

# TRAFFIC COMMISSION

City of Findlay  
November 19, 2018

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## MINUTES

### **ATTENDANCE:**

**MEMBERS PRESENT:** Safety Director Paul Schmelzer, Service Director/Acting City Engineer Brian Thomas, Fire Chief Josh Eberle, Police Chief John Dunbar, Councilman Jim Slough.

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

**GUESTS PRESENT:** Tom Drake, Drake Law Firm; David Owens, Mallett Enterprises; Jason Fletcher, Lowes Distribution Center; Jen Fulton, Buggy Whip Bakery; Bill Johns; Grant Russel.

### **OLD BUSINESS**

1. Request of Tom DeMuth, City of Findlay Traffic Signal Supervisor, to review the crosswalk signalization across Lima Avenue at Cooper Tire & Rubber Company leading from their corporate offices to their parking lot due to ailing equipment needing repaired or replaced.

4/16/2018

DeMuth stated that the traffic signal equipment at Cooper Tire was installed in 1993. The hardware is wearing out and it is outdated equipment. In lieu of spending money to update the light, DeMuth suggested that it be converted to a regular crosswalk like West Main Cross Street. Schmelzer stated that an RFB similar to West Main Cross Street is no longer recognized under the Uniform Traffic Code. DeMuth stated that if it is not a federal or state highway, should be able to use the RFB. Not a traffic control device just an enhancement. Option A is to just stripe a sign the crosswalk. Option B is to install a HAWK device or overhead light. Option C is to replace the existing. Schmelzer stated the cost of this type of device is born by the entity that needs it. Cooper Tire needs to pay for a HAWK system or traffic signal or we will put back to a crosswalk. DeMuth stated that they will not be happy with a HAWK system. Schmelzer stated that he will talk with Cooper Tire about cost of traffic signal after DeMuth gets actual costs.

08/20/2018

Schmelzer forwarded to Cooper and has not heard back.

11/19/2018

Motion to lift item from table, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

Director Schmelzer has been emailing Cooper Tire and has not heard back from Cooper Tire as to what they want to do.

Motion that if the traffic signal at the crosswalk across Lima Avenue at Cooper Tire Corporate offices begins to fail or is unsafe that the City replaces it with an unsignalized crosswalk unless Cooper Tire comes forward, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

2. Request of Michael Chiarelli, Kan Du Group located at 17728 County Road 99, Findlay, for a traffic signal facing north at Speedway Drive to allow motorists to safely be able to turn left (east) from their facility as well as Flashover Sports.

4/16/2018

Chiarelli stated that the Kan Du Group is the former Blanchard Valley Industries and moved to a County Road 99 location. It serves adults with disabilities. There will be 45-50 adults on location at a time. There is a concern of the safety of turning left out of the drive onto CR 99. A traffic signal would allow a safer turn. The entrance to the facility will be moved to line up with the existing traffic signal.

Schmelzer stated that usually the organization requesting an additional traffic signal would be responsible for the cost to purchase and install the signal. There may be grants or government funds available to cover the cost. Having a traffic signal there may spark additional development. Cost to install a new signal would be approximately \$15,000 if have to purchase all equipment. Schmelzer stated that if the owner moves the drive the City would pay for the signal. Chiarelli stated that the owner is aware that they would have to move the entrance.

Motion to table request pending further discussion regarding combining the driveways, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

8/20/2018

Schmelzer met with property owner. Doubt we will do anything there very soon. Keep on the agenda.

11/19/2018

No new information

### 3. Request of Councilman John Harrington to review the traffic pattern around Jefferson School.

5/15/2017

Acting Chief Dunbar stated that he has assigned the Special Assignment Unit to review the traffic pattern around Jefferson School. They are to have their report completed by May 24, 2017, to bring back to Traffic Commission. It is suggested to reach out to Dennis McPheron to attend the next meeting when it is discussed.

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

06/19/2017

Chief Dunbar stated that Sgt. Brian Dill with the Special Assignment Unit reviewed the area for best options for traffic pattern around Jefferson School. He spoke with school personnel as well as the residents in the area. The following are several proposals for consideration:

- A. Remove the No Parking restriction on Seventh Street between S. Main St. and Maple Ave. to allow for additional stacking.
- B. Make Washington Ave. between Sixth St. and Seventh St. No Parking during school hours.
- C. Make Maple Avenue between Seventh Street and Fairlawn Place one-way going southbound allowing two lanes of stacking.
- D. Make Fairlawn Place from Maple Ave. to Washington Ave. No Parking during school hours.
- E. Maple Avenue between Fairlawn Place and Pearl Street has already been made No Parking Any Time on both sides of the street.

Schmelzer requested that Chief Dunbar develop a map with the recommendations and forward to the Superintendent of Findlay City Schools for review. The net benefit of these recommendations is to get cars off of Sixth Street and increase bus maneuverability on Fairlawn Avenue.

Motion to have the Engineering Department create an exhibit to reflect proposals A, B, C, and D from Special Assignment Unit, and forward to Ed Kurt, Superintendent of Findlay City Schools, and Jefferson School Principal for review, by Director Schmelzer, second by Councilman Monday. Motion passed 5-0.

08/20/2017

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

Director Schmelzer reported that Findlay City Schools Superintendent Ed Kurt stated that it is very difficult to make any changes to traffic patterns around schools during the school year. Superintendent Kurt stated that they would continue to monitor the traffic around the school throughout the year and, if necessary, make a change at the beginning of the summer to get resident acclimated and then parents. The Principal of Jefferson School stated that the double stacking on the one way of Maple Avenue is not a safe idea. Will look at periodically throughout school year with school staff and take notes.

Motion to table item and evaluate traffic patterns throughout the school year, by Director Schmelzer, second by Director Thomas. Motion passed 4-0.

Schmelzer stated that a map was put together based on Police Department recommendation to the school. Have not heard back from Superintendent Ed Kurt or Dennis McPheron.

Motion to lift off table, by Schmelzer, second by Thomas. Motion passed 4-0.

Discussed plan.

- A. Remove parking restriction on school days south side of Seventh Street east of the first north/south alley
- B. Make a no parking zone on Washington Ave. between Sixth St. and Seventh St.
- C. Change Maple Ave. from Seventh to Fairlawn to a one way in southbound direction to create a row of parking on the west side and bypass lane on the east side
- D. No parking on Fairlawn

Modify map per discussions for next meeting. Will then give to Findlay City Schools to have them review recommendations.

Motion to table, by Schmelzer, second by Chief Eberle. Motion passed 4-0.

9/17/2018

Thomas stated that the Engineering Department is in the process of modifying the map.

10/15/2018

Waiting to hear back from school.

11/19/2018

Motion to lift item from table, Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

Director Schmelzer passed around an updated map. Director Schmelzer talked with Dennis McPheron of Findlay City Schools. McPheron talked about changing the bus drop off to Seventh Street. It is suggested that we change Seventh Street to No Parking Any Time During School Hours on the south side of Seventh Street; No Parking During School Hours on both sides of Washington Avenue from Seventh Street to Sixth Street; No Parking Any Time on Seventh Street from Main Street to first alley; Maple Avenue one way southbound; Fairlawn No Parking During School Hours-it will become the primary drop off parents on the street instead of Seventh Street; keep No Parking Any Time on Maple Avenue south of Fairlawn.

Bus travel will be from Main Street, head east on Seventh Street and then north on Washington Avenue.

Director Schmelzer stated that he will have the map cleaned up and get it back to Dennis McPheron for the school to review. If there are any changes, the school will bring it back to Traffic Commission.

Motion with minor adjustments present this plan back to the school for consideration, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

4. Request of Jeremy Kalb, Engineering Department, to change the first alley east of Main Street from E. Main Cross St. to E. Sandusky St. to one way southbound.

8/20/2018

The request to change the direction of the alley to one way south is so that access to the parking garage can be maintained when East Crawford Street is closed for events. This request was made by a business owner. Chief Eberle suggested that we contact the other business owners in the area to get their opinion.

Motion to table, by Chief Eberle, second by Chief Dunbar. Motion passed 3-0.

9/17/2018

No new information.

10/15/2018

Motion to lift item off table, by Director Thomas, second by Councilman Slough. Motion passed 4-0.

Tom Drake stated that a representative of the City talked with Amy Hackenberg of First Federal Bank, about a year ago about changing the direction of this one way alley. No one came to talk with them recently. They are opposed to changing the one way direction of this alley. It would be inconvenient for the folks who come to the building and park in its parking lot to have to turn the opposite direction to exit. It would be very inconvenient not to be able to exit onto East Main Cross Street, having to exit onto East Crawford Street and fight traffic around the block back to Main Cross. Request additional time to discuss options.

David Owens, President of Mallet Enterprises, stated that whenever East Crawford Street or Main Street closes for an event or construction, it cuts off access to the businesses on East Crawford Street due to it being one-way. The alley from Sandusky to Crawford is oftentimes blocked with delivery trucks.

Motion to table request for further discussion, by Director Thomas, second by Councilman Slough. Motion passed 4-0.

11/19/2018

Director Paul Schmelzer excused himself for discussion on this item.

Motion to lift item from table, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

Tom Drake from Drake Law Firm stated that he had a chance to meet with David Owens of Mallet Enterprises after the last Traffic Commission meeting, and was able to see his position better. Drake sympathizes with their issue. The City made E. Crawford one way eastbound which denies access to the parking garage when S. Main and E. Crawford Streets are closed. The suggested cure of changing the direction of the alley to one way southbound is just as bad as the problem of the one way on East Crawford. E. Crawford was not a busy street when it was made one way, but in the last the last couple years, we have seen quite a few healthy businesses locate to E. Crawford to the betterment of everyone. The problem remains that the parking garage essentially shuts down access when S. Main Street and E. Crawford closes, which is adversely impacted a few days a year. The proposed solution of changing the direction of the one way alley will adversely affect approximately 39 employees daily, 260 or more days a year, not counting Saturday bank hours, and those who work on Saturdays or Sundays. To exit the parking lot instead of going to the alley and turning left and then up to Main Cross, we would have to turn right down the alley to Crawford and then left to East Street, at key times try to fight the Marathon employee traffic to turn left onto East Street to get to Main Cross and wait for the 5-way light to finally get onto Main Cross. This will be inconveniencing a lot of people a lot of days of the year. Problem started when City eliminated 2-way traffic on E. Crawford. A less onerous remedy would be to restore E. Crawford to two-way traffic. Would like to know how many parking spaces would be lost before commit to being in favor of switching back to 2-way traffic. Drake stated that they opened up their parking lot in the evenings and weekends for public parking use which has more parking spaces than what would be lost on E. Crawford if it were returned to 2-way traffic. Drake stated that on behalf of the Drake Law Firm Properties he requests that the City deny the request for the change in direction of the one way alley.

David Owens of Mallet Enterprises stated that he does agree with returning East Crawford Street to two-way traffic. Having East Crawford Street as a one-way is a pain not just when E. Crawford is closed. Owens stated that the alley going northbound from Sandusky to Crawford is an accident waiting to happen. When you turn north on the alley off Sandusky and realize it is blocked with a delivery truck, it is very difficult to back out of the alley onto Sandusky. Turning southbound into the alley off Main Cross Street is wider. There are three bollards hindering the right turn out of the Drake Law Firm Properties parking lot, not a telephone pole. Would like to renew request to change the direction of the one-way alley from Main Cross Street to Sandusky Street from northbound to southbound.

Drake stated that at the time the City changed Crawford Street to one-way traffic it worked, but now is detrimental to businesses on East Crawford Street. If we are trying to entice businesses to the community but creating barriers, then we are doing a disservice. Chief Eberle stated that he would like to see the net parking effect if we are considering reverting back to two-way traffic on East Crawford Street.

Chief Dunbar stated that if we are seriously considering changing East Crawford Street, then we should not change the direction of the alley. Chief Eberle stated that the circumstances have changed on East Crawford Street. Need to leave alley alone.

Motion to deny the request to change the first alley east of Main Street from E. Main Cross St. to E. Sandusky St. to one way southbound with the stipulation that the Engineering Department draw up plans for changing East Crawford Street back to two-way traffic, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

5. Request to consider removing traffic signal at Lake Cascades and Western Avenue.

9/17/2018

This item has been briefly discussed before. The traffic signal at the intersection of Western Avenue and Lake Cascades Parkway is failing. The cabinet and controller is also failing. Thomas stated that traffic counts did not meet warrant for traffic signal to remain. Engineering Department recommends to remove traffic signal and install stop signs on Lake Cascades Parkway. Western Avenue traffic will not stop. There are currently no sight issues. This may change if the southwest corner is developed. Chief Dunbar stated some concerns with the curve from Lake Cascades Parkway onto Western Avenue remaining a Yield. He proposes to eliminate the curve. Another suggestion was to replace the Yield with a Stop Sign. It is proposed to have Western Avenue as a thru street, have traffic on Lake Cascades Parkway stop at Western Avenue, keep yield sign at curve. Flash for two weeks on yellow for Western Avenue, red for Lake Cascades Parkway, then bag the traffic signals. If there are no concerns after this period, then come back for official determination of removing traffic signals. Motion to table and bring back to the Traffic Commission after review of the traffic pattern of the yield sign at the curve, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

10/15/2018

The traffic count in this area showed that there is not much traffic. Need to look at traffic that uses the right turn curve with the yield sign.

11/19/2018

No new information

6. Request of Councilwoman Holly Frische to look at the need for a traffic signal at the intersection of Deer Ridge Drive and East Melrose Avenue.

9/17/2018

Thomas stated that the last traffic count done was in 2015. The average daily total did not meet the warrant for a traffic signal. With the new apartments going in on the north side of Melrose Avenue, there will be an increase in traffic. Deer Ridge is a private drive. A new signal will cost approximately \$150,000. Recommend get current traffic counts after the apartments are built and occupied. Motion to table until traffic counts are obtained, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

11/19/2018

Traffic counters have not been placed yet.

## NEW BUSINESS

1. Request to consider a mid block crossing across Jacobs Avenue to line up with the entrance of the school.

Director Schmelzer stated that we had talked about this before. This area would not comply with the requirements for a mid block crossing according to the Mid Block Crossing Policy. Jacobs School tries to keep traffic moving during drop off and pick up times. This would slow it down. There are only eight houses that would benefit from this crossing.

Motion to deny request for a mid block crossing across Jacobs Avenue to Jacobs School, by Director Schmelzer, second by Chief Dunbar. Motion passed 5-0.

2. Request of Jason Fletcher, Lowes Distribution Center, for an upgrade to the existing traffic signal at the intersection of County Road 212 and McLane Road to add left turn signals for north/south traffic.

Jason Fletcher of Lowes Distribution Center stated that since McLane and Campbell opened there has been a lot more traffic at the intersection with County Road 212 and McLane Road. He asks that a left turn and left turn signal be added to this intersection to ease traffic flow. Stoffel stated that he thinks that it can be done with existing pavement and equipment.

Motion for Traffic Lights to examine if have infrastructure to install a left turn lane and left turn signal at the County Road 212 and McLane Road intersection, if there isn't sufficient infrastructure to itemize cost to install said left turn lane and signal, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

3. Request of Dale Rieman, 718 Deer Valley Court, to increase the speed limit to 45 miles per hour on County Road 236 from State Route 224 to State Route 12 and on Bright Road from

State Route 12 to County Road 212.

Director Schmelzer stated that we will discuss the request in two parts.

County Road 236 is a residential area with only one traffic signal between State Route 224 and State Route 12. Due to intersecting points, would mitigate us from increasing the speed limit in this area.

Motion to deny request for an increased speed limit on County Road 236 from State Route 224 to State Route 12 barring any information from the Engineering Department that would mitigate the 35 mile per hour speed limit for the number of residential access points on County Road 236, by Director Schmelzer, second by Chief Dunbar. Motion passed 5-0.

Similar issues apply to Bright Road from State Route 12 to County Road 212 regarding number of intersections. The public entrance to Owens Community College is also in this area. Director Schmelzer stated that he understands why people think it's crazy that it is 35 mile per hour, but don't think traffic code will allow for a speed limit increase.

Motion to deny request for an increased speed limit on Bright Road from State Route 12 to County Road 212 barring any information from the Engineering Department that would mitigate the 35 mile per hour speed limit for the number of residential access points on County Road 236, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

4. Request of Jen Fulton, Buggy Whip Bakery, East Sandusky Street, to make the parking spaces on the north side of the first block of East Sandusky Street 15 minute parking.

Jen Fulton of Buggy Whip Bakery asks that the parking spaces on the north side of the first block of East Sandusky Street be made 15 minute parking. Most of the businesses along this area have quick in and out business. The businesses along the north side have signed a letter agreeing to have the parking spaces be made 15 minute. Have only talked with the businesses on the north side of E. Sandusky.

Schmelzer stated that there is already one 15 minute parking space just east of the curb cut. Russel requested that we put "during business hours" on the 15 minute parking sign so that the 15 minute parking is restricted to just while the businesses are open. Schmelzer stated that he would be inclined to change some of the parking spaces to 15 minute parking, but not all of them.

Motion to change current 15 minute parking space on East Sandusky Street just west of Beech Street back to 2 hour parking and make three parking spaces just west of the parking lot at 124 East Sandusky Street 15 minute parking with appropriate signage changes, by Director Schmelzer, second by Director Thomas. Motion passed 5-0.

With no further business to discuss, the meeting adjourned. The next meeting of the City of Findlay Traffic Commission will be held on December 17, 2018 at 2:30 p.m. in the third floor conference room of the Municipal Building.

Respectfully submitted,

Kathy K. Launder  
City Clerk