

Tracking No.	Nature of Comment	Method of Delivery	Date Received	Intersection Concern	Comment:	Response
1	Uncommitted	Email	11/17/2025	All intersections on Market	I am reaching out regarding the proposed Market Street Traffic Signal Upgrades. While this project does not appear to impact the services we provide along the corridor, we are interested in learning more about how pedestrians will be able to navigate across the street under the new configuration. We have bus stops and shelters adjacent to several of the proposed removed traffic signals, and we want to better understand how pedestrians will be able to safely cross the street in these areas. We want to ensure that pedestrians are able to safely access these stops and shelters, as well as our services overall.	Thank you for your comment. Pedestrian safety is an important consideration for this project. The new intersection configuration includes clearly marked crosswalks and signage designed to improve driver awareness and support safe pedestrian crossings, where applicable. Where appropriate, additional features such as curb ramps and pedestrian warning signs are included to enhance accessibility for all users.
2	Uncommitted	Email	11/18/2025	All replacements	Thank you for the letter regarding the intersection project beginning in 2027. Is it possible to include the installation of a siren preemption device for each of the new traffic signals? These devices have been useful in other areas such as Canfield (224/Cardinal, 46/224, 224/Hillside) and Boardman (South/Matthews). Emergency vehicles are most vulnerable when driving emergent through intersections. There are multiple emergency services throughout Mahoning County so I think the best technology is the siren based preemption device. I am happy to meet to discuss this further.	Thank you for your comment. The City does not have a system in place for this type of preemptive device at this time.
3	Supportive	Email	12/10/2025	Safety at uncontrolled crossing locations	Thank you for spearheading this project. It's a difficult balance to maintain a legacy system with new requirements, updated technology, and the public's general affliction to change. While I support the project overall, I desire for any design improvements that are fiscally responsible and supported by ODOT and/or the MUTCD be considered for the place-based aspect of this project. While Market is a Principal Arterial and Indianola is a Minor Arterial and part of the federal system, they are also within an urban area with mixed land uses and a diverse population with significant economic distress. Signals may not be merited or warranted, but a streetscape that is safe and conducive for community and economic development is why I choose to live in Youngstown over a suburban or exurban community. As permitted, please consider the following:- pedestrian safety at uncontrolled crossing locations. - removal of the city-owned driveway on Glenwood where the signal will be removed. As part of this project, that right-of-way could create an enhanced pedestrian and transit area that benefits the redevelopment of the Bottom Dollar project. I do not foresee the traffic at the property requiring an entrance like the grocery store built out. - considerations from the WRTA Market Street TOD study for enhanced pedestrian and transit amenities that could be integrated into future modifications of the right-of-way. While a lot of this study is not realistic and costly, there are likely elements related to the placement of transit stops and visibility of pedestrian crossings. I am not up to date on CMAQ funding, but I assume that alternatives modes of transportation support congestion reduction and can be supported through federal funding.	Thank you for your comments. As part of the Market Street corridor project, the City completed a Traffic Signal Warrant Analysis in accordance with ODOT and MUTCD requirements. While several signals along the corridor did not meet the engineering criteria to remain in place, we understand your interest in ensuring that any design changes still reflect the mixed-use, walkable, and economically diverse character of the surrounding neighborhoods. Engineering warrants guide which signals remain or are removed, but they do not limit the City from considering additional design elements that improve safety and support community and economic development goals if the demonstrated need persists in the future.  Your suggestions regarding pedestrian safety at uncontrolled crossings, the potential removal of the unused city-owned driveway on Glenwood, and opportunities to enhance the pedestrian and transit environment around the future Bottom Dollar redevelopment are all items the City is aware of. We are also reviewing applicable recommendations from the WRTA Market Street TOD study, particularly aspects related to transit stop placement and pedestrian visibility, to determine which elements can reasonably be integrated within the scope of federally funded improvements. CMAQ funding is limited to projects that meet congestion-reduction and air-quality objectives, which is the focus of this project. Your feedback will be considered as the City continues developing a design that supports both safe traffic operations and long-term neighborhood revitalization.
4	Supportive	Mailed Community Forum Comments Sheet		N/A	I like the fact that drivers will not needlessly idle at traffic lights where there is low traffic volume. I am concerned that pedestrian crossing areas will be poorly marked and perceived a hazard. I think the City has done an excellent job preparing the warrant studies and prudently planning elimination of the most appropriate signals.	Thank you for your comments. The City's Traffic Signal Warrant Analysis, completed in accordance with Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards, identified locations where signals were no longer justified based on current traffic and safety data, which helps reduce unnecessary delay and idling at low-volume intersections. We appreciate your support for that portion of the project.  Your concern about clearly marked and safe pedestrian crossings is noted, and the City shares that priority. As signals are removed, appropriate pedestrian treatments—such as enhanced markings, signage, or other visibility improvements—will be implemented, where appropriate, to ensure crossings remain predictable and safe. Your feedback aligns with the design considerations being carried forward as we refine the corridor improvements.
5	Opposed	Email	11/13/2025	Glenwood/Parkview and Indianola/Hillman/Oak Hill	I have a home on Clearmount Dr. I grew up in that neighborhood going to Sheridan, Princeton, South High. Removing signals at Glenwood/Parkview, Indianola/Hillman/Oak Hill would be a disaster. Those neighborhoods NEED control with traffic. There was already a mistake made on Milothian, don't be foolish and do it again.	Thank you for sharing your concerns regarding access and neighborhood safety. The intersection was evaluated using current traffic volumes, crash history, and roadway characteristics. Based on this evaluation, the existing signal is no longer warranted under current conditions.  The proposed change is intended to improve overall safety by reducing unnecessary stopping and encouraging more consistent driver behavior.
6	Uncommitted	Email	11/20/2025	Indianola/Oak Hill	I received the letter on the removal of stop lights and I think it is a great idea and I could probably suggest a few more. That being said the stop light in front of my property I don't think it would be a good idea without putting something there. I have had 4 different occasions when cars have been driving up Oak Hill and didn't stop and crashed into my building and I feel would be a mistake without putting a flashing light or flashing signs up. If there isn't anything there letting them know that the road stops I am willing to bet more people won't pay attention and will crash into my building.	Thank you for sharing your feedback regarding the potential removal of the nearby traffic signal. We understand your concerns about the intersection near your property. The City has already completed a Traffic Signal Warrant Analysis, and the study found that this location does not meet the criteria required to keep the signal in place. However, we recognize that your experience with past crashes on Oak Hill provides important real-world context that the data alone may not fully capture.  Although the signal is unwarranted, we agree that visibility and driver awareness at a roadway ending point are essential for safety. Your input helps ensure that any transition maintains safety for residents and protects surrounding properties, and we will continue to consider these concerns as we move forward.
7	Opposed	Email	12/9/2025	Indianola/Gibson	As residents who live in the neighborhood, we are very much aware of what accident statistics cannot show - the number of near-miss occurrences at the intersection of Gibson and Indianola Avenue are staggering. The fault lies with drivers failing to stop as they try to speed through the light, so I understand the logic of removing the light. At the same time, removing the light will encourage drivers to speed up and down the hill, making it more difficult for those of us who live in the neighborhood to cross or turn onto Indianola. The proposed Homestead Crossing 120-unit apartment community on the old Woodside Receiving Hospital site will increase traffic, possibly making it even worse. Can we try a 4-way stop? Perhaps with blinking lights or red reflectors atop the stop signs? The addition of Homestead Crossing will also increase traffic on Zedaker. Although it is not on the list, we would very much like the signal light reinstalled at the corner of Zedaker and Midlothian Blvd, perhaps a sensor controlled light so it stays green on Midlothian until a sensor sees a car needing to cross or turn onto Midlothian from either Zedaker or the Swebel's employee parking lot. Since the light was removed, most of us avoid the intersection altogether, taking side streets through the neighborhood just so we can come out at a light. It seems like decision makers prioritize the needs of people who travel through the city over the needs of the residents. Can we find a balance?	Thank you for sharing your perspective on the intersection of Gibson and Indianola. We understand that residents often experience near-misses and speeding issues that do not appear in formal crash statistics. While the traffic signal warrant analysis showed that the existing signal is not warranted, we recognize that removing it may raise concerns about increased speeds on the hill and make it harder for residents to cross or turn onto Indianola. However, traffic signals are designed to control who has the right-of-way at an intersection, not to reduce vehicle speeds. Studies show that signals do not result in consistent or lasting speed reductions between intersections. We are also aware that the proposed 120-unit Homestead Crossing development on the former Woodside site may change future traffic conditions. Because of these concerns raised during the public involvement period, the City will implement high visibility crosswalks with crosswalk warning signs at the Gibson/Indianola intersection.  We also hear your concerns about Zedaker and Midlothian, however that intersection specifically is not being investigated as a part of this study. We agree that finding a balance between the needs of people who travel through the corridor and those who live along it is important, and your input will be part of that ongoing evaluation.

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8	Opposed	Email		Market/Auburndale	I have been informed of discussions regarding the potential removal of the traffic light at the intersection of Market and Auburndale Ave. I strongly urge you to reconsider the removal of the streetlight at the Market and Auburndale Ave intersection, as it will greatly affect our students. Over 100 students attend our school daily, with 25 walking, 43 using the WRTA (in the morning they get dropped off across the street while bus is heading southbound), and the rest being dropped off. Removing this streetlight would pose a significant challenge to their safety and active participation in school. They would have to walk about a half mile uphill to the next nearest crossing, or, without trying to exaggerate, risk playing real life frogger trying to cross Market Street.	<p>Thank you for sharing your concerns about the traffic signal at Market Street and Auburndale Avenue. As part of our standard process, the City has completed a Traffic Signal Warrant Analysis prior to suggesting any signals be removed or replaced. This study is required any time a signal is considered for installation, modification, or removal. It evaluates multiple factors, including pedestrian activity, vehicle volumes and turning movements, WRTA transit operations, crash history, school-related travel, and proximity of alternative controlled crossings. The analysis showed that this intersection does not meet the criteria required to keep a signal in place. We understand that this decision raises real concerns for families and students who walk, use transit, or are dropped off near the school, and we want you to know that student safety remains our highest priority throughout this process.</p> <p>Although the signal is not warranted, we are actively evaluating other safety improvements to support pedestrians and create a predictable, comfortable route for students. We recognize the challenges posed by the distance to the next signalized crossing and the grade of the hill, and your feedback helps ensure our engineering decisions reflect the lived experience of the community. We will continue working with the school, WRTA, and neighborhood residents to determine the safest and most effective path forward.</p>
9	Opposed	Email	12/10/2025	Market/Auburndale	Kindly rethink removing the light at the corner of Market and Auburndale. It poses a risk to the students that attend school there who have to walk and don't receive busing services from their local district. Imagine removing the light and something happens to one of those students, how horrific that would be. Please listen to this concern and make the necessary adjustments to plans in place.	<p>Thank you for sharing your concern about the proposed removal of the traffic signal at Market Street and Auburndale Avenue. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards, and the study determined that the signal does not meet the engineering criteria needed for it to remain in place. We understand, however, that parents and residents are deeply worried about the students who walk to the nearby school—especially those who do not receive district busing—and we take those concerns seriously.</p> <p>We recognize the importance of ensuring that students can travel to and from school comfortably and predictably, and your feedback is part of the ongoing review as we determine the safest path forward for the corridor.</p>
10	Opposed	Change.com link and petition	12/12/2025	Market/Auburndale	Nice to meet you! I'm reaching out because a petition on our platform is currently trending among your constituents: Keep the traffic light at Market Street and Auburndale Ave: <a href="https://change.org/p/keep-the-traffic-light-at-market-street-and-auburndale-ave">https://change.org/p/keep-the-traffic-light-at-market-street-and-auburndale-ave</a>	Thank you for providing the link to the change.org petition. These comments have been noted.
11	Opposed	Email		Market/Auburndale	As you know, I attended the meeting last night. I appreciate that Youngstown Public Works is reconsidering the light removal. While this is still under consideration, we feel the need to continue raising our concerns with this proposed project. We used the uncertainty surrounding the traffic light's fate as a teaching moment for our scholars. Most were quite frankly outraged like I am at the possibility of its removal. We leveraged this as an opportunity to encourage them to engage in their civic duties to form their own opinions and voice their concerns. I have attached 20 of the letters but just know I have many... many more if you would like. I have also attached the petition <a href="https://c.org/PPXmHCSbCD">https://c.org/PPXmHCSbCD</a> that I created under their leadership and that they are personally promoting. This started just this morning, and you can see how much traction that it has garnered. Additionally, we will be releasing some videos soon from student testimonials, which I will share with you once completed that you could share with ODOT or whomever you deem it necessary to take this light out of consideration for removal. I urge you on behalf of my scholars and families to keep this traffic light in place as we believe it is essential for our community.	<p>Thank you for sharing your concerns and for bringing forward the perspectives of your students and families. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards, and the study determined that the signal does not meet the engineering criteria needed for it to remain in place. We understand, however, that this intersection is used by students walking to and from school, and that the uncertainty surrounding the signal has prompted community engagement from your scholars.</p> <p>The City is planning to still remove the signal, as the low traffic volumes prove it isn't warranted, but can install a Rectangular Rapid Flashing Beacon (RRFB) to provide a safe pedestrian crossing alternative at this intersection. This would be covered by funding and would not be at the cost of any of the local property owners or the Academy of Urban Scholars. The City will also work with the Academy to facilitate a school zone in this area.</p>
12	Opposed	Email	12/15/2025	Market/Auburndale Market/Delason Market/Warren Indianola/Gibson	<p>1) Market and Auburndale: if this light is removed, there will be no safe place for pedestrians—most importantly students—to safely cross Market St for nearly one mile between Midlothian Blvd and Indianola Ave. This intersection should have upgraded pedestrian crossing infrastructure.</p> <p>2) Market &amp; Delason/Warren: one of these lights could be removed, but one should remain with improved pedestrian infrastructure. Many seniors live in the residential tower on this block and they need to have a safe place to cross Market St., either at Delason or Warren.</p> <p>3) Indianola &amp; Gibson: this light should remain as there are two schools in close proximity and that neighborhood has historically had the highest percentage of students who walk to school in the whole city. When surveyed, parents of students in the neighborhood consistently feel that their children are not safe while walking to school. Removing this traffic signal will make it even less safe.</p> <p>Lastly, I would like to state that I do not object to the removal of the other traffic signals that were a part of this study. Broadly speaking, I believe we have too many signals on most of our corridors and I appreciate your initiative on this and other removal projects.</p> <p>However, given the significant pushback on these changes, as well as previous proposed removals (for example, at Hillman &amp; Midlothian), I recommend a more robust public engagement process as a part of future traffic studies to remove lights—not just seeking public comment after the study is complete—and a simultaneous analysis of pedestrian crossing safety before decisions are made to remove several lights at a time.</p>	<p>The only option that the City has if we want to keep any of these signals is to completely fund them ourselves. Around \$75-100k per intersection. See below for some ideas:</p> <ol style="list-style-type: none"> <li>Recent recounts of pedestrians show that less than 17 pedestrians have used that intersection over a span of 4 hours. The City is planning to still remove the signal, as the low traffic volumes prove it isn't warranted, but can investigate using a Rectangular Rapid Flashing Beacon (RRFB) to provide a safe pedestrian crossing alternative at this intersection. This would be covered by funding and would not be at the cost of any of the local property owners or the Academy of Urban Scholars.</li> <li>Again not nearly enough pedestrian volume to warrant a signal. Perhaps looking at a similar solution as Auburndale. Similarly to the point above, because of the sight distance standard at this intersection, the City will investigate a Rectangular Rapid Flashing Beacon (RRFB) to provide a safe pedestrian crossing alternative at this intersection. This would be covered by funding and would not be at the cost of any of the local property owners or the residential tower.</li> <li>75% of the accidents at this intersection were attributed to "failure to yield" ie running the light. This is a dangerous situation directly attributed to a signal that motorists are ignoring. This in and of itself is a reason to remove the signal. Also no warrants are met. Engineering studies, including an analysis of traffic patterns, indicate that the intersection is operating within expected safety parameters for two-lane roadways. Because of these concerns raised during the public involvement period, the City will implement high visibility crosswalks with crosswalk warning signs at the Gibson/Indianola intersection.</li> </ol> <p>Generally speaking there is always a group of people opposed to removing any traffic signal. The only correct course of action is to rely on the industry standard study to make that decision. I do agree that before we apply for CM/AQ funding in the future we should see if the public is in favor of it and understands that we will accept the results of the Warrant Analysis. If the public is not in favor, we should not apply for further CM/AQ funding. A good example of successful CM/AQ project is South Ave. and Mahoning Ave. Traffic moves efficiently and intersections are pedestrian friendly.</p>

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13	Supportive	Email	12/18/2025	Market/Hylda	You can't take that signal at Market and Hylda out soon enough. For at least 10 years or so it just flashed caution on Market street and red on Hylda and that was wonderful. It kept traffic flowing. Then for the last couple years, for some reason, it was put to cycle again And immensely snarls the two intersections of Market and Indianola and Market and Southern. It really needs to go away.	Thank you for your comment and the support of the signal removal at Market and Hylda. The planned removal aligns with the goal of improving overall corridor flow while still evaluating appropriate safety measures at each intersection.
14	Uncommitted	Email	12/3/2025	Market/Delason	<p>While it is understood that signals may no longer meet warrants at some locations, a point-in-time analysis of vehicular volumes alone does not adequately capture existing safety concerns for people walking, biking, or accessing transit.</p> <p>In the Warren area and in the neighborhoods where signals on Delason Avenue and Warren Avenue are proposed for removal, approximately 38% of households do not have access to a vehicle. On the south side, an estimated 15% of households are carless, compared with fewer than 9% nationally, according to the 2023 ACS. These conditions underscore the need to design and operate these streets as multimodal corridors where people without vehicles can cross safely and reliably.</p> <p>National research also supports a cautious approach to removing speed-managing features. The National Cooperative Highway Research Program (NCHRP) Report 613, Guidelines for Selection of Speed Reduction Treatments at High-Speed Intersections, finds that removing or weakening speed-management elements typically leads to higher operating speeds and elevated crash risk, particularly for vulnerable road users. Although NCHRP 613 focuses on intersections with posted speeds of 45 mph and above, NCHRP Report 504 notes that on 40-mph facilities only about 29% of drivers operate at or below the posted speed, indicating that even nominal 40-mph environments can see substantial speed creep and associated safety risk.</p> <p>For these reasons, the warrant analyses prepared for the City should be interpreted with care. Low pedestrian counts at unsignalized or marginally signalized crossings can be a symptom of perceived danger rather than a lack of latent pedestrian demand. In this context, the removal of traffic signals or other forms of active control, without compensating geometric and operational countermeasures, risks further degrading conditions for non-motorized users.</p> <p>Accordingly, I respectfully request the following:</p> <ol style="list-style-type: none"> <li>At Market Street and Delason Avenue the signal must remain. Valley Christian's investment in the former South High Fieldhouse site is not accounted for in the analysis. A flashing beacon or other FHWA-recognized high-visibility crossing device should be considered at Market and Auburndale Avenue. These intersections are heavily used by pedestrians accessing WRTA service and nearby destinations, including schools, community corrections facilities, and after-school programs.</li> <li>At intersections with considerable vehicular volume and wide right-of-way such as Market and Midlothian Avenue, please reevaluate the proposed design with a focus on pedestrian and bicycle safety. The existing roadway width, turn radii, and approach geometry at these intersections tend to support higher operating speeds and long crossing distances. If signals are to be upgraded, the project should incorporate traffic-calming and pedestrian safety measures such as refuge islands and curb extensions.</li> </ol> <p>In summary, while traffic signal warrants are necessary requirements, decisions about removal should also weigh the broader context: a high proportion of carless households, reliance on transit, and the City's goals for equitable, safe access along these corridors. We seek ODOT's support incorporating the Multimodal Design Guide into this project.</p>	<p>Thank you for your comment. We understand and appreciate the broader context you've raised regarding mobility, safety, and equitable access—particularly in neighborhoods where many residents rely on walking, biking, and transit. While the warrant analyses conducted for this project follow Ohio Department of Transportation (ODOT) requirements and reflect the conditions needed to justify keeping or removing a signal, we also recognize that a point-in-time traffic study cannot fully capture the daily experience of people who travel without a car, nor the long-term patterns that shape how safe—or unsafe—an intersection feels.</p> <p>Your comments about carless households in the Warren and South Side areas highlight exactly why these corridors must function safely for all users. Even when pedestrian counts are low, that can indicate a lack of comfort rather than a lack of need.</p> <p>Regarding your specific requests: at Market Street and Delason Avenue, we understand your concern that the existing analysis does not reflect future activity associated with Valley Christian's investment in the former South High Fieldhouse. The City will review how that development affects pedestrian demand when students start using the school. In the meantime, because of the sight distance standard at this intersection, the City will investigate a Rectangular Rapid Flashing Beacon (RRFB) to provide a safe pedestrian crossing alternative at this intersection.</p> <p>At Market and Auburndale Avenue, where a signal was found unwarranted, we agree that a high-visibility treatment—such as a flashing beacon should be investigated further as a part of this project to support safe crossings in an area used by transit riders, students, and nearby community programs.</p> <p>At Market and Midlothian Avenue, we recognize that the roadway geometry, turning radii, and traffic volumes make pedestrian conditions particularly challenging, and we will continue to monitor this intersection for safety.</p> <p>While traffic signal warrants are an essential tool for determining when signals should remain in place, they are not the sole factor in shaping safe, equitable streets. We share your commitment to ensuring that Market Street and its adjacent corridors serve everyone.</p>
15	Opposed	Email	11/14/2025	Market/Myrtle	I am one of the owners of V&V Appliance parts we operate a warehouse in this area, and these traffic lights are crucial for the safe and efficient movement of semi-trucks entering and exiting our loading docks. These intersections already require careful navigation due to the size of the vehicles we work with daily. The existing traffic signals provide necessary gaps in traffic, maintain safe turning conditions, and help prevent congestion or accidents. Without them, the drivers would face significant challenges, including unsafe turning conditions, increased wait times, and elevated risk to both commercial and residential traffic. Beyond safety, the removal of these lights would directly disrupt our operations and could negatively impact the flow of goods and services we provide to the community. Our business has been a longstanding part of this area, and maintaining safe, functional access is essential not only for us but for the surrounding traffic ecosystem.	<p>The City recognizes the importance of this intersection to nearby businesses, including V&amp;V Appliance Parts. Experience at similar locations has shown that properly designed stop-controlled intersections can improve traffic consistency and make it easier for vehicles to safely enter and exit adjacent driveways.</p> <p>As part of the traffic signal evaluation, turning movements, driveway access, and peak-hour operations were analyzed using traffic counts collected in March and May 2024. This analysis found that the intersection does not meet the signal warrants established in the Ohio Manual of Uniform Traffic Control Devices (OMUTCD).</p> <p>However, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p>
16	Opposed	Email	11/14/2025	Market/Myrtle	Our business, V & V Appliance Parts, has been at this location for over 65 years. The removal of this traffic light will be a large safety concern due to the fact that we have multiple semi-trucks that pull in and out of our dock on Market St daily. The driver waits until the light turns red to back into our loading dock on Market St. The removal of this light would great impact on our business and safety to all drivers.	<p>The City recognizes the importance of this intersection to nearby businesses, including V&amp;V Appliance Parts. Experience at similar locations has shown that properly designed stop-controlled intersections can improve traffic consistency and make it easier for vehicles to safely enter and exit adjacent driveways.</p> <p>As part of the traffic signal evaluation, turning movements, driveway access, and peak-hour operations were analyzed using traffic counts collected in March and May 2024. This analysis found that the intersection does not meet the signal warrants established in the Ohio Manual of Uniform Traffic Control Devices (OMUTCD).</p> <p>However, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p>

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17	Opposed	Email	12/9/2025	Market/Myrtle	I work at V&V Appliance Parts located at 27 W Myrtle Ave. I'm very concerned about you wanting to take the traffic light out. Market Street is a very busy and if there is not a light it will be very difficult turning onto Myrtle in the mornings and even worse after work. I would think that a business that has been in the community for 65 years and has always supported Youngstown, that the city would take local loyal business and want to help keep them wanting to stay and not make it more difficult to conduct daily business. If a new business wants to move into the city, they get whatever they want, yet a company like V&V that employees around 80 people and brings a large amount of taxes to the city, keeps the area clean and buildings well-kept cannot get consideration on keeping a traffic light that would keep employees and customers safer as well as the flow of business. I went to a meeting, and it was said about the city being held accountable if an accident occurred and the light was still there. That makes NO sense, with the light there and someone runs the light and hits someone that is on them NOT the city, I will be at a higher risk of getting hit without the light! I know we were all told it's a great and you can only do so much with the money, I get that and understand that. But I don't understand why you would try for a grant that you have to spend money you don't have to get research done to see if you can use the grant money or not and have to use it on traffic lights that are there to help slow traffic down not speed it up! Speed and carelessness are what causes the most accidents, not if there is a traffic light. The grant is not free money; we still must pay 20% from what we were told, so why couldn't that money have been used to update the lights to sink the lights that are already in place? I appreciate you reading some of my concerns and hope you take them into consideration when making your decision.	<p>Thank you for your comment. The City understands the importance of this intersection to nearby businesses, including V&amp;V Appliance Parts. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants.</p> <p>That said, we recognize that numbers alone do not capture every operational or safety challenge. The goal of this process is to ensure that each traffic control device is appropriate for its location and does not inadvertently contribute to higher speeds or reduced driver attentiveness. However, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p> <p>You also raised questions about liability, funding, and the grant process. The statement you heard at the meeting relates to federal and state requirements: if a signal remains in place after it is demonstrated to be unwarranted, the City may be liable for crashes associated with improper signal placement because we would be knowingly maintaining a device that engineering standards do not support. Regarding the grant, the funds we are using are designated specifically for signal modernization and safety projects. These grants cannot be redirected to general repairs or maintenance elsewhere, and the required local match is part of accessing federal dollars that allow us to replace outdated infrastructure citywide. Evaluating signals—whether they remain or are removed—is part of the eligibility process for using this funding.</p>
18	Opposed	Email	12/9/2025	Market/Myrtle	It has been brought to my attention of the cities intention to remove the traffic light at the corner of Market and E Myrtle. I would like to voice my concern that the removal of this particular traffic light could cause disruption to businesses located in that immediate area, businesses that pride themselves in being located in our city and have a commitment to staying in the city. In addition to, and most importantly, the removal of this traffic light will undoubtedly lead to potential safety problems with traffic. There are many large trailer trucks that are consistently in the area making deliveries. Those trucks need the safety provided by this traffic light to make the turns and back up maneuvers to access dock areas to the businesses located around this traffic light. I do believe the removal of some traffic lights along Market Street is a good idea for the city, but I hope you will reconsidering removing this light.	<p>Thank you for reaching out to share your concerns about the proposed removal of the traffic signal at Market Street and Myrtle Avenue. We value the businesses in this area and recognize the important role they play in Youngstown's economy. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants.</p> <p>Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p> <p>We also appreciate your acknowledgment that removing some signals along Market Street could be beneficial for overall corridor performance, and we understand why this specific location feels different from others. Your input helps ensure the City is not looking solely at data but also listening to the people and businesses who use these streets every day.</p>
19	Opposed	Email	12/9/2025	Market/Myrtle	I would just like to express how important this traffic light at Market and Myrtle is. I have worked at V&V for 13 years and everyday make the left onto Market St. To get on 680 south. Without that traffic light we will have a line of cars all day long trying to dodge high traffic to go anywhere towards the downtown area. We have close to 100 employees here at our store plus a high retail customer base. We have technicians in and out all day plus about 20-30 deliveries a day. This light leaving would be detrimental to our business which has been on Myrtle Ave. since 1959.	<p>Thank you for your comment about the traffic signal at Market Street and Myrtle Avenue. We understand how important this intersection is for employees, customers, delivery vehicles, and technicians who enter and exit Myrtle throughout the day. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants.</p> <p>We also recognize that data alone does not fully capture the day-to-day operational needs of a business that has nearly 100 employees, a steady flow of customers, and multiple deliveries each day. Your concerns about left turns during peak traffic, delays, and potential safety issues are valid and will be taken into account as the project moves forward. Your input will continue to inform our decision-making as we work to balance corridor-wide safety with the needs of the local businesses who rely on these intersections every day.</p>
20	Opposed	Email	12/9/2025	Market/Myrtle	Please keep that light at Myrtle and Market Street. It helps with V&V appliance parts for trucks backing in to the dock off of Market and for forklift drivers that take skids to other parts of warehouse.	<p>Thank you for your comment about the traffic signal at Market Street and Myrtle Avenue. We understand how important this intersection is for employees, customers, delivery vehicles, and technicians who enter and exit Myrtle throughout the day. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants. Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p>

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21	Opposed	Email	12/9/2025	Market/Myrtle	TO WHOM IT MAY CONCERN: PLEASE DO NOT REMOVE THIS LIGHT. THERE ARE BUSINESSES HERE WITH TRUCK DELIVERIES AND PICK UPS. CUSTOMER TRAFFIC, EMPLOYEE TRAFFIC, GENERAL TRAFFIC UP AND DOWN MYRTLE. IT'S NOT BAD ENOUGH THAT PEOPLE DRIVE TO FAST ON MARKET AND SOMETIME GO THRU THE LIGHT, COMING FROM DOWNTOWN AND TO THE DOWNTOWN,IT WOULD BE DANGEROUS TO CROSS MARKET OR TURN RIGHT OR LEFT. PLEASE CONSIDER THIS. THIS LIGHT IS NEEDED. THANK YOU!!!	Thank you for your comment. The City understands the importance of this intersection to nearby businesses. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants. Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.
22	Opposed	Email	12/9/2025	Market/Myrtle	<p>I am writing to express serious concern regarding the proposed removal of the traffic light at Myrtle. This change would create significant operational and safety challenges for our business. Our primary receiving dock is located on Market Street, and we receive up to 10 trucks per day. Drivers rely on the traffic lights at Myrtle and at Williamson to safely position their trucks. When the lights turn red on Market, drivers are able to use that controlled pause in traffic to swing their trucks into the street and back into our dock.</p> <p>Without the light, safely accessing our facility will be extremely difficult-if not impossible-for these trucks. Drivers would have no protected window to maneuver, effectively forcing them to pull out into active traffic and hope vehicles yield. We have already experienced accidents due to drivers attempting to pass behind backing trucks; removing the light will only increase this risk. This is not a minor inconvenience-it is a serious safety concern.</p> <p>Our company employs more than 80 full- and part- time employees at this location. For several years, we have considered relocating to a more modern facility. The removal of this traffic light would be yet another factor pushing us toward that decision.</p> <p>I respectfully request that someone from your team visit our facility to observe these conditions firsthand. Seeing the traffic patterns and delivery operations in person will provide a much clearer understanding of the safety implications we are facing.</p>	<p>Thank you for taking the time to share your concerns about the proposed removal of the traffic signal at Market Street and Myrtle Avenue. We recognize how important this intersection is to your daily operations, especially given the number of trucks that must access your receiving dock directly from Market Street. As part of this project, the City was required to conduct a Traffic Signal Warrant Analysis following Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The findings showed that the signal at this location no longer meets the warrants required for it to remain in place. While this engineering analysis is a necessary part of the process, we also understand that its conclusions do not capture the full range of operational realities that businesses like yours experience every day.</p> <p>Your description of how truck drivers rely on the red-signal pause at both Myrtle and Williamson to safely swing, position, and back into your dock is especially important. We understand that without that predictable break in traffic, maneuvering large trucks could become more difficult and potentially unsafe. You also noted past incidents where drivers attempted to pass behind backing trucks—an issue that could worsen if traffic flow becomes continuous. We take those concerns seriously. The safety of workers, drivers, and the public is central to the City's decision-making, and the role that this existing signal plays in supporting safe truck movements is something we need to evaluate carefully as the project moves forward.</p> <p>Your request for an on-site visit is both reasonable and valuable. Observing your delivery operations, traffic patterns, and the challenges created by large-vehicle movements will help us better understand the practical, day-to-day implications of any change at this intersection. A field review will allow the City to fully assess whether alternative safety measures—or operational accommodations—would be required if the signal were removed.</p>
23	Opposed	Email	12/9/2025	Market/Myrtle	Can you not take this light down, having to turn right off of Myrtle onto Market is impossible sometimes but half of the people that work at V & V Appliance have to turn left, myself included. If I had to wait for it to clear up after work (when everyone else is leaving their respective jobs) it would probably take 20 minutes for me to even get on Market. The light makes it easier for me to get home. Not only that but it slows everyone down so that people aren't going 50 down Market Please take all of our concerns into consideration to whether the light has any actual reason to come down. I sincerely think that the light should stay, it will cause more issues if it does come down as someone who deals with the light everyday heading to the curve. We get 5-10 trucks a day and the light makes it possible for them to get backed into the dock, if the light comes down there will be a backup of semi trucks on Market. Please take all of our concerns into consideration to whether the light has any actual reason to come down. I sincerely think that the light should stay, it will cause more issues if it does come down as someone who deals with the light everyday	<p>Thank you for your comment about the traffic signal at Market Street and Myrtle Avenue. We understand how important this intersection is for employees, customers, delivery vehicles, and technicians who enter and exit Myrtle throughout the day. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants. Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p> <p>We also recognize that data alone does not fully capture the day-to-day operational needs of a business that has nearly 100 employees, a steady flow of customers, and multiple deliveries each day. Your concerns about left turns during peak traffic, delays, and potential safety issues are valid and will be taken into account as the project moves forward. Your input will continue to inform our decision-making as we work to balance corridor-wide safety with the needs of the local businesses who rely on these intersections every day.</p>
24	Opposed	Email	12/9/2025	Market/Myrtle	I am writing to voice my concerns regarding the City of Youngstown's plan to remove the traffic light at the intersection of Myrtle Avenue and Market Street. There are many unnecessary lights located on Market Street, however, this is not one of them. There is a business located at this corner and the removal of this light would create safety concerns for their employees, customers, and delivery trucks. Without this light it could become dangerous when large delivery trucks are attempting to utilize this business's loading docks to deliver products. Thank you for your time and consideration.	<p>Thank you for your comment. We value the businesses in this area and recognize the important role they play in Youngstown's economy. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants.</p> <p>Even though the signal is not warranted, we understand your concerns about potential impacts on truck deliveries and business operations in the immediate area. The signal removal study identified potential sight distance concerns at this intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate. The presence of larger vehicles making turns, accessing docks, or backing into constrained spaces is a legitimate operational consideration. The City is committed to making sure that any changes preserve safe and reliable access for the businesses located along this segment of Market Street. If the signal is ultimately removed, we will evaluate appropriate safety treatments to ensure that drivers—especially truck operators—have clear, predictable guidance as they maneuver through the intersection. That may include enhanced signage, lane-use markings, or other measures tailored to support the needs of both local traffic and delivery vehicles.</p> <p>We also appreciate your acknowledgment that removing some signals along Market Street could be beneficial for overall corridor performance, and we understand why this specific location feels different from others.</p>

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25	Opposed	Email	12/10/2025	Market/Myrtle	<p>I am writing about my concerns about the removal of the red light at Market Street and Myrtle. I am employed at V&amp;V Appliance Parts and work the retail counter. I serve the public and local repair technicians with their replacement parts needs, this includes the elderly, professionals, some people from out of town, and people who are already afraid to come to Youngstown. I am concerned that removing the red light will cause a traffic hazard to my customers by making it harder to get in and out of our business. I am also concerned for my safety and my coworkers safety for having to cross over Market Street going to work and going home with no red light to slow traffic. I do agree that some lights need to be removed, but I am not in agreement with this one at Myrtle that has two major businesses that utilize that red light.</p> <p>I hope you take into consideration my concerns for safety and the economic impact to local businesses.</p>	<p>Thank you for your comment about the traffic signal at Market Street and Myrtle Avenue. We understand how important this intersection is for employees, customers, delivery vehicles, and technicians who enter and exit Myrtle throughout the day. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants. Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p> <p>We also recognize that data alone does not fully capture the day-to-day operational needs of a business that has nearly 100 employees, a steady flow of customers, and multiple deliveries each day. Your input will continue to inform our decision-making as we work to balance corridor-wide safety with the needs of the local businesses who rely on these intersections every day.</p>
26	Opposed	Email	12/10/2025	Market/Myrtle	<p>I am an employee of V&amp;V Appliance Parts Inc., and I would like to express my concern regarding the potential removal of the traffic light at the intersection of Myrtle Ave and Market Street. I rely on this signal daily during my commute, and from my office near our receiving dock, I regularly observe how critical it is for semi-truck drivers who need the light to safely turn and back into the dock. I am concerned about the safety of our employees and the community should this light be removed. Making a left turn onto Market Street would become extremely difficult without the assistance of a traffic signal, and I also worry that replacing it with a stop sign on Myrtle Ave may increase the risk of drivers failing to stop, potentially leading to serious accidents.</p>	<p>Thank you for your comment about the traffic signal at Market Street and Myrtle Avenue. We understand how important this intersection is for employees, customers, delivery vehicles, and technicians who enter and exit Myrtle throughout the day. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants. Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p> <p>We also recognize that data alone does not fully capture the day-to-day operational needs of a business that has nearly 100 employees, a steady flow of customers, and multiple deliveries each day. Your input will continue to inform our decision-making as we work to balance corridor-wide safety with the needs of the local businesses who rely on these intersections every day.</p>
27	Uncommitted	Email	12/10/2025	Market/Myrtle	<p>Hello, I am generally in favor of this project. However, I must object to the total lack of flexibility regarding changes. I am particularly worried about the intersection on Market Street in front of V &amp; V Appliance. The owner stated his case recently at a 7th Ward meeting. This is a great small business in Youngstown that employs around 80 people and supplies needed products. He stated that the removal of the traffic light near their business would be very detrimental to their semi trucks pulling out onto Market Street. He indicated that this might cause them to move their business. We do NOT want to lose this business. Why is this project causing such a terrible impact in this regard? This is avoidable and must be stopped.</p>	<p>The City understands the importance of this intersection to nearby businesses, including V&amp;V Appliance Parts. The traffic signal warrant analysis considered driveway access, turning movements, and peak-hour operations to ensure continued safe access for customers, employees, and delivery vehicles.</p> <p>We are aware the comments at the 7th Ward meeting and understand the concern about truck movements and daily access to Market Street. The City is reviewing how delivery operations, employee access, and customer traffic function at this intersection so that any changes maintain safe and predictable travel conditions. Additionally, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p>
28	Opposed	Email	12/10/2025	Market/Myrtle	<p>I am writing to formally express my strong opposition to the proposal to remove the traffic signal at the intersection of Myrtle Avenue and Market Street. As a stakeholder in this area, I believe converting this intersection to a stop-controlled junction would create significant logistical burdens and, more importantly, a severe safety hazard. I urge you to reconsider this decision based on the following critical factors: I urge you to reconsider this decision based on the following critical factors:</p> <p>Impact on Commercial Operations: This intersection is a vital access point for our business. Removing the signal would cause major inconvenience for our employees and customers. Furthermore, freight delivery truck drivers rely on the signal to enter and exit the area safely. Heavy trucks require more time to accelerate and maneuver; without a signal to halt cross-traffic on Market Street, these drivers will face excessive delays and dangerous gaps.</p> <p>Navigation and Traffic Flow: Currently, making a right turn on red from Myrtle onto Market is already difficult due to traffic volume and sightlines. If this light is removed:</p> <p>Left Turns: Turning left onto Market Street will become nearly impossible during business hours without taking dangerous risks.</p> <p>Crossing Straight: Attempting to cross Market Street to continue on Myrtle will become notably more difficult and perilous.</p> <p>Public Safety: Market Street is a high-volume thoroughfare. The current signal provides the necessary control to allow side-street traffic to enter safely. Replacing this with a stop sign will almost certainly lead to an increase in traffic accidents as frustrated drivers attempt to shoot gaps in the traffic that are too small.</p> <p>Please treat this feedback as a formal request to maintain the traffic signal at this location. We ask that the city prioritize the safety of the workforce and the public over traffic flow changes that may look acceptable on paper but are dangerous in practice.</p>	<p>Thank you for your comment about the traffic signal at Market Street and Myrtle Avenue. We understand how important this intersection is for employees, customers, delivery vehicles, and technicians who enter and exit Myrtle throughout the day. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants. Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p> <p>We recognize the importance of this access point for employees, customers, and freight deliveries, including the time and space large trucks require to safely accelerate, turn, and maneuver. Your concerns about right-turn visibility, left-turn difficulty, and increased risk if drivers are forced to “gap seek” on a high-volume corridor are valid, and these conditions will be reviewed carefully as we evaluate next steps.</p>

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29	Opposed	Email	12/10/2025	Market/Myrtle	The lights at Market and Myrtle and Market and Kenmore are absolutely essential to our business. It would be detrimental to V&V Appliance Parts if these lights were taken down. We get about 5 to 10 trucks a day delivering to our main dock which is located on Market between Myrtle and Kenmore. The only way for the truck drivers to get in is if they wait for both lights to turn red. It would not be safe for the truck drivers or the other drivers on the road if we didn't have these lights. It is hard enough getting them backed in with the lights. We have seen cars drive on the sidewalk to go around trucks while they are backing up. Also if the lights were taken away, the majority of the trucking companies would most likely refuse to deliver. If we didn't have these lights, this would make this section of Market Street extremely dangerous. Accidents would increase and the safety of our employees and others on the road would be compromised. We have been part of the Youngstown community and have been in business since 1959. Please reconsider because we really need these for our day to day operations.	<p>Thank you for your comment about the traffic signal at Market Street and Myrtle Avenue. We understand how important this intersection is for employees, customers, delivery vehicles, and technicians who enter and exit Myrtle throughout the day. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards. The analysis measures multiple factors—traffic volumes, crash history, turning movements, pedestrian activity, and roadway function—to determine whether a traffic signal continues to be justified. At this location, the data showed the signal does not meet those required warrants. Even though the signal is not warranted based on traffic data, the signal removal study identified potential sight distance concerns at the intersection. Because of these findings, additional evaluation of sight distance conditions will be conducted to determine whether retaining the signal is appropriate.</p> <p>We also recognize that data alone does not fully capture the day-to-day operational needs of a business that has nearly 100 employees, a steady flow of customers, and multiple deliveries each day. Your concerns are valid and will be taken into account as the project moves forward.</p>
30	Opposed	Email	12/11/2025	Market/Warren	I stay at Calvary Towers, which is on the corner of Warren and Market Street. We have residents that use the bus line that have to cross Market to get to the other side of Market to catch the bus, many use wheelchairs when crossing Market to get to the other side of the street. It's the same thing for going to Dollar General which is on the opposite side of our building! We already have to watch for those speeding through the Red light! If there is something the engineering department can do is put a camera there, to stop those speeding through the Red light! There has been several accidents at Warren and Market streets, I can just imagine without a traffic light there! So I hope that you do that this into consideration, it should always be public safety first! Not quicker time getting to the downtown area, if that's the case they should leave earlier! Thank you once again!	<p>Thank you for sharing your concerns about the intersection at Market Street and Warren Avenue. As part of this project, the City was required to complete a Traffic Signal Warrant Analysis following the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) standards, and the study determined that the signal does not meet the engineering criteria needed for it to remain in place. We understand, however, that many Calvary Towers residents rely on this crossing to reach WRTA stops and nearby stores, including individuals using wheelchairs. Your observations about speeding and red-light running are noted and will be shared with the safety service departments for continued enforcement.</p> <p>Public safety is always a core consideration as plan projects for Youngstown and your feedback is appreciated.</p>
31	Opposed	Email	12/9/2025	Market/Warren	On behalf of Meals on Wheels of Mahoning County, this letter responds to the proposed removal of an existing traffic light at Market Street and West Warren Ave. While it is understood that signals may no longer meet warrants at some locations, a point-in-time analysis of vehicular volumes alone does not adequately capture existing safety concerns for our volunteer drivers and staff. Our drivers park on West Warren Ave., to pick up their meals, that they, then deliver to the greater Youngstown community. Traffic comes at speeds that exceed local laws and our drivers have to be very careful when entering and packing their meals in their vehicles. THIS IS A SAFETY HAZARD!!! At intersections with considerable vehicular volume and wide right-of-way- such as Market St. and West Warren Ave., PLEASE reevaluate the proposed design with a focus on our drivers, staff, and the residents who live in Calvary Towers, where we are located. The existing roadway width, turn radii, and approach geometry at this intersection tends to support higher operating speeds and long crossing distances. If signals are to be upgraded, the project should incorporate traffic-calming and pedestrian safety measures.	The City appreciates the services provided by Meals on Wheels of Mahoning County and recognizes the importance of reliable access for service providers. Current traffic conditions indicate that the intersection can operate safely without a signal and that access for delivery vehicles, as well as local residents, will be maintained.
32	Opposed	Email	11/19/2025	Market/Warren and Market/Delason	I have legitimate concerns regarding this plan, which I hope you will consider. As you know, two major southside restoration projects are underway in the vicinity of these intersections, i.e. South High School building redevelopment and South High School Football/Track Field development. When these projects are eventually completed, students will be crossing busy Market Street to attend school and field events. Even now, stop lights are crucial for vulnerable individuals who are not driving: <ul style="list-style-type: none"> <li>• Senior citizens living in senior housing at Warren and Market streets regularly cross Market Street to carry out daily tasks</li> <li>• Neighborhood children, caregivers and families in the area are often on foot or public transportation and may have limited transportation mobility</li> <li>• If these lights are removed, vehicle speeds will increase and make these intersections much more hazardous for pedestrians and cyclists. Traffic crashes are a leading cause of injury and death in the U.S., which includes tens of thousands of children each year.</li> </ul> In short, we must reimagine streets that succeed for people of every age and transportation ability when designing streets and traffic infrastructure, including traffic signals. On behalf of Market Street business, neighborhood citizens, and development organizations, I implore you to reconsider the Market Street traffic signal removal plan. Please consider all Youngstown citizens - especially its most vulnerable, and design traffic solutions that encourage safe, attractive and friendly accommodation for all.	<p>The City of Youngstown appreciates the comments and understands the concerns regarding pedestrian safety, vulnerable populations, and future redevelopment along the Market Street corridor. Ensuring that transportation infrastructure serves people of all ages and abilities is an important objective for the City.</p> <p>Before proposing any changes, the City carefully studied how existing traffic and pedestrians used these intersections during normal school days and typical weather. Our findings showed that the traffic signals at these locations are no longer working the way they were intended. The City is planning to still remove the signal at Market and Delason, as the low traffic volumes prove it isn't warranted, but can investigate using a Rectangular Rapid Flashing Beacon (RRFB) to provide a safe pedestrian crossing alternative at this intersection.</p> <p>Removing a traffic signal does not mean people will lose the ability to cross Market Street. Crosswalks, curb ramps, and bus access will remain in place.</p> <p>We understand concerns about increased speeds, crashes, and future school activities. The City appreciates this feedback and remains committed to watching conditions closely and designing streets that serve all Youngstown residents safely.</p>