

CHAPTER 6

6.5 PEDESTRIAN

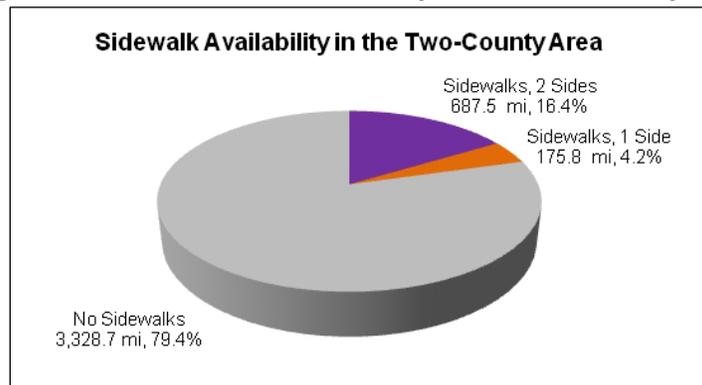
6.5.1. INTRODUCTION

A Pedestrian Inventory was conducted as a starting point to address walkability in the region. The Pedestrian Inventory documents the locations of sidewalks, crosswalks, and ADA ramps in the two-county area. The Inventory will help to identify gaps and needs within the pedestrian network, and will allow for smarter and more efficient planning to improve the safety, attractiveness, and overall viability of walking as transportation.

6.5.2. SIDEWALKS

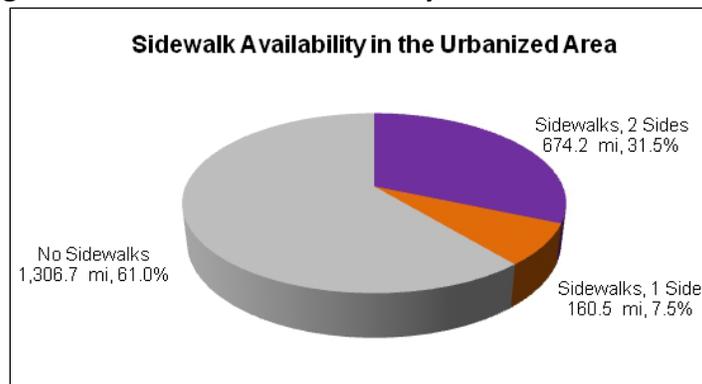
The Eastgate two-county area contains 1,447.1 miles of sidewalks that link neighborhoods and communities. The 1,447.1 miles of sidewalk is stretched along 863.3 miles of roadway. 16.4% of roads (excluding highways) in the two counties contain sidewalks on both sides of the road. 20.6% of roads have sidewalks on at least one side (Figure 6.5.1).

Figure 6.5.1 – Sidewalk Availability in the Two-County Area



Sidewalks are mostly concentrated in the main urbanized area where proximity to local businesses and amenities making walking a convenient and very feasible mode of transportation. Within the urbanized area, 31.5% of roads (excluding highways) have sidewalks on both sides. 39% of roads have sidewalks on at least one side (Figure 6.5.2). Many roads in the urbanized area that do not have sidewalks are still walkable due to low traffic volumes and slow speed limits.

Figure 6.5.2 – Sidewalk Availability in the Urbanized Area.



Downtown urban cores are prime areas for sidewalks and other pedestrian amenities including pedestrian signals, transit stops, crosswalks and ADA ramps. Older urban neighborhoods also have abundant sidewalks though many of them are starting to fall into disrepair and are impassable in many spots.

Most suburban neighborhoods do not currently have sidewalks, but developers are beginning to re-embrace sidewalks and the community atmosphere it creates. Sidewalk creation near schools is also a current priority for many communities. Figure 6.5.3 depicts the locations of existing and planned sidewalks in Mahoning and Trumbull Counties. Table 6.5.1 outlines the upcoming pedestrian improvements in the region.

Table 6.5.1 – Upcoming Pedestrian Improvements

County	PID	Description
TRU	90221	City of Cortland - provide pedestrian facilities that access the Lakeview High School and Middle School.
MAH	90240	Village of Lowellville - various locations within the village, installation of ADA compliant sidewalks.
MAH	90208	City of Canfield; installation of new sidewalk along Fairground Blvd and Hood Drive from SR 46 to fairgrounds entrance.
MAH	90203	Mill Creek MetroParks - rehabilitation for pedestrian traffic from Parkview Drive to Ottawa Drive.
MAH	88526	City of Campbell - Safe Routes To School sidewalk installation from 12th street to St. Joseph School.

6.5.3. CROSSWALKS AND ADA RAMPS

Crosswalks and ADA ramps in the region are primarily found in the downtown urban areas. School areas almost always contain crosswalks and ADA ramps as well. Within the two-county area there are 398 locations that have both crosswalks and ADA ramps. 437 locations have crosswalks only and 292 locations contain ADA ramps only. Figure 6.5.4 shows the locations of crosswalks and ADA ramps.

Figure 6.5.3 – Sidewalk Availability in Mahoning and Trumbull Counties

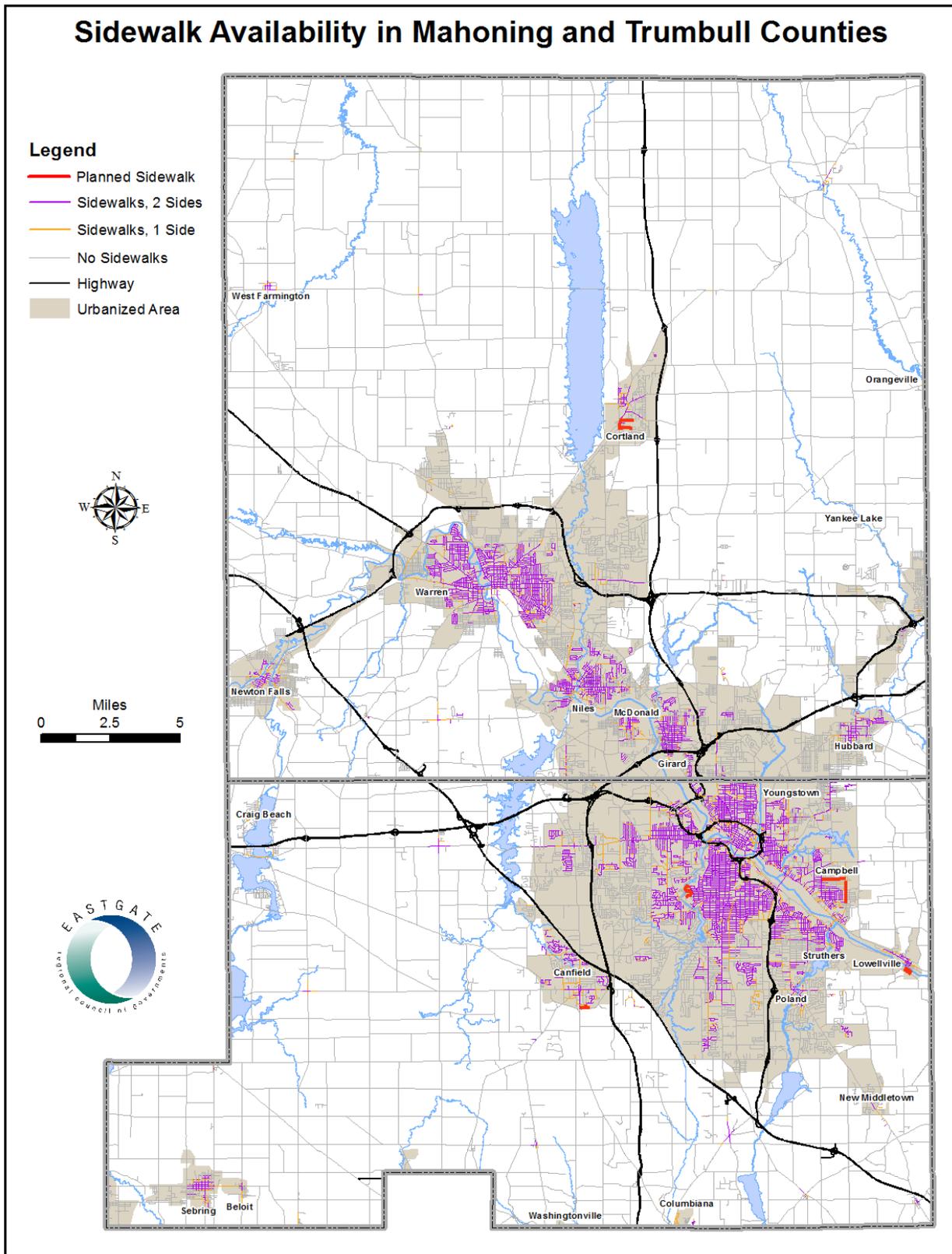


Figure 6.5.4 – Locations of Crosswalks and ADA Ramps in Mahoning and Trumbull Counties

