

Number of Comments	Comment / Concern	Response to Comments
6	Those employed in the area need a means of safe crossing when walking to their parked cars. Removing the lights will create too much risk for all pedestrians.	Marked crosswalks will still remain at the intersections where traffic signals are being removed. Should pedestrians crossing at these locations percieve such risk as is suggested, alternative crossing locations at adjacent signalized intersections (Market/Front and Market/Federal) will continue to be available to them.
3	Drivers in the area will still drive at an excessive and unsafe speed.	Traffic signals are utilized to assign the right-of-way to vehicles at intersecting cross streets and are not a means for speed control. Speeding is ultimately an enforcement issue and should be addressed to the police department should it be percieved that drivers are exceeding the posted speed limit in these locations.
2	Many residents of International Towers, on the corner of Market Street/Boardman Street intersection, are physically challenged individuals who will be put in danger crossing.	Marked crosswalks will still remain at the intersections where traffic signals are being removed. Should pedestrians crossing at these locations percieve such risk as is suggested, alternative crossing locations at adjacent signalized intersections (Market/Front and Market/Federal) will continue to be available to them.
2	If the intersection is not worthy of replacing old traffic light with a new one, why can't the traffic light that is currently there remain in place? Or, can the traffic light be replaced with one that blinks red on Boardman Street and yellow on Market Street?	A warrant study was performed and each traffic signal that is proposed to be removed with this project was found to not meet any of the minimum criteria set forth by the Ohio Manual of Uniform Traffic Control Devices to justify signalization. Removing unwarranted signals has proven to help reduce vehicular delay, reduce the potential for rear-end crashes, and eliminate long-term maintenance costs for the City. The existing traffic signal will be placed in flash for a sepcified period prior to removal, but this provides the same means of traffic control as the proposed stop sign condition.
2	At the Front Street/Walnut Street intersection, workers will have to contend with Market Street and turning left onto Front Street. Why can't they have yellow blinkers after 6 PM until 6 AM?	The current volumes along Front Street are now low enough throughout the day where turning onto Front Street will be able to be done from a stop-controlled condition, and in most instances, will require drivers to wait far less time that what they currently due under traffic signal control. The existing traffic signal will be placed in flash for a sepcified period prior to removal, but this provides the same means of traffic control as the proposed stop sign condition.
2	Many accidents have occurred with people running the red light at the Market Street/Boardman Street intersection. If they don't stop for a red light, they will ignore a stop sign.	Drivers not adhering to a traffic signal or stop sign is ultimately an enforcement issue and should be addressed to the police department should it be percieved that drivers are not following established traffic laws in these locations.
2	It will be difficult to cross in front of the Covelli Center. People often come downtown before or after a concert to eat and without being able to cross safely, it could prevent people from patronizing downtown businesses.	Law enforcement officers are typically present at the intersection before and after events and can assist pedestrians crossing the roadway when needed. Marked crosswalks will still remain and pedestrians will continue to alternative crossing locations at adjacent signalized intersections (Market/Front and South/Front) if needed.
1	To cross at the Market Street/Boardman Street intersection will be too dangerous. It is difficult to see around the bend when cars are parked on Boardman Street and Market Street by the bank and the courthouse.	Should pedestrians crossing at these locations percieve such risk as is suggested, alternative crossing locations at adjacent signalized intersections (Market/Front and Market/Federal) will continue to be available to them. The City should also be enforcing a no parking zone within 20 feet of any marked crosswalk as required by Ohio Revised Code section 4511.68 which will help allow pedestrians to see approaching traffic.

February 21, 2019

From: David Sabine 
Re: General information concerning Downtown Traffic Signals Project

The City of Youngstown applied and obtained a federal grant to upgrade traffic control in the city. One major effort is a complete redesign of Fifth Avenue in a manner similar to the Wick Avenue redesign through YSU campus.

A secondary project is the "Downtown Traffic Signals Project". As a result of a consultant study, two signals will be improved, Market and Front, and Wick and Rayen, and SEVEN signals will be removed (map attached). The consultants' study involved a measurement of car and pedestrian traffic at various intersections and using a set of standardized evaluation criteria determined which intersections no longer required traffic control (designated as "unwarranted").

I have a specific concern for the impact of the removal of the light at Market and Boardman, the corner of the International Towers, Huntington Bank and Mahoning County Court House. Although the automobile cross traffic and pedestrian crossing may not meet the evaluation criteria, the situation does. We generally consider this intersection to be a main route of coming and going to work and, based on experience, most view it is a dangerous intersection even with the existing traffic light, with limited visibility, high speeds, and frequent red light crashing. The planned change would convert the intersection to a stop sign on Boardman Street and no interruption of traffic on Market St.

There is a public comment opportunity for those who wish to express their opinion of the planned changes. They can be made to:

Chuck Shasho
Deputy Director of Public Works
26 South Phelps Street
Youngstown OH 44503
cshasho@youngstownohio.gov

You are also encouraged to provide copies of your comments to any public official or person of influence of your acquaintance.

Comment Sheet

MAH - Fifth Avenue Safety Upgrade and Reconstruction & MAH - Downtown Traffic Signals Projects City of Youngstown, Mahoning County, Ohio

Name:

Joe Fiumara

Mailing Address:

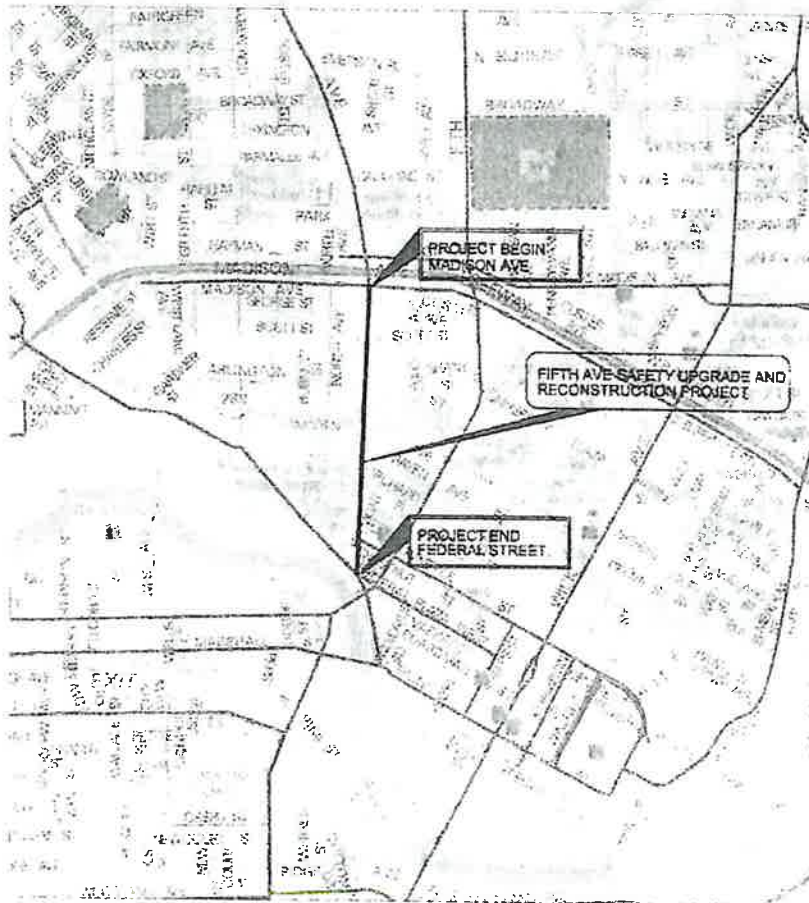
6316 Metz Rd

New Middletown, OH 44447

Phone/Email:

330-406-6977 / joe.fiumara@huntington.com

Proposed Improvement Key (PID 104659)



Comments are Due March 22, 2019

MAH - Downtown Traffic Signals Projects

(Reconstruction of existing traffic signals at eleven (11) intersections along Fifth Avenue, Wick Avenue, and Front Street, while removing seven (7) unwarranted traffic signals along Wick Avenue, Front Street, and Market Street)

Comments:

The stop light at the corner of Market and Boardman should not be removed. This is an area where many employed downtown need to cross safely to get to parking.

It is bad enough there are currently no functioning crosswalk signals.

Traffic already comes through that area with excessive speed!

The housing development on that corner also houses many physically challenged individuals who would be in danger crossing the street.

Comments are Due March 22, 2019

Chuck Shasho
Deputy Director of Public Works
26 South Phelps St
Youngstown, OH 44503
cshasho@youngstownohio.gov

March 14, 2019

Chuck Shasho
Deputy Director of Public Works
26 South Phelps St.
Youngstown, OH 44503

Dear Mr. Shasho:

The decision to remove the light at the corner of Boardman Street & Market Street in Downtown Youngstown is, in my opinion, a huge mistake. My office window overlooks that corner and, having occupied that office since 2006, I can testify first hand to the traffic issues I've witnessed over the last 13 years. I can recall at least 3 accidents involving more than 1 vehicle, and 2 pedestrians that were struck while trying to cross the street. All of these accidents occurred during good weather, so slippery roads or poor visibility were not factors in causing the mishaps.

There is a large number of people who work in the buildings at or close to this intersection, and just as many residents in the International Towers. Also, many people are downtown during the day to conduct business at the federal and county courthouses. I watch people crossing at this intersection all day long. A survey of vehicle traffic may show that a traffic light is not warranted, but I believe the pedestrian traffic does require a traffic light.

If the intersection isn't worthy of replacing the old traffic light with a new one, why can't the traffic light that's currently there remain in place? Or, can the traffic light be replaced with one that blinks red on Boardman St. & yellow on Market St? A light is certainly more noticeable to drivers than a stop sign.

Also, removing the lights along Front Street makes no sense to me. I park in the \$2 lot at Phelps & Front Streets and, again, have witnessed many near-mishaps at this intersection. With the Covelli Center located on Front St., and the impending opening of the amphitheater, I can't image what traffic will be like on days there are events at these venues.

For the safety of both drivers and pedestrians, please reconsider leaving in place the traffic light at the intersection of Market St. & Boardman St., and all of the lights along Front St.

Thank you for your time and consideration.

Rosemary Kubli
23 Federal Plaza
Youngstown, OH 44503

Comment Sheet

MAH - Fifth Avenue Safety Upgrade and Reconstruction & MAH - Downtown Traffic Signals Projects City of Youngstown, Mahoning County, Ohio

Name:

LINDA Donahue

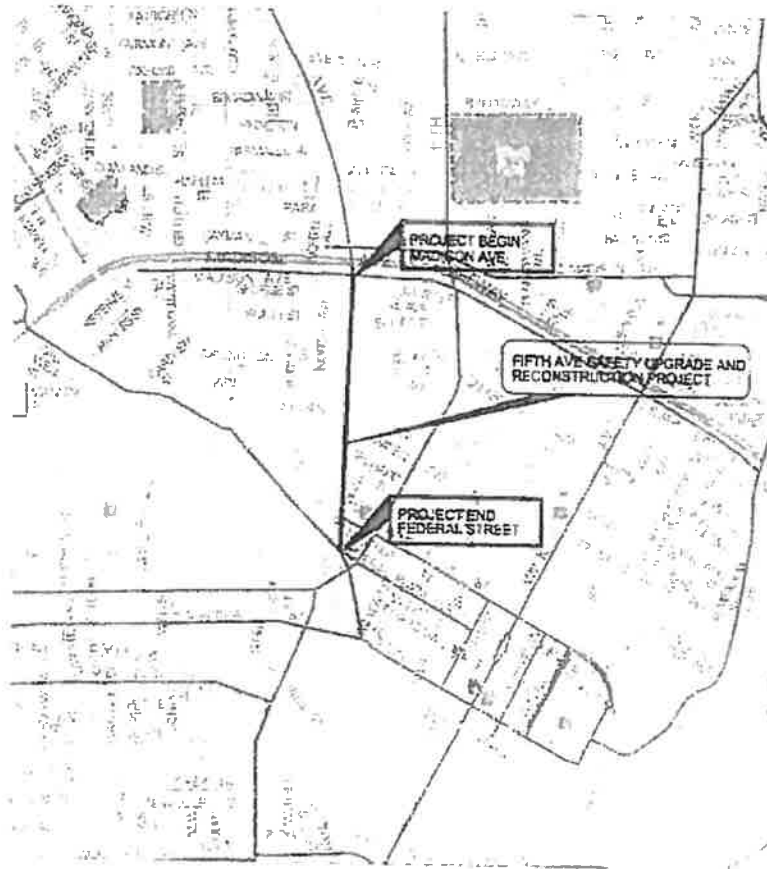
Mailing Address:

3116 Hummingbird Hill Dr
Poland, OH 44514

Phone/Email:

linda.donahue@huntington.com

Proposed Improvement Key (PID 104659)



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MAH - Downtown Traffic Signals Projects

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Comments:

I feel it will present a safety hazard to remove 7 traffic signals.

Feel you should keep the light at Market + Boardman for those traveling to work and trying to cross the street. Also occupants of International Towers use walkers, cranes + wheel chairs and it will be difficult for them to cross the street.

the second light of concern is Front and Walnut. workers will have to contend with Market Street and turning left + onto Front Street.

Why can't they have yellow blinkers say after 6pm until 6am?

Comments are Due March 22, 2019

Chuck Shasho
Deputy Director of Public Works
26 South Phelps St
Youngstown, OH 44503
cshasho@youngstownohio.gov

Comment Sheet

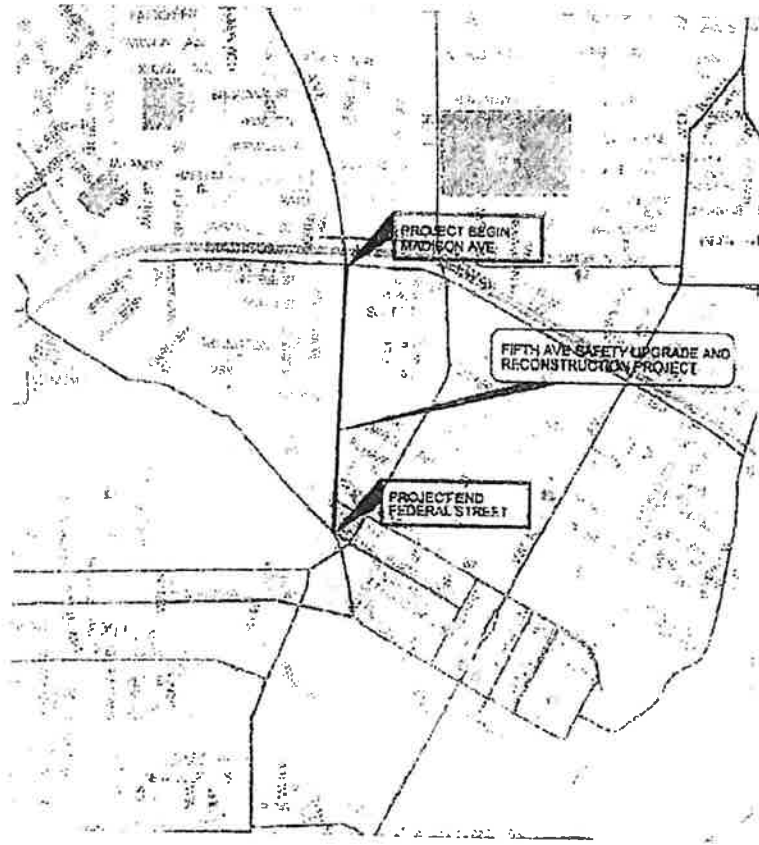
**MAH - Fifth Avenue Safety Upgrade and Reconstruction
& MAH - Downtown Traffic Signals Projects
City of Youngstown, Mahoning County, Ohio**

Name: Jean-Luc DeRubba

Mailing Address: 1163 Meadowbrook Ave
YO OH. 44514

Phone/Email: Jderubba@hhmlaw.com

**Proposed Improvement Key
(PID 104659)**



Comments are Due March 22, 2019

MAH - Downtown Traffic Signals Projects

(Reconstruction of existing traffic signals at eleven (11) intersections along Fifth Avenue, Wick Avenue, and Front Street, while removing seven (7) unwarranted traffic signals along Wick Avenue, Front Street, and Market Street)

Comments:

Market & Boardman St. intersection is
A very dangerous intersection. Many
Accidents along with people running
the red light. if they ignore a red
light they will ignore a stop sign.
I work downtown & use this intersection
multiple times each day. NOT HAPPY About
This change.

Putting too many lives at risk!

Comments are Due March 22, 2019

Chuck Shasho
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cshasho@youngstownohio.gov

**J. David Sabine, Esq.
7247 Yellow Creek Drive
Poland OH 44514**

February 21, 2019

Mr. Chuck Shasho
Deputy Director of Public Works
26 South Phelps Street
Youngstown OH 44503

Dear Mr. Shasho,

I work in the Huntington National Bank downtown office at the intersection of Market and Boardman. I have a specific concern for the impact of the removal of the light at Market and Boardman, which in addition to Huntington Bank is the corner of the Mahoning County Court House and International Towers. I understand that the analysis performed by the consultant of the automobile cross traffic and pedestrian crossing did not meet certain evaluation criteria, however the actual situation, "on the ground", does.

Pedestrian crossing. The employees of the bank as well as all of the tenants in the Huntington Bank building generally consider this intersection to be a main pedestrian route of coming and going to work. It is directly in line with the Parking Deck as well as a crossing that accesses all of the city to the east of Market. It is the main crossing for the tenants of International Towers. It is a crossing point for individuals who coming from various parking places to the Court House. It is both a crossing and turn point for public transportation buses. It may not meet the total crossing criteria of the consultancy but for many of our downtown employees it is an important part of coming to work and going home safely.

Risks in the intersection. Even with the existence of the present traffic light the intersection is considered by all who use it to be a dangerous intersection for pedestrians. Much of the problem comes from the tendencies of downtown drivers to ignore speed limits coupled with the short duration of the light. It would be good if there was absolute obedience to traffic signals but that is not the case. When northbound drivers have a green light at Market St. and Front, many tend to accelerate in order to catch a green light at Market and Boardman. As a result, the speeds of cars passing through this intersection frequently are excessive. Because of their speed, drivers also tend to run the red light making the intersection one in which pedestrians need to look left and right and continue to look left and right several times to assure safety. Drivers also run the red light driving south at this intersection. It is hard to imagine how removing the light would improve this situation as drivers will be even more inclined to use high speed to try to hit a green light at Market and Federal. Pedestrians attempting to cross Market without the assistance of a traffic signal will be doing so at their great peril.

I don't know if the intention is to retain the present crosswalks or to remove the crosswalk completely. Downtown drivers routinely ignore individuals in marked crosswalks and without signage there would be little awareness that crosswalks existed. Relying on crosswalk markings or creating an intersection that has no crossing markings at all is inviting an accident and inviting a fatality. If there were no crosswalk markings the mere existence of the intersection would invite pedestrians to cross and they would.

International Towers. Many of the individuals crossing at this intersection, residents of International Towers, are physically challenged, including the use of electric assisted vehicles and walkers. Even in the present situation some individuals require the kindness of drivers to make sure that they complete the crossing of a wide street within the 25 seconds or so allotted by the present signal. Take away the safety of the traffic light and they are at great peril in determining a safe time to cross. Even at present it is not completely unusual for a pedestrian to become stranded in the center of the Market Street as the light changes. With no traffic control the situation will be highly dangerous.

Boardman vehicle crossings. The conversion of the intersection to a 2-way stop invites auto accidents. Although Market St in front of the Huntington Bank building is a no parking area, it is not in any way unusual that one or more vehicles are temporarily parked there, particularly delivery or service vehicles. (the answer isn't that people shouldn't park there, they do) As a result the visibility north on Market from Boardman St. driving east at many times is substantially restricted. With the removal of the traffic signal this will make the crossing of Market St. a very uncertain process as the driver balances oncoming traffic both left (with restricted visibility and speeds exceeding the speed limit) and right (with speeds exceeding the speed limit) as well as pedestrian traffic that would have the right of way directly to their front. The intersection already has more than its share of accidents, it will have more and at higher speeds.

In summary I am strongly opposed to the elimination of the traffic signal at Market and Boardman. Any benefit of improvement in traffic flow is minor compared to the increased risk to which our downtown workforce would be exposed. It is my opinion that such a change creates an undue hazard to pedestrians and drivers and is contrary to an essential element of traffic control, safety.

Very truly yours,



J. David Sabine

Cc: Mayor Tito Brown

MAH - Downtown Traffic Signals Projects

(Reconstruction of existing traffic signals at eleven (11) intersections along Fifth Avenue, Wick Avenue, and Front Street, while removing seven (7) unwarranted traffic signals along Wick Avenue, Front Street, and Market Street)

Comments:

Mr. Shasho,

I am very concerned over the removal for the stop light at Market & Boardman Street. I use that light everyday to safely cross the street to get to work. It is already a dangerous intersection. On 3 occasions, I've had the right away to cross & a car on Market Street runs the red light almost hitting me. I fear for people who are not downtown daily & do not know the seriousness of that intersection. Imagine a family that goes to dinner & then tries to cross to go to the Covelli Center... the 3yr old lags behind a little & the parents don't notice. IF that light is removed, that intersection will be on WFMJ one night (they are 1 block away) & it will not be for a heartfelt story... I pray its not about me. Will you be able to tell my husband it was best for the city if I'm hit & killed? Please reconsider.

Thank You

Amy Witman

Comments are Due March 22, 2019

Chuck Shasho
Deputy Director of Public Works
26 South Phelps St
Youngstown, OH 44503
cshasho@youngstownohio.gov

3/6/19

MAH - Downtown Traffic Signals Projects

(Reconstruction of existing traffic signals at eleven (11) intersections along Fifth Avenue, Wick Avenue, and Front Street, while removing seven (7) unwarranted traffic signals along Wick Avenue, Front Street, and Market Street)

Comments:

Please see included letter.

Comments are Due March 22, 2019

Chuck Shasho
Deputy Director of Public Works
26 South Phelps St
Youngstown, OH 44503
cshasho@youngstownohio.gov

Good Afternoon Mr. Shasho,

I am writing to you to express my concern over the removal of several traffic lights from the Downtown area.

I park in the parking lot at the corner of Front St. & Phelps St which is one of the lights projected to be removed. There was recently a pedestrian struck in that intersection and orange flags have since been placed on the telephone poles to assist pedestrians when crossing this intersection. This parking lot is full of downtown workers, courthouse employees, and those going to court for the day who are often unfamiliar with the downtown area. I feel removing the light will only make it more dangerous to cross and risk another pedestrian getting hit by a car.

It is difficult to turn into the parking lot off of Front St due to the parking lot entrance is right at the light. Many times traffic is blocked because someone is trying to turn into the lot & must stop in traffic because someone is in front on them in the lot, all the while people are trying to cross the street. There is also a school located on Front St (behind the courthouse) and the bus and parents are dropping kids off in the morning, adding further congestion at this intersection. Just this week, 2 cars ran the red light while I was attempting to cross Front St. We will be forced to dart across 5 lanes of traffic without a light there, especially at peak times (7:45 – 8:15 and 4:30 – 5:00).

I proceed to work by going by the WFMJ building and crossing at Boardman St and Front St because I feel it is too dangerous to go up Market St and cross at Boardman and Market... another light that is projected to be removed. It is very difficult to cross at Boardman and Market. It is difficult to see around the bend and people often drive too fast coming down the Market St hill/bridge (again attempting to cross 5 lanes of traffic.) It is also difficult to see because cars are often parked on Boardman St by the bank and the courthouse and on Market St people are getting dropped off which makes it difficult to see.

I also feel it will be difficult to cross in front of the Covelli Centre if that light is removed. People often come downtown before a concert and eat dinner or get something to eat after a concert. It will be difficult to cross without a light, possibly preventing people from patronizing downtown businesses.

I hope you will keep in mind the safety of those of us who walk downtown to get to our jobs and often enjoy walking downtown once the weather warms up.

Thank you for your time and consideration.

