Reconnecting Our Community
Akron Innerbelt Master Plan

Master Plan Appendix: Select Infrastructure Projects

2026.01.15 (Revised 2026.01.27)

Table of Contents

INTRODUCTION

This document serves as a supplementary resource to the City of Akron's master plan for the removal of the Innerbelt and the reconfiguration of surrounding streets and intersections. The purpose is to provide additional detail and clarity on proposed infrastructure projects related to the removal of the Innerbelt and associated street and roadway projects. The projects outlined in this appendix, including the conversion of key streets to two-way traffic and street extensions, are intended to support the broader vision for urban transformation and improved connectivity.

Included within this document are rough order of magnitude cost estimates for both the complete removal of the Innerbelt and select infrastructure projects identified by the City of Akron. These estimates are intended to guide preliminary planning and budgeting efforts. It is important to note that all cost estimates are based on early master plan level recommendations and subject to change; final costs will depend on further design development, market conditions, and project-specific variables. These figures should not be interpreted as binding or definitive, but rather as a framework for ongoing discussions and strategic planning.

M4 DEMOLITION and REMOVAL OF THE INNERBELT

PROJECT TYPE

Demolition

PROJECT LOCATION

The Bend: Exchange St. to Vernon Odom Blvd.

TIMELINE: MEDIUM-TERM

RELATED PROJECTS

- M5 Convert Rand Ave. and Dart Ave. to Two-way Center St. to Euclid Ave.
- M6 Add Bend Cross Streets
- C2 Cedar & Exchange St. Two-way Conversion

PRE-IMPLEMENTATION PROJECTS

- Traffic studies
- ODOT approval

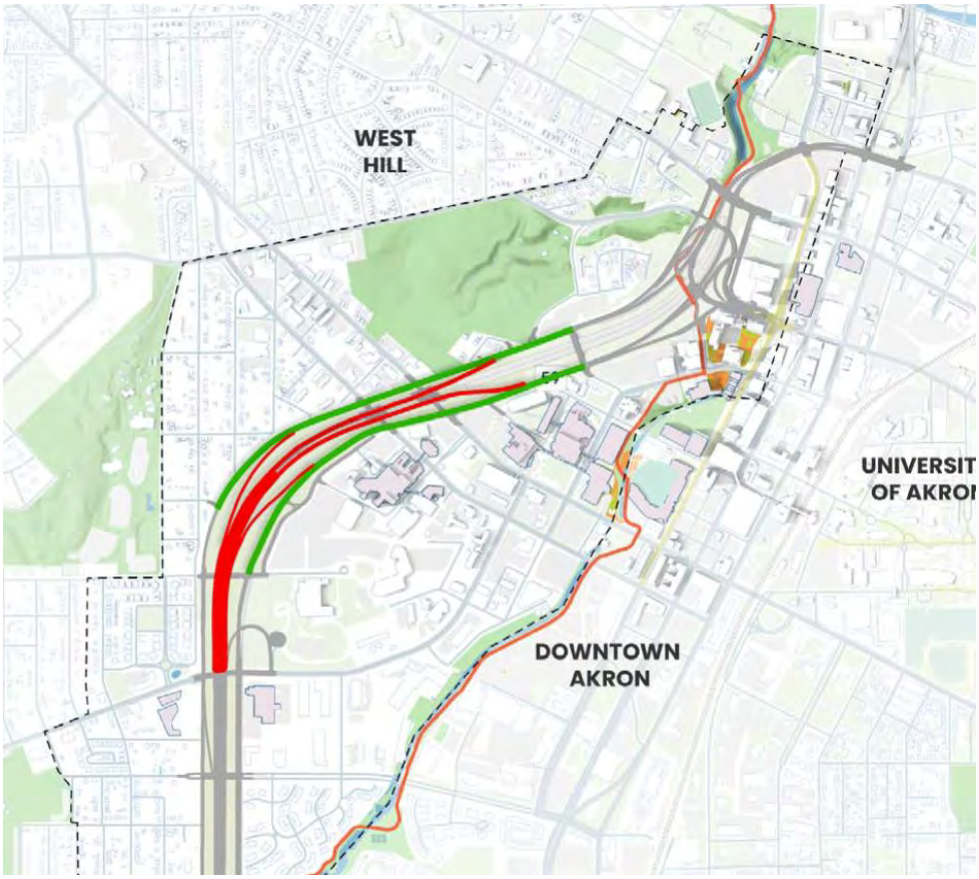
COST RANGE ESTIMATE

See Rough Order of Magnitude Cost Estimates: Innerbelt Removal

LEGEND

Innerbelt to be removed

M5 Two-way streets conversion



Upon decommissioning, the central portion of the Innerbelt, stretching from approximately W. Exchange St. south to Vernon Odom Blvd., will be demolished along with its associated on- and off-ramps. Once the highway infrastructure is removed, the newly vacated land will be cleared and made ready for new development opportunities, in line with the vision outlined in the Master Plan.

As part of project M5, Rand and Dart Avenues, which currently operates as a one-way southbound service road for the Innerbelt, will be transformed into two-way, extending from West Center Street to Euclid Avenue. These street conversions are designed to improve connectivity, calm traffic, and support future growth in the area.

SPECIFIC ELEMENTS OF THE PROJECT

1. Demolish the Innerbelt and remove the highway infrastructure from Exchange St. to Vernon Odum Blvd.
2. Demolish and remove Cedar/Exchange St. northbound exit ramp and Rand Ave. southbound entrance ramp
3. Mitigate grade changes in the former Innerbelt right-of-way
4. Level and prepare former right-of-way for development and future cross streets

M5 CONVERT RAND AND DART AVES. TO TWO-WAY

PROJECT TYPE

Conversion or Modification

PROJECT LOCATION

The Bend: W. Cener St. to Euclid Ave.

TIMELINE: MEDIUM-TERM

RELATED PROJECTS

- M4 Demolition and Removal of the Innerbelt (SR 59)
- M6 Add Bend Cross Streets
- M7 Mill St. Bridge Removal
- M8 Removal of SR-59 Center St. to Main St.

PROJECTS PRE-IMPLEMENTATION

- Traffic Studies

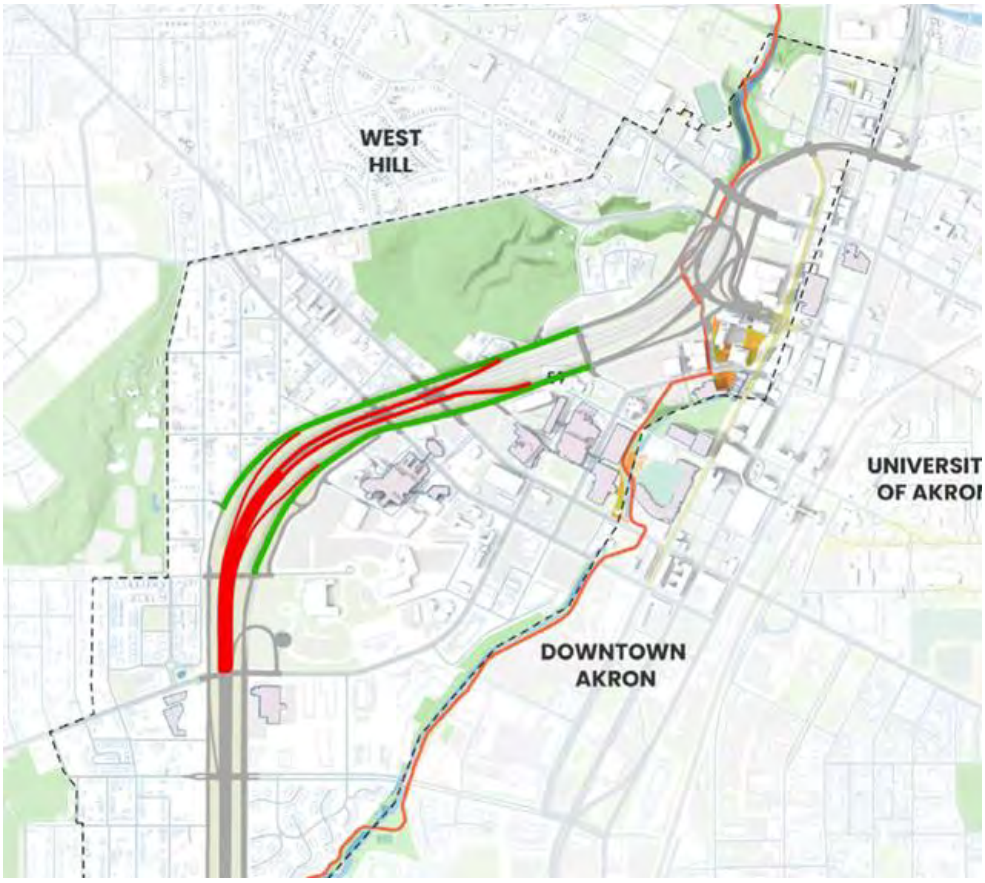
COST RANGE ESTIMATE

$4,623,680 to $8,339,551 (Including contingency)

LEGEND

M6 Innerbelt to be removed

Two-way streets conversion



This project proposes significant changes to Rand Avenue and Dart Avenue to accommodate two-way traffic to enhance street functionality and community connectivity:

Dart Avenue would also set undergo a reconfiguration as a three- to four-lane, two-way arterial street from W. Center St. to Euclid Ave. The intent is for Dart Avenue to become a vibrant commercial corridor, enhanced by pedestrian-friendly amenities that encourage walking, social activity, and economic growth. To the west of the existing Innerbelt, Rhodes Avenue will be converted to a two-way street, serving as a secondary arterial and neighborhood collector. This change will create more direct and convenient access to the surrounding commercial areas, benefiting both businesses and local residents. In addition, a new shared use path will be constructed along the Innerbelt side of both Dart and Rand Avenues. This path will provide a safe and convenient route for pedestrians and cyclists, significantly improving multimodal connectivity in the area.

SPECIFIC ELEMENTS OF THE PROJECT

- Convert Rand Ave. and Dart Ave. from a one-way service road into two-way, three- to four-lane streets with pedestrian-friendly elements.
- Convert Rhodes to two way traffic.
- Construct new shared use paths along the side of Dart and Rand Avenues.
- Modify traffic signals along Rand, Dart, and Rhodes Avenues to ensure safety and efficient traffic movement due to the two-way conversion.
- Replace existing on-street bicycle lanes with the new shared use path to accommodate the updated street configuration.

M6 CONNECT LOCUST ST. TO CENTER ST.

PROJECT TYPE

New Infrastructure

PROJECT LOCATION

Northern Section: Wills Ave. Parking Lot

TIMELINE: MEDIUM to LONG-TERM

RELATED PROJECTS

- B9 Improvements to Glendale Ave.
- B2 Redevelopment of the Parking Lot
- M8 Removal of SR-59

PRE-IMPLEMENTATION PROJECTS

- N/A

COST RANGE ESTIMATE

Cost estimates not prepared

LEGEND

Locust Street Connection

M7 Mill St. Bridge removed

M8 Innerbelt to be removed

M8 Two way streets conversion

Other new connections

Locust St. would be connected to Center St. via a new street through the City-owned Wills Ave. parking lot. This would create a direct connection between the West Hill and Glendale neighborhoods to downtown. This step would most likely occur as part of the redevelopment of the parking lot (see Project B-2). Ideally, this project is also phased with the conversion of Rand Ave. to two-way traffic.

SPECIFIC ELEMENTS OF THE PROJECT

- Demolish existing surface parking lot.
- Prepare roadway grading, paving, and drainage improvements for the new connection.
- Relocate and upgrade utilities along the new street corridor as required.
- Construct new intersections at Locust St. and Rand Ave.
- Install necessary signage, lighting, sidewalks and street trees on both sides of the new roadway connection.

M7 ADD BEND CROSS STREETS

PROJECT TYPE

New Infrastructure

PROJECT LOCATION

The Bend: Exchange St. to Vernon Odum Blvd.

TIMELINE: MEDIUM-TERM

RELATED PROJECTS

- M5 Convert Rand Ave. and Dart Ave. to Two-way Cedar & Exchange St. Two-way Conversion
- C6 Euclid Ave. Pedestrian Improvements

PROJECTS PRE-IMPLEMENTATION

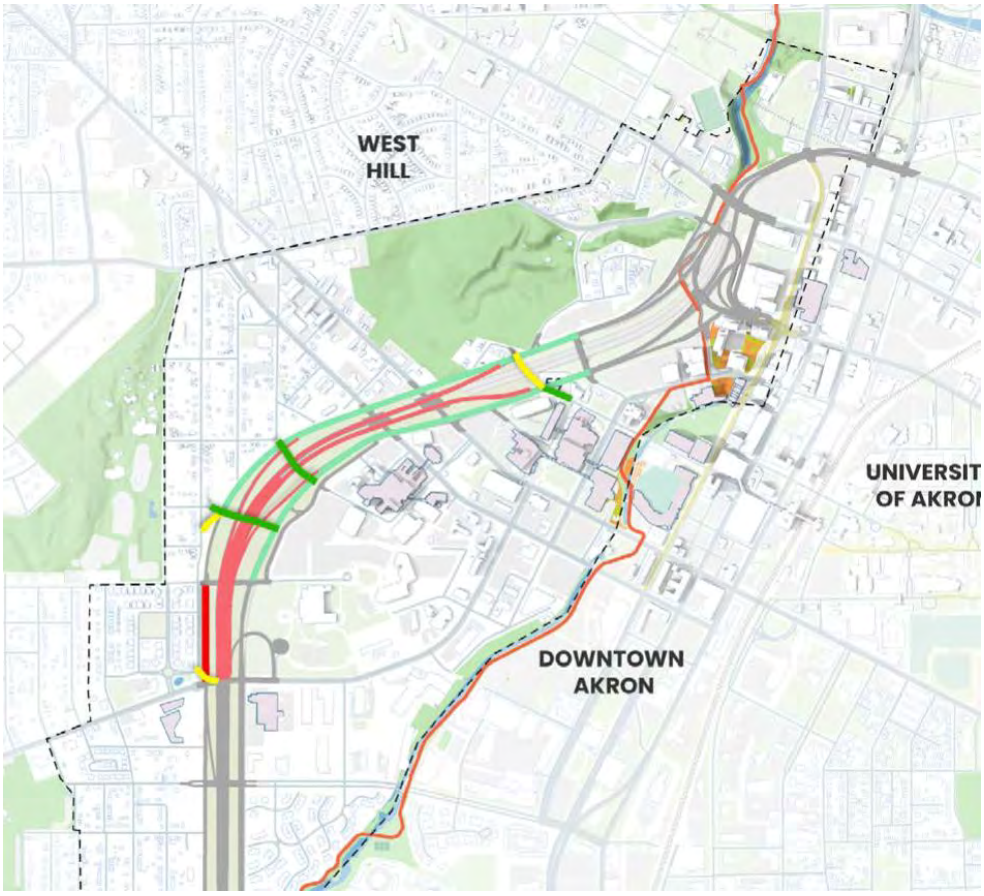
- Traffic studies
- M4 Decommissioning & Demolition of Innerbelt

LEGEND

M5 Innerbelt to be removed

New cross streets

Other new connections



Establishing new east-west cross streets between Cedar St. and Vernon Odom Blvd. would significantly enhance connectivity for residents, making it easier to travel across neighborhoods and access essential services.

The improved street network would not only facilitate movement but also encourage private investment and redevelopment. These new cross streets would also allow for better accommodation of current uses and future development needs, ensuring that connections to Dart Avenue and Rand Avenue are maintained and improved as the area evolves.

The implementation of a comprehensive street grid would establish a robust structure, facilitating both future development and the growth of established community assets and employment centers, such as area hospitals and local businesses. Redevelopment of the Innerbelt right-of-way has the potential to support institutional expansion to the west while enabling neighborhood-scale development to the east. Integrating these new connections will boost accessibility, support redevelopment, and create a safer, more flexible neighborhood for the future.

SPECIFIC ELEMENTS OF THE PROJECT

- Extend Bishop St. to connect with Akron General Ave.
- Extend Monroe St. east to connect with Dart Ave. and potentially further west into the Akron General campus.
- Streets will include curbs, sidewalks and street tree plantings.
- Utility relocation and upgrades as required along the extended State Street corridor.
- These new connections may be either constructed as streets, or as pedestrian multi-use connections that could be converted in the future to streets.

M8 MILL ST. BRIDGE REMOVAL

PROJECT TYPE

Demolition

PROJECT LOCATION

Northern Section: Mill St. Bridge and Innerbelt between Center St. and Market St.

TIMELINE: MEDIUM- to LONG-TERM

RELATED PROJECTS

- B6 Convert Mill St. Bridge to a Pedestrian Bridge
- M5 Convert Rand Ave. and Dart Ave. to Two-way Center St. to Euclid Ave.
- Reconfigure the N. Main St/ Martin Luther King Blvd./ Beech St Intersection
- M10 Extend W. State St. to Dart Ave.

PRE-IMPLEMENTATION PROJECTS

- Traffic studies

COST RANGE ESTIMATE

$16,681,968 to $20,389,072 (Including contingency)

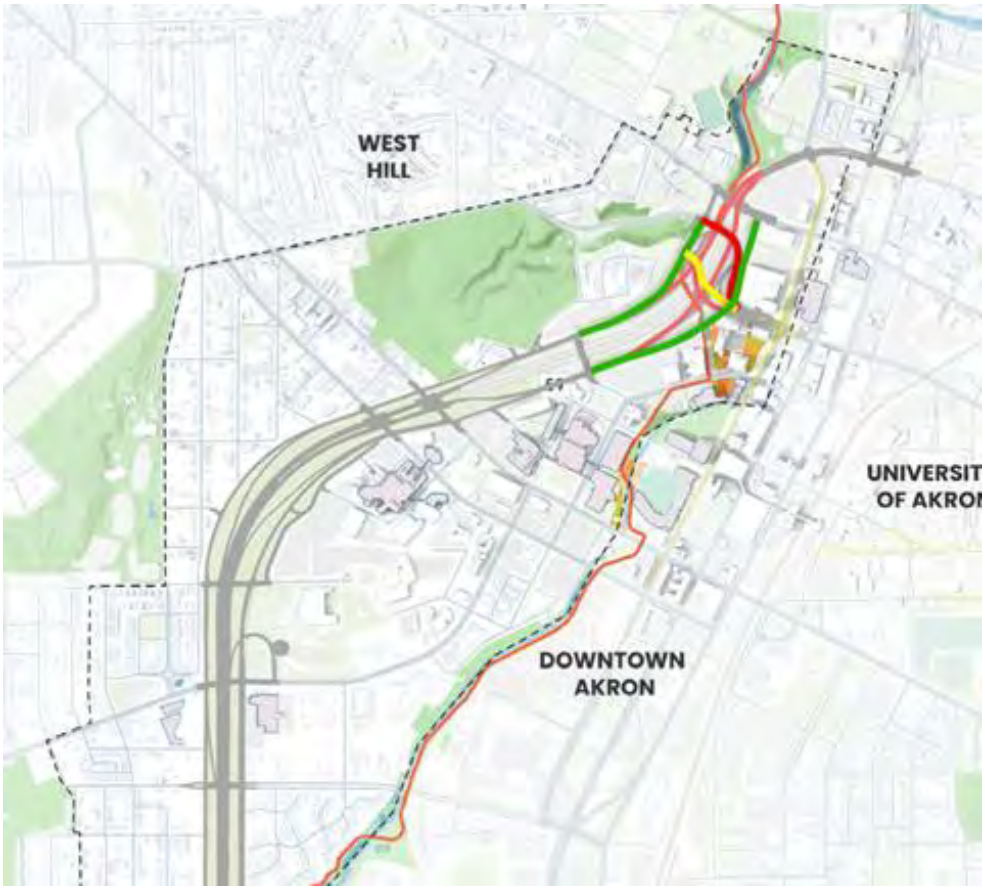
LEGEND

Mill St. Bridge removed

M8 Innerbelt to be removed

M8 Two way streets conversion

Other new connections



The demolition of the Mill Street Bridge would be implemented along with key infrastructure investments to improve connectivity and support new development.

Removing the Mill Street Bridge will allow Dart Avenue to be realigned and connect directly to Market Street. This will allow for improved vehicle movements to access nearby neighborhoods and businesses via Market Street. The ramps that connect the parking garage to Mill Street would be removed.

Rand Avenue will be modified to accommodate two-way traffic between Exchange Street and Glendale Avenue, with possible dedicated turn lanes at its intersection with Market. The intersection at Mill Street and Rand Avenue will be redesigned, with a possible extension of Glendale Avenue to Rand Avenue or Main Street, adding new east-west routes to enhance access and support future growth.

The towpath in this area would be adapted to fit the new street grid and remain accessible for recreation. Together, these improvements would make the area safer, more connected, and better for economic growth.

SPECIFIC ELEMENTS OF THE PROJECT

- Demolition and Removal of Mill St. Bridge.
- Realignment of Dart Avenue to connect to Market Street and conversion to two-way traffic.
- Reconfiguration of Rand Avenue and conversion to two-way traffic.
- Elimination of Superblock and Garage Access Ramp.
- Potential Towpath Modification.

M9 REMOVAL OF SR-59

PROJECT TYPE

Demolition

PROJECT LOCATION

Northern Section: Innerbelt Right-of-Way Center St. to Main St.

TIMELINE: MEDIUM-to LONG-TERM

RELATED PROJECTS

- A3 Market St. Bike/Ped Improvements
- M9 Reconfigure the N. Main St/ Martin Luther King Blvd./ Beech St. Intersection
- M11 Connect Locust St. to Center St.

PRE-IMPLEMENTATION PROJECTS

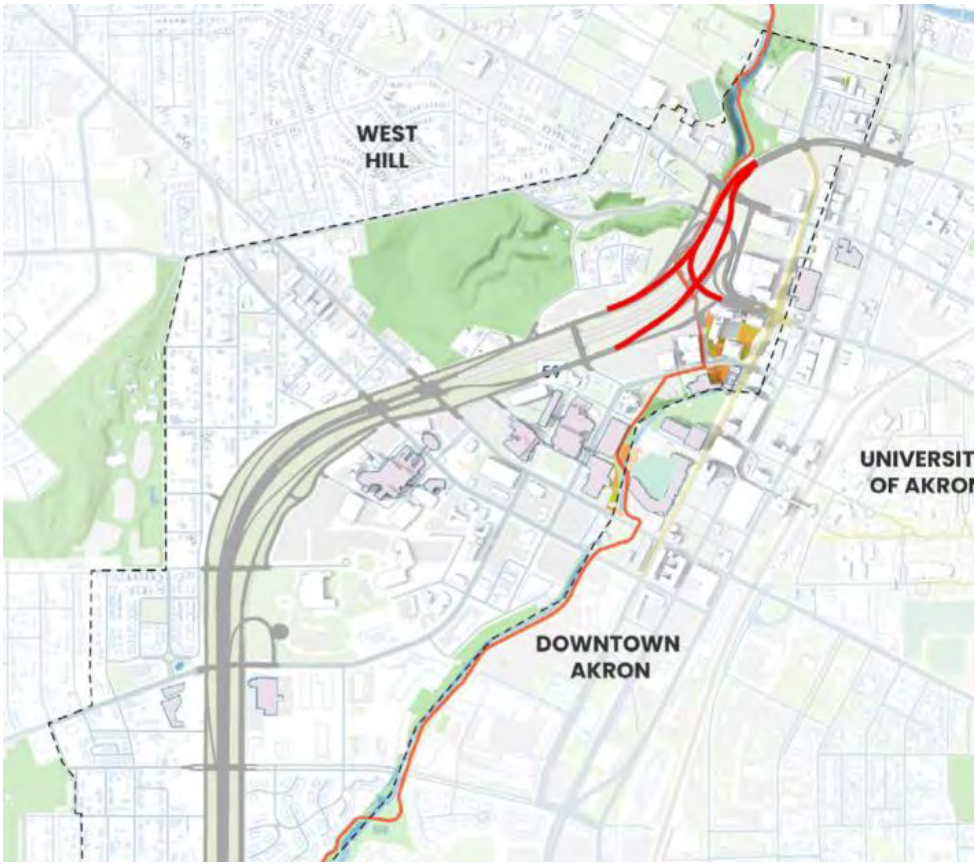
- Traffic studies

COST RANGE ESTIMATE

See Rough Order of Magnitude Cost Estimates: Innerbelt Removal

LEGEND

Innerbelt to be removed



Eliminating the northernmost Innerbelt interchange is a critical step in unlocking the area's full potential. The removal of SR-59 from Center St. to Main St. will make the Innerbelt right-of-way available for redevelopment opportunities.

For effective implementation, the phasing of highway and interchange removal, as well as the design of the replacement road network, will need to be examined in detail to assess traffic impacts and circulation impacts. Upon completion of the traffic studies, SR-59 would be demolished and removed from N. Howard Street/N. Main St. to the Dart/Rand Ave. ramps. Additionally, ramps leading to the Mill St. Bridge would be removed. Additional related roadway projects are included in M-8, Removal of Mill St. Bridge.

SPECIFIC ELEMENTS OF THE PROJECT

- Removal of SR-59 from Center St. to Main St.
- Demolition and removal of the northernmost Innerbelt interchange.
- Design and construction of a replacement road network.
- Demolition and removal of SR-59 from N. Howard Street/N. Main St. to Dart/Rand Ave. ramps.
- Removal of access ramps.
- Prepare former Innerbelt right-of-way for future development.

M10 RECONFIGURE THE N. MAIN ST/ MARTIN LUTHER KING BLVD./ BEECH ST INTERSECTION

PROJECT TYPE

Conversion or Modification

PROJECT LOCATION

Northern Section: N. Main St. and Martin Luther King Blvd. intersection

TIMELINE: MEDIUM-to LONG-TERM

RELATED PROJECTS

- A3 Market St. Bike/Ped Improvements
- M7 Mill St. Bridge Removal
- M8 Removal of SR-59 Center St. to Main St.

PRE-IMPLEMENTATION PROJECTS

- N/A

COST RANGE ESTIMATE

$187,000 to $250,000 (Including contingency)

LEGEND

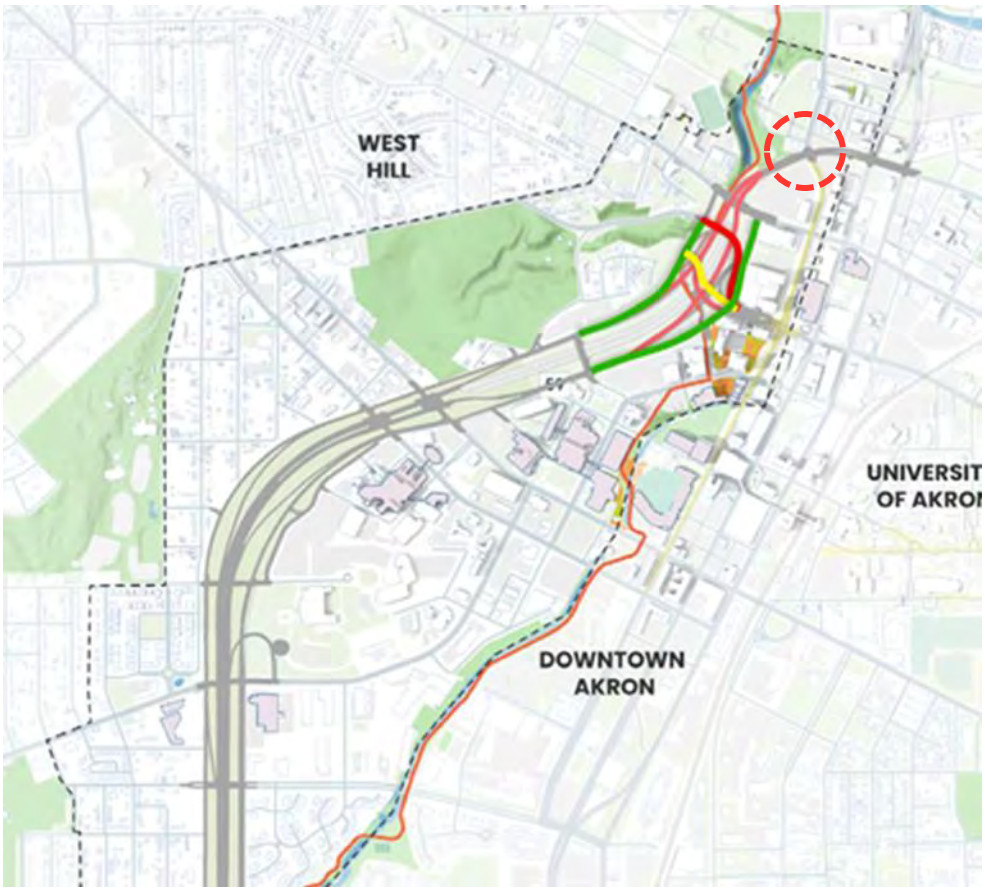
Main St./MLK Intersection

M7 Mill St. Bridge removed

M8 Innerbelt to be removed

M8 Two way streets conversion

Other new connections



The intersection of N. Main St., Martin Luther King Blvd., and Beech St. would undergo a redesign and reconstruction. The primary goals of this project are to accommodate new traffic patterns, enhance pedestrian accessibility, and establish a prominent gateway into downtown. Consideration would be given to existing utilities and infrastructure, particularly those related to the historic canal tunnel.

These enhancements will be coordinated with ongoing initiatives to increase safety along the Towpath, ensuring that both vehicular and pedestrian movements are balanced and that the area serves as an inviting entrance to downtown.

SPECIFIC ELEMENTS OF THE PROJECT

- 3 new crosswalks.
- Tighter curb radius at corners.
- New street trees.
- Close existing roadway with new curb and sidewalk.
- Demolition of the Innerbelt is included in M8 – Removal of SR-59.

M11 EXTEND STATE STREET TO DART AVE.

PROJECT TYPE

New Infrastructure

PROJECT LOCATION

The Bend: State St. at Dart Ave.

TIMELINE: MEDIUM to LONG-TERM

RELATED PROJECTS

- M6 Add Bend Cross Streets
- M8 Removal of SR-59

PRE-IMPLEMENTATION PROJECTS

- Traffic studies
- M5 Convert Rand Ave. and Dart Ave. to Two-way Center St. to Euclid Ave.

COST RANGE ESTIMATE

Cost estimates not prepared

LEGEND

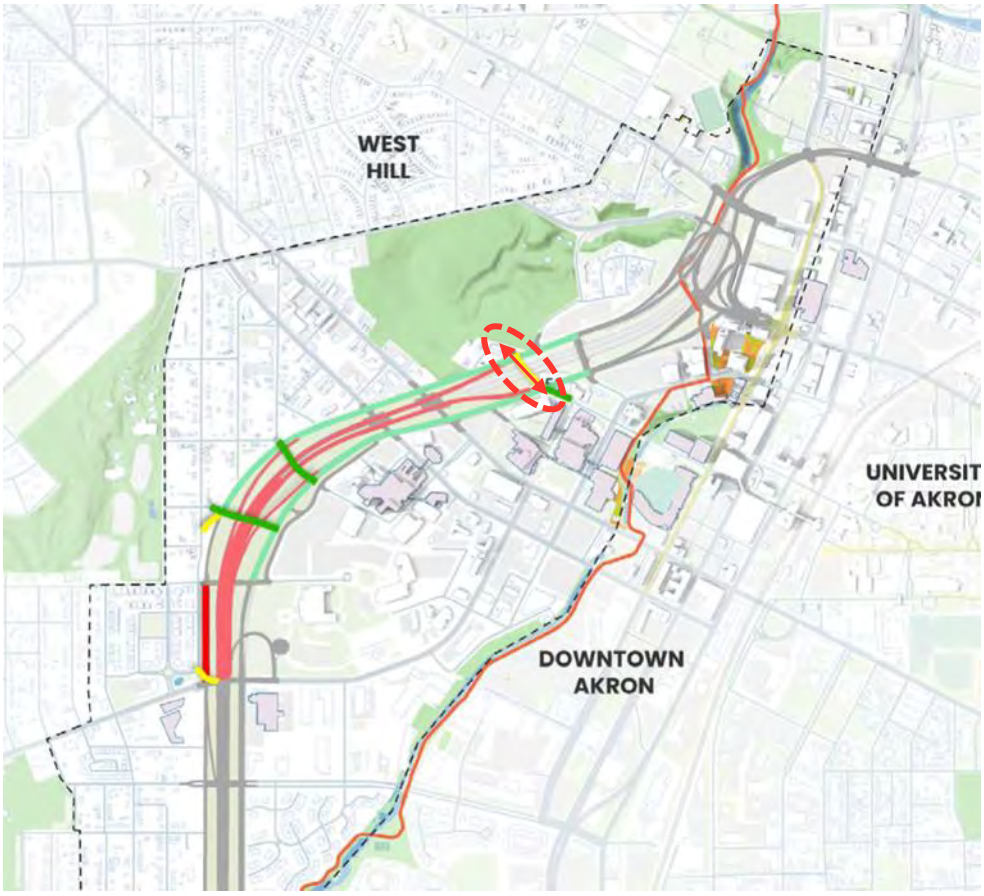
Extend State Street

M5 Innerbelt to be removed

M6 New cross streets

M8 Two way streets conversion

Other new connections



West State Street currently terminates at a cul-de-sac located east of Dart Avenue. The proposed project involves removing this cul-de-sac and extending State Street westward to connect with Dart Avenue. Coordination of the extension to Rand Avenue will be required in conjunction with the conversion of Rand and Dart Avenues to two-way traffic. There is the potential to extend State St. further west to Rand Ave. as part of project M6 – add new streets in the Bend.

SPECIFIC ELEMENTS OF THE PROJECT

- Demolition and removal of the existing cul-de-sac at the current terminus of West State Street east of Dart Avenue.
- Construction of the State Street extension westward to connect with Dart Avenue, including roadway grading, paving, and drainage improvements.
- Coordination and integration of the State Street extension with the planned conversion of Rand Avenue and Dart Avenue to two-way traffic operations.
- Design and construction of new intersections at State Street and Dart Avenue, and potentially at State Street and Rand Avenue, ensuring proper traffic control and pedestrian accommodations.
- Potential further extension of State Street from Dart Avenue to Rand Avenue, as part of project M6 (adding new streets in the Bend).
- Utility relocation and upgrades as required along the extended State Street corridor.

C2 CEDAR & EXCHANGE ST. TWO-WAY CONVERSION

PROJECT TYPE

Conversion or Modification

PROJECT LOCATION

The Bend: Cedar and Exchange Streets

TIMELINE: MEDIUM-TERM

RELATED PROJECTS

- M4 Decommissioning & Demolition of Innerbelt
- M5 Convert Rand Ave. and Dart Ave. to Two-way Center St. to Euclid Ave.
- M6 Add Bend Cross Streets

PRE-IMPLEMENTATION PROJECTS

- Traffic studies

COST RANGE ESTIMATE

- $19,156,098 to $25,917,073 (Including contingency)

LEGEND

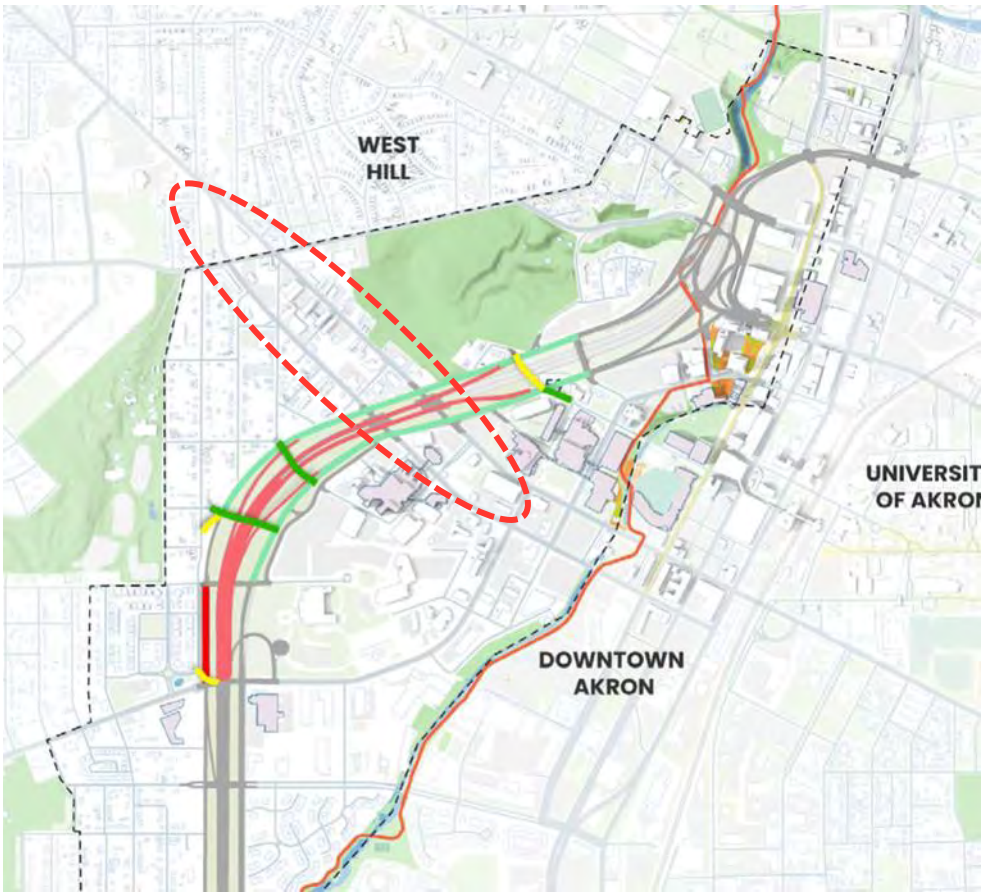
Cedar/Exchange Streets

M7 Mill St. Bridge removed

M8 Innerbelt to be removed

M8 Two way streets conversion

Other new connections



The conversion of Cedar and Exchange Streets to accommodate two-way traffic consists of multiple projects that would come together to improve connectivity between West Akron and downtown. “Complete streets" improvements proposed for Exchange Street and Cedar Street, aim to enhance safety and comfort for pedestrians, cyclists, and transit users. Included is the conversion of both streets from one-way pairs to two-way traffic. This change is expected to calm vehicle speeds and increase overall safety.

The project proposes upgrades to the Innerbelt underpass such as better lighting in the underpass and safer pedestrian crossings. Looking ahead, the long-term vision includes daylighting the area by removing the Innerbelt entirely, further improving connectivity.

The project also calls for the removal of the Cedar Street "slip," a roadway design that currently directs high-speed traffic through the area. Eliminating this slip will not only create a more pedestrian-friendly environment on Cedar and Exchange Streets but will also free up city-owned land, providing opportunities for neighborhood-oriented infill development.

SPECIFIC ELEMENTS OF THE PROJECT

- "Complete streets" improvements to Exchange St. and Cedar St.
- Two-way Conversion of Exchange St. and Cedar St.
- Upgrades to the Innerbelt underpass including improved lighting in the underpass and safer pedestrian crossings.
- Removing the Cedar St. Slip

ROUGH ORDER OF MAGNITUDE COST ESTIMATES: INNERBELT REMOVAL

ESTIMATE NUMBER	ESTIMATE DESCRIPTION	ESTIMATE COST - Range Low (INCL CONTINGENCY)	ESTIMATE COST - Range High (INCL CONTINGENCY)
ESTIMATE 01:	HIGHWAY REMOVAL, REMOVAL OF CEDAR AND EXCHANGE STREET STRUCTURES & SITE LEVELING (ESTIMATE 01)	$ 8,949,402.00	$10,938,158.00
ESTIMATE 02:	DEMO OF RAMPS AT INNERBELT WITH MILL STREET INTERCHANGE (ESTIMATE 02)	$ 16,681,968.16	$20,389,072.19
ESTIMATE 03:	ADDING EXIT RAMP FROM INNERBELT NORTHBOUND TO DART AVE (BY OPPORTUNITY PARKWAY) (ESTIMATE 03)	$ 1,419,453.00	$ 1,734,887.00
ESTIMATE 04:	ADDING ENTRANCE RAMP FROM RHODES AVE TO INNERBELT SOUTHBOUND AND ADDING EXIT RAMP FROM INNERBELT NORTHBOUND TO DART AVE (BETWEEN BARTGES ST AND THORNTON ST) (ESTIMATE 04)	$ 3,554,646.48	$ 4,344,567.92
ESTIMATE 05:	ALT 1 - DART AVE RECONSTRUCTION: 3-LANE, 2-WAY ROADWAY (BY W CENTER ST) (ESTIMATE 05)	$ 1,550,178.00	$ 1,894,662.00
ESTIMATE 06:	ALT 2 - DART AVE RECONSTRUCTION: 4-LANE, 2-WAY ROADWAY BRIDGE DECK REPLACEMENT (BY W CENTER ST) (ESTIMATE 06)	$ 4,179,042.00	$ 5,107,718.00
ESTIMATE 06A:	DART AVE RECONSTRUCTION: REMOVAL OF EXISTING RAMPS OVER RIVER/CROSSROAD (BY W CENTER ST) (ESTIMATE 06A)	$ 6,106,123.80	$ 7,463,040.20
ESTIMATE 07:	ALT 1 - RAND AVE RECONSTRUCTION: 3-LANE, 2 WAY ROADWAY (BY W CENTER ST) (ESTIMATE 07)	$ 9,128,065.95	$11,156,525.05
ESTIMATE 08:	ALT 2 - RAND AVE RECONSTRUCTION: 4-LANE, 2 WAY ROADWAY (BY W CENTER ST) (ESTIMATE 08)	$ 11,579,084.23	$14,152,214.06
ESTIMATE 09:	ADDED EXIT AND ON RAMP ONTO DART AVE (POST 2-WAY CONVERSION) (NORTH OF W THORNTON ST) (ESTIMATE 09)	$ 4,179,042.00	$ 5,107,718.00
TOTAL ALT 1:	**ALT 1: DART AVE/RAND AVE RECONSTRUCTION 3-LANE**	**$51,568,879**	**$63,028,630**
TOTAL ALT 2:	**ALT 2: DART AVE/RAND AVE RECONSTRUCTION 4-LANE**	**$56,648,762**	**$69,237,375**

Notes and Disclaimers

1. The rough order of magnitude cost estimate provided herein is based on extremely early master plan recommendations and preliminary information. These figures are intended solely for initial planning purposes and do not reflect a detailed or finalized budget. Actual costs may vary significantly as the project scope, design, and specifications are further developed. This estimate should not be relied upon for contractual or procurement decisions.
2. This cost estimate covers only pavement work with little or no subsurface work and does not include signal adjustments. Final costs may vary widely; signal adjustments alone can add $150k–$250k each.

ROUGH ORDER OF MAGNITUDE COST ESTIMATES: SELECT PROJECTS

Project ID	Project Name	Project Description - Long	Range - Low	Range - High	Notes
A3	Market St. Bike/Ped Improvements	Market St. is currently too wide, creating an unwelcoming and unsafe environment. Enhancing Market St. will help restore east-west connections lost to the Innerbelt. Short-term priorities should improve pedestrian safety with reduced curb radii and new crosswalks. Long-term plans call for a dedicated bike link between Maple St. and Main St., plus a landscaped median to narrow the road and slow traffic into downtown.	$5,883,659	$7,960,244	(1)
A4	Improved Main & MLK Intersection + Beech St. Gateway	Removing SR-59/MLK enables a more welcoming MLK Blvd./Main St. intersection that serves as an urban gateway to the Cuyahoga Valley. The Main St. cycletrack will link directly to Beech St., the Towpath Trail, and local recreation, while improved connections will better serve the Hotel Mathews monument and Northside destinations.	$187,500	$250,000	(1, 2)
B5 (short)	Center St. Bike/Ped Improvements	Short-term improvements aim to make the pedestrian experience safer by reducing curb radii and adding pedestrian crosswalks. In the long-term, Center St. will be a key street in the redeveloped Innerbelt right of way, and should be further improved with protected bike lanes and landscaping.	$250,000	$312,500	(1, 2)
B5 (long)	Center St. Bike/Ped Improvements	In the longterm, Center Street will be a major connector for cars, pedestrians and cyclists. Street trees will run parallel along Center St, framing community space on the West Hill side and Lock 3 Park on the downtown side.	$2,189,268	$2,961,951	(1)
B6	Convert Mill St. Bridge to a Pedestrian Bridge	Mill St. Bridge currently carries little traffic. In the short-term, it can be repurposed as a pedestrian bridge, providing another safe connection from downtown to the Glendale neighborhood. This can be paired with short-term improvements to Glendale Park (e.g. temporary events, pop-up markets). *(In the long term, the Bridge will be taken down, opening the land around it for redevelopment.)*	$175,000	$700,000	(1)
C1	Support Exchange St. as a Commercial Corridor	This project extends upgrades at Exchange and Maple Streets to develop a walkable business corridor that boosts small businesses. Strengthening links to hospitals and Main Street Downtown will position the area as a vital connector for neighborhoods and institutions, promoting local investment and entrepreneurship.			(3)

Project ID	Project Name	Project Description - Long	Range - Low	Range - High	Notes
C2	Cedar & Exchange Bike/Ped Improvements + Two-way Conversion	"Complete streets" improvements to Exchange St. and Cedar St. will make them safer and more comfortable for pedestrians, cyclists, and transit users, and complement their development into neighborhood commercial corridors. Two-way Conversion Converting these streets from one-way pairs to two-way slows down traffic, improves safety, and provides a more conducive environment for a pedestrian-oriented commercial corridor. Improving Access across the Innerbelt To better connect West Akron to downtown across the barrier of the Innerbelt, proposed upgrades include improved lighting in the underpass and safer pedestrian crossing. In the long term, this area will be daylighted with the removal of the Innerbelt. Removing the Cedar St. Slip The Cedar St. "slip" funnels high-speed traffic. Removing the slip makes Cedar St. and Exchange St. more pedestrian-friendly, and make city land available for neighborhood-serving infill development.	$19,156,098	$25,917,073	(1)
C6	Euclid Ave. Pedestrian Improvements	Improvements to Euclid Ave. will provide better access for Sherbondy Hill residents to Akron General. In the short term, these improvements include sidewalk repairs, a crosswalk and reduced curb radii at the Akron Zoo entrance, and other enhancements called for as a "quiet bike street" in the 2019 Copenhagenize Plan. In the long term, the Euclid Ave. bridge will be enhanced as part of the redevelopment of the decommissioned Innerbelt right of way.	$378,675	$512,325	(1)
D5	ODOT / AT&T Parcel Potential Redevelopment	This Innerbelt-adjacent development opportunity results from the potential subdivision of a large parcel owned by AT&T and the future decommissioning of the Innerbelt loop ramp (currently on ODOT-owned land). The large size of the site offers the potential for large employment uses or large-scaled mixed-use housing development.			(4)

Project ID	Project Name	Project Description - Long	Range - Low	Range - High	Notes
D2 (short)	Vernon Odom Blvd. Bike/Ped Improvements	Complete Streets improvements on Vernon Odom Blvd. are intended to complement the vision of an active community commercial corridor. In the short term, improvements include curb radii reduction and new pedestrian crosswalks, providing safer pedestrian access to key community anchors.	$250,000	$300,000	(1)
D2 (long)	Vernon Odom Blvd. Bike/Ped Improvements	The long-term vision for Vernon Odom Boulevard is to serve as a key connector in the revitalization of Sherbondy Hill. Strategic improvements, along with redevelopment opportunities within the Innerbelt and off Bell Street, will help repair the urban fabric and strengthen the connection between Sherbondy Hill and Downtown Akron.	$4,515,366	$6,109,024	(1)
D3	Rhodes Ave. Community Asset Corridor	This "community asset corridor" aims to better connect residents to existing and future community assets and anchors west of the Innerbelt. Along Rhodes Ave., enhanced sidewalks, lighting, crosswalks, and improved street maintenance will make it safer for residents to access resources and services offered at locations like the Urban League.	$869,550	$1,176,450	(1)
D8	Bartges "Green Street" Improvements	Bartges St. will become a vital east-west route, improving access to green spaces by linking Sherbondy Hill with Lane Field Park and Towpath Trail. West of the Innerbelt, Bartges is already pedestrian-friendly and should stay that way. East of the Innerbelt, converting excess road space for walking and cycling could create a pleasant, tree-lined area for recreation.	$392,700	$531,300	(1)
D9	Falor St Gateway	The Falor St. Bridge provides another pedestrian link for residents in Sherbondy Hill to access the Towpath Trail and opportunities at the Bounce Innovation Hub. This link can be enhanced with better paving, lighting, and wayfinding.	$957,805	$1,295,854	(1)
D10	West Thornton Gateway	W Thornton St. under the Innerbelt overpass offers direct access to the Towpath Trail. Adding lighting and crosswalks will improve safety and comfort for residents. Over time, as redevelopment continues, the City could repurpose the underpass for public uses like weekend markets.	$312,500	$375,000	(1,2)
M6	Connect Locust Street to Center Street	Locust St. would be linked to Center St. by a new road through the City-owned Wills Ave. parking lot. This would provide a more direct connection between West Hill and Glendale to downtown. The project is expected to coincide with parking lot redevelopment and should be phased with Rand Ave.'s conversion to two-way traffic.	$828,750.00	$1,121,250.00	(1)

Notes and Disclaimers

1. The rough order of magnitude cost estimate provided herein is based on extremely early master plan recommendations and preliminary information. These figures are intended solely for initial planning purposes and do not reflect a detailed or finalized budget. Actual costs may vary significantly as the project scope, design, and specifications are further developed. This estimate should not be relied upon for contractual or procurement decisions.
2. This cost estimate covers only pavement work with little or no subsurface work and does not include signal adjustments. Final costs may vary widely; signal adjustments alone can add $150k–$250k each.
3. Short term project is not related to infrastructure so cannot be estimated.
4. Development program is unknown, therefore too many variables to cost.

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