

TRAFFIC COMMISSION

City of Findlay
January 19, 2016

MINUTES

ATTENDANCE:

MEMBERS PRESENT: Service-Safety Director Paul Schmelzer, Police Chief Greg Horne, Fire Chief Josh Eberle, City Engineer Brian Thomas, Councilman Ron Monday.

STAFF PRESENT: Matt Stoffel, Public Works Superintendent; Kathy Launder, City Clerk.

GUESTS PRESENT: Marty Terry, Myreon Cobb, Chris Harris-The University of Findlay; Barbara Jones-DGL Consulting Engineers; Holly Frische-Council.

OLD BUSINESS

1. Request of The University of Findlay, 1000 North Main Street, for a pedestrian activated light across North Main Street from new admissions office to the campus.

6/15/2015

Jones stated that the current signal crossings are too far away from The University of Findlay (UF) Admissions Office. The midblock crossing policy was reviewed. UF prefers to place a signal at the intersection of North Main Street and Allen Avenue. UF will pursue traffic study for signal. Jones stated that there are 30-40 people per day historically crossing over to the Admissions Office. There are more activities at the UF Armstrong Sports Complex at the corner of Trenton and Blanchard. Many more people are crossing Main Street from the main campus. Cobb stated that UF is acquiring more and more properties on the east side of Main Street as well. Director Schmelzer stated that a conventional signal at an existing intersection is preferable over a midblock crossing.

Motion to table request by Councilman Monday, second by Director Schmelzer. Motion passed 4-0.

12/21/2015

Item remains tabled.

01/19/2016

Motion to lift from table by Director Schmelzer, second by Councilman Monday. Motion passed 5-0. Director Schmelzer requested Barbara Jones, DGL Consulting, to go over the questions that were raised regarding the Crosswalk Analysis that was completed on behalf of the University of Findlay. Traffic and pedestrian counts were conducted on two different days in August that are detailed in the Crosswalk Analysis. Harris stated that they are seeing more families coming with potential students for campus visits. Personalized campus tours are scheduled around nonpeak vehicle traffic times to reduce risk. Most pedestrians are crossing at George Street. It was suggested that if a midblock crossing is approved that a median be installed in the center of Main Street at that location to break up the distance a pedestrian would need to cross all at once. The recommended signalization would be in the form of a HAWK device. This device could be coordinated with the timing of the existing signals on Main Street. Schmelzer stated that there is limited data collected in the Crosswalk Analysis, with only two days' worth collected. He is not ready to say no or yes based on the data that we currently have. He would like UF to measure and get a true average of data. Make relevant- follow someone who would utilize the midblock crossing to their destination.

Terry stated that he is concerned that something negative may happen with people crossing midblock with no signalization while the study is still being done. Schmelzer stated that there is reasonable distance to cross at an existing signalized crossing. Schmelzer stated that he would like to have more than 2 ½ hours of data. UF's consultant needs to get people out there to obtain additional pedestrian counts in coordination with UF staff.

Motion to table request pursuant to City receiving additional data requested from UF's consultant by Councilman Monday, second by Director Schmelzer. Motion passed 5-0.

2. Request for additional signals at Sandusky Street and Main Street.

12/21/2015

Schmelzer stated that stacking on Sandusky Street at the Main Street intersection has been increasing. The City has the infrastructure with cameras to install left turn signals to the existing lights on Sandusky Street on the eastbound and westbound sides. A dedicated left turn lane exists for westbound traffic. A dedicated left turn lane will have to be created for eastbound traffic which will eliminate about three parking spaces. This can be coordinated with the TAP project for Main Street. Schmelzer stated that he will research if a left turn lane can be installed and have ready for next meeting.

1/19/2016

Director Schmelzer stated that based on traffic volumes, installing a left turn lane and signal on eastbound Sandusky at Main is a very good idea, however, there are parking ramifications. Thomas measured the existing area and a left turn lane can be installed allowing for three cars to stack at once. Six parking spaces on the south side of West Sandusky Street would have to be permanently eliminated. Parking on the north side of West Sandusky Street will remain. Councilman Monday stated that he is in favor of adding the left turn lane. Since the City recently added multiple spaces on Crawford, he is okay with eliminating six spaces on West Sandusky Street. Chief Eberle agrees with Councilman Monday. Schmelzer stated that he is leaning towards implementing the change. He wants to make sure that there isn't any way that we can do a timing change with the parking to allow for parking during non-peak hours.

Motion to table request pending examination by Engineering Department to examine possibility to maintain parking on the south side of West Sandusky Street during nonpeak hours and allow for a left turn lane during peak traffic hours by Director Schmelzer, second by Chief Eberle. Motion passed 5-0.

Schmelzer will communicate with building owners with what we are examining for the area.

With no further business to discuss, the meeting adjourned. The next meeting of the City of Findlay Traffic Commission will be held on February 16, 2016, at 2:30 p.m. in the third floor conference room of the Municipal Building.

Respectfully submitted,

Kathy K. Launder
City Clerk