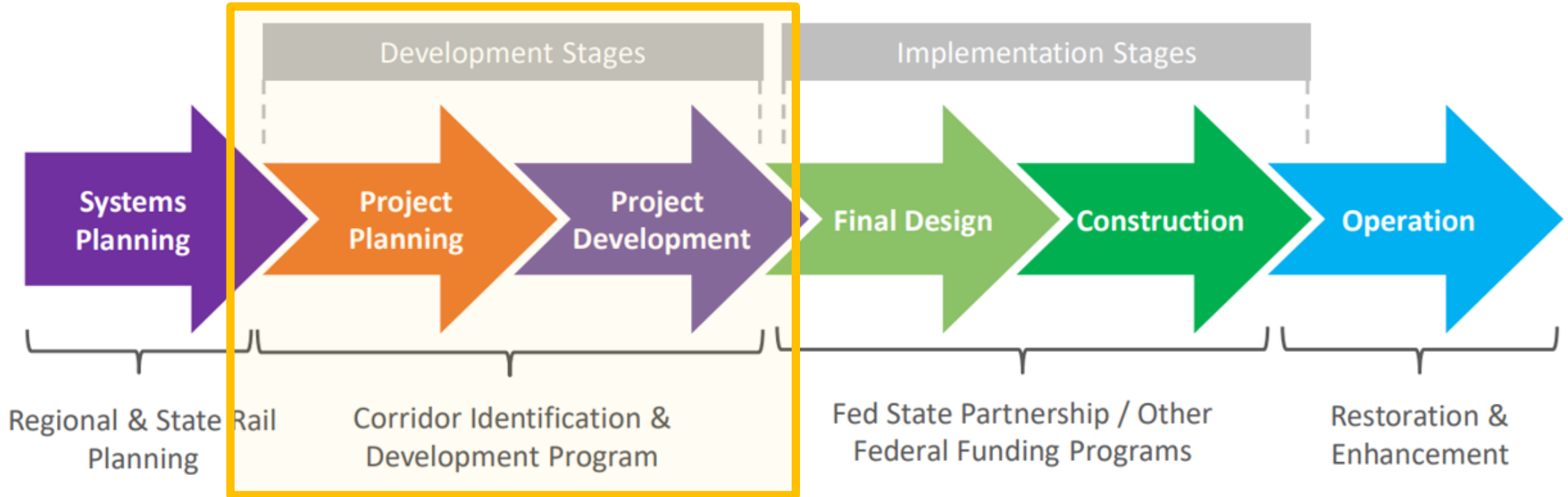


MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

CURRENT PLANNING EFFORTS: FRA ROLES AND PROGRAMS



MORPC



CORRIDOR ID PROGRAM



MORPC

Step 1

Selection and Initiation

Step 2

Route Planning

Step 3

Project Development

Capital improvements developed in Step 3 will be placed in a pipeline of projects by the FRA. These will be eligible for future design and construction funding through other federal programs.

CORRIDOR ID PROGRAM – STEP 1



MORPC

1

Step 1

Selection and Initiation

2

What: Develop scope, schedule, cost estimate for Step 2

Why: Capacity-building to deliver subsequent Steps

Duration: Approx. **6-12 months** to complete

Cost/Award: **\$500,000 award**

3

Local Match: **No local match required**

CORRIDOR ID PROGRAM – STEP 2



MORPC

1

Step 2

Route Planning

2

What: Prepare a *Service Development Plan (SDP)*

Why: Detail route, stations, service, capital improvements

Duration: Approx. **1-3 years** to complete

Cost/Award: **Determined in Step 1**

3

Local Match: **10% local match**

CORRIDOR ID PROGRAM – STEP 3



MORPC

1

Step 3

Project Development

2

What: Preliminary engineering, environmental review

Why: Prepare projects for design, construction, service

Duration: Approx. **1-3 years** to complete

Cost/Award: **Determined in Step 2**

3

Local Match: **20% local match**

OHIO CORRIDOR ID PROGRAM AWARDS



CORRIDOR ID PROGRAM UPDATE



- **Cincinnati-Dayton-Columbus-Cleveland (3C&D)**
 - ORDC is lead sponsor, MORPC as stakeholder
 - Step 1 initiated
 - Packaging early activities with Cleveland-Toledo-Detroit CID corridor
 - Similar timeline as Midwest Connect

Step 1

Step 2

Step 3



CORRIDOR ID PROGRAM UPDATE



- **Chicago-Fort Wayne-Columbus-Pittsburgh (Midwest Connect)**

- MORPC is a co-sponsor with Fort Wayne, IN and Southwestern Pennsylvania Commission
- Kick-off meeting with HNTB in July, working session in October
- Formalizing roles of corridor supporters, dialogue with other sponsors in Ohio, Indiana, Pennsylvania
- 6-12 months to complete Step 1 (early 2025)



Step 1

Step 2

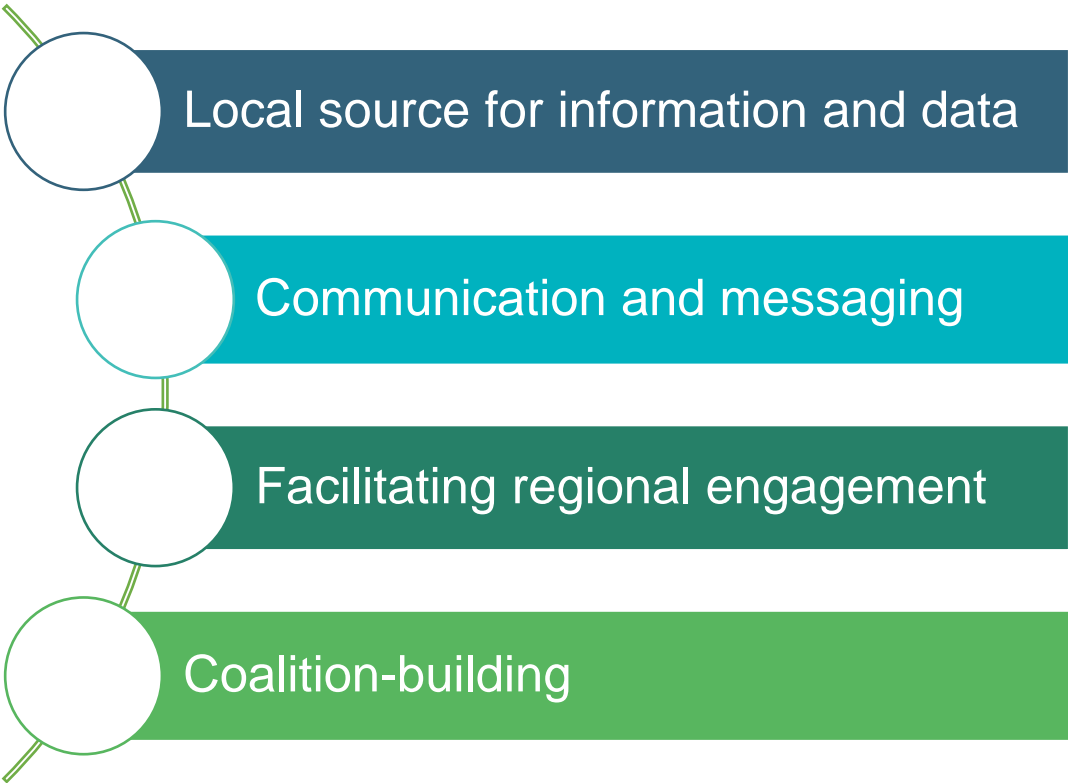
Step 3

Membership

City of Columbus	City of Worthington	CRLC
City of Delaware	Delaware County	FCCFA
City of Dublin	Logan County	LCATS
City of Hilliard	Granville Township	Columbus Partnership
City of Marysville	COMTO	The Ohio State University
City of Newark	COTA	
City of Whitehall	CRAA	

Guests

City of Ft. Wayne	ODOT	ORDC
HNTB	All Aboard Ohio	



OTHER MORPC ACTIVITIES



Route planning knowledge exchanges
(Brightline Orlando/Miami)

- Amtrak meeting
- Statewide Passenger Rail Coalition (All Aboard Ohio)
- Legislative education and advocacy



FRA Long Distance Service Study

INTEGRATING PASSENGER RAIL WITH COMMUNITY DEVELOPMENT



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

INTEGRATING WITH LOCAL PLANNING

- Several communities integrating potential stations into plan updates
 - Marysville, Dublin, Hilliard, Delaware, others
- Aligning corridor development milestones with local plans
- Service development planning factors for stations



UPTOWN STATION (BLOOMINGTON-NORMAL, IL)



MORPC



Source: Farr Associates

BRUNSWICK STATION (BRUNSWICK, ME)

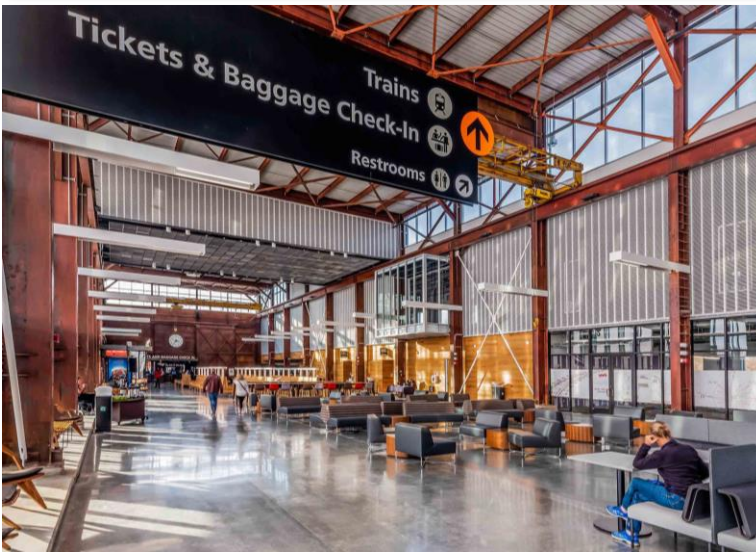


MORPC



Source: Randall Arendt

UNION STATION (RALEIGH, NC)



PARAG AGRAWAL, AICP

*Chief Mobility and Infrastructure Office
& Senior Director of Programming*
Mid-Ohio Regional Planning Commission

T: 614.233.4178 | **M:** 614.701.6089
pagrawal@morpc.org

ELLIOTT LEWIS, P.E.

Principal Planner
Mid-Ohio Regional Planning Commission

T: 614.233.4185
elewis@morpc.org



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION





15-Minute Break
Next Session begins at
3:00 p.m.

October 24, 2024

Statewide Association of Community and Economic Development Organizations

LEGISLATIVE UPDATE

- Tony Core, Principal, Squire Patton Boggs



AKRON INNERBELT INITIATIVE

Kyle Julien, Akron



The Innerbelt:

Redirecting Akron's Road to Nowhere

Kyle Julien, City of Akron Planning Director
October 24, 2024

The Innerbelt

- The combined impacts of freeway building and urban renewal
- Earlier plans to reimagine the space taken up by the freeway
- Current plans: Reconnecting, healing, and repair

The Innerbelt

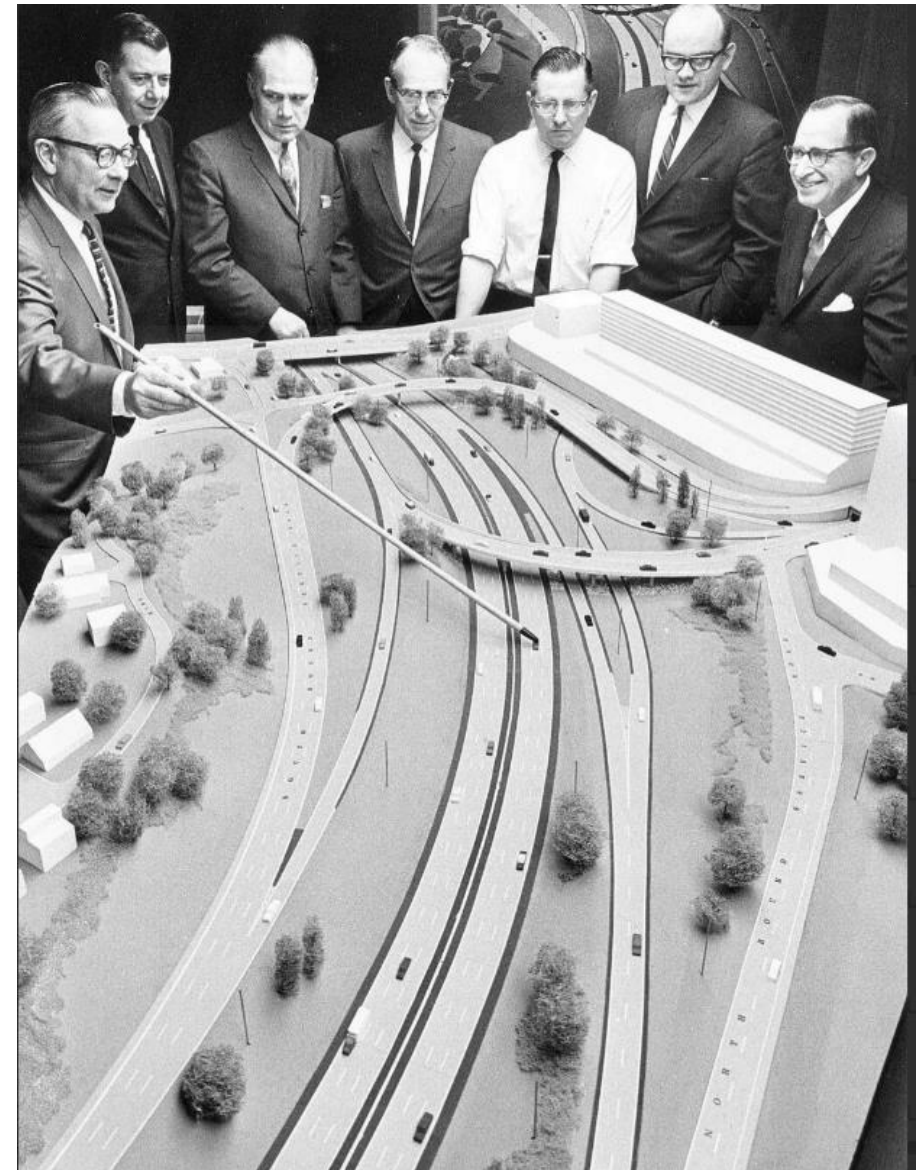
- 2+ mile freeway 'connecting' I-76/77 to Downtown
- Conceived in the 1960s for convenience of drivers from outlying areas
- Designed for 120,000+ vehicles
- Current load is 22,000



The Innerbelt: Timeline

1963	Plans for Innerbelt freeway released
1960s	Opportunity Park and Cascade urban renewal programs initiated
1970	Innerbelt construction begins
1980s	Connection to I-76 finalized
1990s	Suggestion to decommission the Innerbelt first aired
2021	Innerbelt Advisory Group formed
2022 held	Innerbelt Oral History project launched, on-site Rubber City Jazz Festival
2023	City of Akron receives DOT Reconnecting Communities planning grant
August 2024	Planning firm selected
September 2025	Final master plan report to be issued

The Innerbelt



The Innerbelt



The Innerbelt



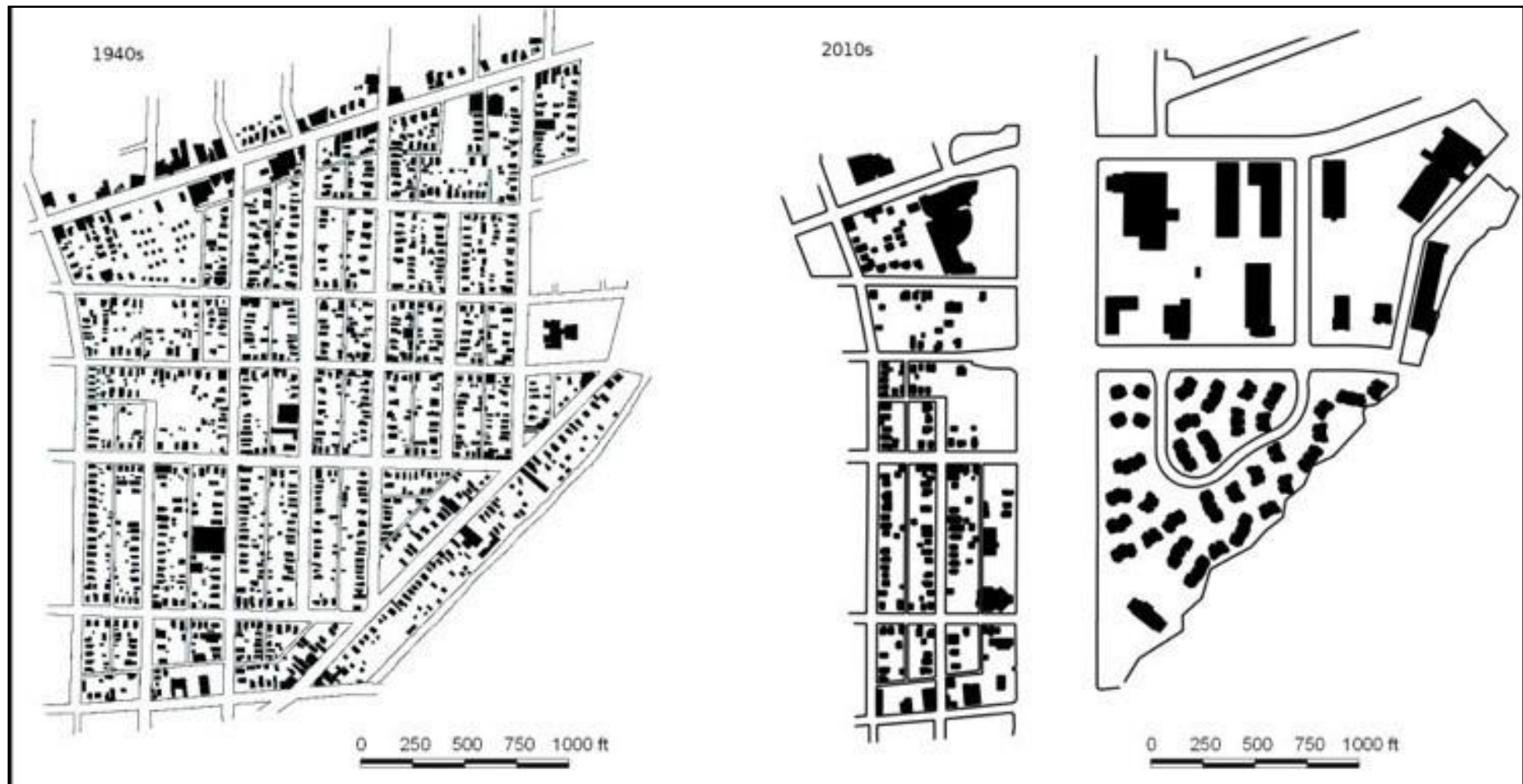
The Innerbelt



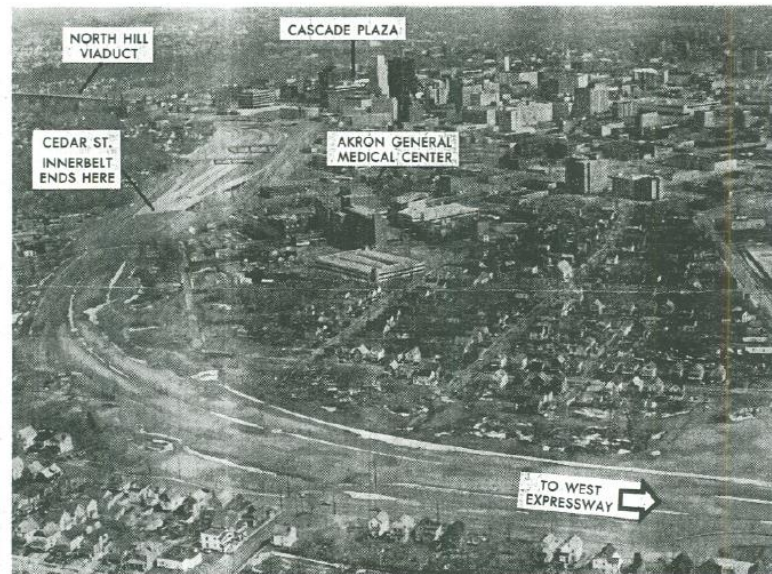
The Innerbelt



The Innerbelt



The Innerbelt



The Innerbelt as it exists today, including its terminus at Cedar Street. Will it ever be finished?

End of Innerbelt not yet in sight

BJ 3-20-78

By WILLIAM HERSHEY
Akron Journal Staff Writer

Perhaps in the '80s
a need will be felt
to finish construction
of the great Innerbelt

"An Ode to John Ballard," by Ralph
Gillman.

The words were to the tune of "On Top of
Old Smoky" and the occasion was a good-
natured ribbing of Akron Mayor John Ballard
earlier this year by the Downtown Kiwanis
Club.

The humor has a bite.
Sixteen years and \$43 million after the
innerbelt was conceived in 1962, nobody

Monday Special

knows if it ever will be finished.
It was supposed to be a 21.5-mile high-
speed link from Ohio 21 in southwest Summit
County to Ohio 59 near Kent in Portage
County. It was to be the miracle road provid-
ing quick and easy access to downtown AK-

ron, B.F. Goodrich and the Opportunity Park
urban renewal area. It would, the advocates
said, help spark downtown's revival and
boost the economic well-being of the whole
area.

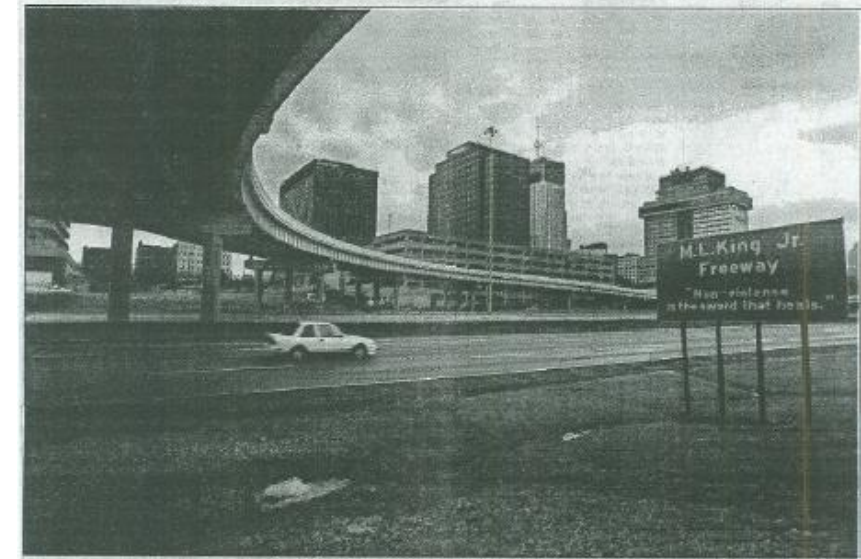
TODAY the Innerbelt is a .75-mile stretch
linking N. Howard and W. Cedar streets in
Akron and 2.37 miles between Ohio 43 and
Ohio 59 in Portage County.
Grading has been completed on the second
phase from W. Cedar to Thornton streets.
Paving that stretch has been held up pending
approval of an environmental impact state-
ment by federal highway officials.

David Chapman, the city's transportation
coordinator, is optimistic the approval will

See AKRON'S, page A-1



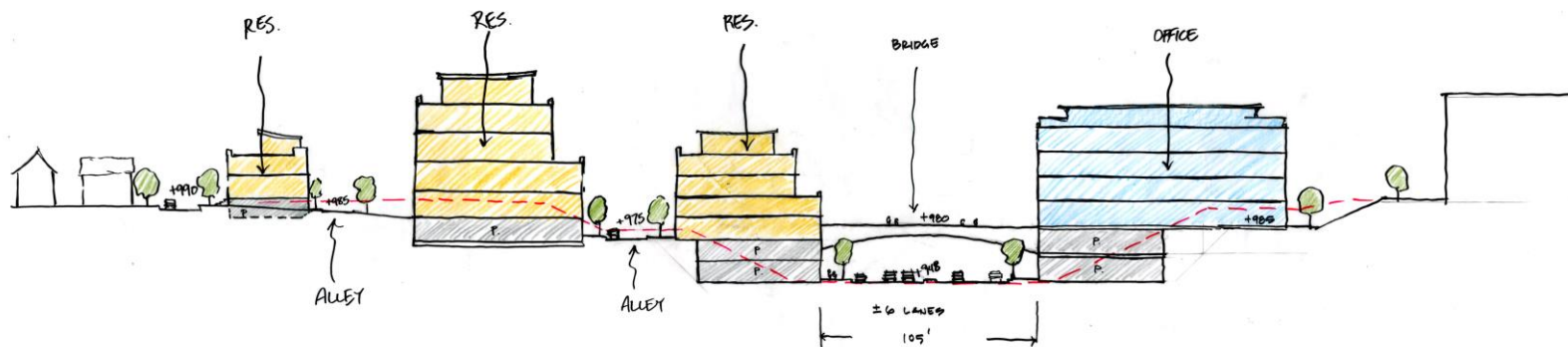
Innerbelt to exit?



The Akron Innerbelt, which was renamed to honor the Rev. Martin Luther King Jr. in 1993, was designed to carry more than 100,000 cars a day, but now handles only 22,000 on its busiest section. The rarely used highway offers one of the best views of downtown Akron's skyline.

The Innerbelt:

Alternate 2



The Innerbelt

BACKGROUND INFORMATION: PRIOR STUDIES



KEY FEATURES

- CENTER STREET BRIDGE WIDENED TO 4 LANES
- STATE STREET BRIDGE REMOVED
- NEW PARKING DECK ON OLD STATE STREET BRIDGE LOCATION
- LOCUST STREET EXTENDS TO RAND AVE.

State Route 59 CONCEPT PLAN



The Innerbelt: Studio O

Reconnecting Our Community - Phase 1 Report

A community engaged initiative to reckon with the
Innerbelt's past and imagine a healed future

By Studio O
December 2023



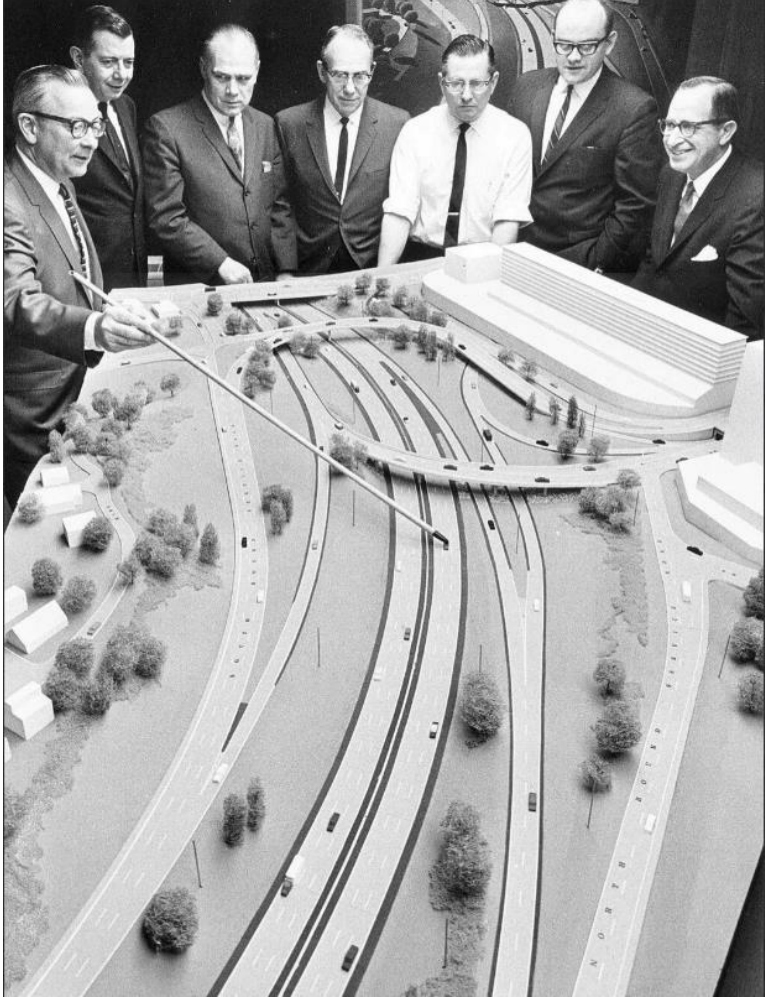
The Innerbelt: Studio O

Key Recommendations

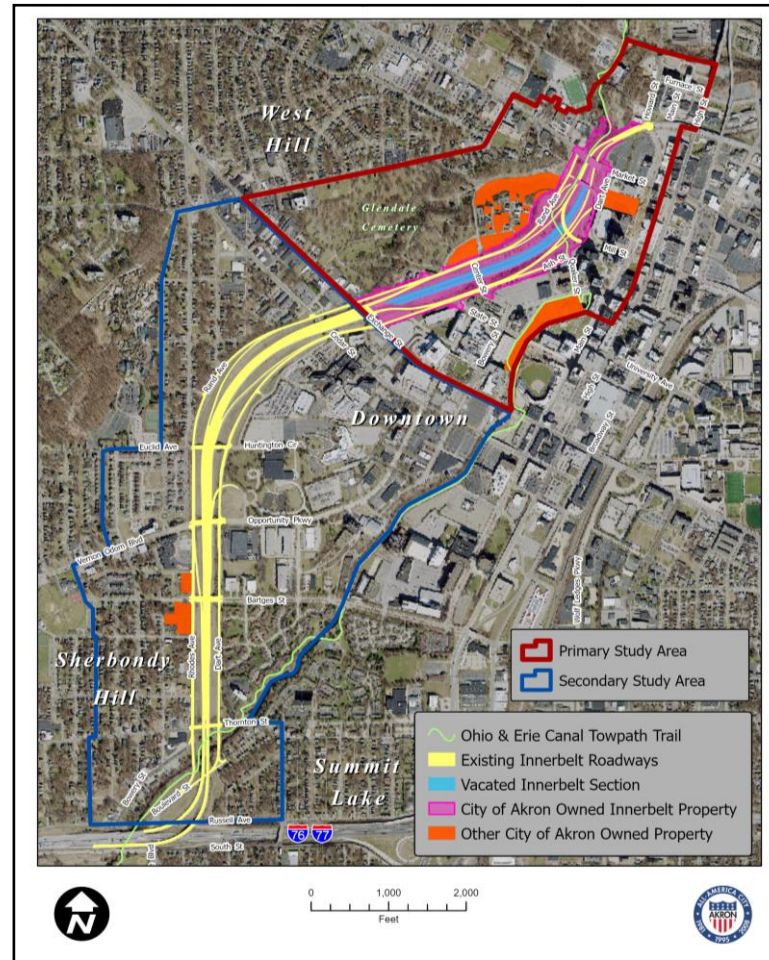
- An apology from the City would advance the healing
- Launch reparative process and develop anti-displacement strategies
- Design a transparent and community-engaged selection process
- Build a long-term accountability structure for the Innerbelt redevelopment
- Create equitable rules and conditions for developer engagement
- Compliment, not compete with adjacent neighborhoods
- “Bring back Wooster Avenue.”

Phase I report: www.AkronInnerbelt.com

The Innerbelt



The Innerbelt



The Innerbelt: Moving Forward





Project Understanding

Akron's Innerbelt represents an emblematic episode in the tragedy of mid-century American urban planning.

Conceived against a national backdrop of suburban white flight and racialized urban renewal, Akron's "road to nowhere" caused immense destruction in neighborhoods from Summit Lake, Sherbondy Hill, to West Hill, displacing over 700 (many would argue more) households and 100 businesses, exposing countless more to long-term environmental harm, and erecting a lasting barrier that still separates downtown from these communities.



Team Roles

Sasaki

Sasaki will serve as the overall project lead, setting project strategy, and will coordinate among various work streams and the city, lead urban design and landscape architecture, and co-lead community and stakeholder engagement strategy with ThirdSpace Action Lab (TSAL).

WSP | Locally-based

WSP will lead the mobility and infrastructure work stream, and will lead the work in assembling the RCN Capital Construction Grant application. They will also support community engagement.

ThirdSpace Action Lab (TSAL) | Local, MBE

TSAL will co-lead community and stakeholder engagement strategy with Sasaki, and will support anti-racist community development work.

Ideas and Action | MBE

Ideas and Action will lead real estate and market analysis, economic development, community development finance, and community wealth building, all through an equity lens.

City Architecture | Local

City Architecture will support Sasaki in the urban design and landscape architecture work stream and support local community engagement with their extensive ties to the Akron community ecosystem.

Vista Site Selection (Chris Magill)

Vista Site Selection will act as project advisor, advising on funding and implementation through an Ohio-specific expert lens.

Local Engagement Coordinators & Stewards | Local, MBE

We've pre-engaged a shortlist of potential engagement coordinators such as Project Ujima, Freedom BLOC, and Robert DeJournett, and will make the final determination in consultation with the city should we be selected.

Key Questions

At the outset, we've identified the following issues as key to the success of the project. Should we be selected, we look forward to working with project stakeholders and the Akron community to refine our understanding of these issues.

How might we best address the legacies of "infrastructural redlining" and the possible effects of "infrastructural gentrification"?

How might we challenge ourselves to reimagine and deepen "equity"?

What might a new "Made in Akron" urbanism look like?

Infrastructure, housing, jobs, public space...or all of the above?

How might we best position this project for funding and implementation?

The Innerbelt: Defining Success through Healing and Repair

- Be fiscally sound
- Create value, and ensure that the value created impacts the communities that were impacted by the construction of the Innerbelt
- Create generational value
- Create Black spaces

Thank you.

Kyle Julien

Planning Director,
City of Akron

kjulien@akronohio.gov





**Thank you for attending the OCCD
Fall Quarterly Meeting.**

*You will receive an email invitation for ODOD
and HUD Entitlement Breakouts to be held via
Zoom on Friday, October 25, 2024.*