

# TRAFFIC COMMISSION

City of Findlay  
June 17, 2024

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## MINUTES

### **ATTENDANCE:**

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

**STAFF PRESENT:** A.J. Copus, Public Works Supervisor; Don Rasmussen, Law Director; Kathy Launder, City Clerk.

**GUESTS PRESENT:** Emily Haag, Gary Schultz, Dustin Rice, Dan Delong

### **OLD BUSINESS**

1. Request of Dustin Rice, 1310 Amelia Avenue, for solutions to persistent speeding on Amelia Street.

4/15/2024

Rice stated that motorists going high rates of speed on Amelia Avenue south of Blanchard Avenue has been ongoing since 2017 when he moved there. When the speed trailers are brought out, motorists slow down and when they are removed, motorists speed back up. Rice understands that the City does not allow speed bumps in the roadway. In reference to the suggestion of a three-way stop at Amelia Avenue and Fourth Street, Director Martin explained that the science behind placing stop signs is that you put stop signs in for maneuverability, not to slow traffic. Human nature is to have a tendency to speed up between stop signs or miss them completely, and it gives the pedestrian a sense of false security. Kalb stated other options are narrowing concepts to slow traffic, but concerned about how wide the street currently is and do not want to narrow too much and cause head on collisions. Director Martin stated that the City has been working through all the scenarios to try to come up with a solution. Kalb stated that traffic coming off of Blanchard Avenue have an easy turn onto Amelia and do not have to slow down as much and can get back up to speed much quicker. He suggested that a slight reconfiguration of the Blanchard Avenue/Amelia Avenue intersection to tighten up the radius to make traffic turn at a sharper degree than what is currently there may help to slow traffic coming off of Blanchard Avenue. Chief Mathias suggested to periodically post the speed trailers. Rice stated that the Police Department is welcome to park in his driveway to monitor traffic. Copus stated they can attach the small radar collection sign to a signpost to collect data rather than use the large trailers. The radar will run one week without displaying speed, but will collect data, and then run one week displaying the speed while continuing to collect data. Kalb stated that this data will help support a decision to place stop signs.

Motion to post radar collection unit to collect speed data for two weeks, evaluate curb bump out options on Amelia and Blanchard, and table request until data is evaluated, by Director Martin, second by Councilman Bauman. Motion passed 5-0.

06/17/2024

Director Martin reviewed the speed data results from the radar collection unit. He stated there a couple outliers, but the majority of motorists are complying with the speed limit. These results do not warrant a stop sign. Kalb stated that he attended a seminar regarding traffic calming measures on residential roads. Suggestions from the seminar include putting a curve in the road creating choke points or installing a mini roundabout. Kalb stated that due to the results of the radar collection, he recommends to not place stop signs, but get feedback from the residents on the street for traffic calming solutions. He stated that the City will send out letters to all residents on the street to get feedback. He further stated that there is a decent amount of right-of-way to work with and no truck traffic to contend with. Engineering Department will work with the neighborhood for solutions.

### **NEW BUSINESS**

1. Request of Natalie Weigers for a No Truck signs on W. Melrose Avenue at North Main Street and at Broad Avenue.

Chief Mathias stated that truck traffic is a real concern on W. Melrose Ave. during the week during the daytime. There is a No Truck sign at Trenton Ave. and Broad Ave. but not Bigelow Ave. and Broad Ave. Director Martin stated that W. Melrose is clearly residential and not built for heavy truck traffic. Kalb agreed that this should not be a truck route.

Motion to install No Truck signs on W. Melrose Ave. at N. Main St. and at Broad Ave., by Chief Eberle, second by Kalb. Motion passed 4-0.

2. Request of Emily Haag and Gary Schultz for a traffic signal at the intersection of East Sandusky Street and Fishlock Avenue.

Emily Haag stated that the intersection of East Sandusky Street and Fishlock Avenue is a real bad intersection especially in the morning and evening trying to turn off Fishlock Ave. onto E. Sandusky St. During events at the fairgrounds, they place a large sign at this intersection and it is hard to see around. Gary Schultz stated that the issue is more prevalent during rush hour. Motorists have to drive out into the crosswalk in order to see to turn left onto E. Sandusky St. Schultz also stated that it is also difficult to turn left onto Fishlock Ave. off E. Sandusky St. There is also an issue with bicyclists trying to cross E. Sandusky St. to get to the north side that has sidewalks out to Bright Road to get to the Greenway Trail. There is no place to safely cross E. Sandusky St. except at Osborn.

Director Martin stated that he had Police Chief Mathias pull a report of accidents from 2019 to present. From this time period there have been five accidents, one accident per year at this intersection. Chief Mathias stated that one accident was property damage only, two were possible nonvisible injuries, and two were minor visible injuries. Chief Mathias further stated that three of them were rear ended from folks stopping to turn and the others were tbone accidents. Chief Eberle stated that he personally dislikes this intersection and tries to avoid it. In theory he is not opposed to the traffic signal idea. However, having two traffic signals in close proximity is problematic as well. Kalb stated that the results of the traffic study completed in 2021 when the whole corridor was studied, during that time looking at the traffic counts, the State Route 568 numbers went up and the Fishlock Avenue numbers went down. Based on the traffic study, this intersection does not meet the warrant for a traffic signal.

The intersection was rated at a level of service of D in the peak hours. It is expected in 2046, it will worsen to an E. From the study that was completed in 2021, it was suggested not to put a traffic signal at this intersection because of the coordination in that corridor that it will impede the traffic of State Route 568 coming through there. Kalb stated that with an intersection study, you have to track counts for every hour, turning movement for every hour, etc. Kalb stated that the 2021 study is still within standards. Kalb stated that we can get straight traffic counts to make sure the Ohio Department of Transportation's (ODOT) numbers are accurate. ODOT does traffic counts each year on State Route 568/E. Sandusky St. and Fishlock Ave.

Kalb stated that we cannot install a traffic signal where it is not warranted. This would be a liability for the City. There isn't enough turning movements coming into a major highway to warrant a signal. Director Martin inquired if reducing the speed limit to 25 MPH through that area would help. Kalb stated that the best thing is to install a turn lane, but there isn't enough right-of-way. Kalb stated that he has to follow the Ohio Manual of Uniform Traffic Control Devices (MUTCD) and follow the data. Kalb stated that he is not sure why the traffic signal at Osborn was installed. It is not warranted. It would cause an adverse effect if it was removed though.

Chief Eberle and Director Martin both stated concerns about pedestrian crossing E. Sandusky St. Kalb stated that with the funds the City has through ARPA for a sidewalk program, one of the areas that the City is looking at is to extend sidewalks on the south side of E. Sandusky Street to Hunters Creek Drive and adding a rapid flashing beacon (RFB) signaled crosswalk across E. Sandusky Street.

Kalb stated that a traffic signal at E. Sandusky St. and Fishlock is not the solution, not sure what is. Chief Eberle stated that it is not an easy solution.

Motion to deny request for a traffic signal at the intersection of East Sandusky Street and Fishlock Avenue at this time, by Kalb, second by Director Martin. Motion passed 4-0.

Director Martin stated that the City will continue to evaluate this intersection. Haag also requested that the City direct the Hancock County Fairgrounds to change the placement of their directional parking sign during the Fair and other events held at the fairgrounds that is placed on the southwest corner of E. Sandusky St. and Fishlock Ave. Kalb stated that if it is in the intersection sight distance, the City can require them to move it. Schultz also stated that after events at the fairgrounds, the Hancock County Sheriff's deputies are directing traffic out of the Sandusky St. exit and holding up traffic on Sandusky St. for the fairgrounds traffic to exit. He is requesting that they close that exit and have fairgrounds traffic exit at a different location.

3. Request of Marge Warner for a Dead End sign on the south side of Garfield Street at the alley just west of the railroad.

There is a No Outlet sign at Myrtle and Garfield St. Copus stated that there is not a lot of room for signage on the south side of Garfield Street at the alley just west of the railroad due to the sidewalk and driveway. Directing motorists down the alley is not ideal. It was suggested to replace the No Outlet sign with a Dead End sign. Kalb stated that per the MUTCD a Dead End sign needs to be placed within 100 feet of the end of the roadway, so cannot replace the No Outlet sign at Garfield and Myrtle with a Dead End sign. Suggestion to place on the guardrail at the end of the roadway or on the electric pole at the alley.

Motion to install Dead End sign at the end of Garfield Street at the alley just west of the railroad or on the guardrail at the end of the roadway as long as it adheres to all Ohio Manual Uniform Traffic Control Devices regulations, by Chief Eberle, second by Director Martin. Motion passed 4-0.

4. Request to review pedestrian crossing at Lima Avenue and Goodyear Tire to determine if current counts warrant a signal.

Kalb stated that the current pedestrian counts do not warrant a traffic signal at the crosswalk, however, vehicle counts do warrant a crosswalk. Kalb stated that if we remove the traffic signal, we will still need to have a crosswalk, one similar to what is at County Road 236 with the flashing lights around a Yield to Pedestrian in Crosswalk sign, due to vehicle count. Pedestrian and vehicle count will determine the level of pedestrian crossing treatment.

Motion to table request until able to obtain vehicular counts, by Director Martin, second by Kalb. Motion passed 4-0.

## **OTHER BUSINESS**

Dan DeLong stated that he sent an email regarding installation of signs regarding illegal panhandling where illegal activity is occurring. Most of the locations that this is occurring is on private property. He provided a photo of a sign in Indianapolis that states "Do not contribute to illegal panhandling Call IMPD 317-327-3811 to report". He stated at times it is disconcerting, it causes people to slow down. At times the individuals get a little aggressive asking for money. Walmart on Trenton Avenue is one of the locations it is occurring. Director Martin asked the Commission members if this is a sign that we want to consider posting or reach out to property owners to post. Will add to agenda for next meeting for further discussion and consideration.

With no further business to discuss, the meeting adjourned. The next meeting of the City of Findlay Traffic Commission will be held on July 15, 2024 at 2:30 p.m. in the third floor conference room of the Municipal Building.

Respectfully submitted,

Kathy K. Launder

City Clerk

**WORK ORDERS**

Minutes approved by Council 7/16/2024

ACTION.

ACTION.

**ADMINISTRATION ACTION**

ACTION.