



# David DeChristofaro, PE, PS

## Trumbull County Engineer

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**Gary Taneri PE PS**  
Chief Deputy/Administrator  
**Gary W. Shaffer PE**  
Deputy Engineer  
**Ken Stassinis**  
Highway Superintendent

April 27, 2026

Re: Comment Response - Trumbull County Traffic Signal Project  
Project No. TRU-Signal-Upgrades, PID 122870

Dear Neighbor or Interested Party,

This office, in cooperation with the Ohio Department of Transportation (ODOT), proposes to replace or remove the existing traffic signals at twelve (12) intersections along various routes in the Townships of Howland, Bazetta, Warren, Brookfield and Weathersfield, Trumbull County. At seven (7) intersections, the proposed project will replace existing traffic signals with new signals, improve signal phasing and implement other minor improvements. At the remaining five (5) intersections, these unwarranted signals will be completely removed and will become 2-way stop controlled intersections.

Existing signals will be replaced with new signals at the following seven (7) intersections:

1. Warren-Sharon Road and Brookfield Ave/Yankee Run Road
2. Warren-Sharon Road and Bedford Road SE
3. N River Road and N Park Ave
4. N River Road and Larchmont Ave NE
5. Salt Springs Road and Niles Carver Road
6. Salt Springs Road and W Liberty Street
7. Salt Springs Road and Ohio Machinery Boulevard (Petro Travel Center drive entrance)

Existing unwarranted signals will be removed and will become 2-way stop controlled at the following five (5) intersections:

1. Larchmont Ave NE and the eastbound State Route 5 entrance/exit ramp
2. Larchmont Ave NE and the westbound State Route 5 entrance/exit ramp
3. Larchmont Ave NE and the 7 17 Credit Union drive entrance
4. N River Road NE and the Aptiv parking lot drive entrance
5. Salt Springs Road and the Petro Travel Center truck lot drive entrance

Thank you for participating in the public comment period. Comments for this project were accepted until April 1, 2026. A summary of comments received and a response to these comments begins on the following page. For questions or concerns, please contact Gary Shaffer at [hwshaffe@co.trumbull.oh.us](mailto:hwshaffe@co.trumbull.oh.us) or 330-675-2640. Thank you for your involvement.

Sincerely,

David DeChristofaro, P.E., P.S.  
Trumbull County Engineer

## Warren-Sharon Road and Brookfield Avenue / Yankee Run Road Summary

Public sentiment shows a strong opposition to removing the Warren-Sharon / Yankee Run / Brookfield Ave traffic signal. Commenters raise safety-based concerns, describe personal experiences, or suggest other ideas instead of removing the signal and replacing with a 4-way stop. Residents with long histories in the area emphasize that conditions were significantly more hazardous before the traffic signal existed. Many commenters describe steep downhill approaches, poor intersection alignment, and poor sight lines, especially for:

- Drivers descending from the Warren-Sharon Road hill (from the east)
- Drivers turning from Yankee Run Road (from the north)
- Drivers turning from Brookfield Avenue (from the south)

After reviewing the public comments and additional discussion with the Ohio Department of Transportation, the traffic signal at the intersection of Warren-Sharon Road and Brookfield Avenue / Yankee Run Road will remain due to sight distance restrictions that are only correctable with a major intersection reconstruction project. A new traffic signal will be constructed at this intersection as part of the project.

Your comments have been reviewed by the project team. Comments and questions specifically concerning this intersection, and responses to those comments, are listed below:

### Warren-Sharon Road and Brookfield Ave / Yankee Run Road Comments/Questions:

1. Why is this traffic signal not warranted?
  - a. The Manual of Uniform Traffic Control Devices (MUTCD) governs traffic control devices across the country to ensure safety and uniformity. The manual contains nine warrants to determine whether an intersection merits consideration for a traditional traffic control signal based on the existing operations and safety of the study location. These warrants are primarily based on traffic volumes. The traffic volumes at this intersection are below the thresholds necessary to warrant a traffic signal.
2. Have you considered staggering the signal at this intersection?
  - a. Staggering, or split-phasing, of the traffic signal will be evaluated during design.
3. How and when was the traffic count/survey conducted?
  - a. A temporary video camera was installed at the intersection on Monday July 14, 2025, to record traffic movements. Traffic flow was then recorded on Tuesday July 15, 2025, from 7 AM to 7 PM. This video was processed to obtain hourly turning-movement traffic count data.
4. How will the 4-way stop perform in winter weather conditions? Will drivers be able to make it up the hill from a complete stop in the snow?

- a. All-way stop control performs the same as a red indication on traffic signals. As previously mentioned, the traffic signal at this intersection will be reconstructed as part of the project.
5. Will additional signage be added to slow drivers down before the 4-way stop?
  - a. As previously mentioned, the traffic signal at this intersection will be reconstructed as part of the project. The “signal ahead” signs will remain.
6. Will drivers obey/have the ability to stop at the stop signs given the existing conditions of the intersection?
  - a. Drivers are required to obey all traffic control devices. All-way stop control performs the same as a red indication on traffic signals. As previously mentioned, the traffic signal at this intersection will be reconstructed as part of the project.
7. Why not make the intersection into a roundabout?
  - a. A roundabout would require significant property impacts and costs. Roundabouts are often constructed to address congestion and elevated crash rates at intersections. These conditions do not currently exist at this location.
8. Can the intersection be turned into a 2-way stop instead?
  - a. No - based on our review of the intersection geometry and available sight distance, placing stop signs on just two of the approaches would not be safe. If stop signs were placed on the Yankee Run Road and Brookfield Avenue approaches, drivers of these vehicles would not be able to see approaching traffic far enough from the intersection to allow them to safely proceed through the intersection. Placing stop signs on the Warren-Sharon Road approaches and allowing Yankee Run Road and Brookfield Avenue traffic to free-flow through the intersection is not recommended due to the skewed alignments of these roadways.
9. Can the intersection be changed to a flashing red/flashing yellow light?
  - a. Installing a signal that flashed red on two approaches and yellow on two approaches is the same as converting the intersection into 2-way stop control. For the reasons explained in the response to question #8, this type of intersection control is not recommended.
10. Who is accountable if this change injures someone?
  - a. Drivers are required to obey all traffic control devices. Drivers not obeying the regulatory control devices that cause a crash would be liable for damages based on police reports and subsequent court findings.

11. I am concerned about the increased crash risk if the traffic light is removed.
  - a. Your concern is noted. The traffic signal is being retained at this intersection
12. I'm worried my home value will decrease if this negatively impacts safety in the area.
  - a. Your concern is noted. Property values are not expected to decrease because of this project.

**Other Intersection Comments/Questions:**

1. I am opposed to/concerned about the safety impacts regarding the removal of the signal at the Salt Springs Road/Petro Travel Center truck lot drive entrance.
  - a. During the preparation of the Traffic Signal Warrant report, we conducted a field visit to review site conditions and measure the available sight distance. The sight distance available to traffic making turning movements at this intersection exceeds the minimum required values to complete turning movements at non-signalized intersections.
2. Which intersections will be made a 4-way stop and which will be made a 2-way stop?
  - a. All intersections where traffic signals are being removed will become 2-way stops.
3. I think the N River Road NE/Aptiv parking lot entrance intersection should be made a 2-way stop, not a 4-way stop.
  - a. There aren't enough vehicles entering/exiting that drive to justify stopping N River Road. The initial press release incorrectly noted that the six unwarranted signals would become 4-way stop controlled intersections. All intersections where traffic signals are being removed will become 2-way stops.
4. Can the N River Road/Larchmont Ave NE signal cycle be extended to allow more vehicles through per cycle?
  - a. The signal timings at all intersections will be reviewed as part of this project, and adjustments may be made.
5. Yankee Run Road needs repaved.
  - a. Your comment is noted. Paving of Yankee Run Road is beyond the scope of this project.
6. Please remove/improve the signals at Elm/Gretchen, Dietz/Larchmont, Perkinswood/East Market.
  - a. The intersections of Elm/Gretchen and Perkinswood/ East Market are under the control of the City of Warren. These signals were recently

evaluated and determined to be warranted. The signal controllers and vehicle detection were upgraded at these intersections in 2023. The signal at Larchmont & Dietz will be upgraded as part of the Golden Triangle Infrastructure Improvement Project - Contract A. A contract for this work was awarded by the Board of Trumbull County Commissioners on April 8, 2026. Work is scheduled to be completed this year.

7. Does public opinion really matter? Will you ignore our input?
  - a. Public feedback is an important part of the Project Development Process. While we must consider things like safety, regulations, and technical details, the input we receive from the community helps us shape the final design to better address local concerns. We review all comments carefully, and some comments do influence our decisions. We appreciate taking the time to share your feedback.
  
8. Is the decision to remove these signals a political decision?
  - a. No, the decision to remove traffic signals is based on an engineering study following the Manual of Uniform Traffic Control Devices.