



Agenda

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.

01/19/2016

Item remains tabled.

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

01/19/2016

Item remains tabled.

3. Request of Marathon Petroleum Company to install a crosswalk across East Sandusky Street at Beech.

02/16/2016

Smith stated that Marathon employees are using Beech Street to cross East Sandusky Street primarily at lunch and for after hours meetings/events.

Schmelzer stated that the intersection of Beech Street and East Sandusky Street is unsignalized. This request is looked at like a midblock crossing. If a crosswalk was installed, it would give pedestrians a false sense of security. It would definitely need to be signalized. Monday agrees with Schmelzer. Monday is opposed to midblock crossings. This intersection would need to have warning signs or signals. Schmelzer stated that the City's Engineering Department can take a look at vehicle and pedestrian traffic counts at this intersection and compare the results to the criteria in the Midblock Crossing Policy to see if it warrants a crosswalk. Schmelzer questioned as to whether an RRFB signal is permitted at intersections. Schmelzer stated that if the counts meet the midblock crossing requirements, then we will figure out how to signalize it. Stoffel stated that there could potentially be an issue with visibility of the signals due to onstreet parking in the area of the intersection. Stone stated that if you make the crosswalk on the west side of the intersection, there is better visibility for the signals/signs due to no parking in that area.

Motion to table request until Engineering Department can make an examination of the vehicle and pedestrian counts at the intersection of Beech Street and East Sandusky Street against the Midblock Crossing Policy.

NEW BUSINESS

1. Request of Andrew Donaldson, 1908 Camelot Lane, to review signage at the intersection of East Main Cross Street just west of Osborn Avenue and restore it to the original signage-which was no signage and only a yield sign facing westbound traffic coming from under the Osborn Street bridge and add a sign for eastbound traffic on Main Cross Street stating that oncoming traffic does not stop; and remove dangerous intersection signage on Fostoria Avenue at Stonehedge Drive.
2. Request of Jack Cupples, St. Paul's UMC Trustee, 218 East Sandusky Street, to add a one-way sign at the exit of the St. Paul's UMC parking lot onto East Crawford Street.
3. Request of Councilman Tom Klein to review speed limit and signage on West Bigelow Avenue from North Main Street to Broad Avenue.
4. Discussion regarding North Cory Street.

Kathy Launder

From: d creep <dcreep@gmail.com>
Sent: Tuesday, February 23, 2016 9:04 PM
To: TrafficCommission@findlayOhio.com
Subject: for traffic commission consideration

I sent a letter to the Findlay Traffic Commission in early October 2015. I did not see where my suggestions made it into the agenda or the minutes between then and today. I expected as much consideration for my mailed suggestions as a person in attendance at a Traffic Commission meeting, but, apparently, I was wrong.

I am resubmitting my letter to the Traffic Commission with this email:

**1908 Camelot Lane
Findlay, OH, 45840
October 9, 2015**

To the Findlay Traffic Commission:

When I came to Findlay in 1975, the signage at the little intersection on East Main Cross Street just west of Osborne Avenue was perfect. Since then some people on the Traffic Commission and the Findlay City Council have ruined that perfect signage by making it what it is now. I would ask the Traffic Commission to restore that location to the original signage, which was NO signs on Main Cross Street and only a yield sign facing westbound traffic coming from under the Osborne Street bridge. For safety reasons I would, however, add a sign for eastbound traffic on Main Cross Street, stating that oncoming traffic does not stop, since this intersection has been wrongly signed for years.

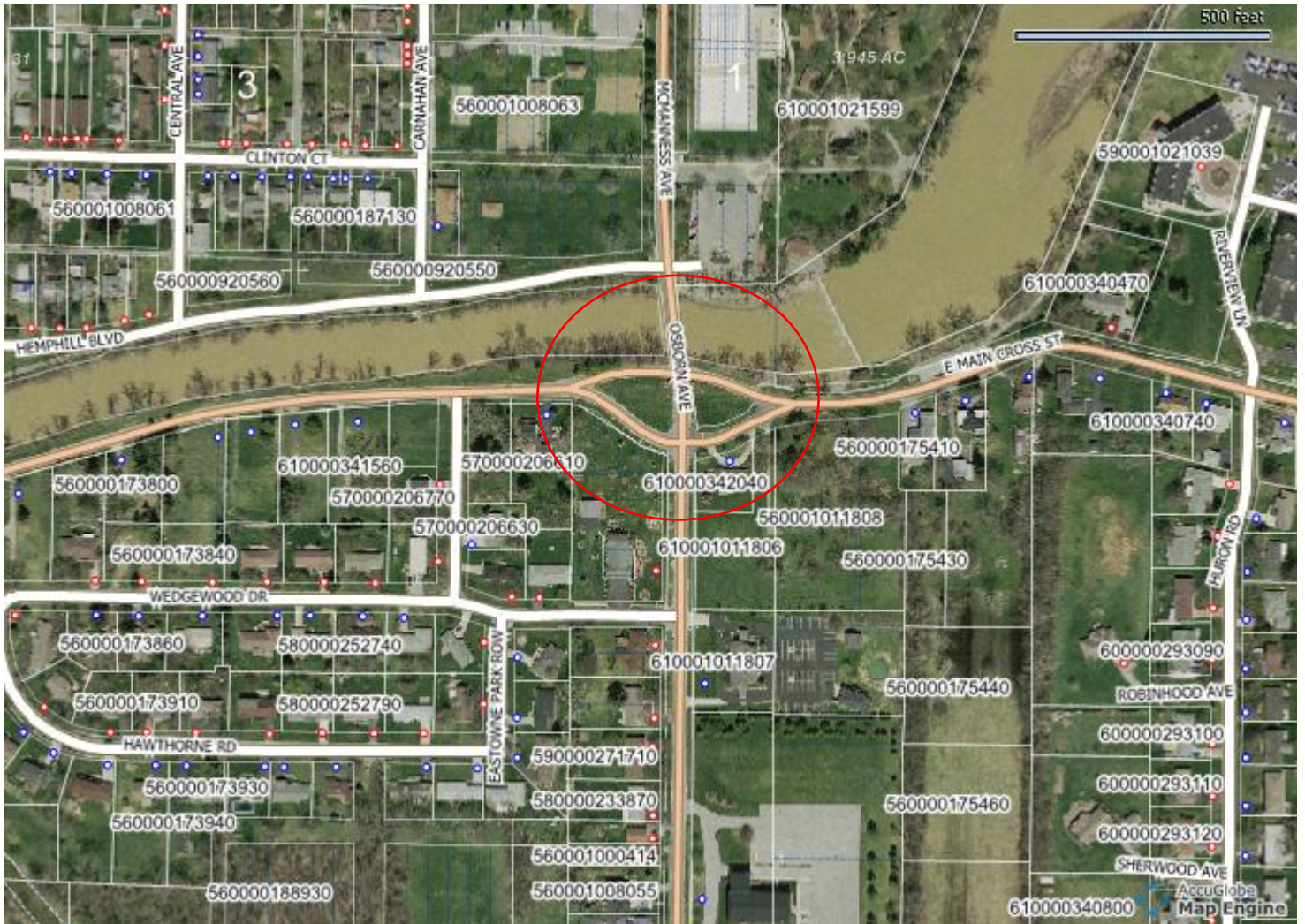
While in that neighborhood, you should, also, raise the speed limit on East Main Cross Street between Osborne and Blanchard Street back to 35 mph. The only reason for the slower speed would be for motorists to be able to enjoy (?) the view of our river.

Why are there signs on Fostoria Avenue which warn motorists of a dangerous intersection at Stonehedge Drive? I have never known of an accident at that intersection, and that intersection is like most other intersections in the city. Why are there not more warning signs up at other intersections? The intersection is not dangerous; motorists are dangerous. Intersections do not cause accidents, so why stigmatize an intersection by erecting such an accusatory sign? I would ask that the signs be removed.

Sincerely,

**Andrew Donaldson
419-424-1306**

Hancock County GIS



Notes

Request of Andrew Donaldson
review signage at the intersection of East Main Cross
and Osborn Avenue

Hancock County GIS



Notes

Request of Andrew Donaldson
Remove "Dangerous Intersection" signage on Fostoria Avenue at Stonehedge Drive

RECEIVED

FEB 24 2016

MAYOR'S OFFICE

To: Findlay City Traffic Commission

From: Jack Cupples, St. Paul's UMC Trustee

Date: 2/23/2016

Re: Agenda for March 21st meeting

St. Paul's UMC Trustees request to be placed on the agenda of the Traffic Commission's March 21, 2016 meeting to discuss placing a one-way street sign at the exit of the St. Paul's UMC parking lot onto East Crawford Street.

Jack Cupples
419-424-1567

Hancock County GIS



Notes

Request of Jack Cupples, St. Paul's UMC Trustee, 218 East Sandusky Street, to add a one-way sign at the exit of the St. Paul's UMC parking lot onto East Crawford Street.

Kathy Launder

From: Paul Schmelzer <pschmelzer@findlayohio.com>
Sent: Tuesday, March 15, 2016 10:25 AM
To: Kathy Launder
Subject: FW: W. Bigelow

Add to traffic commission.

Paul E. Schmelzer, P.E., P.S.

Safety - Service Director
City of Findlay
318 Dorney Plaza, Room 310
Findlay, Ohio 45840

Phone: 419.424.7137

From: Greg Horne [<mailto:ghorne@findlayohio.com>]
Sent: Monday, March 14, 2016 4:50 PM
To: 'Paul Schmelzer' <pschmelzer@findlayohio.com>
Subject: RE: W. Bigelow

Paul,

My understanding was it was near a school and kids walked that way to get to the neighborhood south of Bigelow Ave. I see no reason it should be 20 mph or marked as a school zone and have 20 mph during restricted hours like a normal school zone.

From: Paul Schmelzer [<mailto:pschmelzer@findlayohio.com>]
Sent: Monday, March 14, 2016 4:39 PM
To: Matt Stoffel <mstoffel@findlayohio.com>; tdemuth@findlayohio.com; ghorne@findlayohio.com
Subject: FW: W. Bigelow

Any history here guys?

Paul E. Schmelzer, P.E., P.S.

Safety - Service Director
City of Findlay
318 Dorney Plaza, Room 310
Findlay, Ohio 45840

Phone: 419.424.7137

From: Klein, Tom [<mailto:tklein@ci.findlay.oh.us>]
Sent: Monday, March 14, 2016 4:05 PM
To: Paul Schmelzer (Pschmelzer@findlayohio.com) <Pschmelzer@findlayohio.com>
Subject: W. Bigelow

Paul - I said something briefly last week about a complaint I received about a 20 mph zone on West Bigelow. When heading west on West Bigelow from Main St., the first and only speed limit sign you

encounter says 20 MPH. After that sign, the next sign you encounter says 35 MPH, but that sign is not till after you make the bend where Bigelow runs along I-75.

Why does West Bigelow have a 20mph section? There is a crosswalk and light at Northgate Blvd. and West Bigelow in this 20 mph zone, but we have crosswalks and lights up and down Main St. in 35 mph zones. If it is for a school crossing, then it needs to be 20 mph during restricted hours or something to that effect. Apparently, the OSP is writing tickets along that stretch. Have someone check it out and let me know. Thanks Paul.

Kathy Launder

From: Matt Stoffel <mstoffel@findlayohio.com>
Sent: Tuesday, March 15, 2016 1:13 PM
To: Kathy Launder
Cc: Paul Schmelzer
Subject: FW: W. Bigelow

Kathy – Can you put this on the upcoming traffic commission agenda please. Thanks Matt

From: Paul Schmelzer [mailto:pschmelzer@findlayohio.com]
Sent: Tuesday, March 15, 2016 9:33 AM
To: 'Matt Stoffel'; tdemuth@findlayohio.com; ghorne@findlayohio.com
Subject: RE: W. Bigelow

Let's put it on the agenda.

Paul E. Schmelzer, P.E., P.S.

Safety - Service Director
City of Findlay
318 Dorney Plaza, Room 310
Findlay, Ohio 45840

Phone: 419.424.7137

From: Matt Stoffel [mailto:mstoffel@findlayohio.com]
Sent: Tuesday, March 15, 2016 7:49 AM
To: 'Paul Schmelzer' <pschmelzer@findlayohio.com>; tdemuth@findlayohio.com; ghorne@findlayohio.com
Subject: RE: W. Bigelow

Talking it over with our sign shop crew leader we remember it possibly being an earlier 70's traffic commission for the 20mph. This has come up before probably 10-12 years ago as to why it is 20 mph, it was researched then in old traffic commission orders to the best of my knowledge. It was probably done back when there was not a traffic light there only a crosswalk for the school on Hillcrest Ave. Also Bigelow was at one time a two lane road, not sure when it was made a four lane. You could put it on the agenda to discuss in a future traffic commission for removal. Tom Demuth may remember more about the light installation but he is on vacation until 3/30/16. Matt

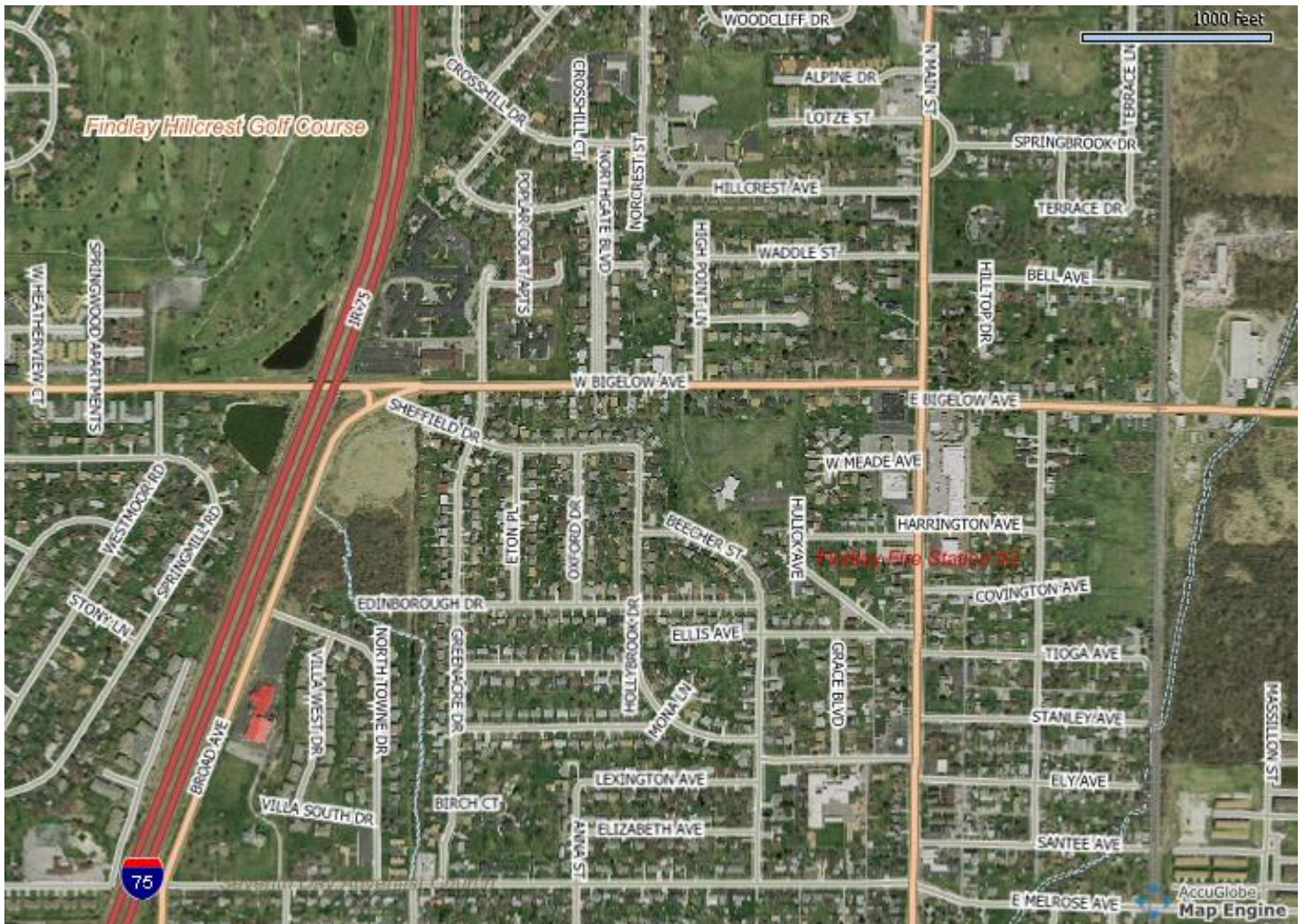
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Any history here guys?

Paul E. Schmelzer, P.E., P.S.

Safety - Service Director
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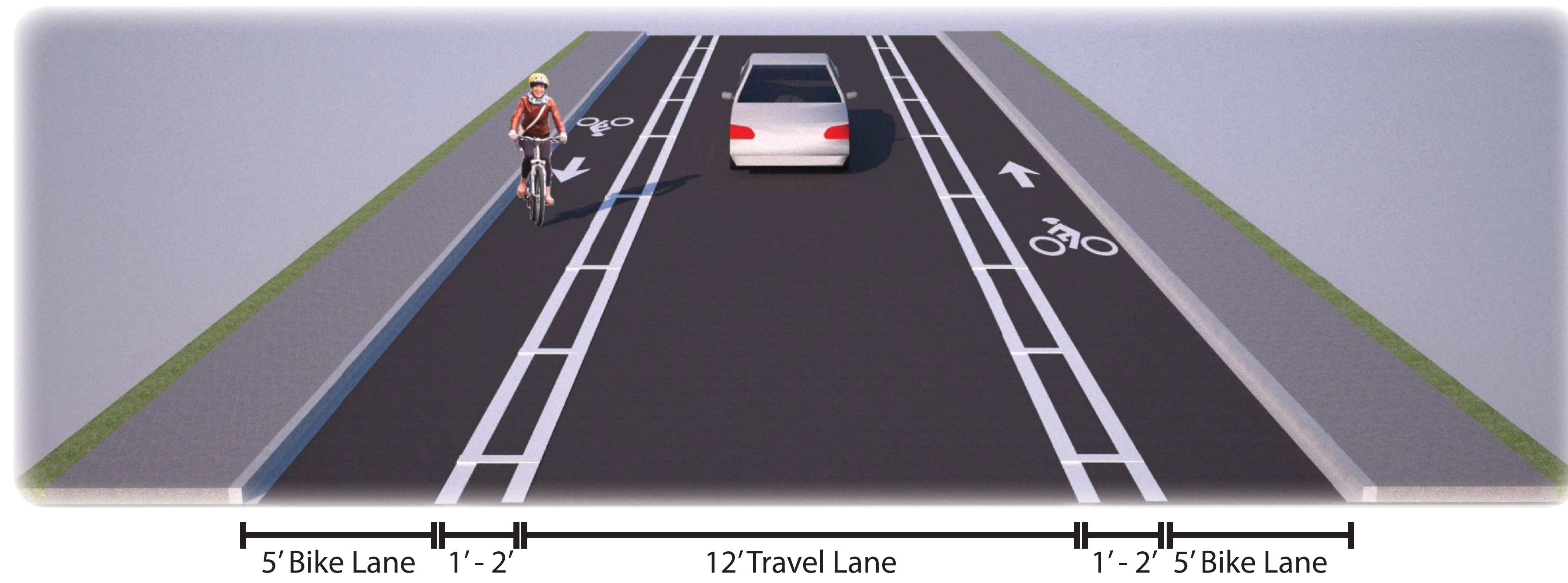
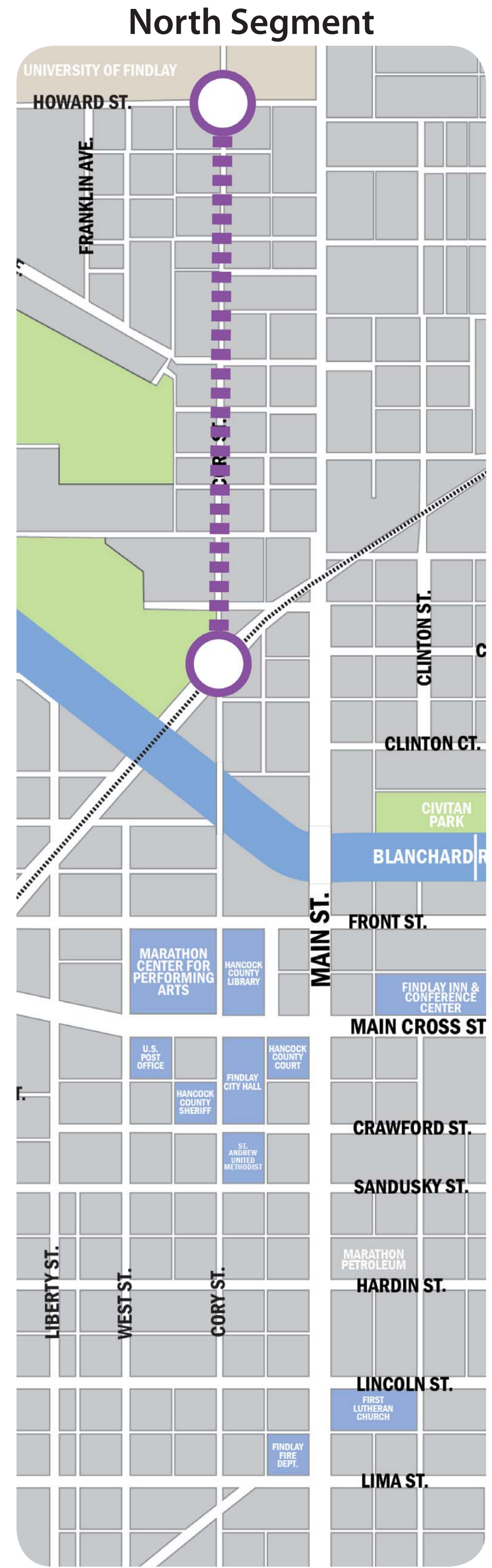


Notes

Request of Tom Klein
Review speed limit sign on West Bigelow Ave.

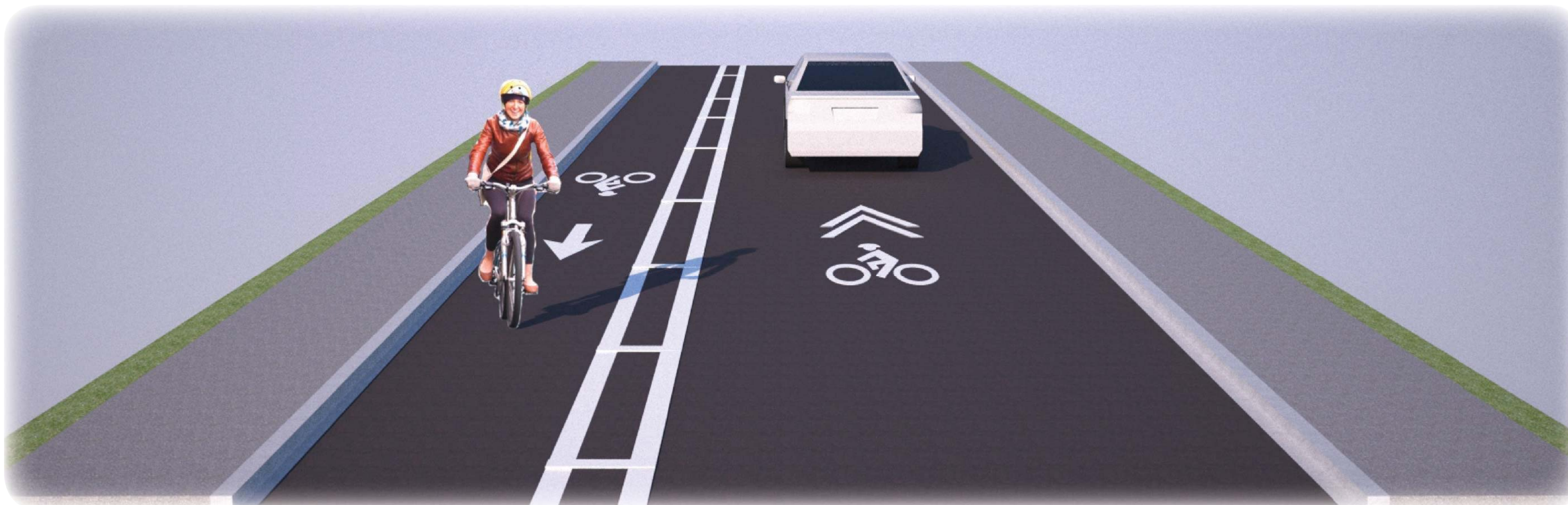
Cory Street – University of Findlay Campus South to the Railroad Crossing

This segment is about 26 feet wide and currently has two travel lanes, one northbound and one southbound. This segment will be redesigned to have both a southbound and northbound 5-6 foot wide bike lane with a 1 foot to 2 foot wide buffer zone that separates each bike lane from the vehicle lane. That buffer zone helps separate bikes from the vehicles. It will be signed to only allow northbound traffic so that it provides access to the neighborhood but keeps traffic volumes low and discourages cut-through traffic.



Cory Street – Lima Street North to the Railroad Crossing

This segment is only 19.5 feet wide, carries the most traffic and is in the worst condition. For this segment the entire street will be repaved. It will be redesigned to have a southbound 5 foot wide bike lane with a two-foot wide buffer zone. Northbound is designed as a low speed lane that will be marked and signed to promote sharing of the lane by both bicycles and vehicles.



5' Bike Lane 2' Varying 11' to 13' Shared Auto and Bicycle Lane

Cory Street – University of Findlay Campus South to the Railroad Crossing

This segment is about 26 feet wide and currently has two travel lanes. This segment will be redesigned to have two 11-foot vehicle lanes. A two-foot edge zone will help keep vehicles at a slower speed. While bikes have a legal right to use the full lane, the edge line provides a more comfortable area for bicyclists to maintain a safe distance from passing autos.

