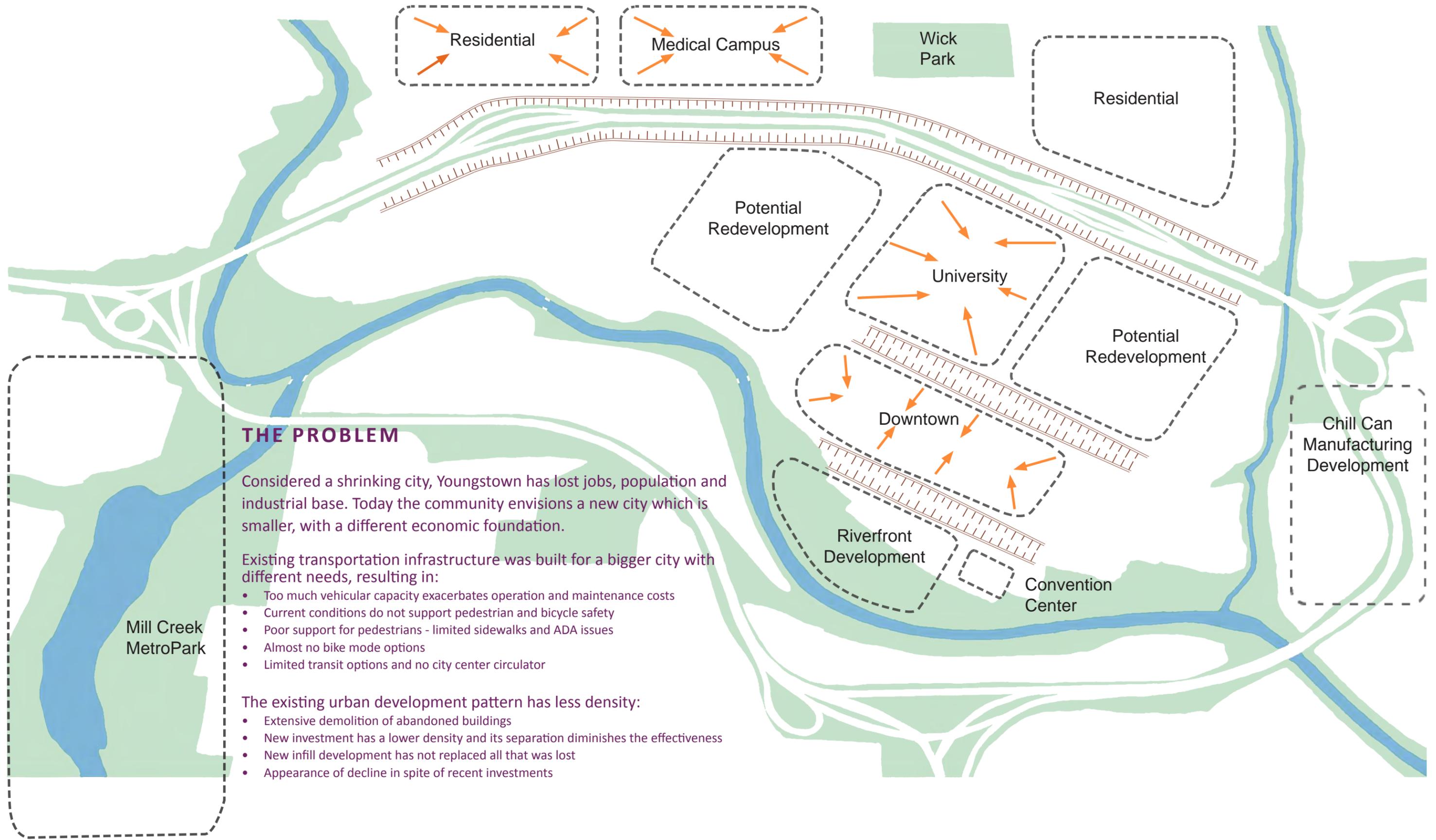


YOUNGSTOWN SMART² NETWORK



EASTGATE
Regional Council of Governments





THE PROBLEM

Considered a shrinking city, Youngstown has lost jobs, population and industrial base. Today the community envisions a new city which is smaller, with a different economic foundation.

Existing transportation infrastructure was built for a bigger city with different needs, resulting in:

- Too much vehicular capacity exacerbates operation and maintenance costs
- Current conditions do not support pedestrian and bicycle safety
- Poor support for pedestrians - limited sidewalks and ADA issues
- Almost no bike mode options
- Limited transit options and no city center circulator

The existing urban development pattern has less density:

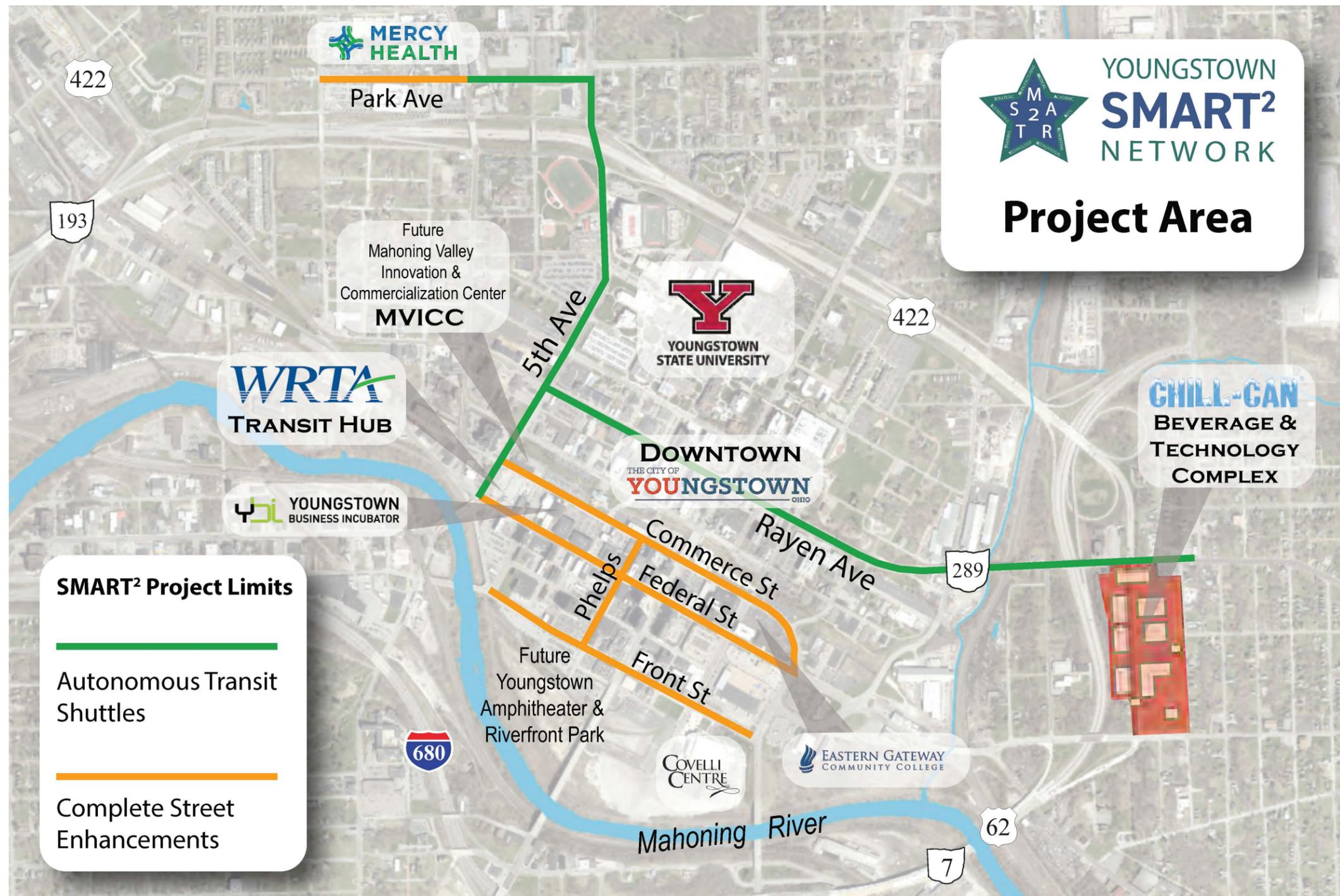
- Extensive demolition of abandoned buildings
- New investment has a lower density and its separation diminishes the effectiveness
- New infill development has not replaced all that was lost
- Appearance of decline in spite of recent investments

DISCONNECTED AND INWARD FACING INVESTMENT

THE SOLUTION

The Youngstown SMART² Network will connect Strategic & Sustainable, Medical & Manufacturing, Academic & Arts, Residential & Recreational, Technology & Training centers in the heart of the Mahoning Valley region, by enhancing mobility, improving safety, and integrating technology into a modern and efficient multimodal transportation system in Downtown Youngstown that responsive to adaptive to the needs of current and future users.

SMART² will incorporate improved pedestrian and bicycle facilities, autonomous transit shuttles, transit waiting environments, green infrastructure, streetscaping, and wayfinding connecting major regional destinations that include Youngstown State University, Mercy Health, Youngstown Business Incubator, Eastern Gateway Community College, and WRTA Federal Station.





Complete Street



Shared Use Path with Bio-retention Cells



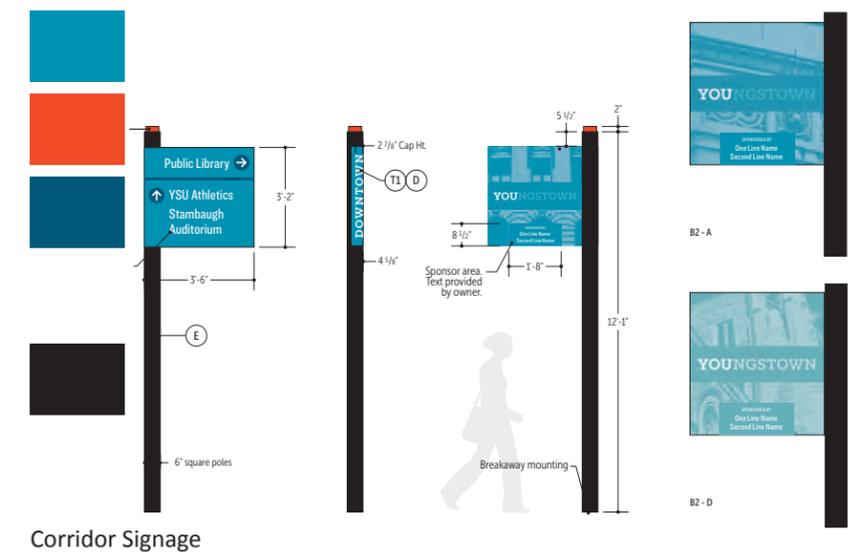
Typical Transit Mini-Hub



Corridor Intersection Enhancement



Gateway Sculpture



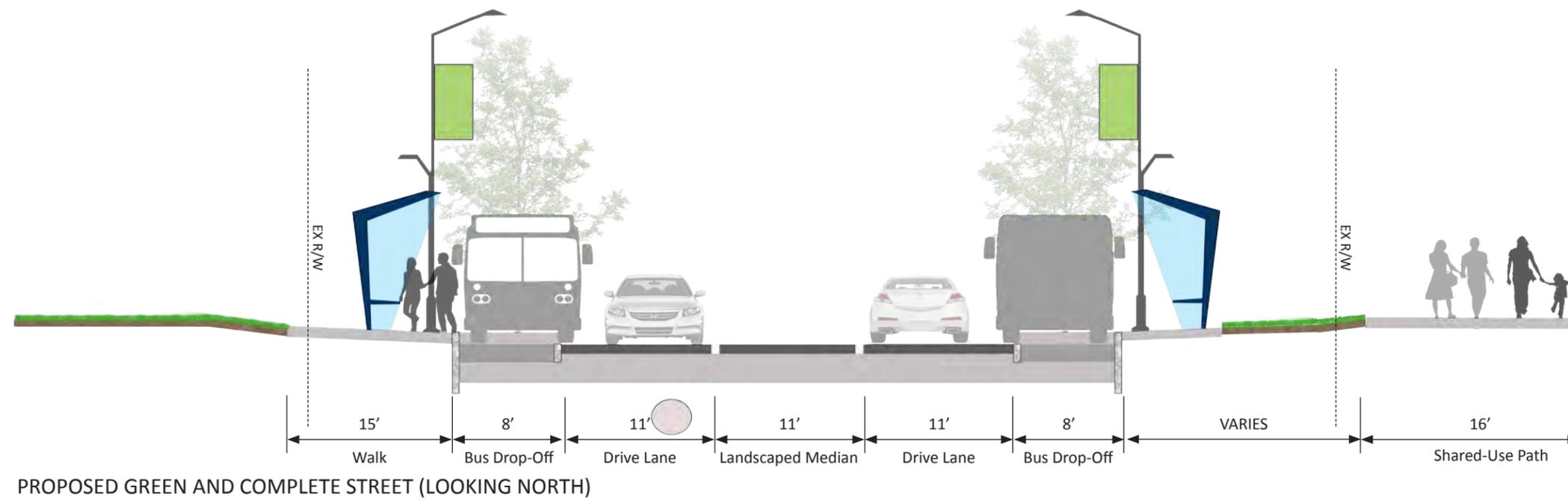
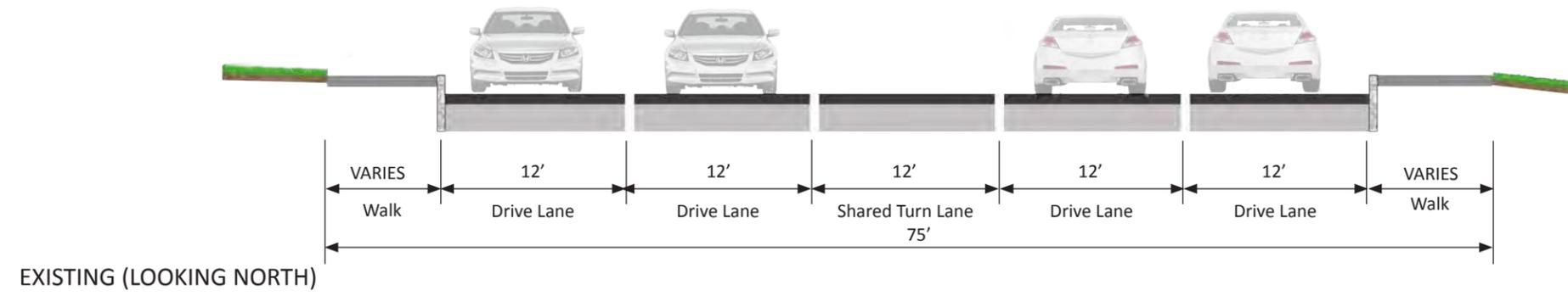
Corridor Signage



EXISTING (LOOKING NORTH)

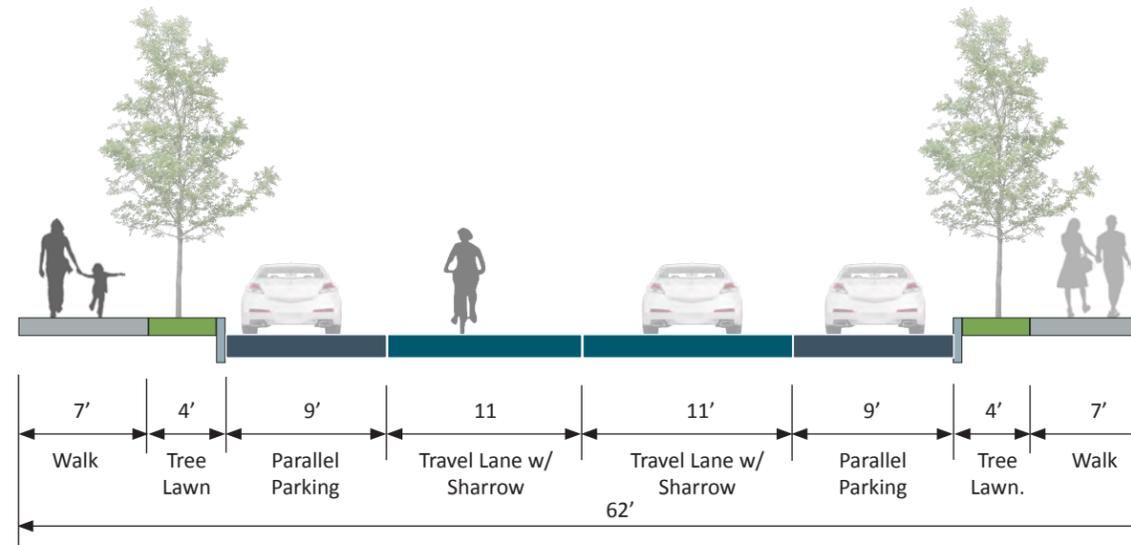
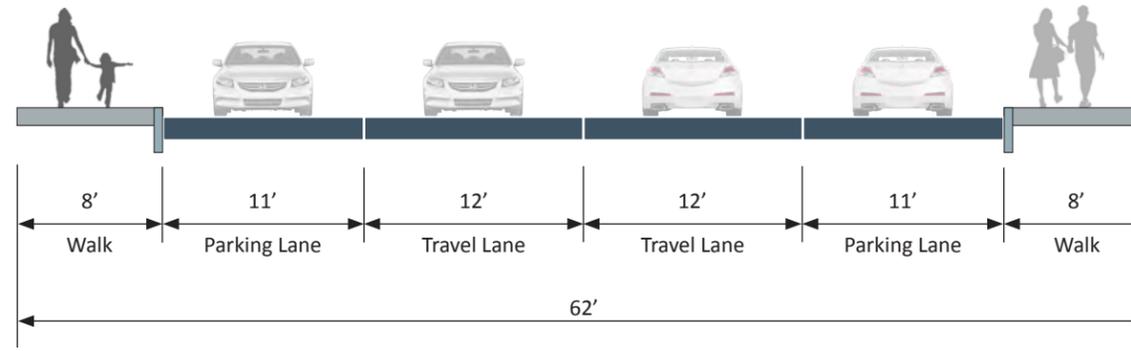


PROPOSED (LOOKING NORTH)

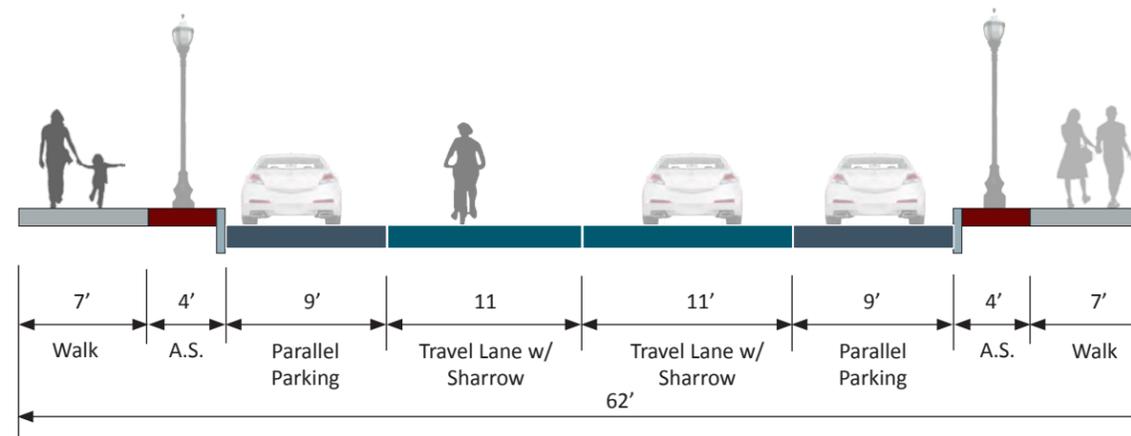


Section Notes:

1. Traffic lanes will be narrowed and re-stripped as a shared lane.
2. Sharrows will support bike connection between Fifth and South Ave.
3. Parking lanes will be narrowed
4. Street trees and lighting will be added within the amenity strip



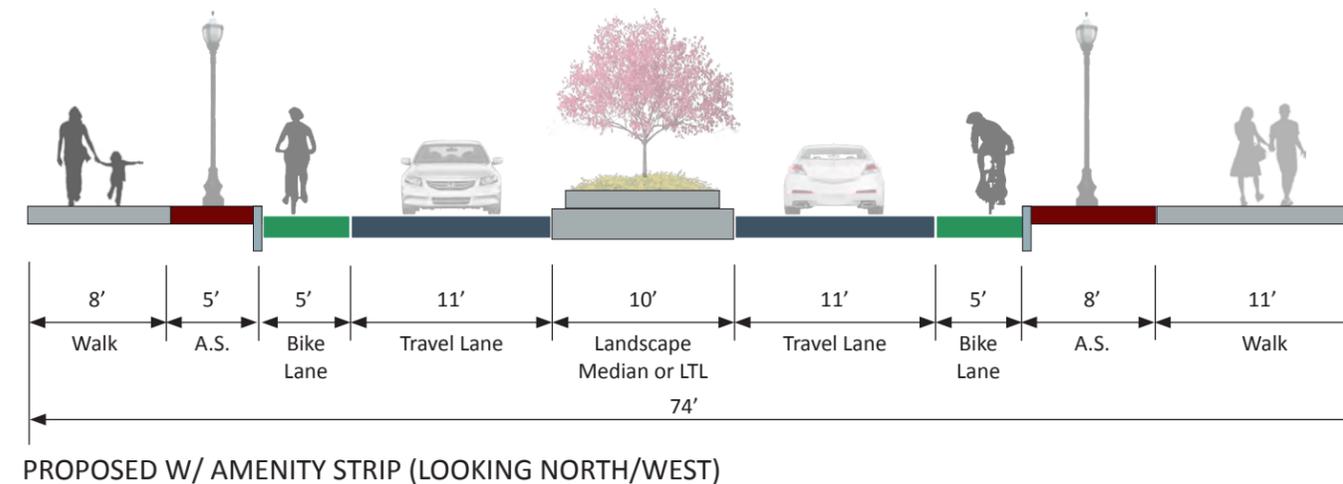
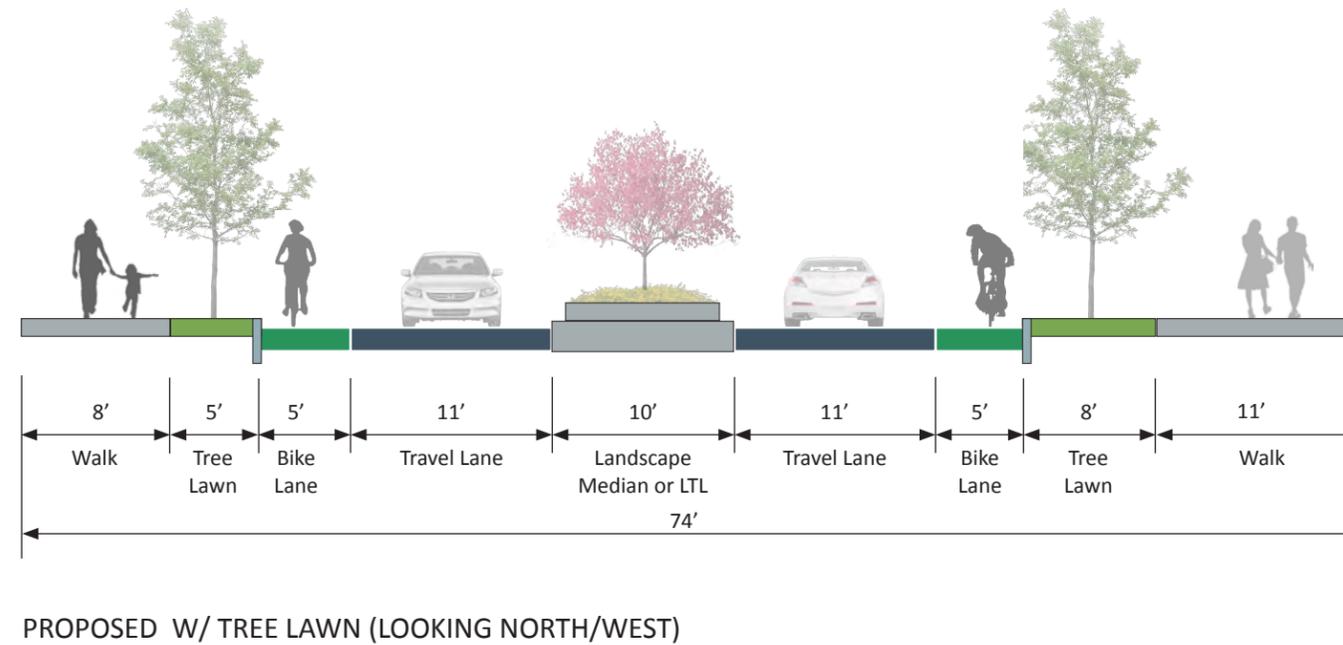
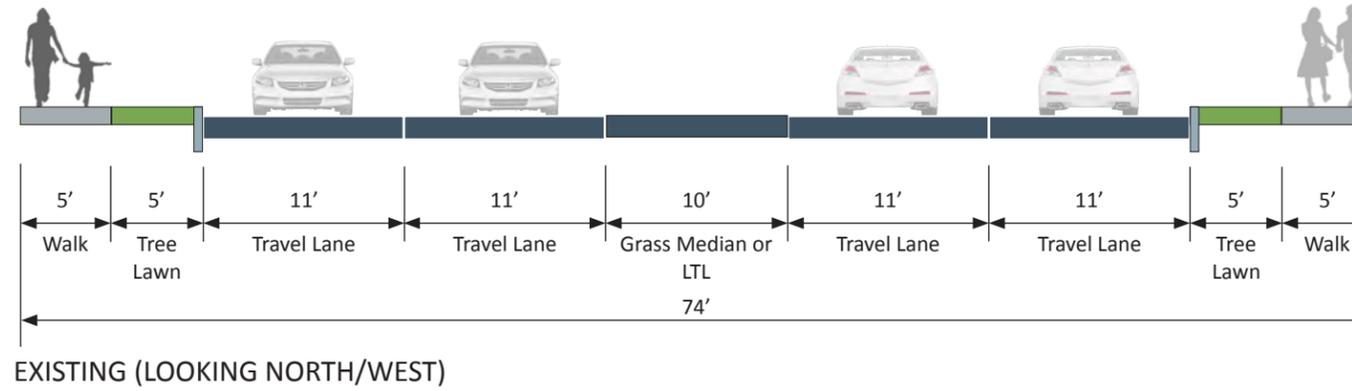
PROPOSED W/ TREE LAWN (LOOKING WEST)



PROPOSED W/ AMENITY STRIP (LOOKING WEST)

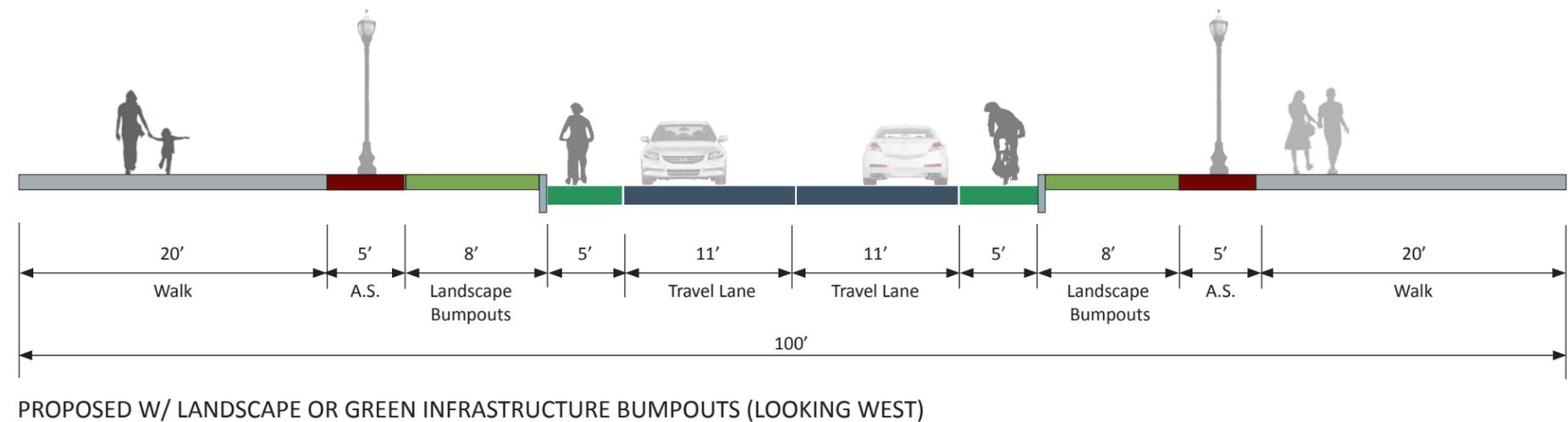
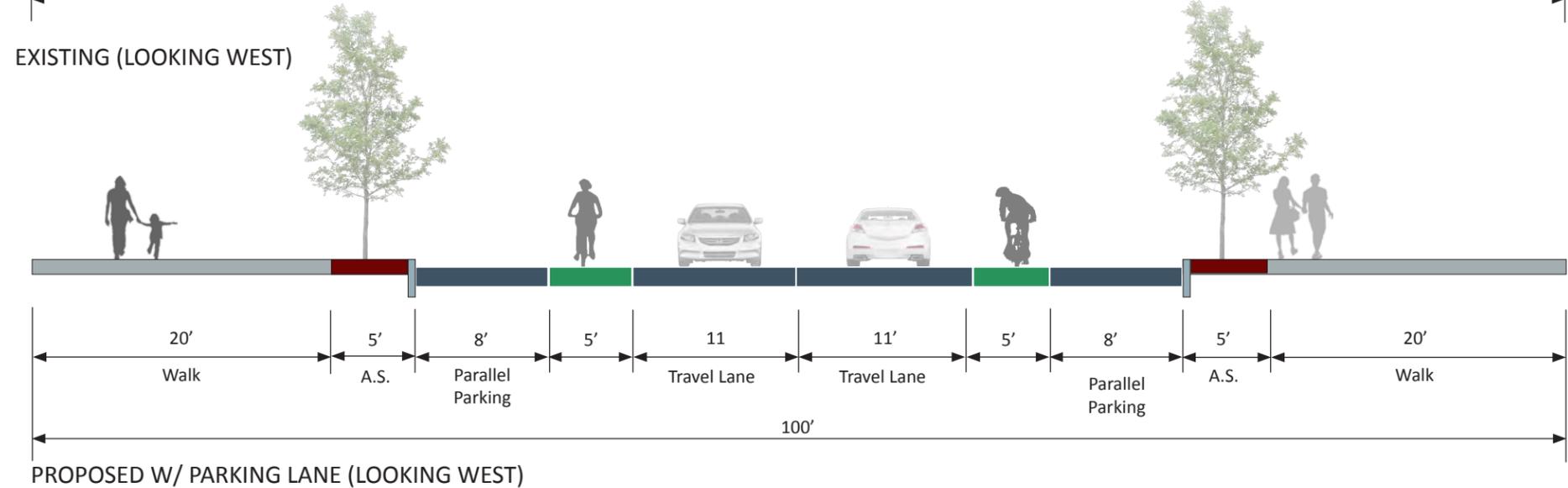
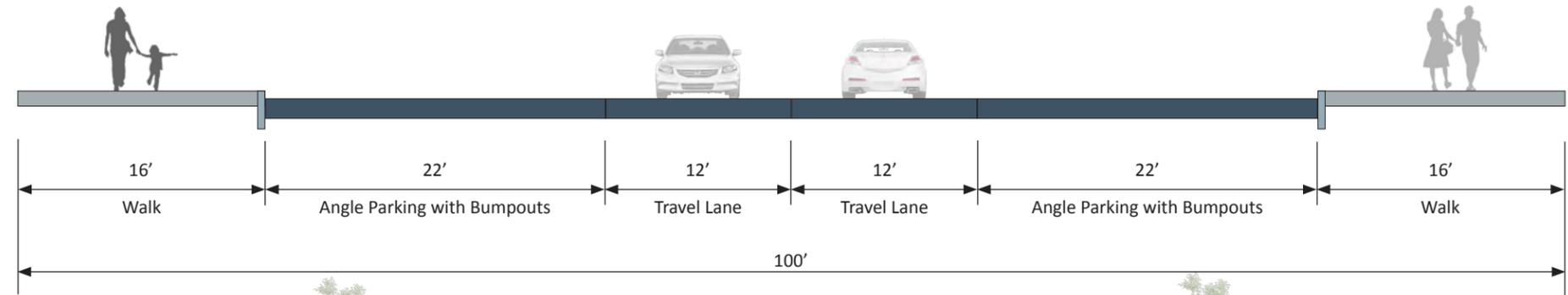
Section Notes:

1. East portion of Commerce will include 5' bike dedicated lanes.
2. Support bike continuity between Fifth Ave and South Avenue
3. On-street parking is not incorporated due to building setbacks
4. Median will reduce perception of expansive vehicular zone



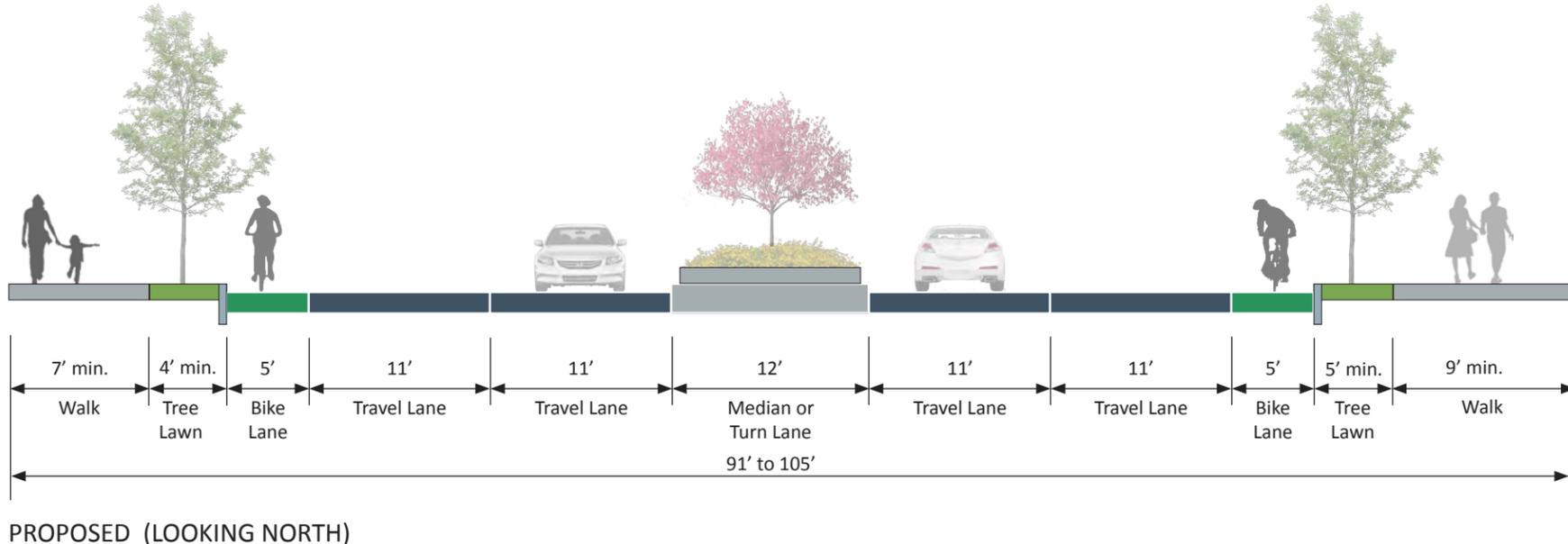
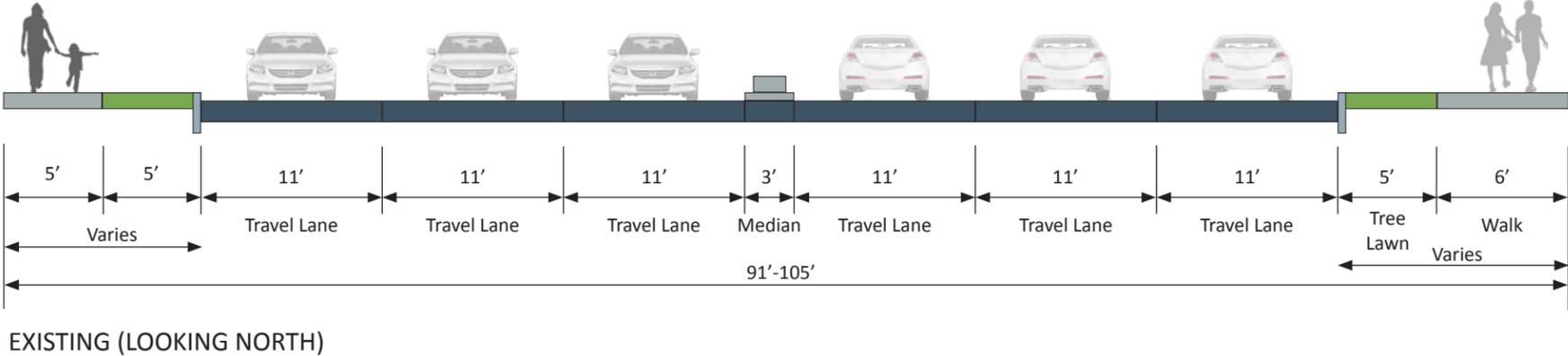
Section Notes:

1. Angled parking will be eliminated to improve safety and increase space for the pedestrian zone, outdoor dining, shopping, etc.)
2. Landscape bumpouts incorporated for parking protection and shortened pedestrian crossings
3. Dedicated bike lanes added inside parallel parking to support bicycle connection from South Ave to Spring Commons Bridge.



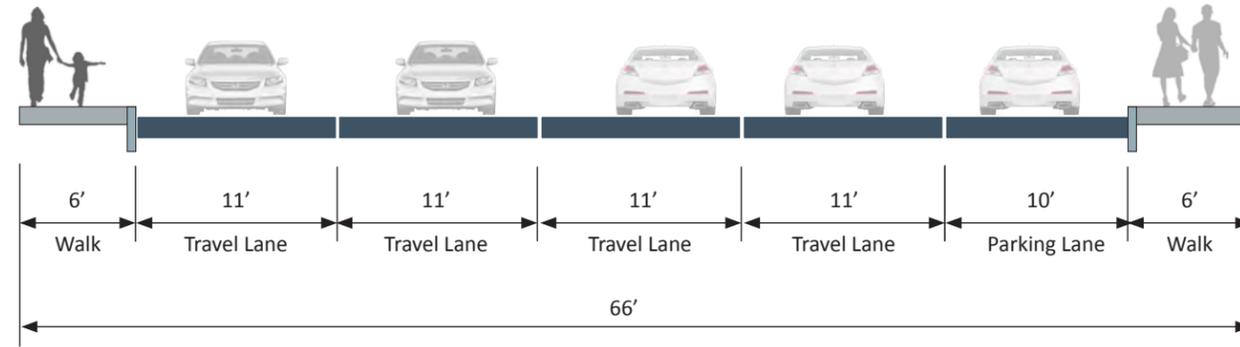
Section Notes:

1. Remove two traffic lanes and replace with dedicated bike lanes and turn lane/median.
2. Widened sidewalks along the campus side of Fifth Ave.
3. Dedicated bike lanes to support connection between YSU campus, downtown, and Metroparks

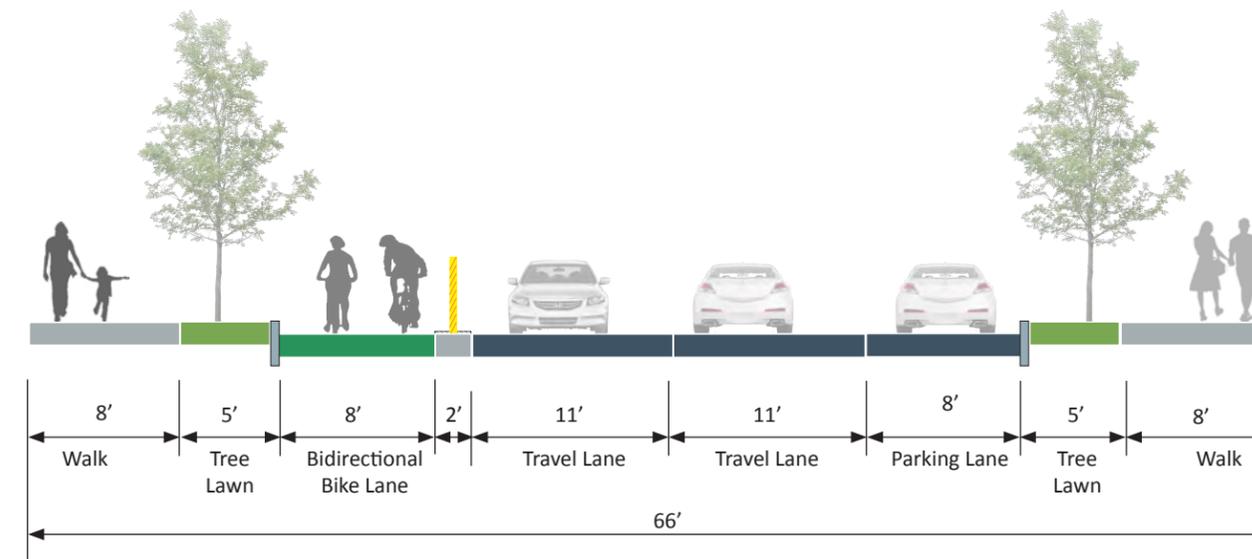


Section Notes:

1. Remove two vehicular traffic lanes.
2. Bidirectional and buffered bike lane to support recreational connection along the Amphitheater and to the Metroparks.
3. Added on-street parking along north side.
4. On-street parking lane to transition to landscaped bumpout at east end near courthouse.



EXISTING (LOOKING WEST)



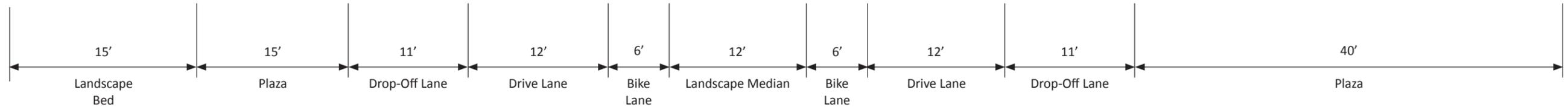
PROPOSED (LOOKING WEST)



EXISTING (LOOKING SOUTH)



PROPOSED (LOOKING SOUTH) - Image excerpted from MKSK/MS Consultants Amphitheater Master Plan



SECTION A - A1

NORTH SIDE TRANSIT HUB AT MERCY HEALTH CAMPUS - PROPOSED SECTION

Rayen Avenue Perspective Rendering



Commerce Street Perspective Rendering



Proposed

Existing