

# FY 2025 Planning Grant Application

Submitted by: Anonymous user

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Community Unique Entity Identifier (UEI)

**PSDUAKTPBB65 - 080156838**

What is the name of this project?

**City of Youngstown Complete Green Streets Implementation Plan**

What community is the lead applicant for this grant?

**City of Youngstown**

Is this project a collaboration with other communities?

**No**

Enter the name of the project coordinator

**Jordan Karim**

Enter the email of the project coordinator

**Jkarim@youngstownohio.gov**

Enter the phone number of the project coordinator

**(330) 742-8829**

Provide a brief description of the project area

**The project area will include neighborhoods in Youngstown city limits, focusing on corridors bringing people into the city and connecting them to local assets, attractions. Youngstown is a mid-sized, legacy city with a population of 60,068 according to the 2020 Census. This is a sharp decline from its peak (just over 170,000) in the 1930s right before the Great Depression. Youngstown continued to experience several other significant economic challenges over the years, including the closure of the steel mills in the 1970s, the closure of the GM Lordstown plant in 2019 in addition to weathering the Great Recession in 2008 and ongoing after-effects of the 2020 covid-19 pandemic. There are bright spots economic investment and recovery especially in the downtown area, including the launch of America Makes, expansion of the YBI and Youngstown State University's footprints, and the SMART2 Network project. Youngstown is also home to Mill Creek MetroParks, which attracts thousands of visitors.**

How was this location selected for the project?

**With the ongoing construction in the downtown and YSU Campus areas as a part of the SMART2 Network project, Youngstown residents and community stakeholders observed the many benefits of the project and want to see these benefits become standard practice in future infrastructure projects throughout the city. The investments to these downtown streets have significantly improved pedestrian and cyclist safety (ex: road diets, pedestrian-level lighting, dedicated bike lanes, narrower crossings, high-visibility crosswalks), incorporated greening strategies to address environmental concerns (stormwater runoff, air quality), and created a more cohesive, aesthetically pleasing feel for residents and visitors alike. The city also recently re-established its Shade Tree and Beautification Committee, which shares a desire in seeing a more intentional approach to tree planting and greening strategies, which align with this effort to develop and implement a CGS policy.**

Describe the issues present within the study area that this project plans to address

**With downtown being the most visible exception, most of Youngstown has not seen significant investment to improve infrastructure that addresses safety concerns for road users other than those traveling by personal vehicle. Implementing a CGS policy would help direct future infrastructure projects to incorporate strategies to make travel safer for pedestrians, bicyclists, and transit riders. It is a national trend that pedestrian and bicyclist crashes and fatalities are on the rise. As conversations related to reversing decades of population decrease through efforts to attract immigrants and refugees to the region, as well as to retain current residents, continue to evolve, ensuring accessibility to vibrant neighborhoods and essential services by a variety of methods of transportation becomes ever more critical. Current or future resident may not have the means or desire to maintain a vehicle, so building infrastructure that is more accommodating to different mobilities is important.**

Relevance to broader planning efforts

**This CGS planning and implementation project would build on recent planning efforts such as: Youngstown Complete Streets Design Guide (2017); Market Street Transit Oriented Development Study (2021); and Eastgate's Multimodal Transportation Report (2019) as well as the forthcoming Bike & Pedestrian Planning Safety study. Additionally, this CGS planning effort could help neighboring communities develop implementation strategies for Active Transportation plans that have had resolutions passed by council, but not yet incorporated or implemented within the local municipal government, specifically the cities of Warren and Niles would fall into this category. This project provides opportunities to move forward with the recommendations that were referenced in these various studies to ensure that these documents are not the end of the process.**

Outline the scope of work required to conduct this planning process

**We plan to engage with a consultant (we've approached Toole Design) to help Youngstown complete the following activities:**

- Facilitate conversations with City Administrators (ex: Public Works, Parks & Recreation, Community & Economic Development) to review current processes and policies regarding planning and implementation of infrastructure projects, how to integrate CGS priorities and design elements**
- Facilitate conversations with Councilpeople on the Sustainability Committee to draft CGS legislation\***  
**\*We've been using Cleveland Heights as a sample**
- Organize public engagement meetings to share proposed CGS legislation with community members and gather feedback/promote benefits**
- Draft report with recommended process for policy implementation and enforcement**

How much in funding from the Planning Grant is being requested?

**18,000**

How much local cash match is being contributed to this project?

**2,000**

What is the total cost to develop this plan?

**20,000**

(Optional) You may use this space to justify the cost of the plan

**Cost estimate is based on similar scopes of work that include stakeholder facilitation with multiple groups, policy and design research, and creating a plan-to-implementation process.**

Do you agree to provide the information regarding local cash match contribution as a part of the application process?

**Yes**