RESOLUTION NO. 024-2018

A RESOLUTION SUPPORTING THE SUBMITTAL OF A SAFETY FUNDING APPLICATION WITH THE OHIO DEPARTMENT OF TRANSPORTATION FOR A MULTI-USE TRAIL ON LINCOLN STREET, AND VARIOUS UPGRADES TO BLANCHARD STREET WITHIN THE CITY OF FINDLAY LIMITS, AND DECLARING AN EMERGENCY.

WHEREAS, the results of a corridor and safety study conducted on Blanchard Street from Tiffin Avenue to Sixth Street enabled the City of Findlay to submit for a safety fund grant through the Ohio Department of Transportation (ODOT); and,

WHEREAS, preliminary construction costs for a multi-use trail on Lincoln Street and all of the recommended work listed in Exhibit A attached hereto is estimated at four million six hundred fifty-nine thousand three hundred eighty-eight dollars and no cents ($4,659,388.00). The City has already been granted TAP grant funds totaling one million two hundred thousand dollars and no cents ($1,200,000.00). If awarded, this safety grant would total two million seven hundred fifty thousand dollars and no cents ($2,750,000.00) with the City's share of construction be the remaining seven hundred nine thousand dollars three hundred eighty-eight dollars and no cents ($709,388.00) or just over fifteen percent (15%) of the total estimated construction cost of the project.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Findlay, Ohio supports the submittal of a safety funding application with the Ohio Department of Transportation for a multi-use trail on Lincoln Street, as well as various upgrades to Blanchard Street, both within the City of Findlay limits.

SECTION 1: This Resolution is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, and safety of the inhabitants of the City of Findlay, Ohio, and for the further reason it is immediately necessary to authorize the submittal of said application to secure safety grant funds for the aforementioned projects.

WHEREFORE, this Resolution shall take effect and be in force from and after its passage and approval by the Mayor.

R. Ronald Monday
PRESIDENT OF COUNCIL

Lydia J Mihalik
MAYOR

PASSED October 2, 2018

ATTEST Denise DeLore
CLERK OF COUNCIL

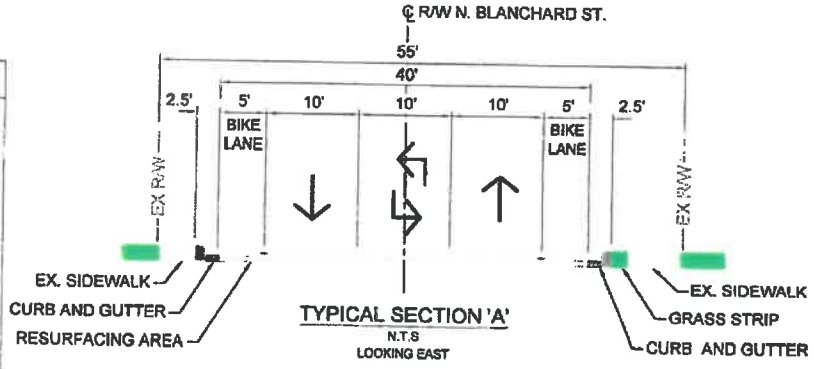
APPROVED October 2, 2018

Highlights from the Corridor Safety Study

Looking at the calendar years of 2015 to 2017, there were 138 crashes reported along this corridor. Forty-five (45) of the crashes were rear end crashes occurring due to the lack of turn lanes versus the high number of side streets, alleys and driveways. Twelve (12) of the accidents were sideswipe-passing accidents caused by drivers trying to switch lanes to go around vehicles waiting to turn left. Twenty-five (25) of the accidents were left turn crashes caused when vehicles wanting to turn left cause a visibility issue for vehicles going in the opposite direction, who also want to turn left. There were also six (6) reported accidents that involved vehicles and bicycles. Eighty (80) percent of the accidents were property damage only while the remaining twenty (20) percent were injury crashes with no fatal crashes reported in those years.

Using ODOT's Economic Crash Analyst Tool (ECAT) the expected crash frequency for the existing lane configuration and traffic volumes is 39.26 crashes per year. The actual observed crashes (using the data listed above) is 46 crashes per year. Using the proposed improvements, the predicted crash frequency (using ECAT and the proposed conditions) will be reduced to 31.05 crashes per year.

The proposed improvements will include traffic signal upgrades, pedestrian ramp replacement (if the existing ramps do not meet current standards), repaving, new pavement markings and the reconfiguration of the existing lanes so that left turn lanes can be added at Sandusky Street and Lincoln Street (without additional right of way being needed) and the addition of bike lanes on each side of the pavement. I have attached a rendering of the proposed lane reconfiguration so that you can get an idea of what the corridor could look like when the project is completed.



TYPICAL SECTION 'A'
N.T.S
LOOKING EAST

LEGEND

- RESURFACING AREA
- EXISTING CURB AND GUTTER
- EXISTING RAISED PAVEMENT
- EXISTING BRIDGE
- EXISTING RIGHT OF WAY
- EXISTING SIGNAL

N

0 100
50 200
Horizontal Scale In Feet

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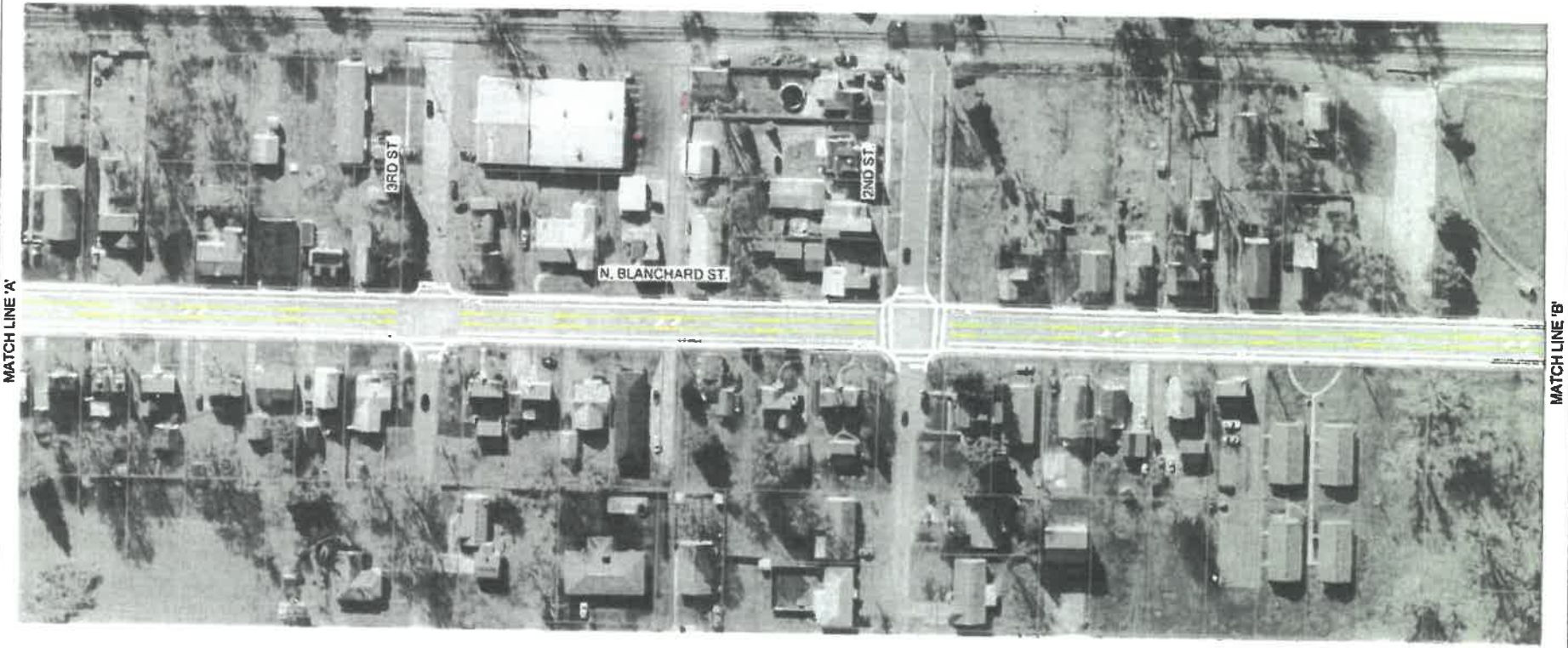
FIGURE 6

PROPOSED IMPROVEMENT RENDERING
SHEET 1 OF 6

AUGUST 2018



LEGEND

- RESURFACING AREA
- EXISTING CURB AND GUTTER
- EXISTING RAISED PAVEMENT
- EXISTING BRIDGE
- EXISTING RIGHT OF WAY
- EXISTING SIGNAL

N

0 100
50 200
Horizontal Scale in Feet

GPD GROUP
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FIGURE 6

PROPOSED IMPROVEMENT RENDERING
SHEET 2 OF 6

AUGUST 2018

LEGEND

- RESURFACING AREA
- EXISTING CURB AND GUTTER
- EXISTING RAISED PAVEMENT
- EXISTING BRIDGE
- EXISTING RIGHT OF WAY
- EXISTING SIGNAL

N

0 50 100 200

Horizontal Scale in Feet

GPD GROUP®

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FIGURE 6

PROPOSED IMPROVEMENT RENDERING
SHEET 3 OF 6

AUGUST 2018

STOP
R1-1
R3-2

LEGEND
RESURFACING AREA
EXISTING CURB AND GUTTER
EXISTING RAISED PAVEMENT
EXISTING BRIDGE
EXISTING RIGHT OF WAY
EXISTING SIGNAL

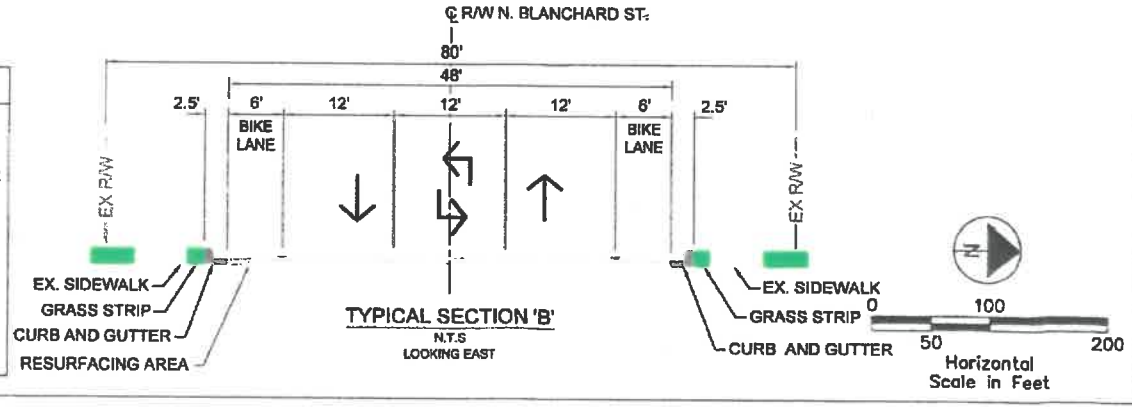
0 50 100 200
Horizontal Scale in Feet

GPD GROUP

FIGURE 6

PROPOSED IMPROVEMENT RENDERING
SHEET 4 OF 6

AUGUST 2018



LEGEND

- RESURFACING AREA
- EXISTING CURB AND GUTTER
- EXISTING RAISED PAVEMENT
- EXISTING BRIDGE
- EXISTING RIGHT OF WAY
- EXISTING SIGNAL

GPD GROUP

FIGURE 6

PROPOSED IMPROVEMENT RENDERING
SHEET 5 OF 6

AUGUST 2018

LEGEND
RESURFACING AREA
EXISTING CURB AND GUTTER
EXISTING RAISED PAVEMENT
EXISTING BRIDGE
EXISTING RIGHT OF WAY
EXISTING SIGNAL

0 50 100 200
Horizontal Scale in Feet

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FIGURE 6

PROPOSED IMPROVEMENT RENDERING
SHEET 6 OF 6

AUGUST 2018