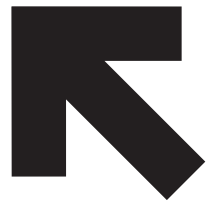




July 13, 2026



Liberty Township Trustee Presentation



Agenda

Introductions

3

What is Corridor Planning?

5

Existing Conditions

8

Existing Sections

18

Access & Safety

25

Public Engagement Outcomes

33

Vision

48

A Better Belmont

56



3

Introductions

City of Youngstown
Municipal Client



ms consultants, inc
Project Team

Liberty Township
Municipal Client



Economic Action Group
Project Team



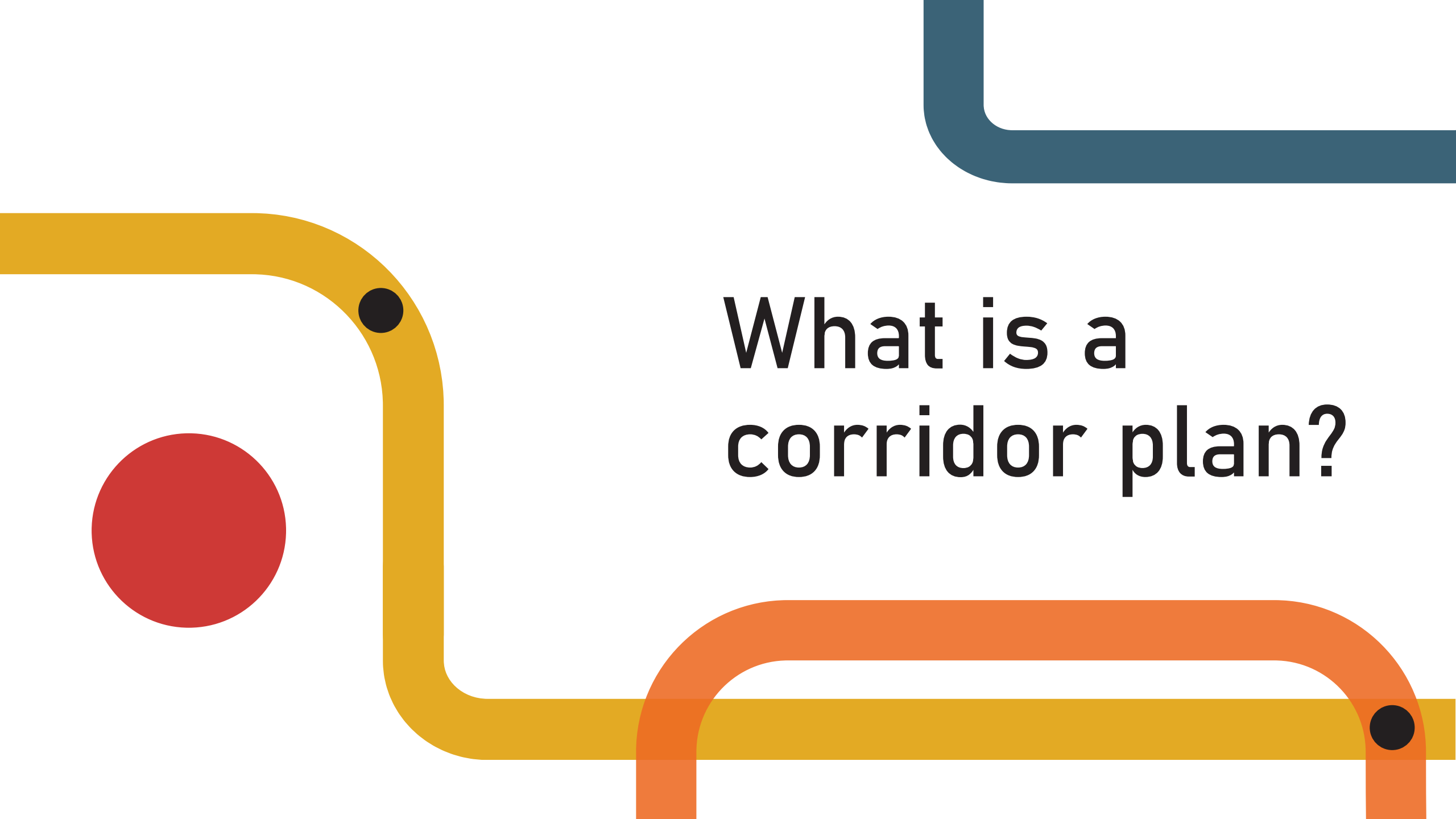
4

Presenting Today

KATIE PHILLIPS



Project Manager



What is a
corridor plan?



5

Corridor Planning

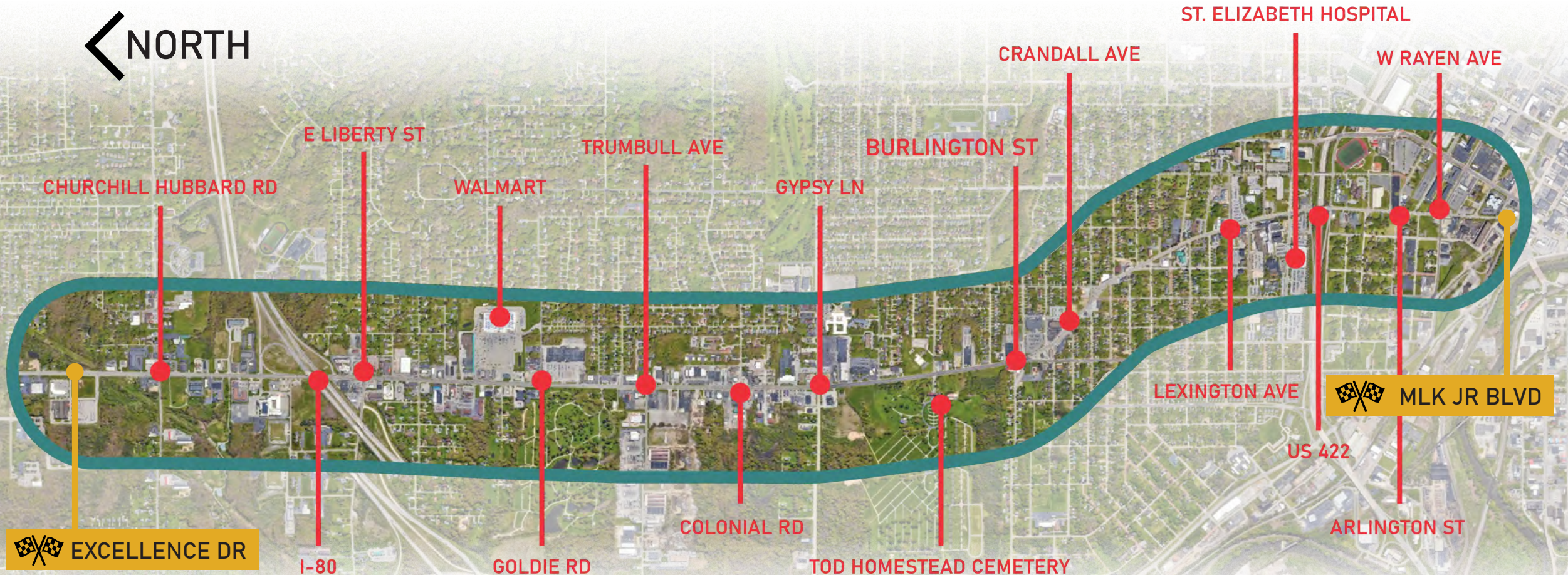
- Analyze Existing Conditions
- Receive feedback from residents + stakeholders
- Develop recommended improvements on Belmont Avenue
- Create an action plan



6

Study Area – Belmont Avenue

← NORTH



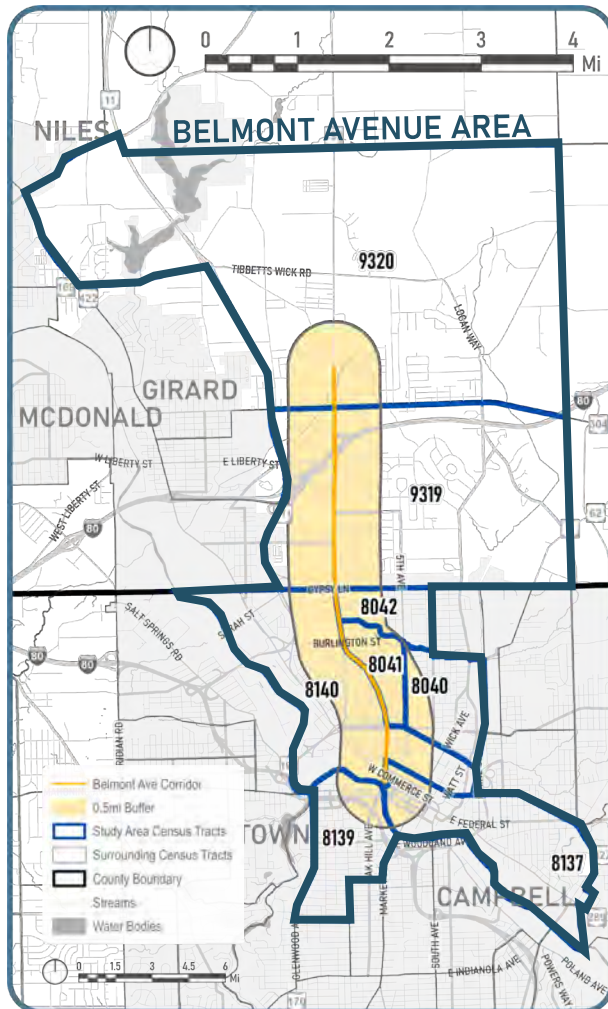
The image features a minimalist design on a light gray background. In the top right corner, a dark blue L-shaped line extends from the top edge and turns right. On the left side, a thick yellow line enters from the top, curves 90 degrees down, and then turns right to become a horizontal line. A solid red circle is positioned to the left of the first curve of this yellow line. A small black dot is located on the vertical segment of the yellow line. Below the horizontal yellow line, an orange line enters from the bottom, curves 90 degrees up, and then turns right to become a horizontal line. A second small black dot is located on the right end of this orange line. The text 'Existing Conditions' is centered in the upper right area of the image.

Existing Conditions



9

Existing Conditions | Demographics



LIBERTY TWP SECTION

11,981 12,083
2015 → 2024
POPULATION

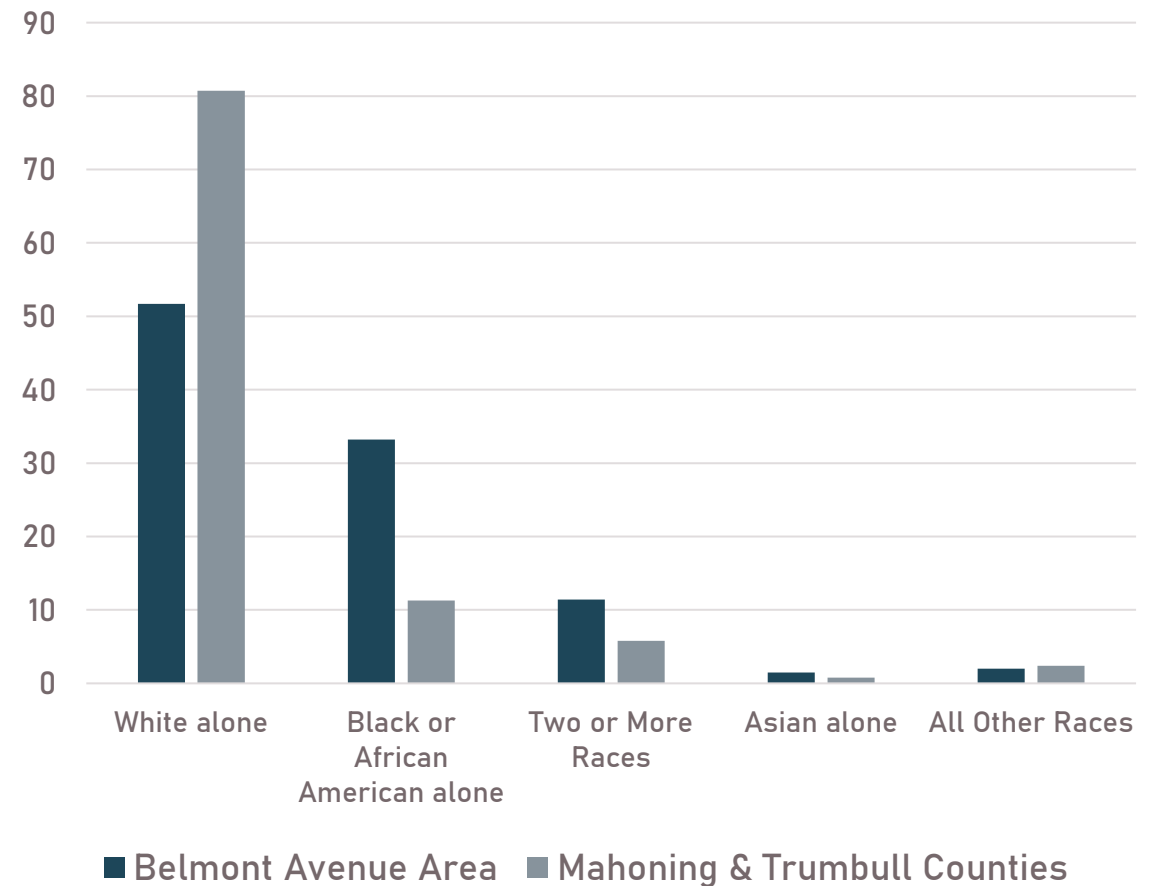
5,366 5,019
2015 → 2024
HOUSEHOLDS

YOUNGSTOWN SECTION

13,768 12,224
2015 → 2024
POPULATION

5,270 5,112
2015 → 2024
HOUSEHOLDS

Percent of the Population by Race





10

Existing Conditions | Households

Liberty Township Median Household Incomes

\$70,767

Liberty Township

\$55,348

Mahoning + Trumbull Counties

Percent of Housing Units By Number of Vehicles Available

ACS 5-Year Estimates 2019-2023

	Liberty Township Section	Mahoning & Trumbull Counties
No Vehicle Available	5.6%	8.1%
1 Vehicle Available	36.0%	36.6%
2 Vehicles Available	40.3%	36.1%
3 or More Vehicles Available	18.1%	19.3%



11

Existing Conditions | Households

Youngstown Median Household Incomes

\$25,121

Youngstown Section
Median Household Income

\$55,348

Mahoning + Trumbull Counties
Median Household Income

Percent of Housing Units By Number of Vehicles Available

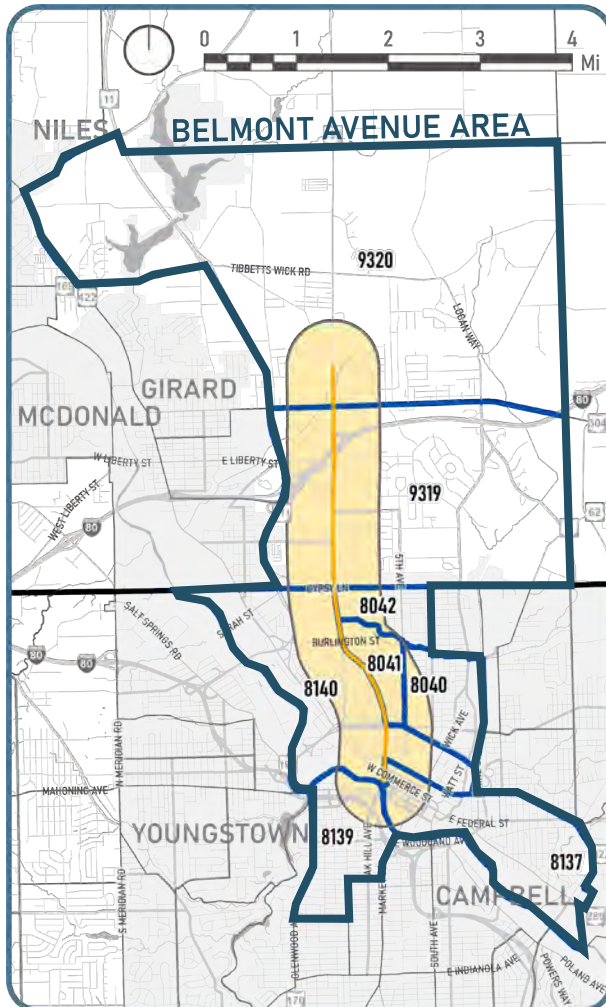
ACS 5-Year Estimates 2019-2023

	Youngstown Section	Mahoning & Trumbull Counties
No Vehicle Available	24.2%	8.1%
1 Vehicle Available	39.1%	36.6%
2 Vehicles Available	23.0%	36.1%
3 or More Vehicles Available	13.6%	19.3%



12

Existing Conditions | Workforce



Industry	# of Workers	LQ (USA)
Healthcare & Social Assistance	1,755	1.29
Manufacturing	1,393	1.44
Retail Trade	1,256	1.19
Educational Services	1,091	1.20
Accommodation & Food Services	968	1.49
Construction	625	0.93
Other Services, Except for Public Administration	392	0.86
Transportation & Warehousing	352	0.72
Administrative & Support & Waste Management Services	318	0.79
Real Estate & Rental & Leasing	293	1.62
Public Administration	248	0.54
Wholesale Trade	239	1.07
Professional, Scientific & Technical Services	224	0.29
Finance & Insurance	215	0.46
Arts, Entertainment & Recreation	162	0.81
Information	78	0.43
Mining, Quarrying & Oil & Gas Extraction	48	1.20



13

Existing Conditions | Housing

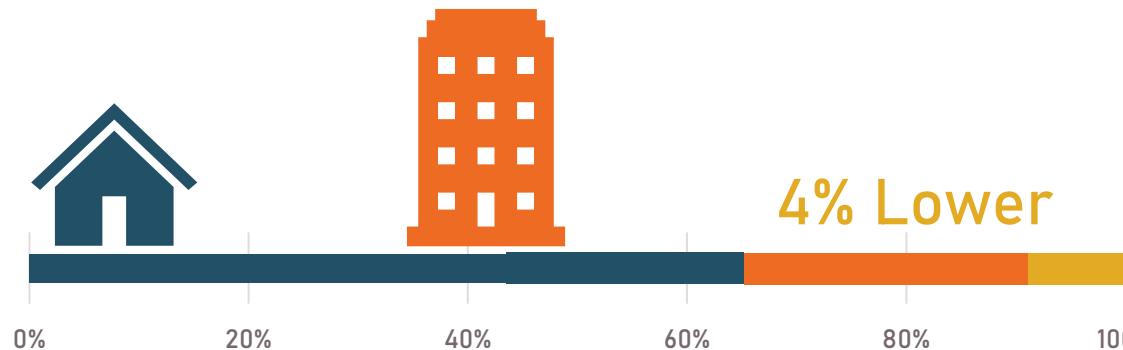
LIBERTY TWP SECTION

Type

- 73.8% Single-Family Detached

Costs

- MEDIAN RENT: \$924
- MEDIAN HOME VALUE: \$211,775



Owner-occupied

Renter-occupied

Vacancy

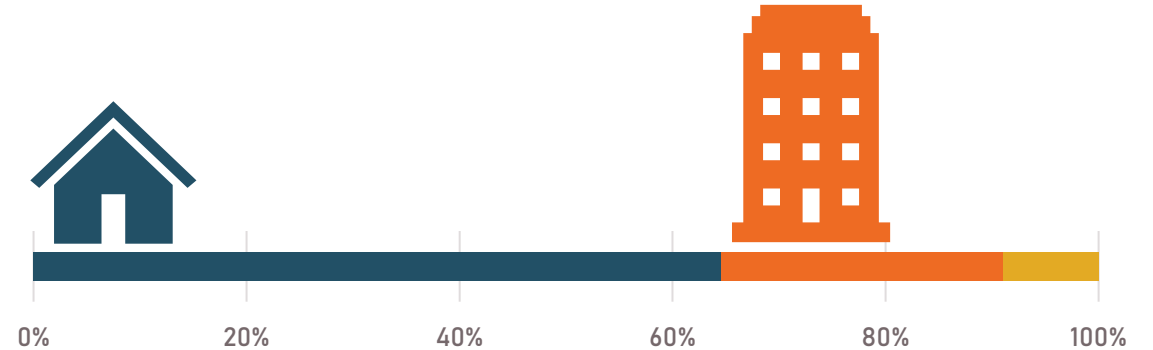
MAHONING & TRUMBULL

Type

- 77.2% Single-Family Detached

Costs

- MEDIAN RENT: \$779
- MEDIAN HOME VALUE: \$134,970



Owner-occupied

Renter-occupied

Vacancy



14

Existing Conditions | Housing

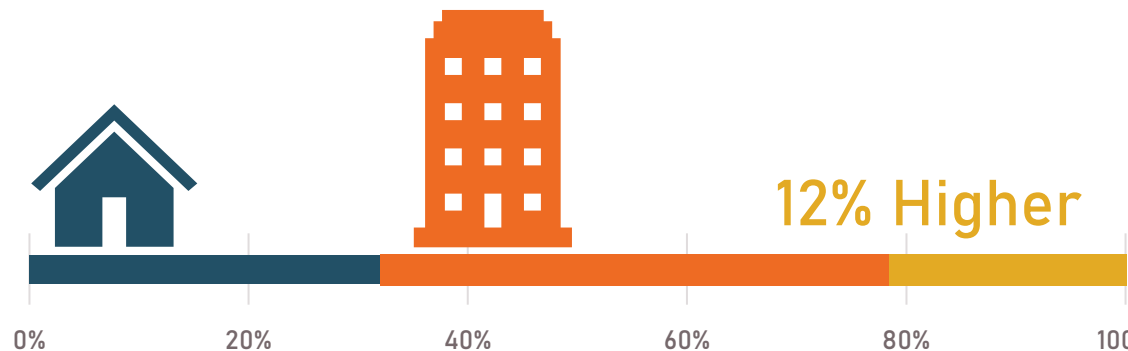
YOUNGSTOWN SECTION

Type

- 61.6% Single-Family Detached

Costs

- MEDIAN RENT: \$688
- MEDIAN HOME VALUE: \$50,334



■ Owner-occupied

■ Renter-occupied

■ Vacancy

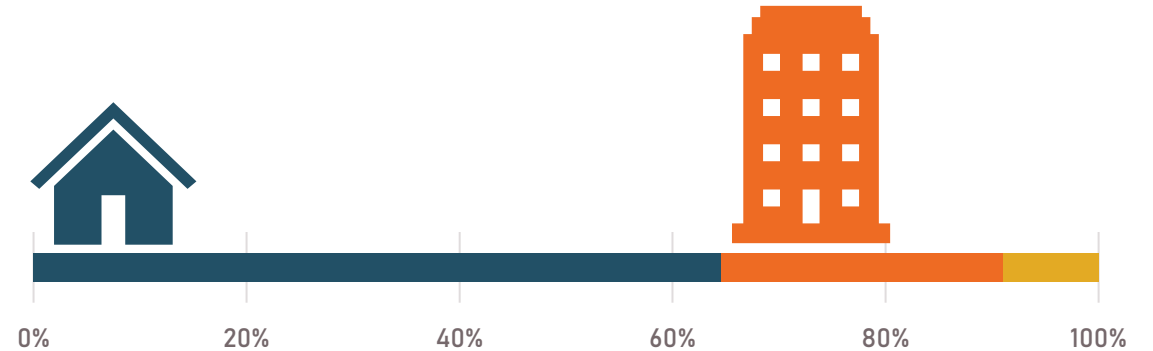
MAHONING & TRUMBULL

Type

- 77.2% Single-Family Detached

Costs

- MEDIAN RENT: \$779
- MEDIAN HOME VALUE: \$134,970





15

Existing Conditions | Land Bank Owned Parcels

19 Acres | 165 Parcels

Owned by Land Banks in the Belmont Ave Area

1.3ac | 11 Parcels

Trumbull Co. Land Reutilization Corp.

11.1ac | 92 Parcels

City of Youngstown Land Reutilization Program

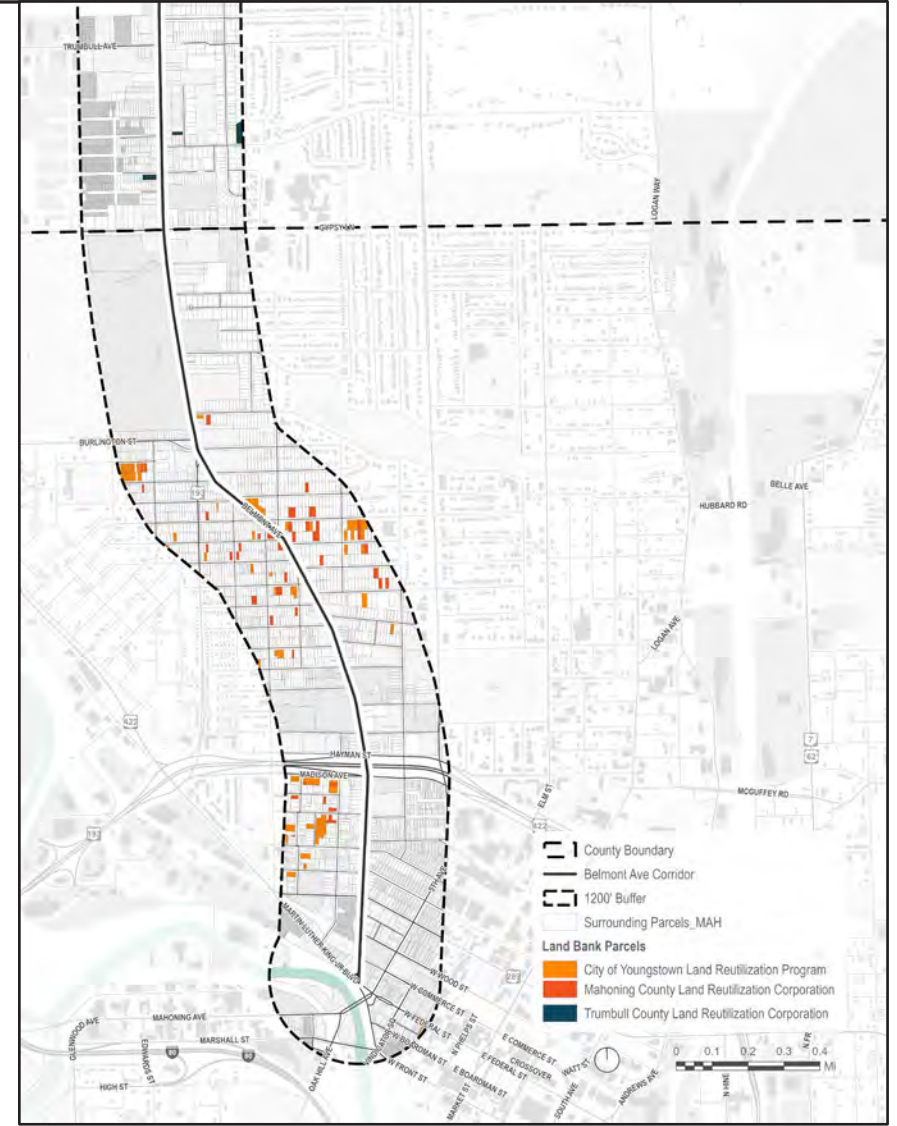
1.3ac | 11 Parcels

Mahoning Co. Land Reutilization Corp.

OPPORTUNITIES FOR ACQUISITION/REDEVELOPMENT

129 Trumbull Cty | 432 Mahoning Cty

Delinquent Parcels





16

Existing Conditions | Crosswalks

Crosswalk Feature	Percent
Striping	54.50%
Standard crosswalk striping	31.80%
High-visibility striping	22.70%
Curb ramps	81.80%
Concrete ramp only	4.50%
ADA ramp	77.30%
Pedestrian pushbutton	59.10%
Signals	72.70%



Nearly half of all crosswalks do not have striping. Only 23% have high-vis striping

- 1 County Boundary
- Crosswalks**
- Center: Striping Type**
- None
 - Standard Striping
 - High Visibility
- Ring 1: Curb Ramp Type**
- Concrete Only
 - ADA Warning Pad
- Ring 2: Traffic Control Device vType**
- Traffic Signal
 - Rectangular Rapid Flashing Beacon
- Ring 3: Pedestrian Pushbutton**
- Pushbutton
- Distance to Crosswalk**
- Shorter
 - Longer

Avg. Distance to Crosswalk: Trumbull: 530' Mahoning: 341'



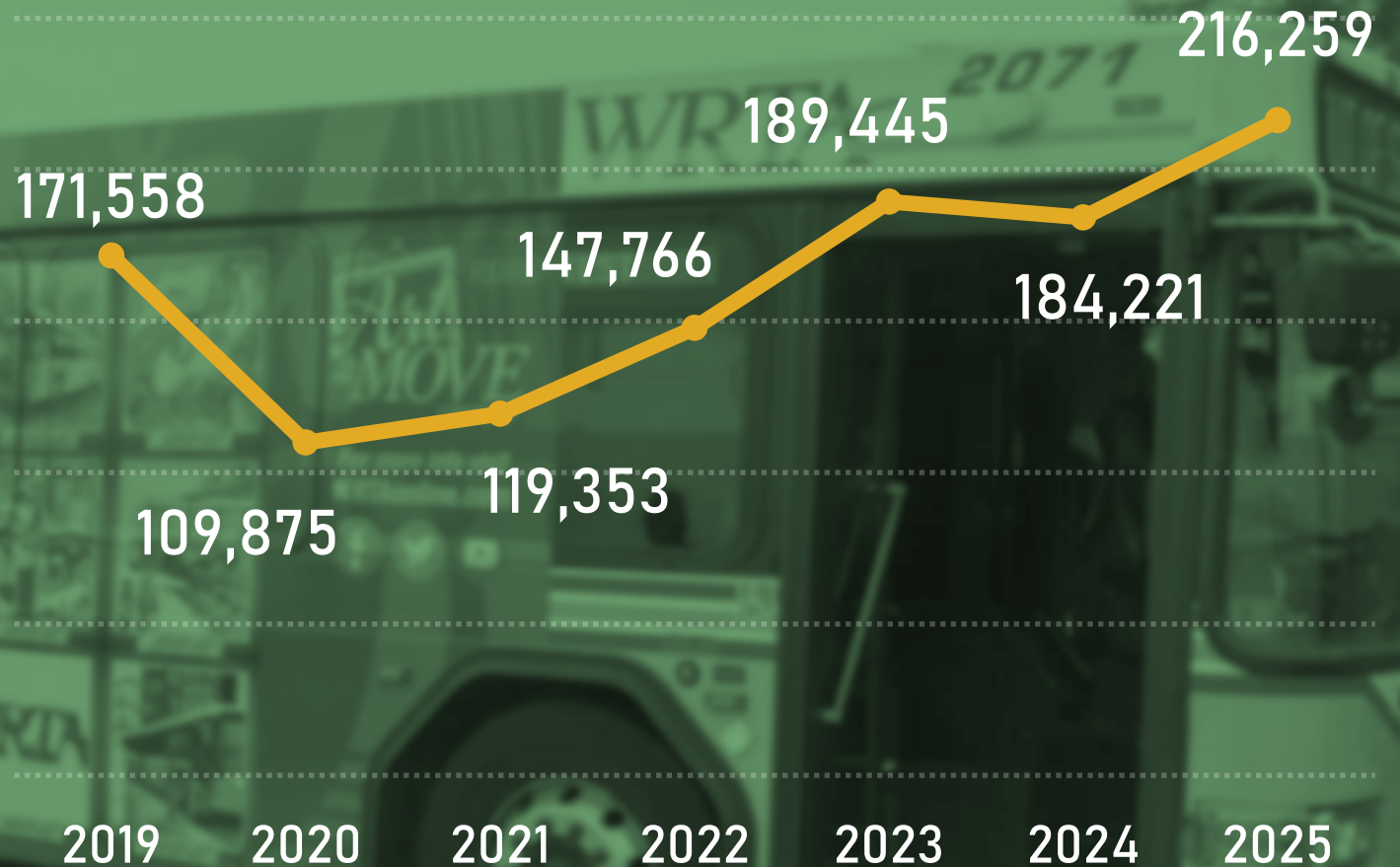


17

Existing Conditions | Transit Service

ROUTE 2 Has grown
to become WRTA's

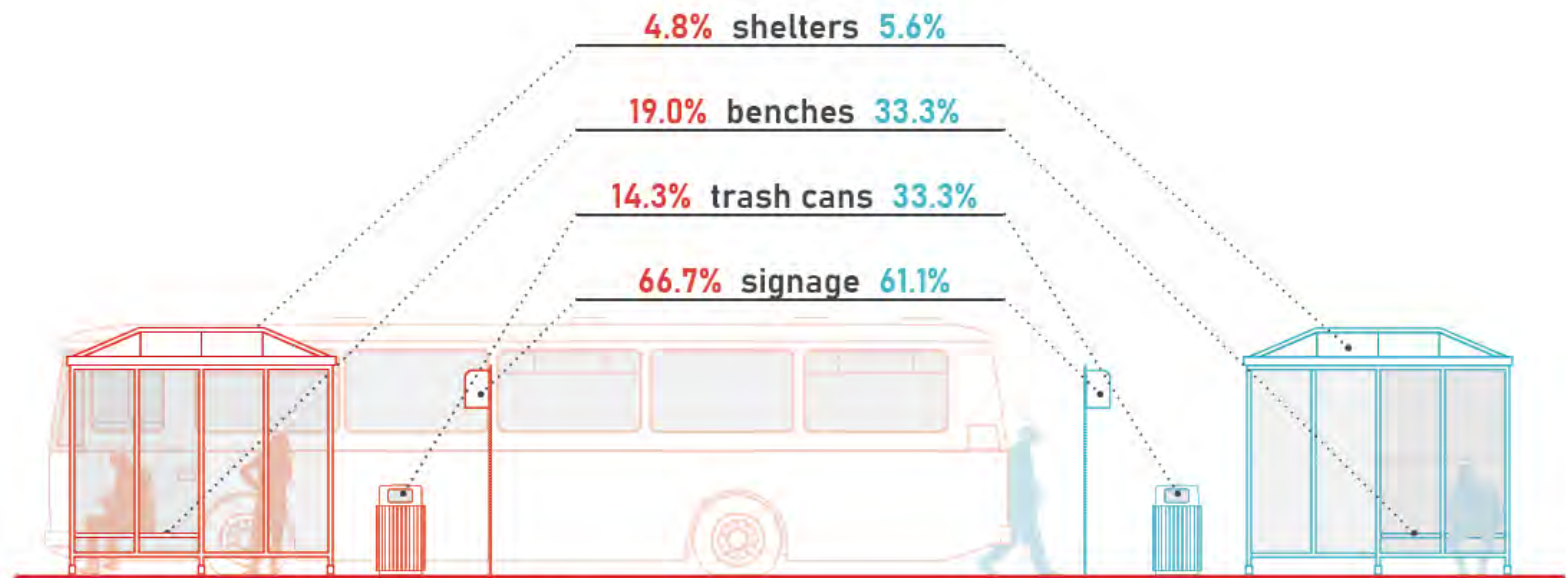
**MOST-
RIDDEN
ROUTE!**





18

Existing Conditions | Transit Service



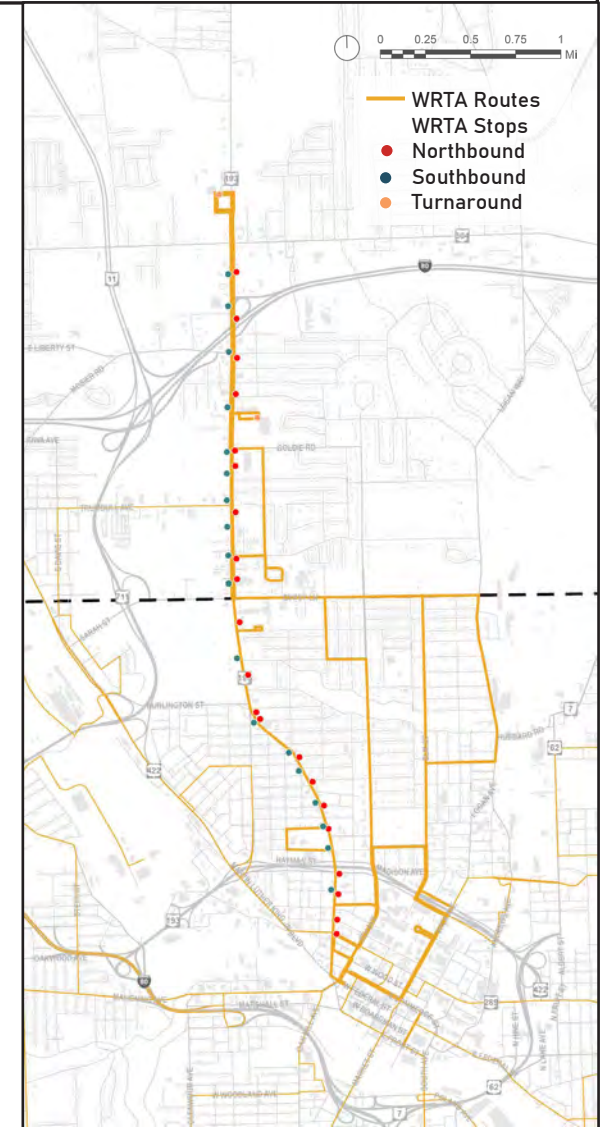
21 NORTHBOUND STOPS

372' Average Distance to Crosswalk

2 Turnaround Stops (Walmart & Giant Eagle)

18 SOUTHBOUND STOPS

350' Average Distance to Crosswalk



The image features a minimalist, abstract design. A thick yellow line enters from the left, curves 90 degrees down, and then continues horizontally. A thick orange line enters from the bottom, curves 90 degrees up, and then continues horizontally, overlapping the yellow line. A dark blue line enters from the top right and curves 90 degrees left. A solid red circle is positioned on the left side. Two small black dots are placed on the yellow line: one at the first curve and one at the end of the horizontal segment. The text 'EXISTING STREET SECTIONS' is centered in a bold, dark grey, sans-serif font.

EXISTING STREET SECTIONS



30

Existing Street Sections

Right-Of-Way (ROW)

Land between private parcels dedicated to public use and controlled by a government entity & facilitates travel & infrastructure

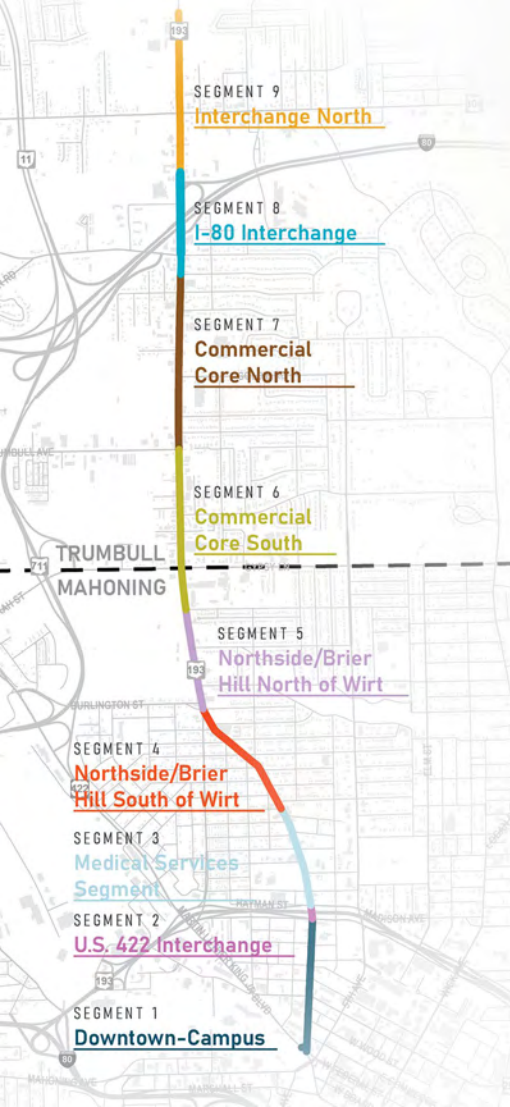
- Streets
- Sidewalks
- Pathways
- Utilities
- Lighting
- Street trees
- Fire hydrants





21

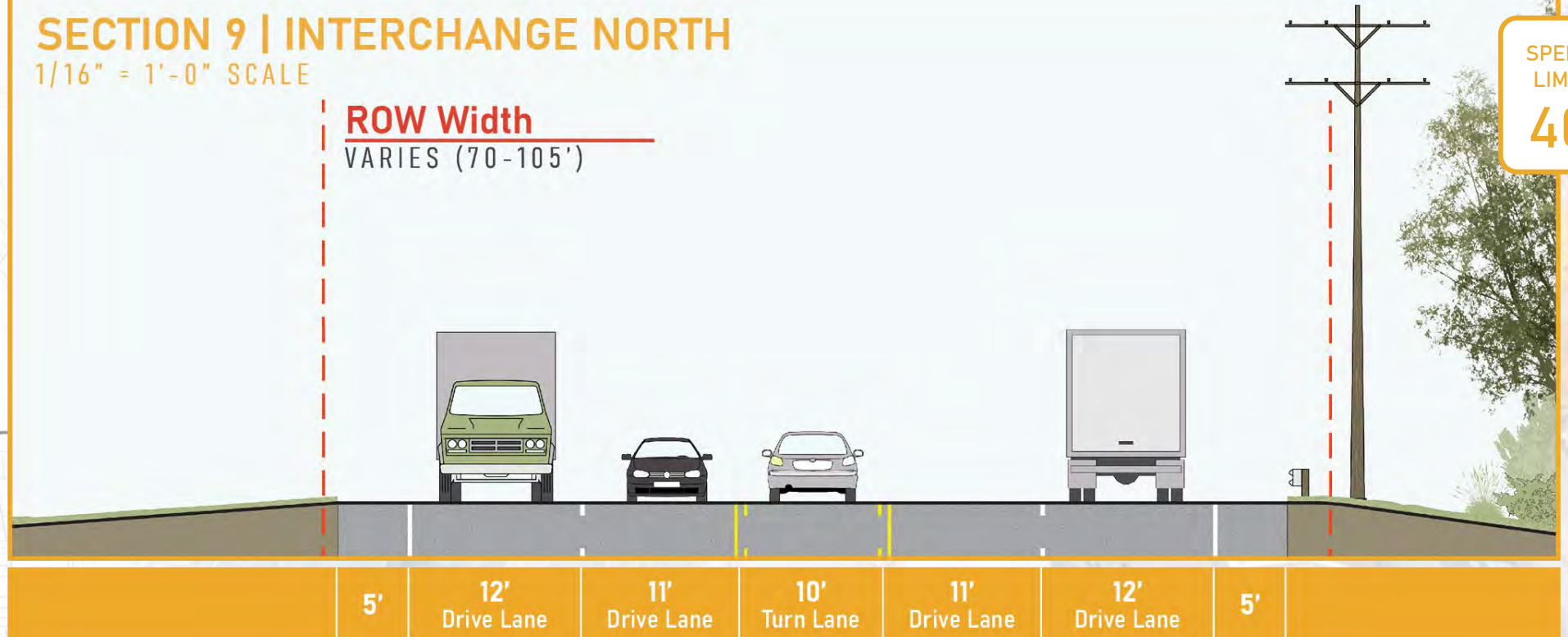
Typical Sections | Liberty Township



SECTION 9 | INTERCHANGE NORTH

1/16" = 1'-0" SCALE

ROW Width
VARIES (70-105')



SPEED
LIMIT
40



22

Typical Sections | Liberty Township

SECTION 8 | I-80 INTERCHANGE

1/16" = 1'-0" SCALE

ROW Limit

SPEED
LIMIT
40

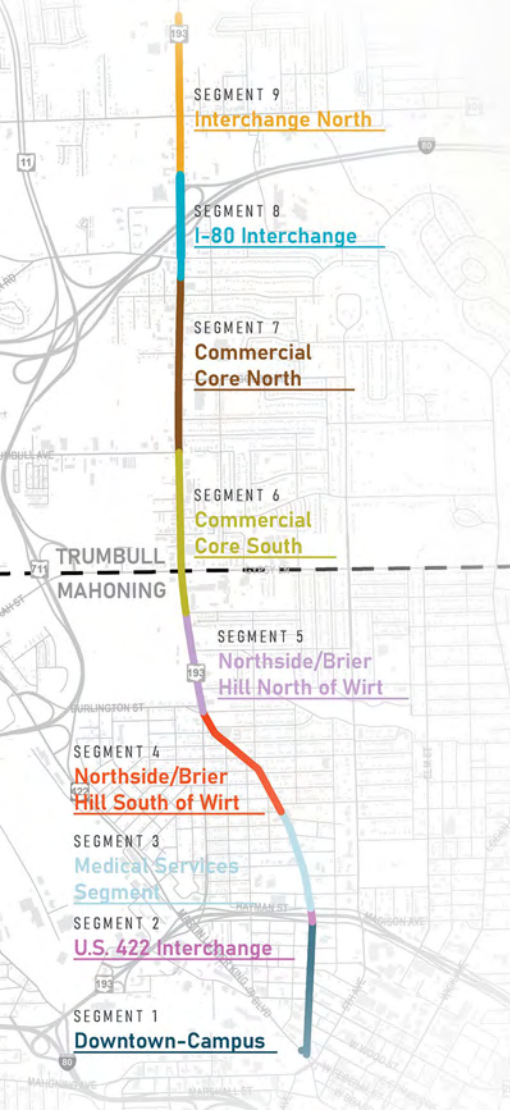
5' SW	18'	12' Drive Lane	14' Drive Lane	8' Median	12' Drive Lane	11' Drive Lane
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23

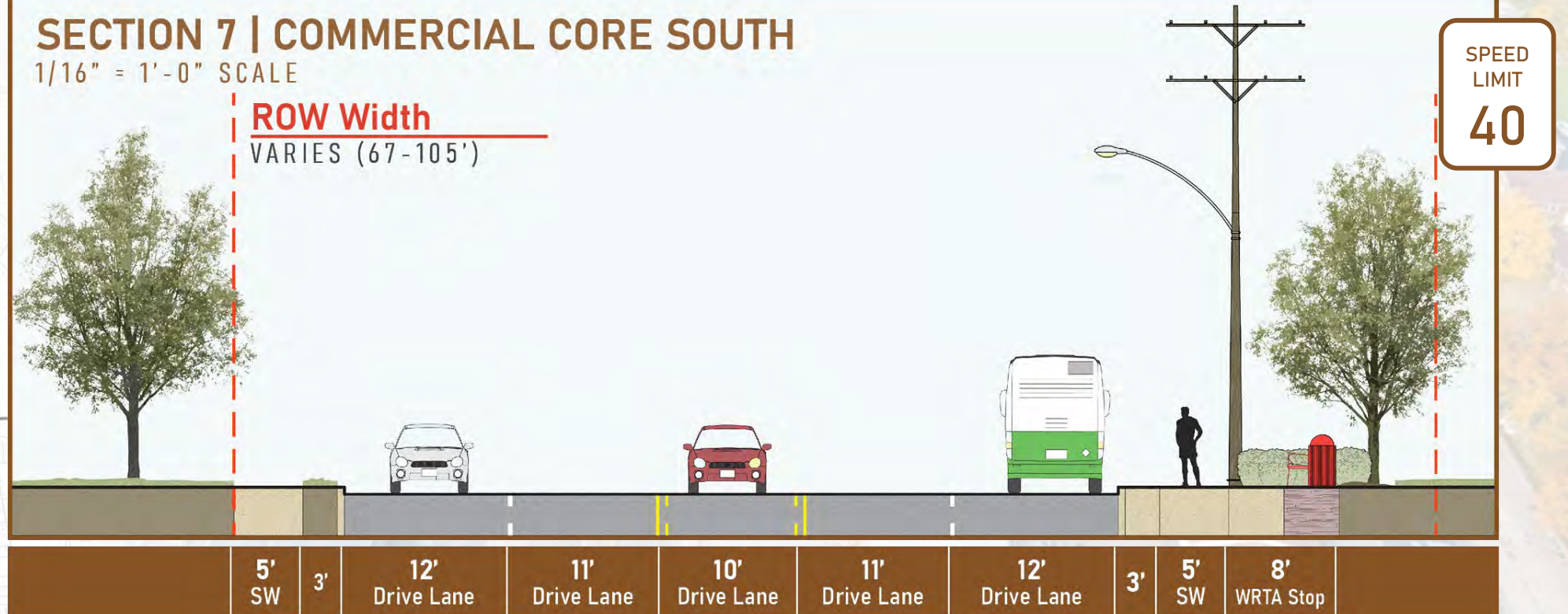
Typical Sections | Liberty Township



SECTION 7 | COMMERCIAL CORE SOUTH

1/16" = 1'-0" SCALE

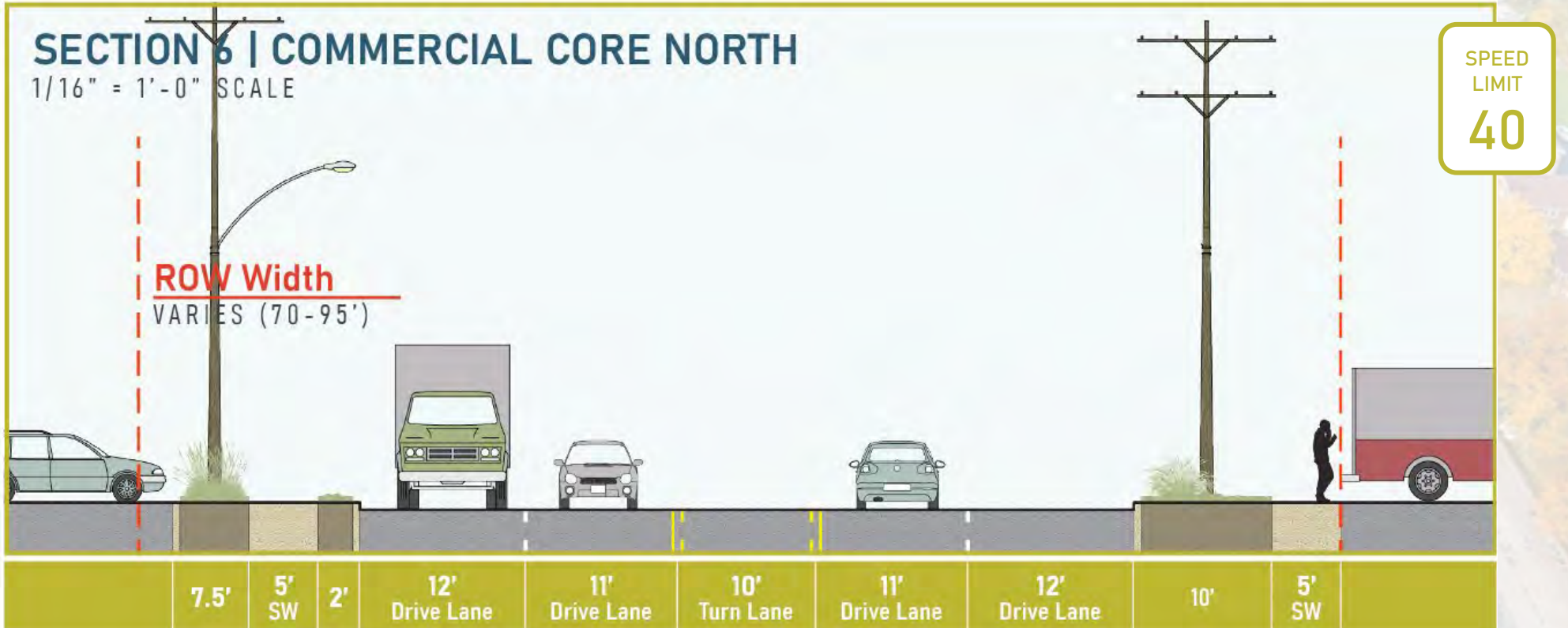
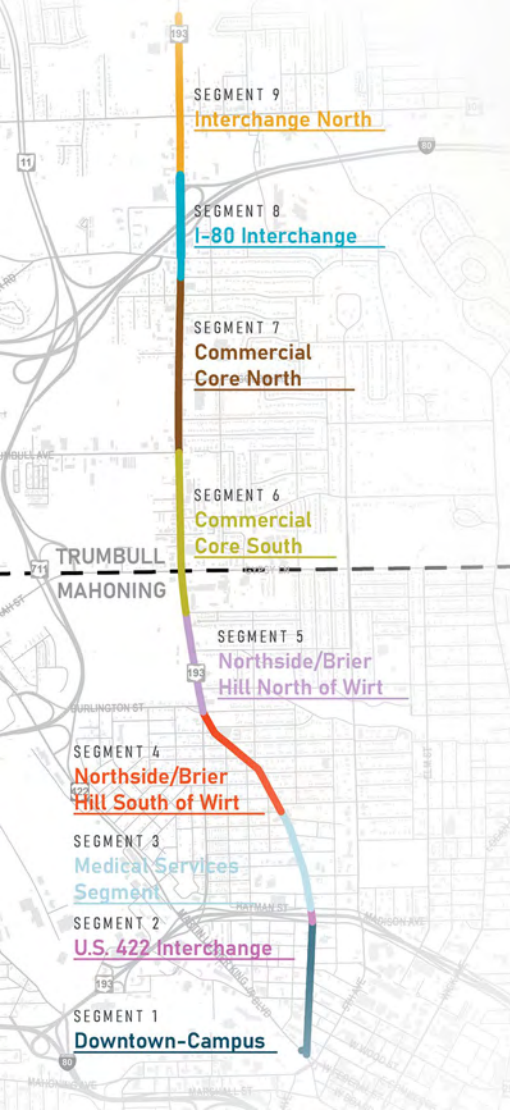
ROW Width
VARIES (67-105')





24

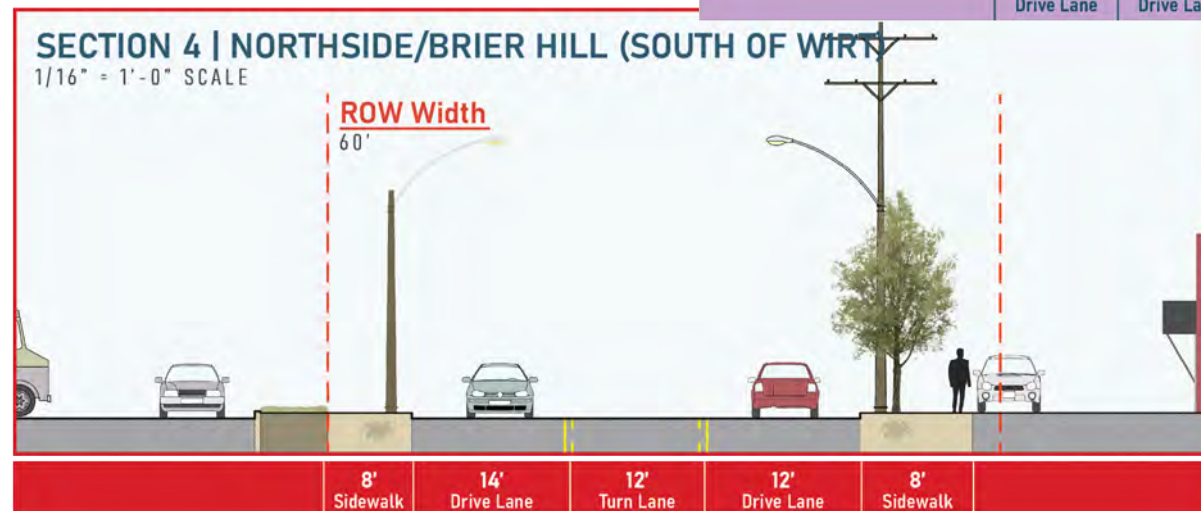
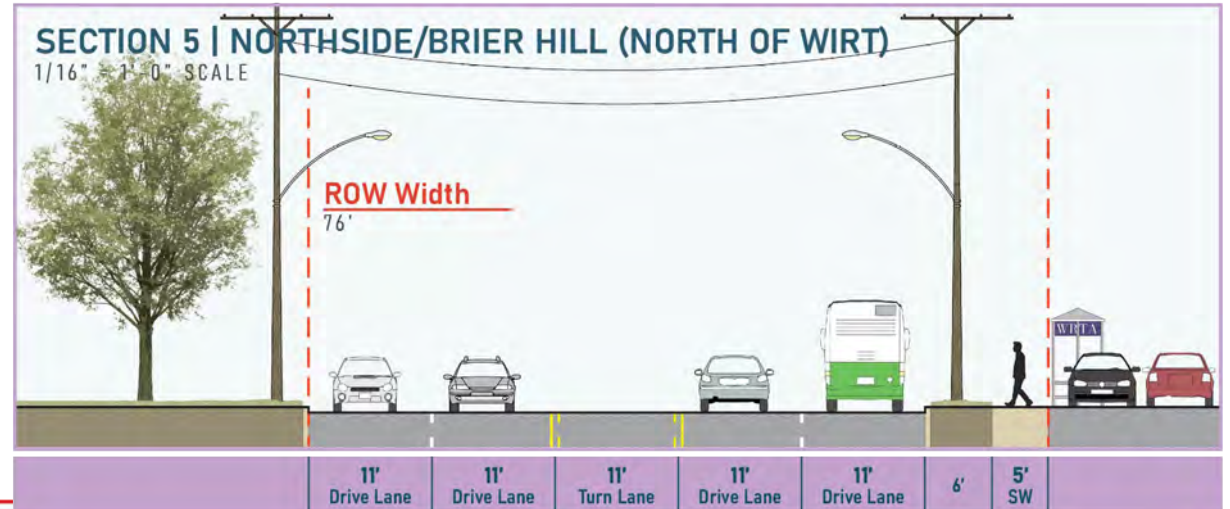
Typical Sections | Liberty Township





25

Existing Conditions | Typical Sections



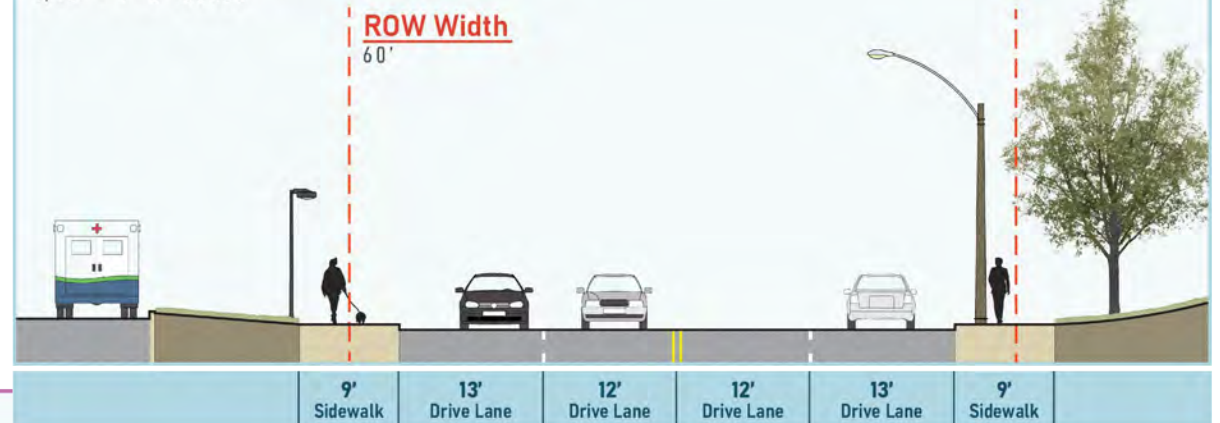


26

Existing Conditions | Typical Sections

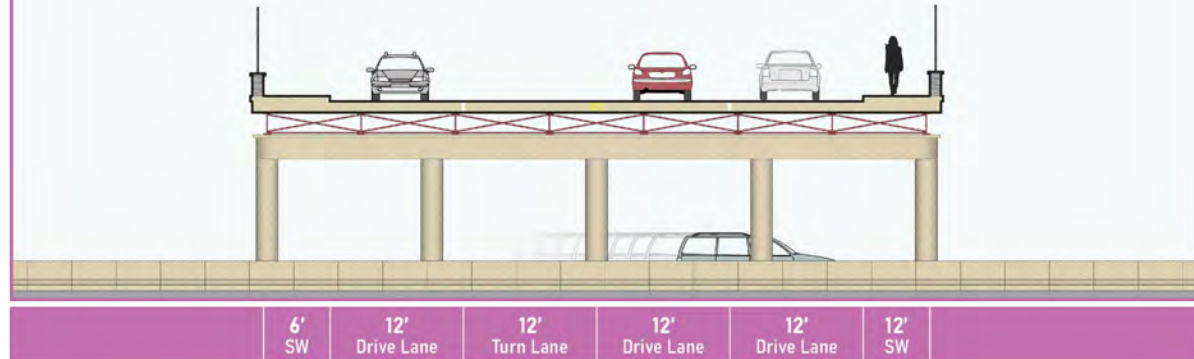
SECTION 3 | MEDICAL SERVICES

1/16" = 1'-0" SCALE



SECTION 2 | U.S. 422 INTERCHANGE

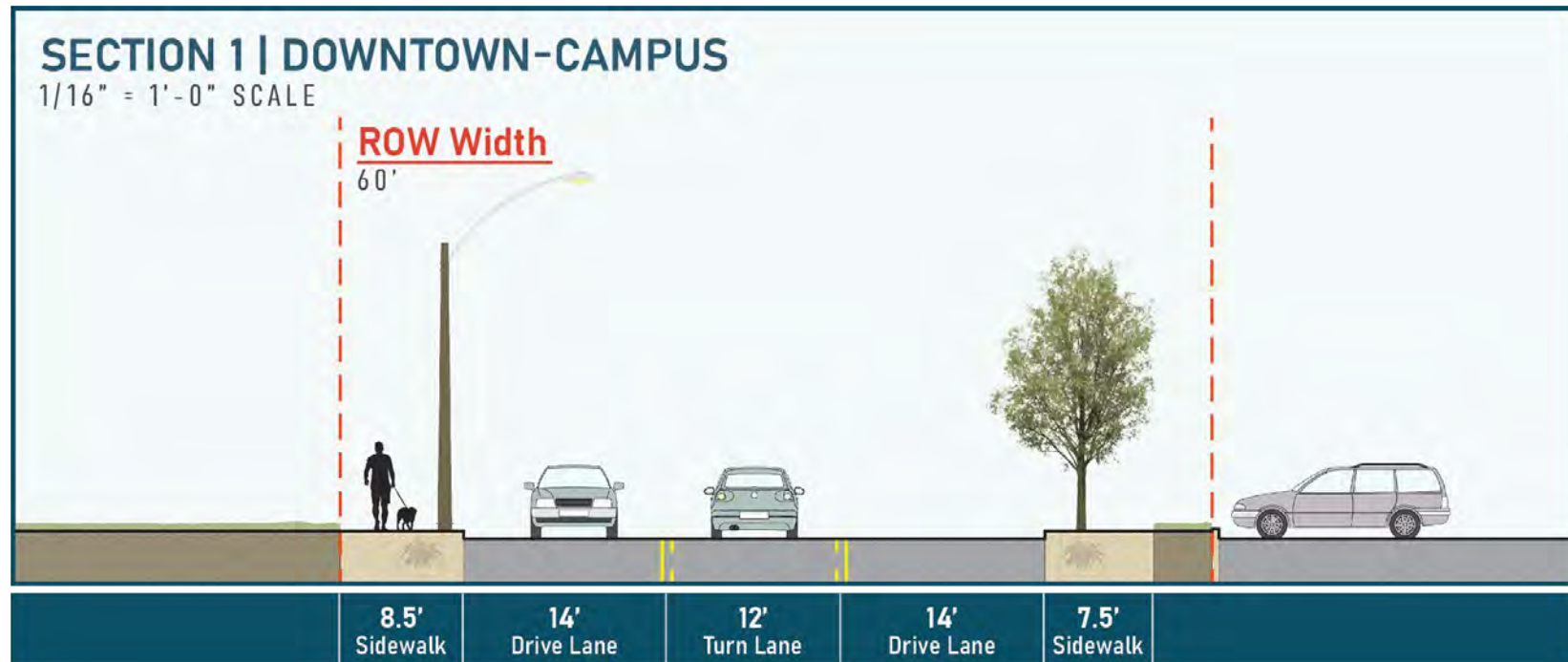
1/16" = 1'-0" SCALE





27

Existing Conditions | Typical Sections





28

Existing Sections | Pros & Cons

- Easy to access by driving
- Excess lanes allow for less impediment while turning
- Majority of Belmont has sidewalks
- Lack of congestion due to oversized roadways

PROS

CONS

- Inconsistent road sections are unsafe & unpredictable
- Wide lanes & excess lanes invite drivers to speed
 - Allows people to get places a few mins faster at the cost of safety and the law
 - Also leads to missed economic opportunity from drivers passing through
- Large gaps in sidewalk network & sections of poor sidewalk quality
- Lack of streetscaping leaves Belmont uninviting and unattractive

The image features a minimalist design with a white background. In the top right corner, a dark blue L-shaped line extends from the top edge and turns right. On the left side, a thick yellow line enters from the top, curves 90 degrees down, and then turns right to become a horizontal line. A solid red circle is positioned to the left of the first curve of this yellow line. A small black dot is located on the vertical segment of the yellow line. Below the horizontal yellow line, an orange line enters from the bottom, curves 90 degrees up, and then turns right to become a horizontal line. A second small black dot is located on the right end of this orange line. The text 'ACCESS & SAFETY' is centered in the upper right area of the image.

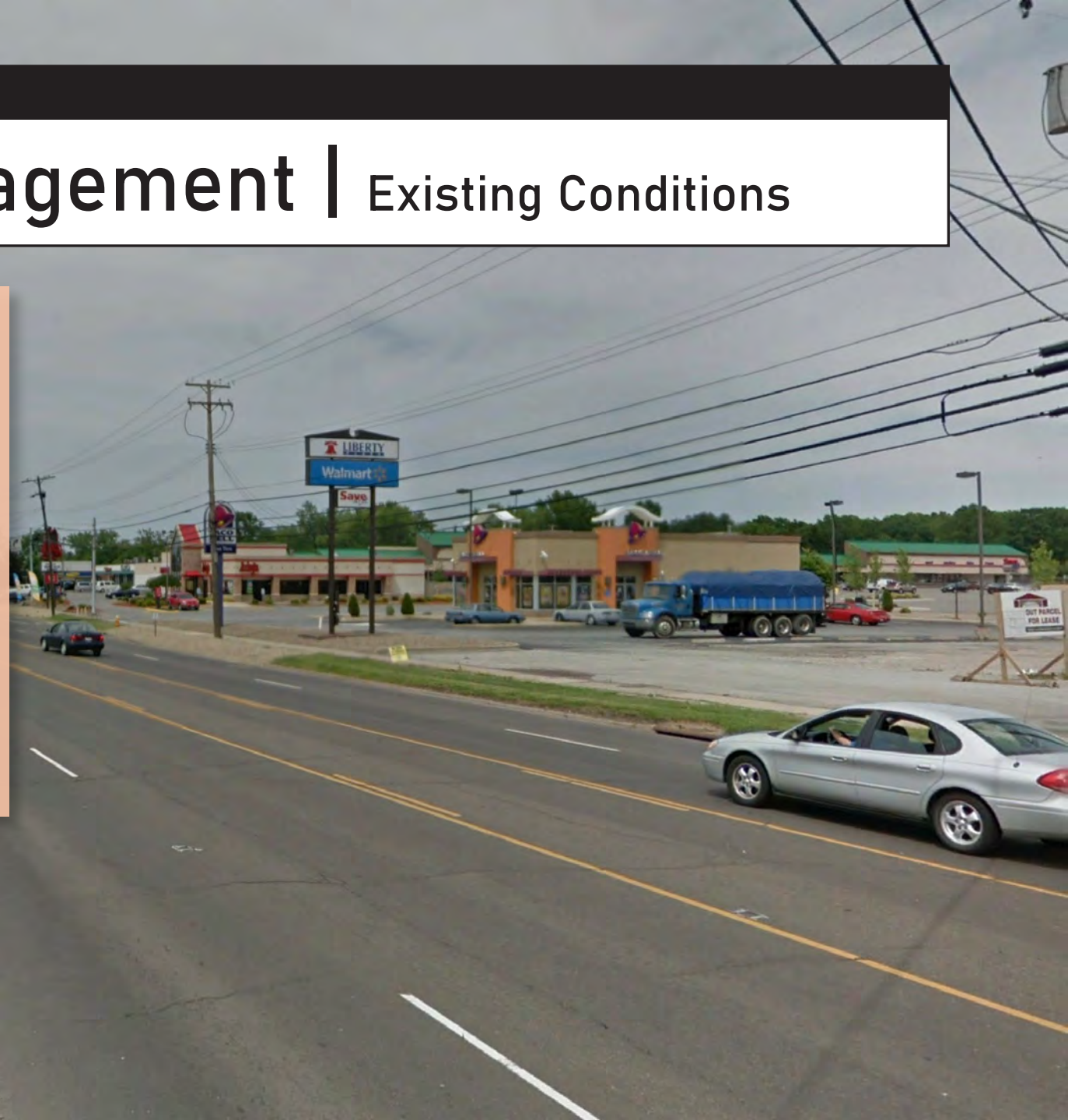
ACCESS & SAFETY



30

Access Management | Existing Conditions

- Excess driveways to private businesses
- Some driveways at corner lots use Belmont Ave rather than side street
- Continuous center turn lane
- Sidewalks interrupted by driveways





31

Access Management | Pros & Cons

PROS

- Stores can offer direct access to their parking lots

CONS

- More driveways =
 - More potential conflicts among drivers on roadway
 - More pedestrian crossing locations along sidewalk
- Limited ability to provide bike and pedestrian facilities
- Limits ability to pursue a shared parking strategy

POTENTIAL SOLUTIONS

- Limit access to right-in/right-out
- At corner locations, require driveways to be located on the minor road
- Shared parking strategy
- Rear loaded-parking

**32**

Traffic Safety | Crashes & Speeding

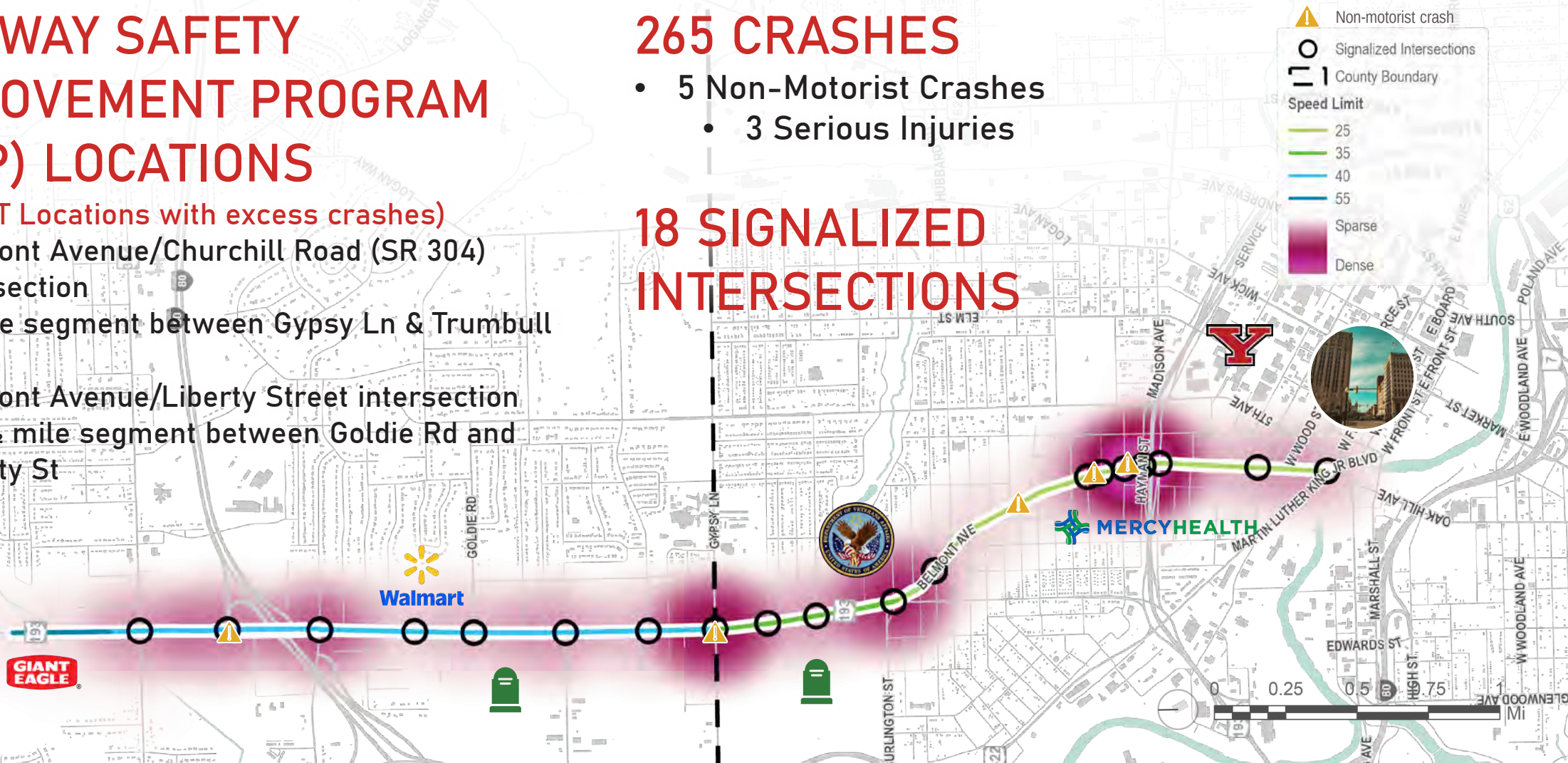
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) LOCATIONS

- (ODOT Locations with excess crashes)
- Belmont Avenue/Churchill Road (SR 304) intersection
- ½ mile segment between Gypsy Ln & Trumbull Ave
- Belmont Avenue/Liberty Street intersection
- The ½ mile segment between Goldie Rd and Liberty St

265 CRASHES

- 5 Non-Motorist Crashes
- 3 Serious Injuries

18 SIGNALIZED INTERSECTIONS





33

Traffic Safety | Existing Volumes

KEY TAKEAWAY

AADT: 7,000 (North of 304)

/18,000 (South of 304)

20,000

15,000

7,000

7,000

7,000

3,000

LANES:

5

5

5

5

5

3

4

4

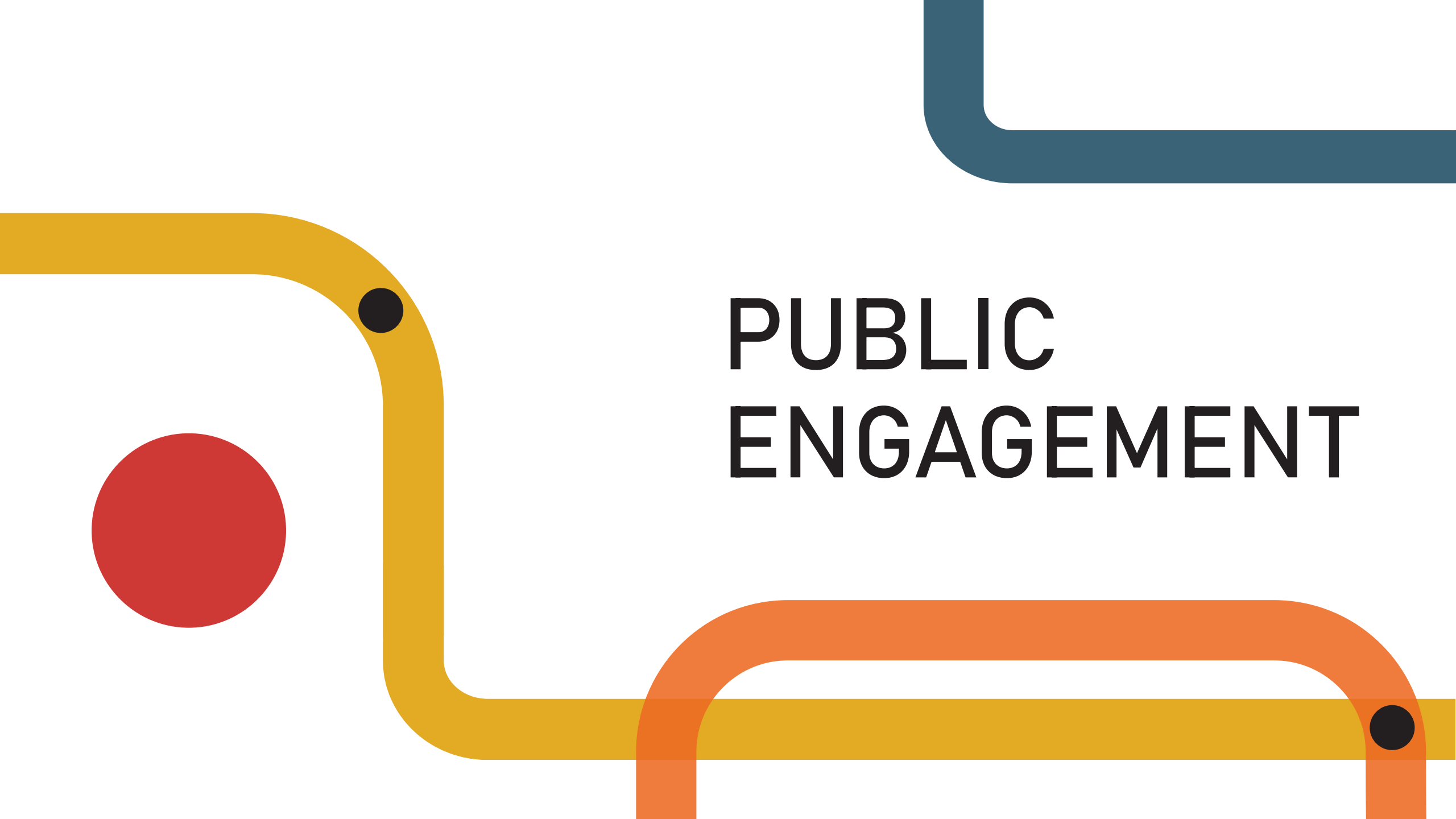
4

4



HSIP Locations

High crash rates appear to be associated with high traffic volume areas, inconsistent roadway sections, and/or excess drive aprons.

The image features a minimalist design with a white background. In the top right corner, a dark blue L-shaped line extends from the top edge and turns right. On the left side, a thick yellow line enters from the top, curves 90 degrees down, and then turns right to become a horizontal line. A solid red circle is positioned to the left of the first curve of this yellow line. A small black dot is located on the vertical segment of the yellow line. Below the horizontal yellow line, an orange line enters from the bottom, curves 90 degrees up, and then turns right to become a horizontal line. A second small black dot is located on the end of this orange line. The text 'PUBLIC ENGAGEMENT' is centered in the upper right area of the image.

PUBLIC ENGAGEMENT



35

Community Engagement Summary

Conduct Survey

409 Responses received

Margin of error of about $\pm 4.9\%$ at the 95% confidence level is statistically relevant

2 Public Open Houses

A public open house was held on October 30th to kickoff the project. Another open house will be held towards the end of this project.

2 Eastgate (TAC) Meetings

The TAC meetings will keep key stakeholders updated on the plan progress and will garner project support.

3 Press Releases

Press releases ensure transparency throughout the project.

3 Focus Groups

3 focus groups were identified and met in spring 2026. The cross-section game was played to help define street-section concepts.

3 Steering Committee Meetings

2 meetings have been held, and have featured the SWOT analysis, and a cross-section game was also played.



**36**

Steering Committee Meeting 1

Strengths

- » Great parking
- » Gateway to YSU
- » International food scene
- » Walmart
- » Halfway between Chicago and NYC which results in incidental tourism
- » Travel access bc of the highways
- » Three transit routes

Weaknesses

- » Topography of Belmont is confusing especially to people who aren't from here
- » Too much vacant asphalt parking and everything looks like a parking lot

Opportunities

- » Road diet
- » Modeled after peer cities/areas like Ohio City
- » Consistent branding and signage, including pole banners
- » Sidewalks from home to work
- » More visual police presence for safety
- » Empty Rite-Aid building
- » Little negotiation on price
- » Vacant parking
- » Beautification of the southern portion similar to YSU
- » Vacant spaces used for inclusive, safe spaces for the international community
- » Bridge the two communities
- » Transit-oriented development
- » Pole banners
- » Data on transit-ridership for work

Threats

- » Vacant land feels uncomfortable
- » 711 exit ramp is very dangerous
- » Perception of high crime and poor safety
- » Would not leave business to walk and get something to eat
- » Businesses are concerned with other people's perceptions of Belmont being dangerous
- » No greenery, shade in the summer
- » Negative perceptions of Youngstown & Liberty Township by each other
- » Difficult & dangerous to bike along Belmont
- » Only one bike rack at Walmart which is heavily used
- » Local pushback to multi-modality & reliance on cars



37

Open House 1



October 2025



Jewish Community Center



Over 100 attendees



Visitors visited different pop-up boards with activities & questions

RESULTS

WHAT DO YOU LIKE ABOUT BELMONT AVENUE **TODAY?**

- » Restaurants and ethnic grocery variety
- » Restaurants and shopping
- » Shopping Availability
- » Varied Businesses
- » Businesses that are locally owned
- » Diverse restaurants
- » Near Shopping
- » Restaurant diversity
- » New hospitals
- » Near hospital
- » Hospitals/Medical Clinics
- » Easy bus (public) transportation
- » Collaboration and public investment
- » Liberty police are always present
- » Proximity to YSU
- » Interstate access
- » Infrastructure easy access to PA & Turnpike
- » Connectivity to downtown & I-80
- » Artery connecting N, S, E, W
- » 4 lanes



38

Open House 1

WHAT DO YOU WANT TO SEE ALONG BELMONT AVENUE TOMORROW?

GREEN SPACE

- » More green space
- » Trees planted
- » Greenspace “tree farms” between street and parking
- » Less asphalt
- » Greenspace along and sidewalks

SECURITY & PERCEPTION

- » More police present & security – crack down on homeless and vagrants
- » Committee & proactive & present property owners
- » Improved public perception

BUSINESSES

- » Kinkos/copier store
- » Community event center
- » Dairy Queen
- » Restaurant on corner of Fairlawn and Belmont
- » Sheetz
- » Use of emergency green for hospital runs
- » Food pantry
- » Planet fitness

TRAFFIC FLOW

- » Better stoplights
- » Streetlights (traffic) timed better
- » Traffic flow improvement
- » Elimination of lights or signal timing/traffic study
- » Lower stop signs
- » Fewer driveways directly from the street
- » Road improvement
- » Roundabout at 5-way spoke at VA clinic

MULTI-MODAL TRANSPORTATION

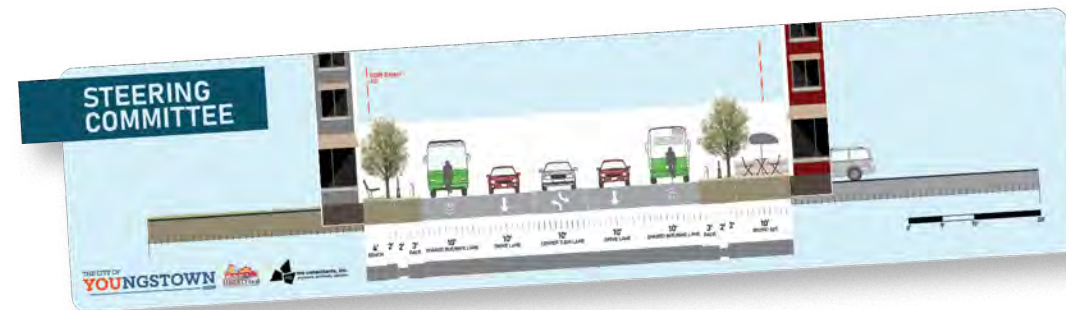
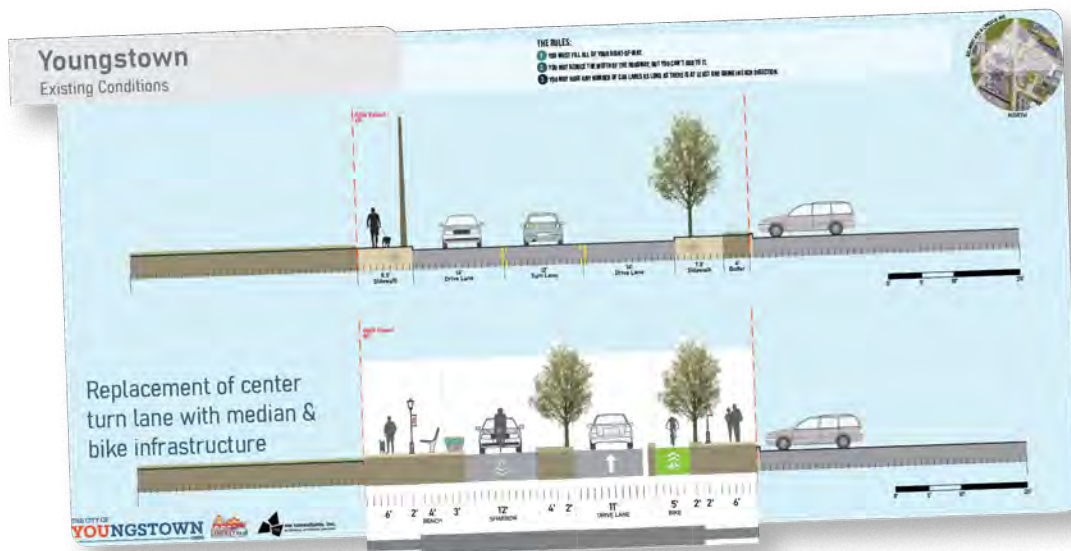
- » Sidewalks and other handicap/mobility provisions
- » Sidewalks
- » ADA complacency at crosswalks and able to push button on pole
- » Bike lanes
- » Bike racks
- » Bus benches
- » Covered bus shelters



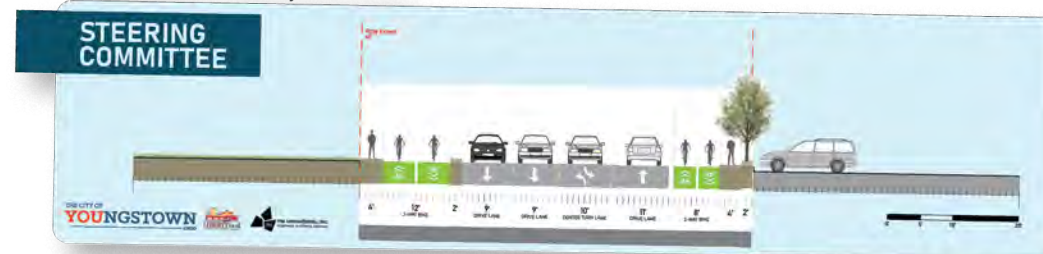
39

Steering Committee 2 | Cross Section Game

Group provided with existing street section & variety of cards to create the Belmont Ave of the future for all modes!



CONCEPT 2 | Double cycle tracks



CONCEPT 3 | Gypsy Ln intersection roundabout



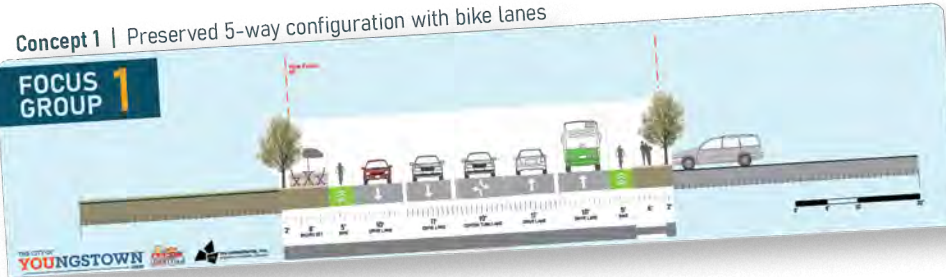


40

Focus Groups | Cross Section Game

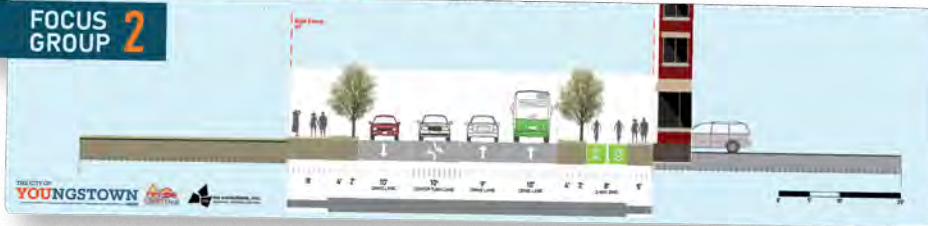
Concept 1 | Preserved 5-way configuration with bike lanes

FOCUS GROUP 1



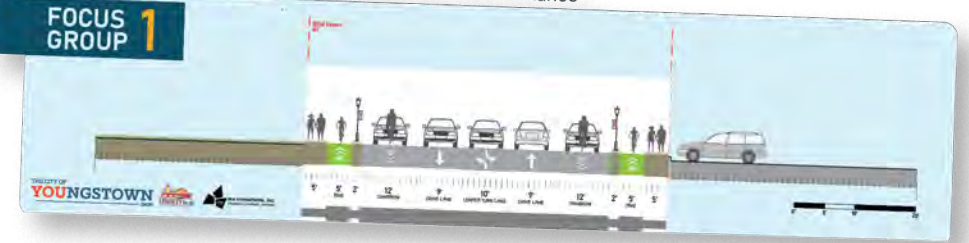
Northbound cycle track with street trees

FOCUS GROUP 2



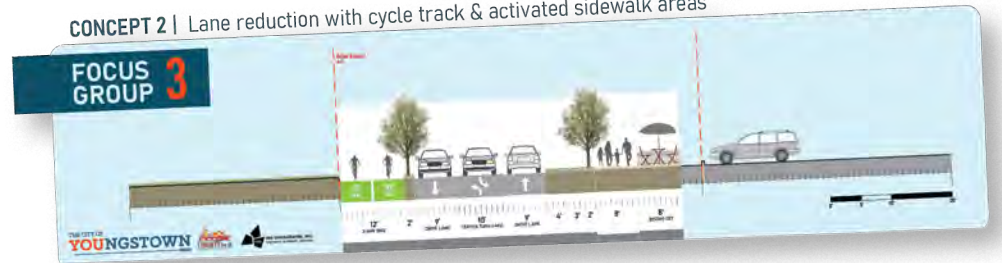
CONCEPT 2 | Preserved 5-way configuration with bike lanes

FOCUS GROUP 1



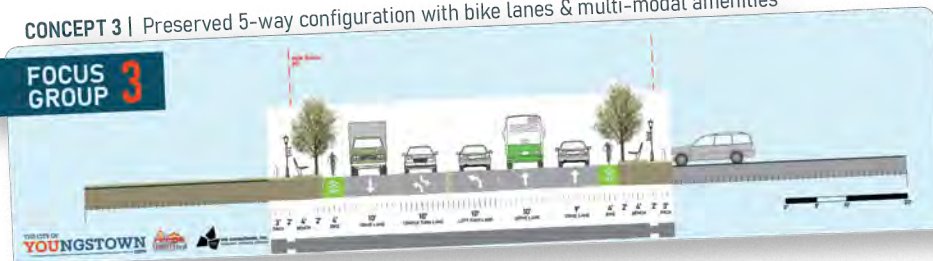
CONCEPT 2 | Lane reduction with cycle track & activated sidewalk areas

FOCUS GROUP 3



CONCEPT 3 | Preserved 5-way configuration with bike lanes & multi-modal amenities

FOCUS GROUP 3



CONCEPT 1 | Preserved 5-way configuration with bike lanes & corridor branding

FOCUS GROUP 3





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Amenities Board

Combined Results from Bike
Belmont & Open House 1

WHAT DO YOU WANT TO SEE ON BELMONT AVENUE?

CORRIDOR AMENITIES

AMENITY	Really Want →					Score	← Really Don't Want				
	5	4	3	2	1		5	4	3	2	1
Streetlights	10	4	3	4	1	3.82					
Street Trees	6	7	5	2	1	3.55					
Bus Shelters	7	7	2	1	4	3.41					
Storefront Improvements	6	3	4	5	1	2.95					
Benches	4	3	6	4	2	2.73					
Public Art	4	4	5	1	1	2.45					
Wayfinding Signage	4	1	3	6	6	2.32					
Landscaped Parking Lots	4	5	2	0	4	2.27					
Bike Racks	2	5	1	5	5	2.18					
Trash Cans	3	3	3	3	1	1.95					
Creative Crosswalks	1	2	4	5	5	1.82					
Planters	1	3	3	2	3	1.50					

WEIGHTED AVERAGE

CONNECTIVITY/MOBILITY

AMENITY	Really Want →					Score	← Really Don't Want				
	5	4	3	2	1		5	4	3	2	1
Sidewalks	12	3	3	1	1	4.20					
Separated Bike Lane	6	5	1	1	0	2.75					
Shared Bus & Bike Lane	5	3	2	4	4	2.75					
Conventional Bike Lanes	2	4	2	6	4	2.40					
Mid-Block Pedestrian Crossing	2	4	3	2	2	2.05					
Separated Cycle Track	6	0	0	3	3	1.95					
Pedestrian Refuge Island	2	4	2	0	1	1.65					
Bus Boarding Island	1	2	3	3	1	1.45					
ADA Loading Pad	2	3	1	0	3	1.40					
Bus Turnouts	0	0	3	2	4	0.85					
Curb Bump Out	0	0	1	0	6	0.45					
Left Turn Traffic Calming	1	0	0	1	2	0.45					

WEIGHTED AVERAGE



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Community Survey Results

thu

Belmont Ave
Priorities For

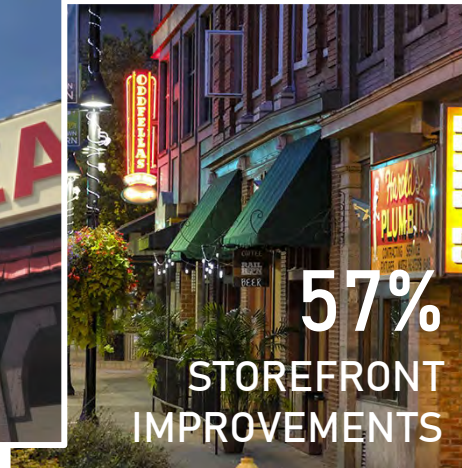
LIBERTY TWP

Residents

66%
MORE LOCAL
BUSINESSES



57%
STOREFRONT
IMPROVEMENTS



55%
STREET/
SIDEWALK
IMPR.



What would make you feel safer?

BLIGHT & LITTER REDUCTION

INCREASED POLICE PRESENCE

STREETLIGHT IMPROVEMENTS

56%

Do Not Feel
SAFE Along
Belmont



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Community Survey Results

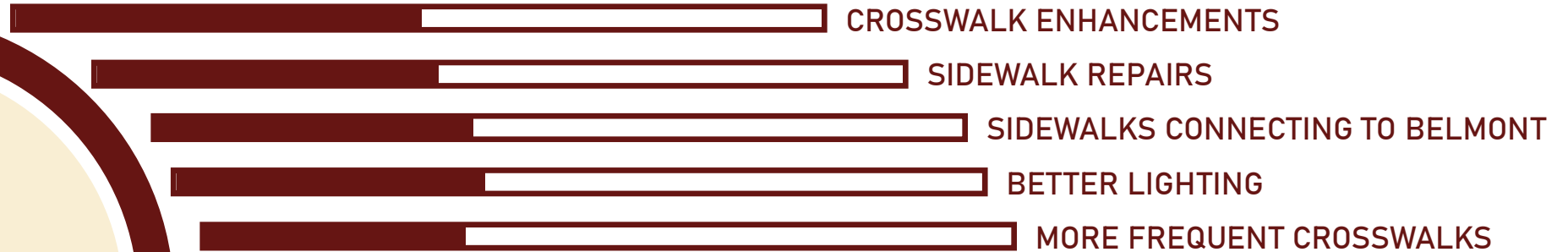
61%

Do Not Feel Safe
WALKING
Along Belmont

What would make you
feel more safe?

64%

Do Not Feel Safe
BIKING Along
Belmont





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Community Survey Results

I would like to see more of the following **USES** / **HOUSING TYPES** on Belmont Avenue.

RESTAURANTS

34%

SHOPPING

26%

PARKS & COMMUNITY
SPACE

17%

SINGLE-FAMILY

40%

TOWNHOMES

28%

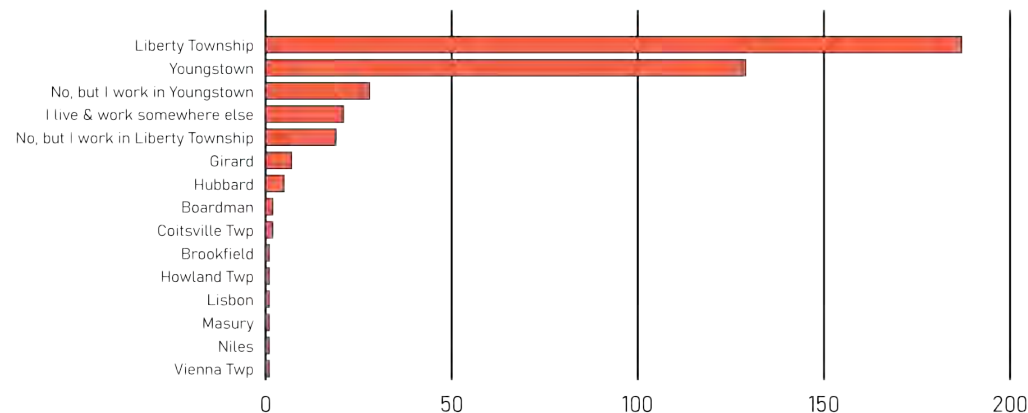
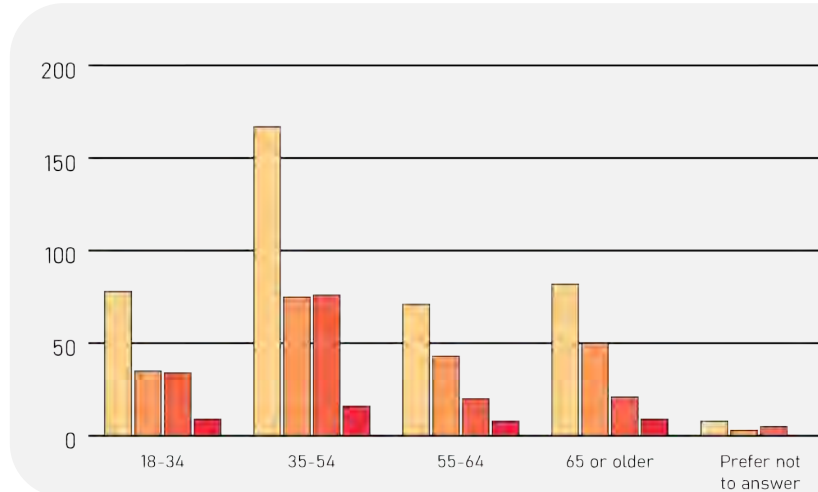
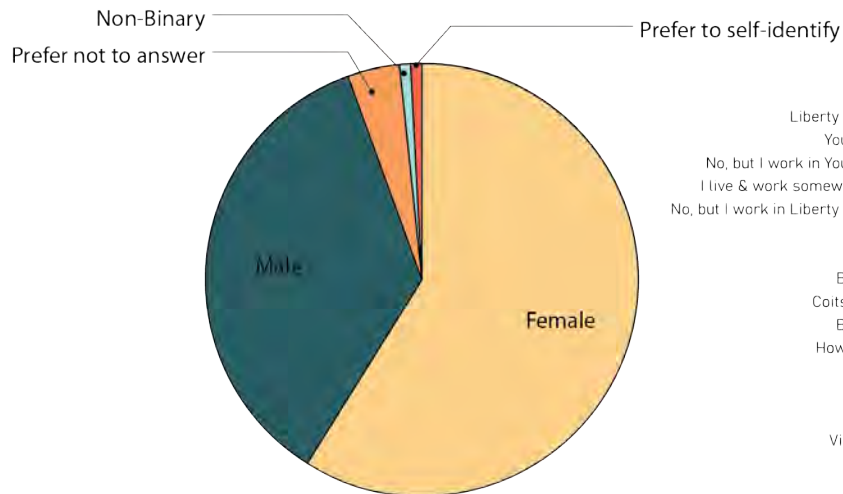
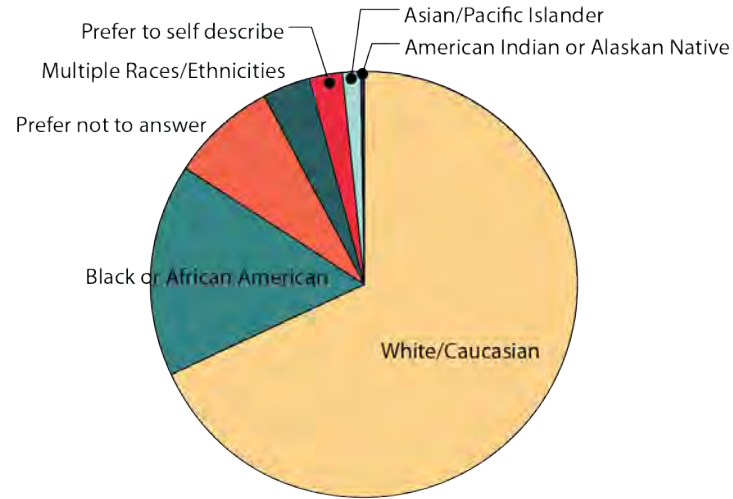
MIXED-USE

24%



45

Community Survey Results



Other

Youngstown

Liberty Twp

Overall

DEMOGRAPHICS



Vision, Issues, Opportunities, & Goals

Belmont Avenue serves as a vital corridor for all roadway users **CONNECTING** people to businesses, public amenities, and each other safely and efficiently. **ACTIVATED** by a variety of businesses, a visually appealing streetscape, and a cohesive identity, Belmont Avenue will become a **LIVABLE** destination for all.





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Issues & Goals | Connected

Community interest in better biking & walking & active non-profits

Redevelopment provides chances for new transit & sidewalk improvements

Infrequent, poor condition sidewalks

Dangerous to cross

Lack of safe on & off-street bikeways

Slow transit service despite very high use

Auto-oriented with many driveways & inconsistent ROW



Improve coordination between government entities.



Increase perception of safety



Improve pedestrian experience



Protect bicyclists



Increase the efficiency of WRTA service



Provide a consistent experience for all users



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Issues & Goals | Activated

Belmont Avenue is auto-oriented with lots of street-facing parking.

Many storefronts are in poor condition and visually unappealing

Belmont is perceived as unattractive and unsafe.

Hard to navigate and find destinations along the corridor

Diverse intl. food offerings are part of corridor identity

Large volume of people, especially on transit, that businesses could tap into



Improve the quality of commercial structures



Increase perception of safety on Belmont Avenue



Develop an attractive visual language and identity



Improve marketing as a commercial district

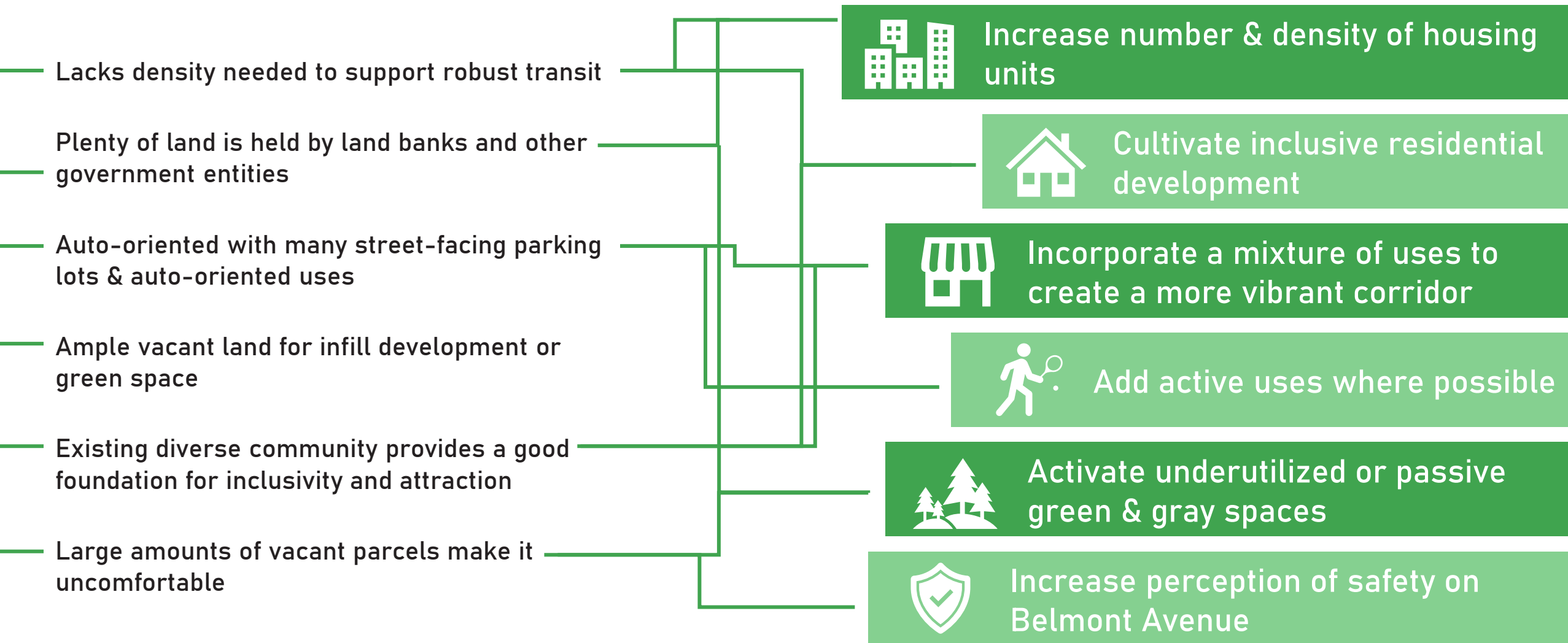


Increase the number of jobs along the corridor



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Issues & Goals | Livable



The background features several abstract geometric elements: a thick blue line in the top right corner; a yellow line on the left that curves around a red circle and then extends horizontally at the bottom; an orange line that curves from the bottom left towards the right, overlapping the yellow line; and two small black dots, one on the yellow line and one on the orange line.

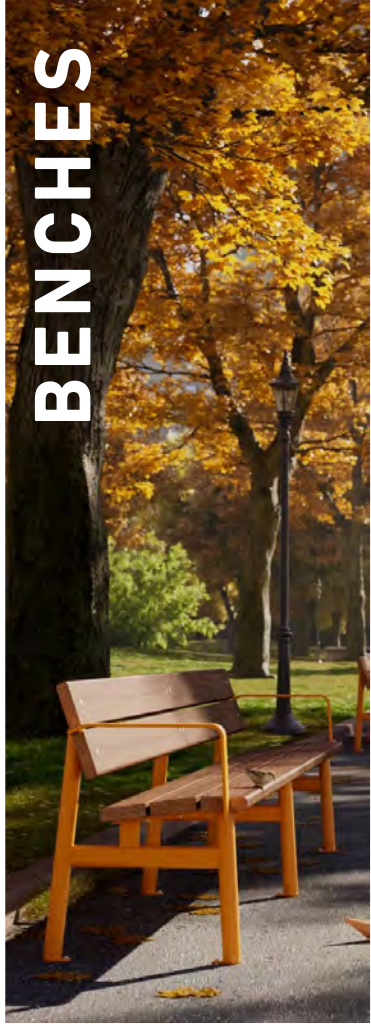
NEXT STEPS: BUILDING A BETTER BELMONT



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Streetscaping Elements

BENCHES



BIKE RACKS



TRANSIT SHELTERS



LIGHTING



TRASH CANS



STREET TREES



OUTDOOR DINING



**53**

Existing Land Use

Land Use	Mahoning Section	Trumbull Section	Total
Agriculture	0.0%	0.2%	0.1%
Commercial	14.6%	38.4%	27.5%
Industrial	1.4%	1.2%	1.3%
Mixed-Use	0.0%	0.1%	0.1%
Institutional	27.4%	14.8%	20.5%
Residential	19.4%	29.2%	20.0%
Vacant	37.2%	24.6%	30.3%
Parcel Acres	533.2	633.1	1169.3





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Future Land Use | Trumbull Co.

FUTURE LAND USE



Part of the
Recommended Goals
& Strategies of a
Comprehensive Plan
Corridor Study

+



Representative of
the Current Trends &
Community Vision

+



General
Recommendations for
Development Form &
Usage

ZONING



Resolutions that
Governs Land Use
Decisions

+



Representative of the
Past Trends, Updated
to Meet Current

+



Specific Regulations
for Building Heights,
Lot Size, Setbacks, etc.



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Development Nodes

PROPOSED WRTA
Super Stop



Belmont Park
Cemetery

Belgrade

Gypsy

Fransica/
Catalina

Crandall/
Guadalupe

LORA/FAIRGREEN/
FOSTER



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Conclusion

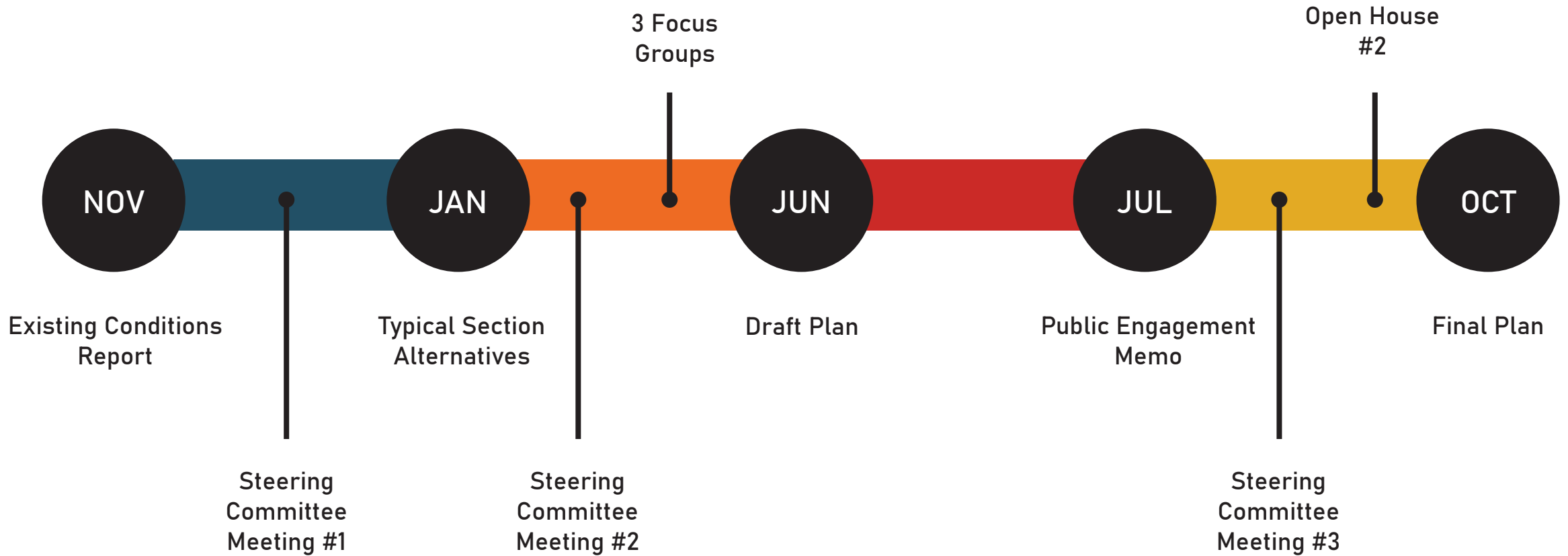
Create a vibrant and thriving corridor for all people.





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Schedule

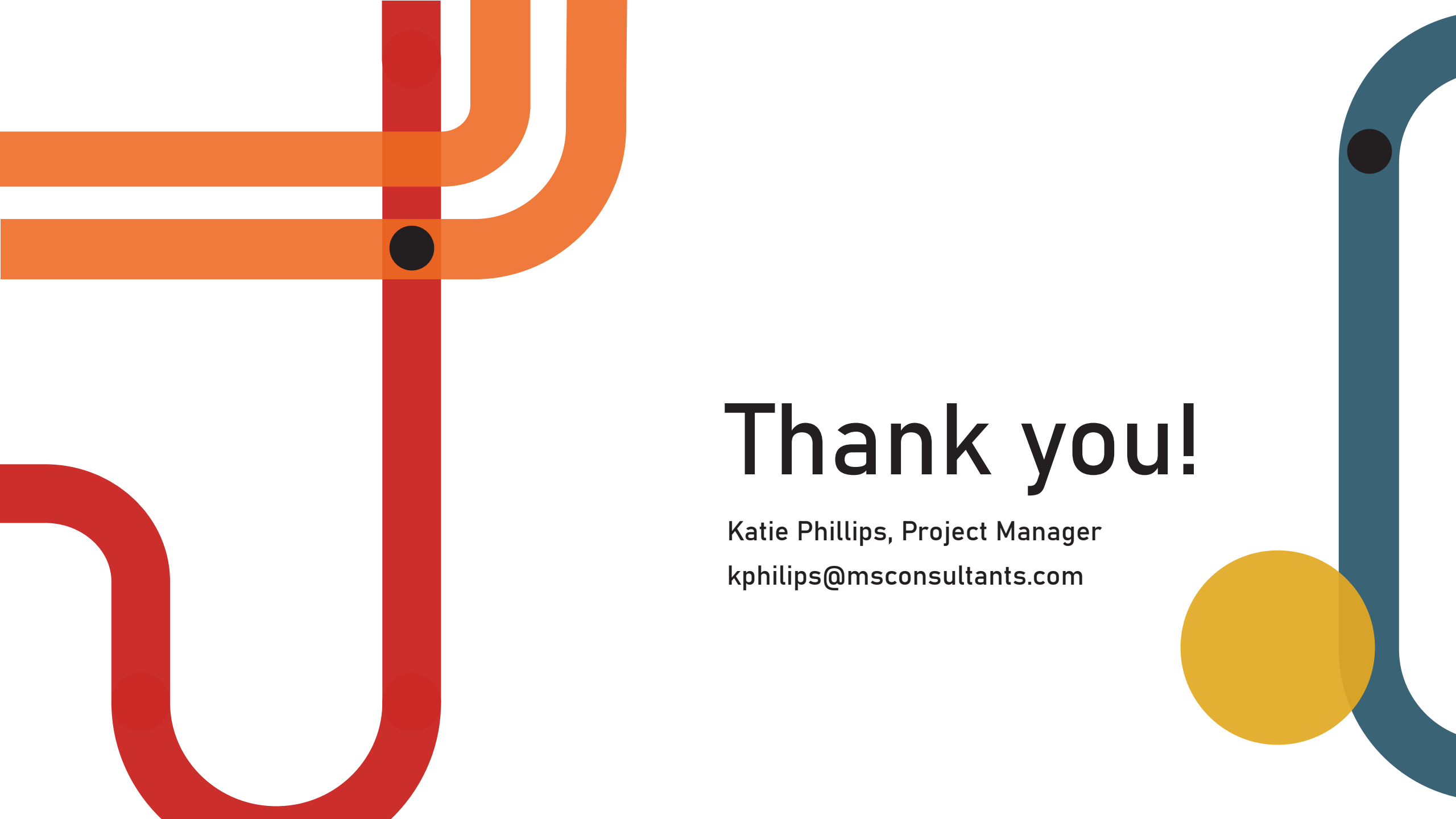




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Next Steps

- » Road configurations
- » Housing & economic analysis
- » Streetscaping strategies
- » Future land use node concepts
- » Vacant land use best practices & compatibility
- » Open House 2
- » Steering Committee 3



Thank you!

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