

# TRAFFIC COMMISSION

City of Findlay  
July 18, 2022

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## MINUTES

### **ATTENDANCE:**

**MEMBERS PRESENT:** Service-Safety Director Rob Martin, City Engineer Jeremy Kalb, Police Chief Robert Ring, Fire Chief Josh Eberle.

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

**GUESTS PRESENT:** Edith Wannemacher

### **OLD BUSINESS**

1. Request for review of the Center Street corridor as it relates to traffic flow, speed, barriers for safety as well as sound, and pedestrian crossings.

11/15/2021

Director Martin stated that a group of residents of the Center Street corridor requested a review of the corridor as it relates to traffic flow, speed, barriers for safety as well as sound, and pedestrian crossings.

Kalb stated that he has traffic counts from Ohio Department of Transportation (ODOT) for Center Street from railroad tracks to Main Street and Tiffin Avenue from Blanchard Street to the split. Currently getting counts for Center Street. Director Martin stated the plan is to get traffic counts and analyze the data. Then discuss what next steps are. Are there things we can do or do we hire an outside source to do a traffic study? Kalb stated that looking at traffic counts from ODOT, on Tiffin Avenue east of Blanchard Street was 18,000 cars per day, on Center Street between the railroad tracks and Main Street was 8,000 cars per day. Kalb is working on ideas, but waiting for traffic counts to come in first. Director Martin stated that the recommendation is to table the request until we are able to get the traffic counts in and analyze the data.

Motion to table request, by Councilman Slough, second by Kalb. Motion passed 5-0.

12/20/2021

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

Kalb stated that traffic counts on Center Street from Tiffin Ave. to Blanchard Street westbound was 300 vehicles and eastbound was 800 vehicles. Looking at the safety of those travelling eastbound from S. Main St. and speeding over the railroad tracks to go straight to this area of Center St. Kalb drew up a sketch of what it would look like if a 90° turn was put in to enter onto Center Street at Tiffin Avenue rather than being able to drive straight through. There are no barriers available to slow people down in the area of the railroad tracks. The only thing to really do is to have a safety study done that will cost about \$100,000. Chief Ring suggested we try something more simple with signage that there is a curve ahead especially westbound. Kalb stated that traffic counts at Blanchard and Tiffin Avenue has 18,000 vehicles, and the railroad tracks to Main Street has 8000 vehicles. Director Martin asked if we should look at some signage before we make any significant changes. Kalb stated that in order to get any funding from the State to make changes, a safety study would have to be conducted.

Chief Ring stated that changing Center Street to a 90° turn will slow eastbound traffic, but will do nothing for westbound traffic where most of the issues occur with vehicles running into houses. Rayle asked if raising the pavement on the other side of the railroad tracks to make less of an incline over the tracks would help. Kalb stated that there is a lot of coordination with the railroad company that would need to be done. Kalb further stated that if that comes up in the safety study there is the potential to secure safety funds to pay for it. Director Martin stated that it all comes back around to a safety study. Kalb stated that it is a lot of money, but we collect a lot of data and are then eligible for safety funds.

Signage suggestions: dangerous curve sign with 25 MPH speed designation, chevrons on guardrails or reflectors.

Motion to install dangerous curve signs with railroad and a 25 MPH designation for both directions on either side of the railroad tracks on Center Street and to install chevrons on guardrails on Center Street near railroad tracks, by Chief Ring, second by Kalb. Motion passed 4-0.

Motion to table Center Street corridor discussion, by Chief Ring, second by Kalb. Motion passed 4-0.

2/22/2022

No action taken

3/21/2022

Kalb stated that a safety study is budgeted this year. The study is scheduled to be performed this fall.

7/18/2022

Kalb stated that he went to ODOT Safety Board to request suggestions for this area. The City has already completed the items they have suggested such as signage for the curve and railroad and reducing the speed limit.

2. Request of Dustin Rice, 1310 Amelia Avenue, to make the intersection of Amelia Avenue and Fourth Street a three-way stop due to excessive speeding in the area.

5/16/2022

Rayle stated that traffic counts/speed detection were done in this area previously, however, the data was lost due to technical issues. From what he recalls, there was no excessive speeding except for a couple outliers. Director Martin stated that the purpose of stop signs is not for regulating speed. Chief Ring stated that the Police Department has done extra patrols in the area, but there was nothing to enforce. Director Martin stated that we should get

current traffic count/speed data. Public Works will place the equipment out for one week in stealth mode and one week in regular mode to gather speed and traffic count data and then will bring a report back to Traffic Commission.  
Motion to table request until current speed and traffic count data are gathered, by Councilman Slough, second by Director Martin. Motion passed 3-0.

7/18/2022

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

It is .1 miles on Amelia between the stop sign at Fifth Street and Fourth Street and another .1 miles between Fourth Street and Blanchard Avenue. Based on the close proximity to stop signs and the results of the traffic and speed data collected, additional stop signs are not warranted.

Motion to deny request to make the intersection of Amelia Avenue and Fourth Street a three-way stop, by Kalb, second by Ring. Motion passed 4-0.

3. Request of Jack and Jeanne Wasbro, 1979 Old Mill Road, to make the remainder of Cherry Street from Factory Street to Main Street one way eastbound due to excessive traffic and excessive speeding.

Jack Wasbro requested solutions to discourage through traffic from traveling down Cherry Street from Tiffin Avenue to N. Main St. Larry Cramer stated that most motorists on Cherry Street are using it as a short cut. Director Martin stated that making Cherry Street a one way is not the answer. Stoffel stated that he can place the speed/traffic count equipment out for one week in stealth mode and one week in regular mode to gather speed and traffic count data and then will bring a report back to Traffic Commission.

Motion to table request until current speed and traffic count data are gathered, by Councilman Slough, second by Chief Ring. Motion passed 3-0.

7/18/2022

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

Director Martin stated that there was no significant excess speed data collected. The traffic count volume was significant. Kalb stated that Cherry Street is a public road. It was designed for vehicle traffic. To reverse the direction of the one way on Cherry Street because there is significant traffic is not a viable reason. Also, the City of Findlay would have to spend a significant amount of money to reconfigure the intersection at Tiffin Avenue to accommodate traffic moving eastbound. Traffic and speed data do not warrant reversing the one way. Director Martin suggested to do some targeted enforcement to reduce the outliers of speed. There have not been many, if any, accidents on Cherry Street to warrant changing the direction of the one way on Cherry Street.

Motion to deny request to make Cherry Street one way eastbound from Factory Street to Main Street, by Director Martin, second by Chief Eberle. Motion passed 4-0.

## **NEW BUSINESS**

1. Request of Diane Boguski, 1920 Palmer Drive, Findlay, Ohio, to replace the traffic signal at the intersection of Western Avenue and Lake Cascades Parkway.

Edith Wannemacher stated that she travels Lake Cascades Parkway to Western Avenue frequently. She has witness numerous near misses at this intersection due to visibility issues while looking south as well as the speed of motorists travelling Western Avenue. Kalb stated that the Lake Cascades sign is potentially in the line of sight and the grassy hill is on the verge of being in the line of sight. Currently the traffic counts do not warrant a traffic signal at this intersection. Kalb stated he can have a traffic study performed by City staff of this area. After the study is complete, a decision can be made regarding how to address the issues at this intersection.

Motion to deny request to replace the traffic signal at the intersection of Western Avenue and Lake Cascades Parkway, by Kalb, second by Ring. Motion passed 4-0.

Motion to have City of Findlay Engineering Department perform a traffic study of the intersection of Western Avenue and Lake Cascades Parkway and bring results back to Traffic Commission to review, by Kalb, second by Martin. 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 August 15, 2022, at 2:30 p.m. in the third floor conference room of the Municipal Building.

Respectfully submitted,

Kathy K. Launder  
City Clerk

*Traffic Commission*