



## Agenda

### OLD BUSINESS

1. Request of Paul Schmelzer, Service-Safety Director, to conceptually review making Crawford Street one way and change parking to reverse angle parking.

3/16/2015

Director Schmelzer presented a conceptual plan to make Crawford Street One Way adding angle parking. This adds 29 parking spaces to Crawford Street. West Crawford Street would become one way going west; parallel parking would remain as it is on the north side; parking on the south side would become reverse angle parking. East Crawford Street would become one way going east; parallel parking would remain as it is on the north side; parking on the south side would become reverse angle parking.

Motion to table for internal review by Police Department, Fire Department, and Hancock County Sheriff's Office by Director Schmelzer, second by Chief Horne. Motion passed 3-0.

9/21/2015

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

Frische asked Chief Horne if this will affect the Police Department at all. Chief Horne said it would not. Councilman Monday stated that the Sheriff will only be impacted for a few extra seconds. Director Schmelzer stated that he has heard more discussion about the hardship to the Sheriff's Office from more people than he has heard from Sheriff Heldman himself. Councilman Monday stated that he was originally against the idea but is now okay with the idea since it is for a trial period with a chance to revisit.

Motion to make East Crawford Street one-way going east and converting parallel parking on south side of street reverse angle parking and make West Crawford Street one-way going West and converting parallel parking on south side of street reverse angle parking for a **trial period not to exceed October 1, 2016**, and Traffic Commission review, by Director Schmelzer, second by Councilman Monday. Motion passed 5-0.

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

5/16/2016

Schmelzer stated that a traffic camera was placed facing one direction at this intersection for peak traffic. It will then be placed facing the other direction at the intersection. Once the data collected from the video is reviewed, it will be brought back to Traffic Commission for consideration. Item remains tabled.

08/15/2016

DeMuth stated that he needs to convert the video files for review. Item remains tabled.

3. Request of Tom Wohlgamuth to enact an ordinance restricting golf carts to only be able to travel on 25 mile per hour roads or less.

05/16/2016

Currently licensed golf carts can be on 35 MPH roads as long as it is not for a long period of time in the City of Findlay. Rasmussen stated that we should look at the power requirement of golf carts to see if they can go 35 MPH. The current ordinance is very ambiguous. It needs to be updated. A new Ohio traffic law allowing golf carts to travel on roads with a speed limit of 35 MPH or less will go into effect January 1, 2017. It is requested that the City enact a law only allowing golf carts on roads that are 25 MPH or less. Rasmussen will look into the new law and its requirements. Will continue discussion at next month's meeting.

08/15/2016

Item remains tabled.

4. Request of residents of Bluestone Drive for “No Parking” signs on Bluestone Drive.

8/15/2016

This portion of Bluestone Drive is 26' face to face. Twenty-two residents signed a letter in support of limiting parking. This is less than half of the residents that live on this street. One resident emailed stating that they are not in favor of limiting parking. There is No Parking on one side of the street on Bluestone Drive from Manor Hill to Milestone. Director Schmelzer stated that he will follow up stating that we need more residents in support of the change before making a decision to restrict parking.

Motion to table request, by Director Schmelzer, second by Chief Horne. Motion 5-0.

## **NEW BUSINESS**

1. Request of Jill Wagner, Wasbro Rental Property, LLC, for the wait time to be shortened for the red light at the intersection of Front and Main, traffic gets backed up on Front Street.
2. Request of Brian Thomas, City Engineer, to add dedicated left turn lanes on North Main Street at Melrose Avenue.
3. Request to review safety in alleys.

## Kathy Launder

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**From:** Katie Erickson <eemathnut@gmail.com>  
**Sent:** Wednesday, June 29, 2016 9:35 AM  
**To:** ssd@ci.findlay.oh.us  
**Subject:** New Contact Us Submission from Katie Erickson

### What is your name?

Katie Erickson

### How would you like us to contact you?

E-mail

### Which department would you like to contact?

Streets Department

### What is your email address?

[eemathnut@gmail.com](mailto:eemathnut@gmail.com)

### What is your Question, Comment or Concern?

I wanted to inform you of my displeasure with sections of Crawford St downtown being made into one way streets. I realize this was instituted as a one-year trial, and even after 7 months of it I am still frustrated with this change.

Every week I use the Key Bank ATM on W Crawford St, and I often use the Huntington Bank ATM on E Crawford St. On occasions I have needed to visit both of these in the same trip, and it's extremely inconvenient and inefficient to have to loop around twice to get to where I need to go.

I used to go to an exercise class twice a week at a gym on E Crawford St, and I would often ride my bicycle there. But, riding on the street on both west and east Crawford St is now impossible due to the one-way restrictions. Not wanting to go blocks out of my way on my bicycle, I would have to ride on the sidewalk when I would be going the wrong way on the street, thus getting in the way of pedestrians.

I realize that a primary reason for this change was to add more parking, but is that really worth the frustration? I have tried the reverse angle parking and I'm not a fan, though I do admit my skills at backing in are lacking (primarily because I rarely need to practice them).

So, I simply avoid Crawford St when I have another option. Every time I have to use it for my banking, I am frustrated by the inconvenience. If the public gets a say in whether the one-way change remains in effect after the trial period, my vote is definitely to return to the two-way format. Thank you for your consideration.

### Receive City of Findlay Emails?

Yes

### Receive Lydia's Letters Emails?

Yes

## Kathy Launder

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**From:** james <keithjms2@aol.com>  
**Sent:** Tuesday, August 16, 2016 5:48 PM  
**To:** TrafficCommission@FindlayOhio.com  
**Subject:** Bluestone dr. Parking

To the city of Findlay traffic commission,

I was made aware of the parking petition for Bluestone Dr. on 8-14-2016 at our block party. My concern with this is that the information that you have received is false on the damages on Bluestone Dr. I currently live at 2151 Bluestone Dr. I have lived here for 4 years now and have never had any issue with the on street parking . The red car and the Time Warner truck are both my vehicles that were used in the demonstration for the proposal. My car was not damaged due to a parking issue. It was a result of construction workers at the house that is currently being built across from me as was the mailbox being hit. There is a police record documented on this issue . I do not or have not seen any issue with the parking on Bluestone Dr. please take this into account when reviewing this case.

Thank you,  
James Keith  
2151 Bluestone Dr. Findlay ,Oh  
567-525-0953

Sent from [Mail](#) for Windows 10

## Kathy Launder

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**From:** Jill Wagner <jillwasbrowagner@gmail.com>  
**Sent:** Monday, July 25, 2016 7:22 AM  
**To:** TrafficCommission@findlayohio.com  
**Subject:** 200 block of Washington St.

Dear Traffic Commission:

We received your letter about feedback regarding the 200 block of Washington Street. We own eight lots within the 200-300 block. There is too much traffic already on Washington Street and we do not want to see it become a two-way street. Two-way traffic could also take away some of the street parking which is vital for those properties. It is our wish that the railroad tracks be barricaded so no traffic could cross over.

Furthermore, to help with traffic flow in the area, we would like to see the wait time shortened for a red light at the intersection of Front and Main. The current wait time is decidedly too long and traffic gets backed up on Front St.

Thank you for your consideration.

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Jill Wagner  
Wasbro Rental Property, LLC and  
The Sherman House  
Manager/Co-owner  
419-348-0404  
[jillwasbrowagner@gmail.com](mailto:jillwasbrowagner@gmail.com)

### Hancock County GIS



Notes

## Kathy Launder

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**From:** bthomas <bthomas@findlayohio.com>  
**Sent:** Monday, September 12, 2016 3:52 PM  
**To:** Kathy Launder  
**Cc:** 'Paul Schmelzer'  
**Subject:** Traffic Commission  
**Attachments:** Exhibit for Traffic Commission1.pdf; Exhibit for Traffic Commission2.pdf

Kathy:

In 2017 as part of the resurfacing project that we will be using our MPO money on, we will be repaving North Main Street from Trenton Avenue to Bigelow Street. When I mentioned this to Tom DeMuth, he asked if we could look at possibly restriping Main Street at Melrose Avenue to add dedicated left turn lanes. Engineering Department personnel went out to the intersection and took some measurements and we do have enough room between the existing curbs to add the turn lanes if we eliminate some of the on street parking. Please add this to the Traffic Commission agenda for them to review.

I have attached 2 pdf files. The first file shows what the existing and proposed intersections look like. The second file is zoomed out a little further to show which property owners have access off of side streets or alleys at the rear of the property. Let me know if you have any questions or would like hard copies for the meeting.

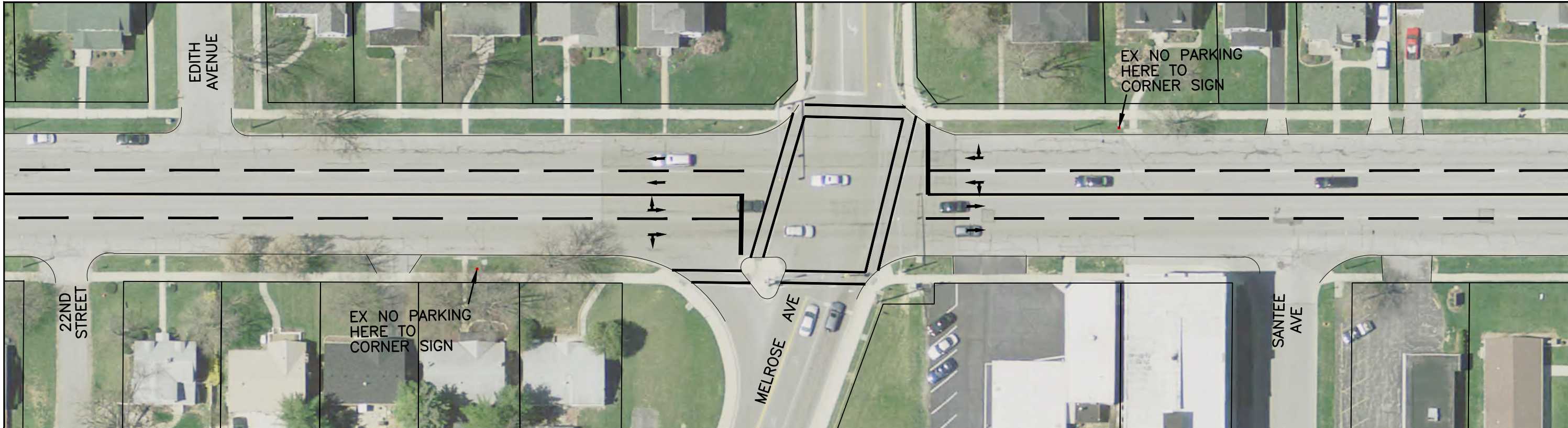
Thank you,

**Brian A. Thomas**, PE, PS, CPESC

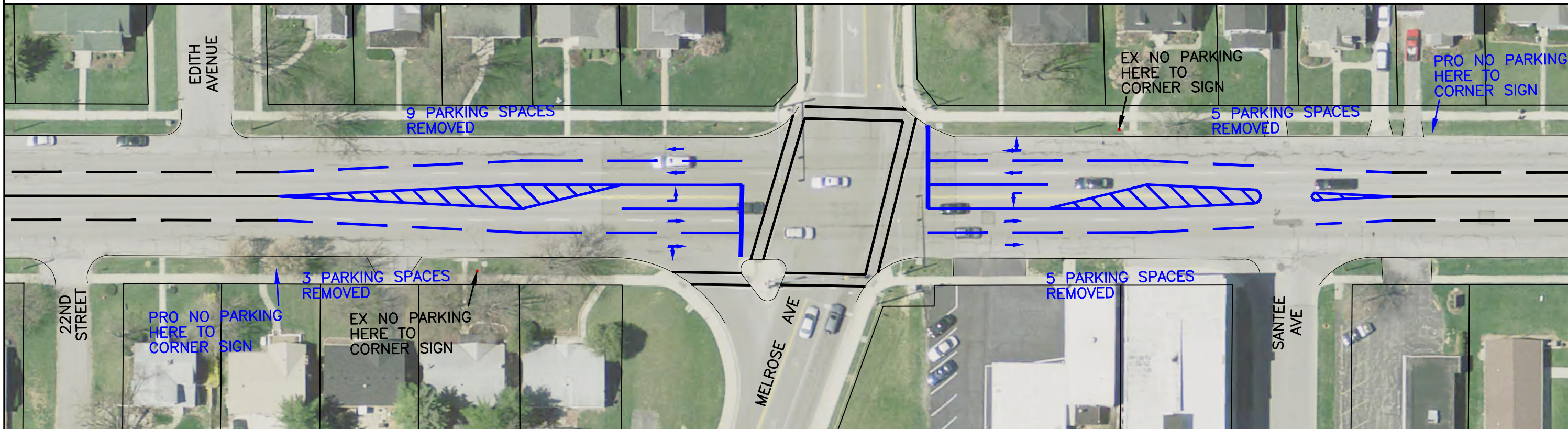
City Engineer  
City of Findlay  
318 Dorney Plaza, Room 304  
Findlay, Ohio 45840  
Phone: 419.424.7121

\*Nothing in these comments is to be construed as authorizing extra work for which additional compensation may be claimed without prior approval.





EXISTING STRIPING



PROPOSED STRIPING  
(22 PARKING SPACES REMOVED)



SCALE:  
1"=50'

PID NO.

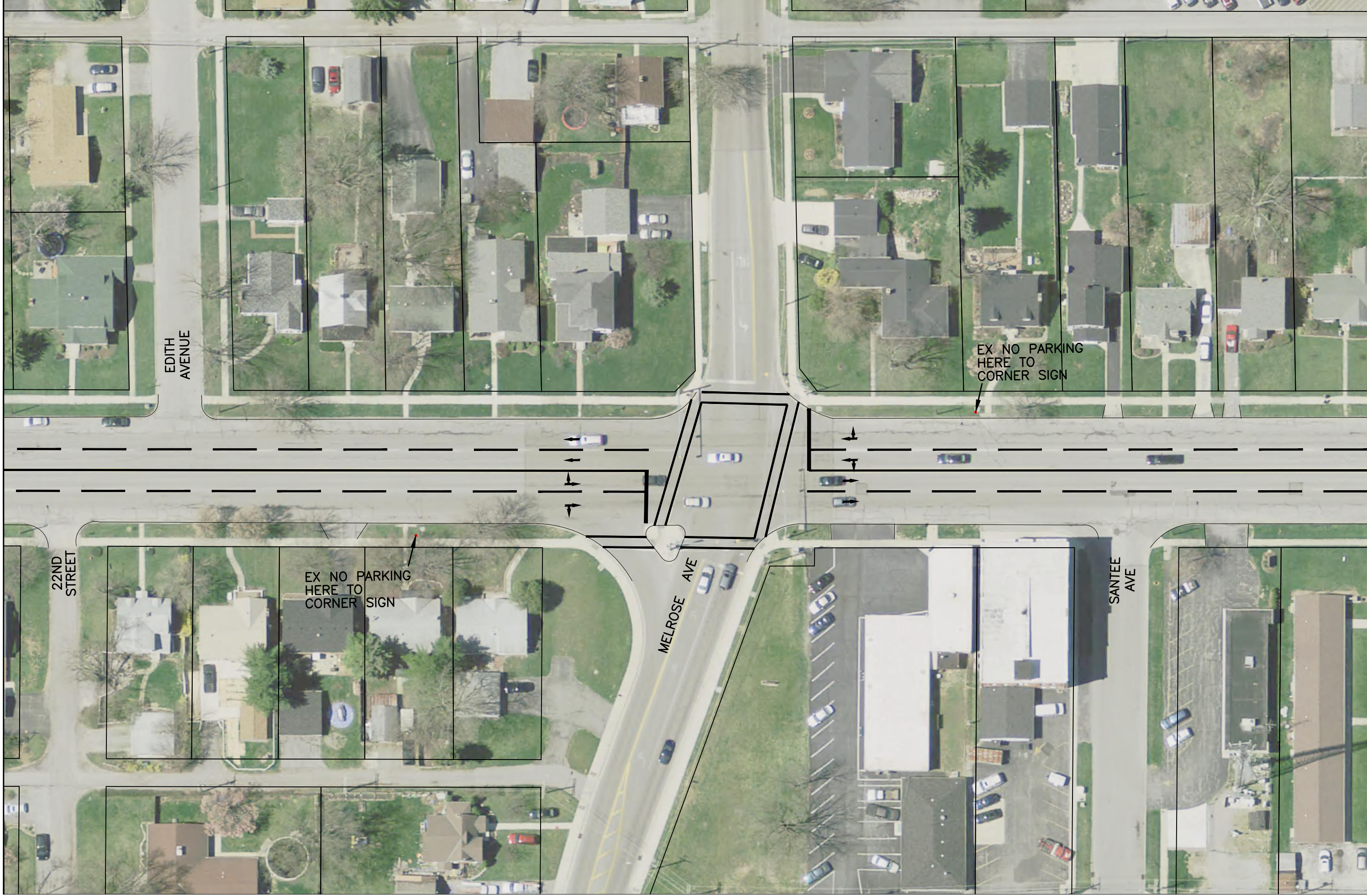
DES: BAT  
DWN: BAT  
CHK: BAT

PROPOSED MAIN STREET RESTRIPING  
MAIN STREET AND MELROSE AVENUE

CITY OF FINDLAY  
ENGINEERING  
DEPARTMENT  
DATE: 9-12-2016







EDITH AVENUE

22ND STREET

EX NO PARKING  
HERE TO  
CORNER SIGN

MELROSE AVE

EX NO PARKING  
HERE TO  
CORNER SIGN

SANTEE AVE



SCALE:  
1"=50'

PID NO.

DES: BAT  
DWN: BAT  
CHK: BAT

PROPOSED MAIN STREET RESTRIPING  
MAIN STREET AND MELROSE AVENUE

CITY OF FINDLAY  
ENGINEERING  
DEPARTMENT  
DATE: 9-12-2016



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2



## Kathy Launder

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**From:** Paul Schmelzer <pschmelzer@findlayohio.com>  
**Sent:** Thursday, September 15, 2016 10:54 AM  
**To:** Kathy Launder  
**Subject:** FW: New Contact Us Submission from Stephanie Huff  
**Attachments:** omutcd.pdf; orc.pdf; ops resource sheet.pdf

Remind me to bring this up at 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

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**From:** bthomas [mailto:bthomas@findlayohio.com]  
**Sent:** Thursday, September 15, 2016 8:26 AM  
**To:** 'Paul Schmelzer' <pschmelzer@findlayohio.com>; 'Matt Stoffel' <mstoffel@findlayohio.com>; 'Dave Honse' <dhonse@findlayohio.com>  
**Cc:** 'Rasmussen, Don' <drasmussen@findlayohio.com>  
**Subject:** RE: New Contact Us Submission from Stephanie Huff

I've attached a couple of things that I found. A summary is below:

- The OMUTCD doesn't talk about alleys much. In the definition of intersection, it does say that "the junction of an alley or driveway with a roadway or highway does not constitute an intersection unless the roadway or highway at the junction is controlled by a traffic control device."
- ORC 4511.431 says that the driver of a vehicle emerging from an alley within a business or residential district shall stop the vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across the alley or in the event there is no sidewalk area, shall stop at the point nearest the street to be entered where the driver has a view of approaching traffic. ORC 4511.344 says that they need to yield the right of way to all traffic approaching on the roadway to be entered or crossed.
- Ohio Public Safety Resource Sheet repeats the ORC that the driver emerging from an alley needs to stop

It is my opinion that we don't need to put signs at the alleys entering a roadway (as long as there is not a vision issue) because the driver's should know that they need to stop (just like pulling out of a driveway).

Thank you,

### Brian A. Thomas, PE, PS, CPESC

City Engineer  
City of Findlay  
318 Dorney Plaza, Room 304  
Findlay, Ohio 45840

Phone: 419.424.7121

\*Nothing in these comments is to be construed as authorizing extra work for which additional compensation may be claimed without prior approval.

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**From:** Paul Schmelzer [<mailto:pschmelzer@findlayohio.com>]  
**Sent:** Wednesday, September 14, 2016 3:39 PM  
**To:** 'Matt Stoffel' <[mstoffel@findlayohio.com](mailto:mstoffel@findlayohio.com)>; 'Dave Honse' <[dhonse@findlayohio.com](mailto:dhonse@findlayohio.com)>  
**Cc:** [bthomas@findlayohio.com](mailto:bthomas@findlayohio.com); Rasmussen, Don <[drasmussen@findlayohio.com](mailto:drasmussen@findlayohio.com)>  
**Subject:** RE: New Contact Us Submission from Stephanie Huff

In alleys where there are 4 ways, I agree. On streets that do not stop where an alley intersects, would the MUTCD state that the intersection, by default, be a 4 way stop if there are no signs? I am not sure we want that...

Brian, Don,  
Any opinion?

**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

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**From:** Matt Stoffel [<mailto:mstoffel@findlayohio.com>]  
**Sent:** Wednesday, September 14, 2016 3:22 PM  
**To:** 'Paul Schmelzer' <[pschmelzer@findlayohio.com](mailto:pschmelzer@findlayohio.com)>; 'Dave Honse' <[dhonse@findlayohio.com](mailto:dhonse@findlayohio.com)>  
**Subject:** RE: New Contact Us Submission from Stephanie Huff

Paul – All the alley's in town that I'm aware of that dump out onto a city street do not have stop signs on them. The signs in the intersections of the alleys are usually used because of visibility in those intersections such as buildings, trees, fence's etc. If it were my choice I would have not ever placed any signs in alleys period, all ways stop at intersections and street intersections. It should be a matter for the traffic commission if these signs are erected but if so there are hundreds of others like it all over town.

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**From:** Paul Schmelzer [<mailto:pschmelzer@findlayohio.com>]  
**Sent:** Tuesday, September 13, 2016 9:37 AM  
**To:** 'Dave Honse'; Matt Stoffel  
**Subject:** FW: New Contact Us Submission from Stephanie Huff

**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:** Stephanie Huff [<mailto:grussel@findlayohio.com>]  
**Sent:** Tuesday, September 13, 2016 7:57 AM  
**To:** [ssd@ci.findlay.oh.us](mailto:ssd@ci.findlay.oh.us)  
**Subject:** New Contact Us Submission from Stephanie Huff

**What is your name?**

Stephanie Huff

**How would you like us to contact you?**

Phone

**Which department would you like to contact?**

Service-Safety Director

**Phone Number**

4197227020

**What is your phone number?**

(419) 722-7080

**Upload a Document or Photo**

- [2016-09-13\\_7-07-25.pdf](#)

**What is your Question, Comment or Concern?**

Yesterday as I was leaving work I was about T-boned on Beech St between Lincoln and Lima. A lady come out of the Alley by the Dr.'s office doing between 25 - 35 mph and never slowed down. I was aware enough to apply my brakes and miss an accident by a few feet. Now as I traveled to work this morning I came down the same alley where this lady was driving and realized that there is NO stop sign and vehicles enter the intersection from this alley. This is very concerning to me as this creates the potential for all kinds of accidnets. It is also very concerning considering just down in the middle of the alley there is a 3 way stop, but none as you enter a street. This is by a bank, voting office, doctor office, church, playgorund and a daycare nearby. I believe this should be looked into as putting up some kind of sign letting the alley know they do not have the right of way (I believe).

I am attaching a map of the area to assist you in seeing the location.

**Receive City of Findlay Emails?**

Yes

**Receive Lydia's Letters Emails?**

No



84. **High Occupancy Vehicle (HOV)**—a motor vehicle carrying at least two or more persons, including carpools, vanpools, and buses.
85. **Highway (or Street)**—“the entire width between the boundary lines of every way open to the use of the public as a thoroughfare for purposes of vehicular travel.” [4511.01(BB), ORC]
86. **Highway, Controlled-Access**—“Every street or highway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such street or highway.” [4511.01 (CC), ORC]
87. **Highway, Through**—“Every street or highway as provided in section 4511.65 of the Revised Code.” [4511.01(HH), ORC]
88. **Highway-Light Rail Transit Grade Crossing**—the general area where a highway and a light rail transit route cross at the same level, within which are included the light rail transit tracks, highway, and traffic control devices for traffic traversing that area.
89. **Highway-Rail Grade Crossing**—the general area where a highway and a railroad cross at the same level, within which are included the railroad tracks, highway, and traffic control devices for highway traffic traversing that area.
90. **Highway Traffic Signal**—“a power-operated traffic control device by which traffic is warned or directed to take some specific action. ‘Highway traffic signal’ does not include a power-operated sign, steadily-illuminated pavement marker, warning light, or steady burning electric lamp.” [4511.01(MMM), ORC]
91. **HOV Lane**—any preferential lane designated for exclusive use by high-occupancy vehicles for all or part of a day—including a designated lane on a freeway, other highway, street, or independent roadway on a separate right-of-way.
92. **Hybrid Beacon**—“a type of beacon that is intentionally placed in a dark mode between periods of operation where no indications are displayed and, when in operation, displays both steady and flashing traffic control signal indications.” [4511.01(LL), ORC]
93. **Inherently Low Emission Vehicle (ILEV)**—any kind of vehicle that, because of inherent properties of the fuel system design, will not have significant evaporative emissions, even if its evaporative emission control system has failed.
94. **In-Roadway Lights**—a special type of highway traffic signal installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to slow down and/or come to a stop.
95. **Interchange**—a system of interconnecting roadways providing for traffic movement between two or more highways that do not intersect at grade.
96. **Interconnection**— when used in Part 8, the electrical connection between the railroad or light rail transit active warning system and the highway traffic signal controller assembly for the purpose of preemption.
97. **Intermediate Interchange**—an interchange with an urban or rural route that is not a major or minor interchange as defined in this Section.
98. **Intersection**—“means:
- (1) The area embraced within the prolongation or connection of the lateral curb lines, or, if none, the lateral boundary lines of the roadways of two highways that join one another at, or approximately at, right angles, or the area within which vehicles, traveling upon different highways that join at any other angle might come into conflict. The junction of an alley or driveway with a roadway or highway does not constitute an intersection unless the roadway or highway at the junction is controlled by a traffic control device.
  - (2) If a highway includes two roadways that are thirty feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway constitutes a separate intersection. If both intersecting highways include two roadways thirty feet or more apart, then every crossing of any two roadways of such highways constitutes a separate intersection.
  - (3) At a location controlled by a traffic control signal, regardless of the distance between the separate intersections as defined in division (KK)(2) of this section:

## **4511.431 Stop prior to driving on sidewalk area.**

(A) The driver of a vehicle or trackless trolley emerging from an alley, building, private road, or driveway within a business or residence district shall stop the vehicle or trackless trolley immediately prior to driving onto a sidewalk or onto the sidewalk area extending across the alley, building entrance, road, or driveway, or in the event there is no sidewalk area, shall stop at the point nearest the street to be entered where the driver has a view of approaching traffic thereon.

(B) Except as otherwise provided in this division, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

Effective Date: 01-01-2004

## **4511.44 Right-of-way at highway from any place other than another roadway.**

(A) The operator of a vehicle, streetcar, or trackless trolley about to enter or cross a highway from any place other than another roadway shall yield the right of way to all traffic approaching on the roadway to be entered or crossed.

(B) Except as otherwise provided in this division, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

Effective Date: 01-01-2004

# Ohio Public Safety

## Resource Sheet



### Intersection Stopping Requirements

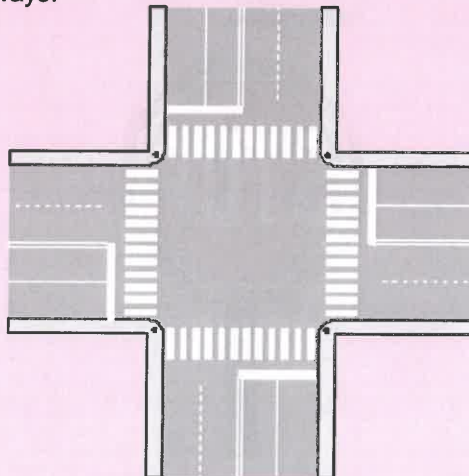
If you have a crosswalk or white stop bar, you are required to stop before it. If you cannot see, you ARE required to pull up and stop again at your point of vision. If you CAN see, do not pull up and stop again, just proceed into the intersection when it's your turn.

If there is just a stop sign with no lines, you are required to stop at the point of vision - NOT at the stop sign. The stop sign is there just to tell you that you are required to stop before you may proceed.

The best source is ORC 4511.43— Driving in response to stop or yield signs. The text follows:

#### **§ 4511.43. Driving in response to stop or yield signs.**

(A) Except when directed to proceed by a law enforcement officer, every driver of a vehicle or trackless trolley approaching a stop sign shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or, if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it. After having stopped, the driver shall yield the right-of-way to any vehicle in the intersection or approaching on another roadway so closely as to constitute an immediate hazard during the time the driver is moving across or within the intersection or junction of roadways.



continued on p. 2



## Stopping Requirements...continued from p. 1

(B) The driver of a vehicle or trackless trolley approaching a yield sign shall slow down to a speed reasonable for the existing conditions and, if required for safety to stop, shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or, if none, then at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway before entering it. After slowing or stopping, the driver shall yield the right-of-way to any vehicle or trackless trolley in the intersection or approaching on another roadway so closely as to constitute an immediate hazard during the time the driver is moving across or within the intersection or junction of roadways. Whenever a driver is involved in a collision with a vehicle or trackless trolley in the intersection or junction of roadways, after driving past a yield sign without stopping, the collision shall be prima-facie evidence of the driver's failure to yield the right-of-way.

(C) Except as otherwise provided in this division, whoever violates this section is guilty of a minor misdemeanor. If, within one year of the offense, the offender previously has been convicted of or pleaded guilty to one predicate motor vehicle or traffic offense, whoever violates this section is guilty of a misdemeanor of the fourth degree. If, within one year of the offense, the offender previously has been convicted of two or more predicate motor vehicle or traffic offenses, whoever violates this section is guilty of a misdemeanor of the third degree.

The following is from the *Digest of Motor Vehicle Laws*:

### Stopping

A driver must stop:

1. Behind the stop line or crosswalk at any "stop" sign or at a red traffic signal.
2. Behind the stop line or crosswalk at any red traffic signal where right or left turns on red are permitted. The driver may only proceed with a legal turn on red after coming to a full stop and yielding the right of way to all crossing traffic and to all pedestrians crossing the intersection.
3. At a flashing red traffic signal and yield to all traffic that does not have to stop.
4. At a sidewalk, or if there is no sidewalk, at a point prior to entering the roadway, when emerging from an alley, driveway or private road on a business or residence district. Drivers must yield the right of way to any pedestrian on the sidewalk.
5. Before entering an intersection, if there is not sufficient space on the other side to accommodate the vehicle. The law applies whether or not a traffic signal gives a driver the right to proceed.
6. At the approach of a public safety vehicle (such as a police car, fire engine or ambulance) displaying flashing lights and sounding a warning signal, unless the vehicle is traveling in the opposite direction on a divided highway. Drivers should move as far as possible to the right of the road and remain there until the emergency vehicle has passed.

