

# TRAFFIC COMMISSION

City of Findlay  
September 21, 2020

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## MINUTES

### **ATTENDANCE:**

**MEMBERS PRESENT:** Safety Director Paul Schmelzer, City Engineer Brian Thomas, Police Chief Robert Ring, Councilman Jim Slough.

**STAFF PRESENT:** Matt Stoffel, Public Works Superintendent; Tom DeMuth, Traffic Signal Supervisor; Jeremy Kalb, Assistant City Engineer; Kathy Launder, City Clerk.

**GUESTS PRESENT:** Councilman Grant Russel, Stephen Miles.

### **OLD BUSINESS**

#### 1. Request to review pedestrian safety downtown Findlay.

6/17/2019

Councilman Grant Russel stated that a resident that was struck in a crosswalk recently downtown approached him with ideas to make downtown streets safer for pedestrians. A suggestion is to make all intersections in Downtown Findlay "No Turn on Red." Also, installing left turn lights on all traffic lights Downtown. DeMuth stated that plans are already in place for traffic light upgrades which will include left turn lights on all intersections that have left turn lanes in Downtown. Director Schmelzer stated that we can look at the Capital Plan, and in the interest of pedestrian safety downtown, we can move the request for signal upgrades up on the list to have them completed sooner. Discussion regarding "No Turn on Red" during certain hours. Have not done research on other downtowns or how this affect the Uniform Traffic code. Used to be No Turn on Red prior to 2003. Director Schmelzer stated that it makes sense for special hours. May back up traffic. What do we want to do in the interest of pedestrian safety. See what introduction to no turn on red would make on stacking. Maybe not on Main Cross and Sandusky intersections, but all other intersections in downtown have the "No Turn On Red" designation. Have DGL take a look at. Demuth stated that if you can't see to turn right on red without entering into the crosswalk to see to turn, then it should be "No Turn On Red." Director Schmelzer stated this should be part of the criteria along with stacking. Director Schmelzer requested the Engineering Department to do a study on the intersections with the criteria and come back with a list of intersections and a map to determine where we want to introduce the No Turn On Red. If we don't have anything conclusive, then look at engaging DGL. Director Thomas will contact DGL for a cost to do the study, if needed.

Motion to review the Capital Plan as it relates to the traffic signal upgrades in Downtown to determine if those projects can be moved up in the schedule; have Engineering Department study each Main Street intersection in the Downtown using the two criteria for right turn on red: 1. Do you have to encroach into the crosswalk to make a decision as to whether or not it safe to move forward in your vehicle, and 2. Stacking, then bring it back for further discussion, by Director Schmelzer, second by Chief Dunbar. Motion passed 4-0.

7/15/2019

Remains tabled.

8/19/2019

Motion to lift from table by Director Thomas, second by Director Schmelzer. Motion passed 5-0.

Director Thomas stated that they looked at the intersections downtown, looked at which intersections if you stop at the stop bar you can see and which ones you can't when you turn right. Director Thomas will be checking on pricing with DGL to do a model regarding stacking with data relative to traffic counts that we collected for the Downtown project, provide level of service projections for those intersections if those movements are restricted.

Motion to table request, by Director Schmelzer, second by Chief Dunbar. Motion passed 5-0.

8/17/2020

Remains tabled.

9/21/2020

Motion to lift from table, by Director Schmelzer, second by Councilman Slough. Thomas stated that he received the scope back from DGL for a safety study on seven intersections downtown from Lima Avenue to Front Street to conduct traffic counts, analyze data, no turn on red. Cost of the study is \$15,000 for seven intersections and \$10,500 for four intersections. DGL will do the data acquisition and present us with a report that will allow us to examine what would happen with stacking on Main Street. Possible to pursue safety grant funding with results of safety study. Worth the cost to get answers and the potential of grant funding. Director Schmelzer believes the level of service at these intersections will go down if implement no turn on red. Have to have the study done before we can apply for the safety grant.

Motion to recommend the City of Findlay contract with DGL to perform the safety study of seven intersections to be able to answer questions with data to make determinations about whether or not there is anything the City of Findlay can do to pursue safety, by Director Schmelzer, second by Councilman Slough.

Discussion: There is money already budgeted for these types of studies. Will not need an appropriation.

Motion passed 4-0.

2. Request of Cathy Weygandt, 204 Greenlawn Avenue, for a traffic signal at Sixth Street and Washington Avenue due to concerns of pedestrian and cyclist trying to cross over Sixth Street.

8/19/2019

Lee Weygandt stated that it is difficult and dangerous to cross Sixth Street at Washington Avenue. Suggests installing a signal similar to the one at South Main Street and Baldwin Street, a traffic tripped light and a button to push for pedestrians. Some children cross there to get to Jefferson School. Would like a study done. Director Thomas stated that there are crosswalks there but no signal. Schmelzer wants to differentiate between how long you have to wait to cross a busy road and something we would put in place to actuate to stop traffic. Would take a look at adding a midblock crossing with signalization if a significant number of students cross there to get to Jefferson School. Would like to see what the changes look like around Jefferson School before making a decision. Will be doing additional monitoring in the area due to changes we are making around Jefferson School and will monitor this area as well.

Motion to table request pending additional investigation and analysis of the proposed changes of traffic patterns around Jefferson School, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

9/16/2019

Remains tabled.

10/21/2019

Director Schmelzer requested Chief Dunbar to place the camera trailer near the intersection of Washington Avenue and Sixth Street to monitor the number of cars and pedestrians at this intersection, and bring back results.

11/18/2019

Remains tabled.

12/16/2019

Chief Dunbar stated that the camera trailer has been set at the intersection of Sixth Street and Washington Street to monitor pedestrian and bicycle traffic traveling Washington Street across Sixth Street. The trailer has not been up long enough to gather sufficient information. Will have a report at next month's meeting. Item remains tabled.

8/17/2020

Item remains tabled.

9/21/2020

Motion to lift item from table, by Director Schmelzer, second by Thomas. Motion passed 4-0.

Director Schmelzer stated that he had officers monitor this intersection and he monitored this intersection. There is no data to support the addition of a traffic signal at this intersection. Motion to deny request for a traffic signal at the intersection of Sixth Street and Washington Avenue, by Director Schmelzer, second by Councilman Slough.

Discussion: Patrol monitored and never saw anything negative. Camera trailer footage didn't show anything negative. Pedestrian traffic was very low. No school children crossed at this intersection.

Motion passed 4-0.

3. Request of Sonja Huffman, Center Street Block Watch, to make the intersection of Center Street and Carnahan Street a four-way stop.

9/16/2019

Ms. Huffman stated that Findlay is growing and more people are going to Riverside Park. There are also more activities going on at Riverside Park than there used to be. Ms. Huffman stated that members of the block watch approve the intersection Center Street and Carnahan Street becoming a four-way stop. Director Thomas stated that the City does not install stop signs for speed control. Traffic warrants need to meet requirements for an intersection to become a four-way stop. Motion to obtain traffic counts for Center Street and bring back to Traffic Commission for consideration of a four-way stop at Center Street and Carnahan Street, by Chief Eberle, second by Chief Dunbar. Motion passed 3-0.

10/21/2019

Director Thomas stated that there is some merit to activity of summer vs. non summer traffic. Traffic counts will be taken as soon as able to do so.

8/17/2020

Item remains tabled.

9/21/2020

Motion to lift item from table, by Director Schmelzer, second by Chief Ring. Motion passed 4-0.

Thomas stated that traffic counts were taken. The traffic counts were not close to justifying implementing a four-way stop at the intersection of Center Street and Carnahan Street. The request was to assist with speed control. Chief Ring stated the Police Department can do some targeted enforcement in the area as needed. Stoffel stated that the traffic on this road has actually been heavier due to increased usage of Riverside Park due to the COVID-19 pandemic. Chief Ring stated that patrol officers monitored this area. The top speed was 36 miles per hour, 60 out of 125 cars were travelling between 25-36 miles per hour, two warnings were issued, no citations were issued. The City does not install stop signs for speed control.

Motion to deny request to make the intersection of Center Street and Carnahan Street a four-way stop, by Director Schmelzer, second by Chief Ring. Motion passed 4-0.

4. Request of Dave Honse and Jeremy Kalb to make West Pine Street one-way going east after reconstruction of the street due to safety concerns.

8/17/2020

Kalb stated that West Pine Street is a very narrow street. Street Department was getting ready to resurface the street. In looking at the sidewalk, there were multiple cars parked across the sidewalks. The street would be paved up to the sidewalks, however there would be three AEP poles in the roadway if we were to do that. The road is only 18 feet wide and it is currently a two-way street. Kalb is meeting with AEP to discuss relocating the AEP poles back behind the sidewalk. If they can't relocate them, then the plan is to turn West Pine Street into a one-way eastbound with a 12 foot driving lane and an 8 ½ foot area on the south side that would be the pedestrian walk route as well as undesignated parking. This plan allows for the AEP poles to be out of the roadway. Chief Eberle suggested to change it to westbound. Kalb will also get letters out to the residents to get their opinions on the change.

Motion to approve making West Pine Street one way after reconstruction, by Councilman Slough. Director Thomas suggested that we should wait for response from AEP before moving forward. Thomas stated that if AEP is willing to move the poles that would be better. Also, without having sent any letters out to residents/homeowners of the proposed change. Chief Eberle inquired if AEP will move the poles is there enough room to keep it two-way. Kalb stated that it will still be narrow, and will still have the issue of people parking over the sidewalk. The sidewalk should be removed since it is illegal. If we put curb in, the residents will be upset that we took away parking. With the street being changed to one-way that allows the paved walking/parking area to be installed. Chief Ring and Chief Eberle would prefer the one-way to be westbound vs. eastbound. Motion dies for lack of second. Kalb stated that if AEP comes back and they say they can move the poles, then will come back with a new plan showing what that would like.

Motion to table request by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

9/21/2020

Kalb stated that letters have been sent to property owners and flyers have been placed on doors of residents. The City has not received any responses from these letters and flyers. Kalb stated that AEP says it will be tough to move the poles back; still waiting to hear a definite answer. If AEP will move the poles, they may charge the City to do so. The sidewalk is not to ADA code. Kalb stated that we need to pave the street by the end of October. Kalb stated that we can go ahead and pave the street and stripe it and sign it later, however the poles will be in the roadway and will cause a hazard if there is no striping. Since Kalb hasn't heard any opposition, it is recommended to move forward with changing West Pine Street to one way going westbound. Motion to change designation of West Pine Street to one way westbound and add striping to delineate safe vehicle passage, by Director Schmelzer, second by Councilman Slough. Additional Discussion: put some kind of striping down to delineate safe passage of a vehicle. Based on public feedback of one way street, we can decide where striping is located after the road is paved. Motion passed 4-0.

## NEW BUSINESS

1. Request of Stephen Miles, 143 Rutherford Avenue, for a "No Trucks" on Rutherford Avenue off Main Street.

Stephen Miles explained that trucks have been missing the entrance to ValFilm and turning onto Rutherford Avenue. When the trucks discover there is no turn around, they back down the road and onto Main Street causing a hazard. Mr. Miles reported that his parked vehicle has been hit by these trucks in the past. They have also turned around on Terrace Lane damaging property.

Motion to approve request for "No Trucks" sign(s) – leave up to engineering and Street Department to place appropriate signage to mitigate trucks turning onto Rutherford Avenue, by Director Schmelzer, second by Councilman Slough. Motion passed 4-0.

With no further business to discuss, the meeting adjourned. The next meeting of the City of Findlay Traffic Commission will be held on Monday, October 19, 2020, at 2:30 p.m. in the third floor conference room of the Municipal Building.

Respectfully submitted,

Kathy K. Launder  
City Clerk