TRAFFIC COMMISSION
Monday, May 21, 2018 ◆ 2:30 p.m.
Municipal Building, Third Floor Conference Room

Agenda

OLD BUSINESS

1. Request of Tom DeMuth, City of Findlay Traffic Signal Supervisor, to review the crosswalk signalization across Lima Avenue at Cooper Tire & Rubber Company leading from their corporate offices to their parking lot due to ailing equipment needing repaired or replaced.

   4/16/2018
   DeMuth stated that the traffic signal equipment at Cooper Tire was installed in 1993. The hardware is wearing out and it is outdated equipment. In lieu of spending money to update the light, DeMuth suggested that it be converted to a regular crosswalk like West Main Cross Street. Schmelzer stated that an RFB similar to West Main Cross Street is no longer recognized under the Uniform Traffic Code. DeMuth stated that if it is not a federal or state highway, should be able to use the RFB. Not a traffic control device just an enhancement. Option A is to just stripe a sign the crosswalk. Option B is to install a HAWK device or overhead light. Option C is to replace the existing. Schmelzer stated the cost of this type of device is born by the entity that needs it. Cooper Tire needs to pay for a HAWK system or traffic signal or we will put back to a crosswalk. DeMuth stated that they will not be happy with a HAWK system. Schmelzer stated that he will talk with Cooper Tire about cost of traffic signal after DeMuth gets actual costs.

2. Request of Michael Chiarelli, Kan Du Group located at 17728 County Road 99, Findlay, for a traffic signal facing north at Speedway Drive to allow motorists to safely be able to turn left (east) from their facility as well as Flashover Sports.

   4/16/2018
   Chiarelli stated that the Kan Du Group is the former Blanchard Valley Industries and moved to a County Road 99 location. It serves adults with disabilities. There will be 45-50 adults on location at a time. There is a concern of the safety of turning left out of the drive onto CR 99. A traffic signal would allow a safer turn. The entrance to the facility will be moved to line up with the existing traffic signal. Schmelzer stated that usually the organization requesting an additional traffic signal would be responsible for the cost to purchase and install the signal. There may be grants or government funds available to cover the cost. Having a traffic signal there may spark additional development. Cost to install a new signal would be approximately $15,000 if have to purchase all equipment. Schmelzer stated that if the owner moves the drive the City would pay for the signal. Chiarelli stated that the owner is aware that they would have to move the entrance.
   Motion to table request pending further discussion regarding combining the driveways, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

3. Review of the intersection of Osborn Avenue and East Main Cross Street for a safer intersection.

   04/16/2018
   Thomas stated that he had traffic counts taken and aerial footage taken of this intersection. Traffic count does not warrant a traffic signal or four way stop. Eastbound and westbound traffic have to move past stop bars to see into intersection to safely pass. Schmelzer stated that the issue is not going away. Should put up a four way stop at this intersection. DeMuth stated that we should install a solar operated flashing stop sign.
   Motion to make the intersection of Osborn Avenue and East Main Cross Street a four way stop with “Stop Ahead” signs for southbound traffic and recommend a schematic be put together for examination by the Traffic Commission, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

NEW BUSINESS

1. Request of Matthew Frisk, 521 Edith Avenue, to make Bolton one way northbound from Edith to Rector Avenue.

2. Request of Tim Karcher, 230 Oakland Avenue, to place two 25 MPH signs on Oakland Avenue; one at Main Street heading east and one at Park Street heading west.

3. Request of Chris Strzempka, 203 East Lima Street, to make the intersection of East Lima Street and Beech Street a three-way stop.

4. Request of Brian Thomas, Service Director/Acting City Engineer, to make Blanchard Street two lanes, one lane in each direction with a continuous left turn lane, and two bike lanes, one in each direction.

Kathy Launder

From: fridge17 <fridge17@aol.com>
Sent: Thursday, April 26, 2018 4:37 PM
To: Kathy Launder
Subject: Traffic Commission Request
Attachments: 20180419_182031_resized.jpg; 20180419_182011_resized.jpg; 20180419_181958_resized.jpg

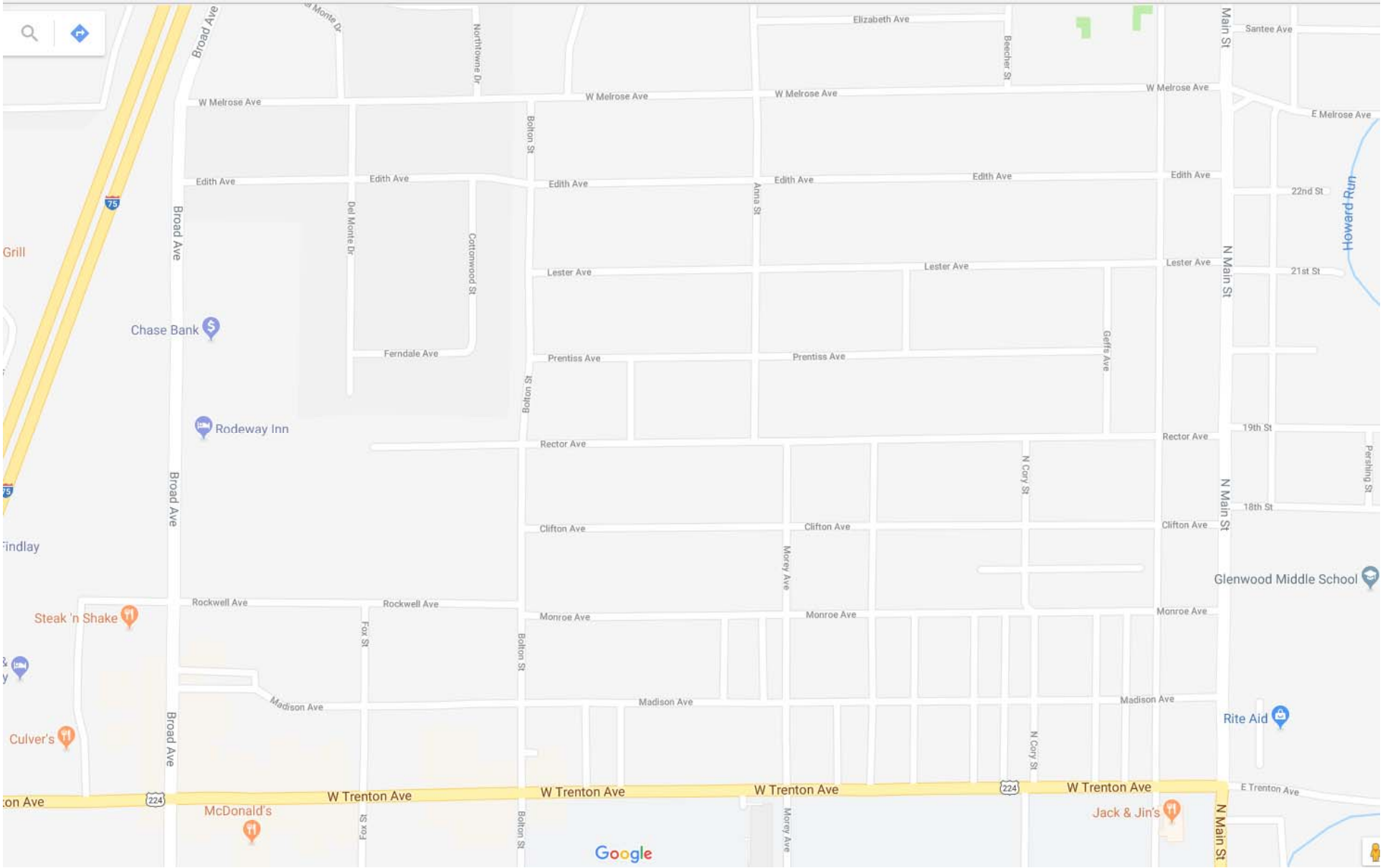
Good Afternoon,

I am writing a request to have the traffic pattern looked at along my property. I live at 521 Edith Ave. and live on the corner of Edith and Bolton. I have an issue with traffic coming into my yard along Bolton. For a while now, when two cars cross each other by my property the road is narrow to the point where they have come into my property slightly and over time has rutted it. Across from my property on Bolton is the Dalzell ditch that has been recently cleaned. When improving the ditch, a guardrail has been put up to make sure traffic does not go into the ditch. While I am happy with this improvement, this has made traffic inch even farther onto my property and with recently wet conditions, this has made the rutting worse. North of Edith, from Edith to Melrose, Bolton is one way going south to north, and this part of the road is as wide as the road south of Edith, yet is two way traffic. This road stays narrow the length of the ditch until the ditch turns west at Prentiss Ave. and then widens out. I would like to request that Bolton become a one way street at least the length of the ditch along Bolton and maybe even farther as seen fit, maybe to the 4 way stop at Rector Ave. Attached you will find 3 pictures that show how the issue has progressed further onto my property. If you have any questions, please don't hesitate to contact me.

Thank you for your time,
Matthew Frisk

Hancock County GIS

Notes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Elizabeth Ave
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Main St
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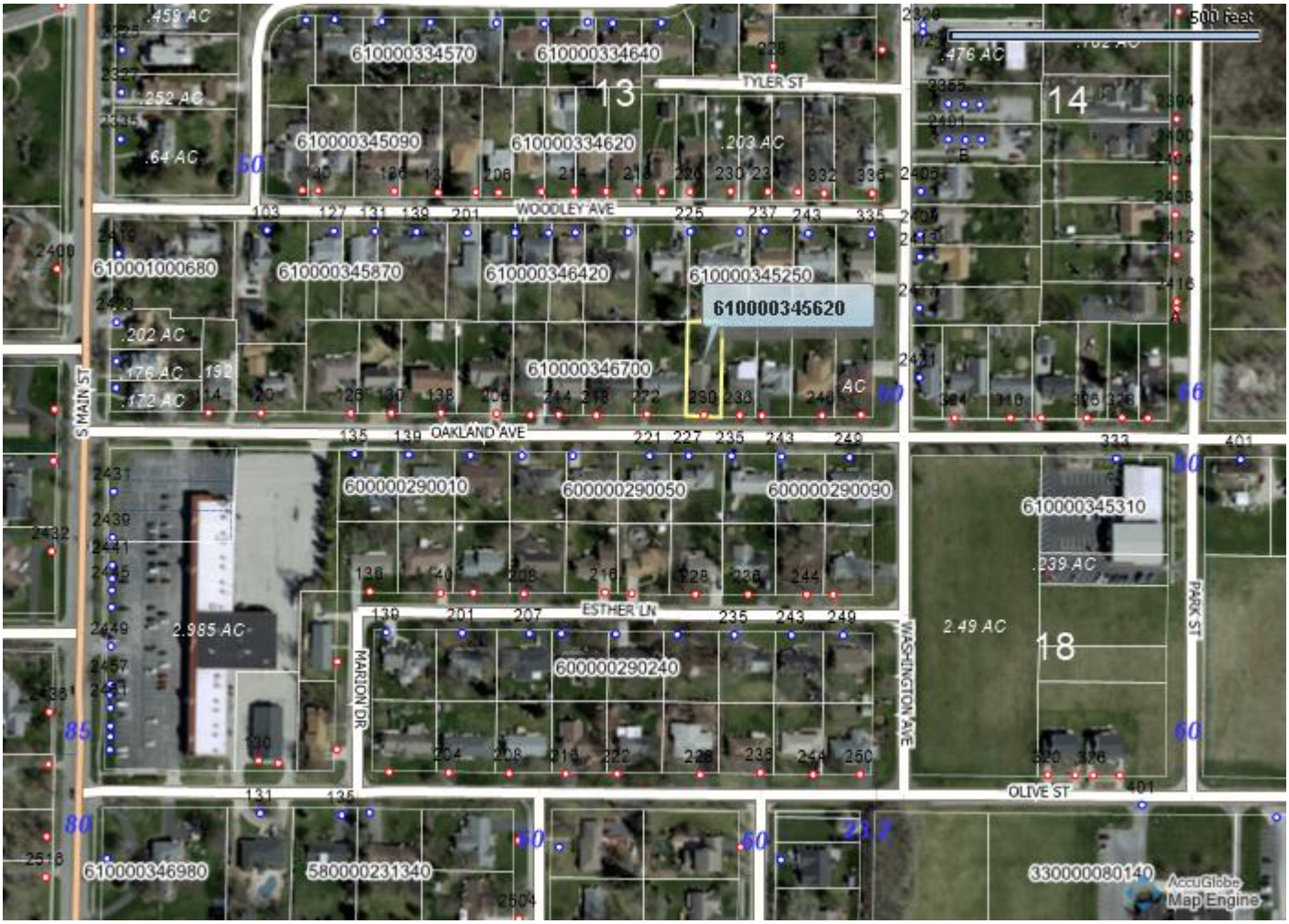
Bolton St
Edith Ave
Del Monte Dr
Cottonwood St
Anna St
22nd St
Howard Run
Lester Ave
N Main St
21st St
Chase Bank
Ferndale Ave
Prentiss Ave
Geffs Ave
Rodeway Inn
Rector Ave
19th St
N Cory St
Pershing St
18th St
Clifton Ave
Morey Ave
Glenwood Middle School
Rockwell Ave
Monroe Ave
Steak 'n Shake
Fox St
Madison Ave
Culver's
Rite Aid
W Trenton Ave
224
McDonald's
Jack & Jin's
Google

April 27, 2018

Request to place two 25 MPH speed limit signs on Oakland Avenue; one at Main Street heading east and one at Park Street heading west. Employees from a business at the corner of Park Street and Oakland Avenue speed down the street after work. There are a lot of young families that live on this street.

Tim Karcher
230 Oakland Avenue
Findlay, OH 45840
567-525-4391

Hancock County GIS



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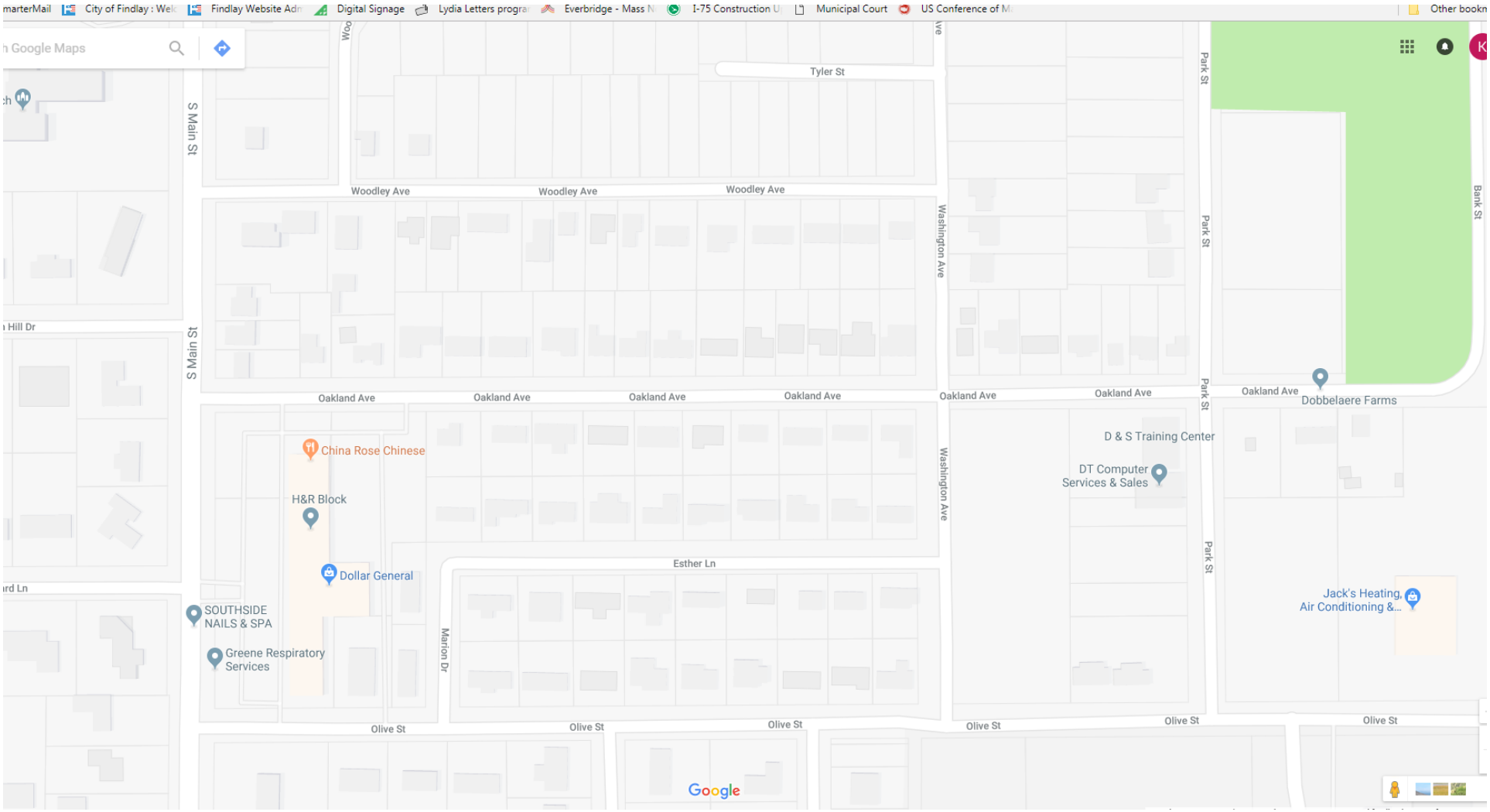
Google Maps
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China Rose Chinese
H&R Block
Dollar General
SOUTHSIDE NAILS & SPA
Greene Respiratory Services
Esther Ln
Marion Dr
D & S Training Center
DT Computer Services & Sales
Jack's Heating, Air Conditioning &...
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Kathy Launder

From: Strzempka, Christopher <Christopher.Strzempka@aptim.com>
Sent: Wednesday, May 09, 2018 10:37 AM
To: Kathy Launder
Cc: cstrzempka9@aol.com
Subject: Request for 3-way stop sign placement: East Lima and Beech Streets

Attn: City of Findlay Traffic Commission

Dear Madam/Sir,

This letter is written to request installation of a 3-way stop sign at the intersection of East Lima Street and Beech Street. I am requesting this out of future concerns for the safety of pedestrians and private property in the first 3 blocks of East Lima.

I have been a resident in the same house on East Lima Street for almost 26 years. In 1992/1993, the referenced intersection did contain a 3-way stop sign, but shortly thereafter the 3-way stop was removed. I was told by the city that it was removed because East Lima was chosen as an alternate by-pass around downtown. Now with the plans for slowed traffic flows on Main Street (i.e. mid-block pedestrian crosswalks), I have concerns that drivers purposely will use East Lima Street more frequently. I feel reinstalling the 3-way stop sign will slow traffic, thus reducing flow, noise, traffic speeds, possibly deter drivers from using it as a cut-through, and ultimately the safety of the residents.

The following are first hand experiences I have had with traffic on East Lima Street:

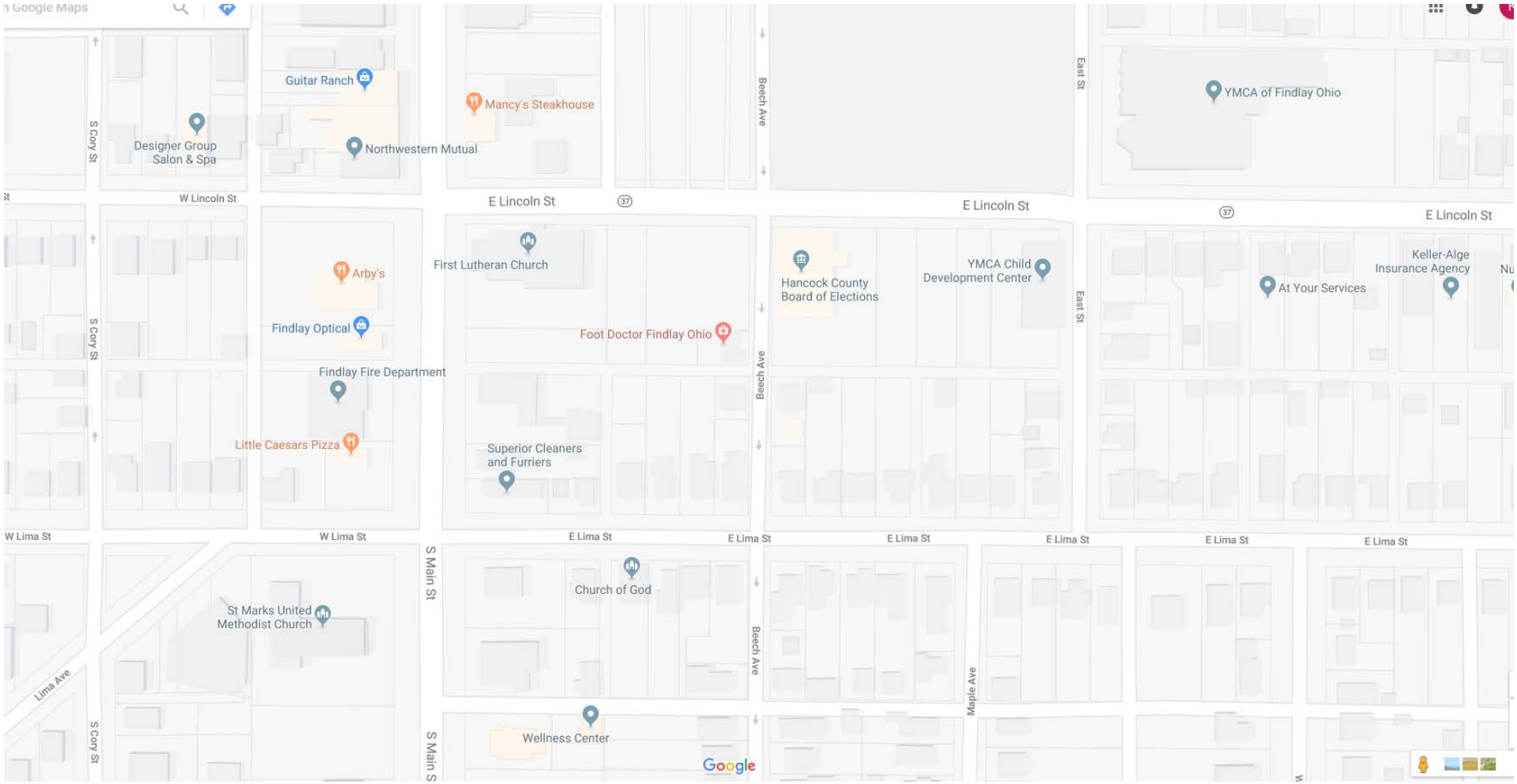
- Heavy traffic flows during morning and evening rush hours, including speeders.
- Increased vehicle speeds especially when drivers race up to the green light on Main.
- Elementary age children walk to/from school on East Lima.
- YMCA walks there pre-school groups on East Lima for exercise.
- Vehicle accidents – most recently May 8th, where my parked neighbor's car was rear ended and it ended up in my front yard potentially killing a 40 year old tree
- Hit and run accidents to my vehicles parked on the street – 3 total
- Hit and run accidents to neighbors vehicles – at least 3 recent one that I know of

I appreciate your favorable review of this request and look forward to hearing from you.

Sincerely,

Christopher Strzempka
Cell: +1 567 208 9069
christopher.strzempka@aptim.com

205 East Lima Street
Findlay, OH 45840
USA


Guitar Ranch
Mancy's Steakhouse
Designer Group Salon & Spa
Northwestern Mutual
YMCA of Findlay Ohio
S Cory St
W Lincoln St
E Lincoln St
Beech Ave
East St
Arby's
First Lutheran Church
Hancock County Board of Elections
YMCA Child Development Center
At Your Services
Keller-Alge Insurance Agency
Findlay Optical
Foot Doctor Findlay Ohio
Findlay Fire Department
Little Caesars Pizza
Superior Cleaners and Furriers
W Lima St
E Lima St
St Marks United Methodist Church
Church of God
S Main St
Lima Ave
Maple Ave
Wellness Center
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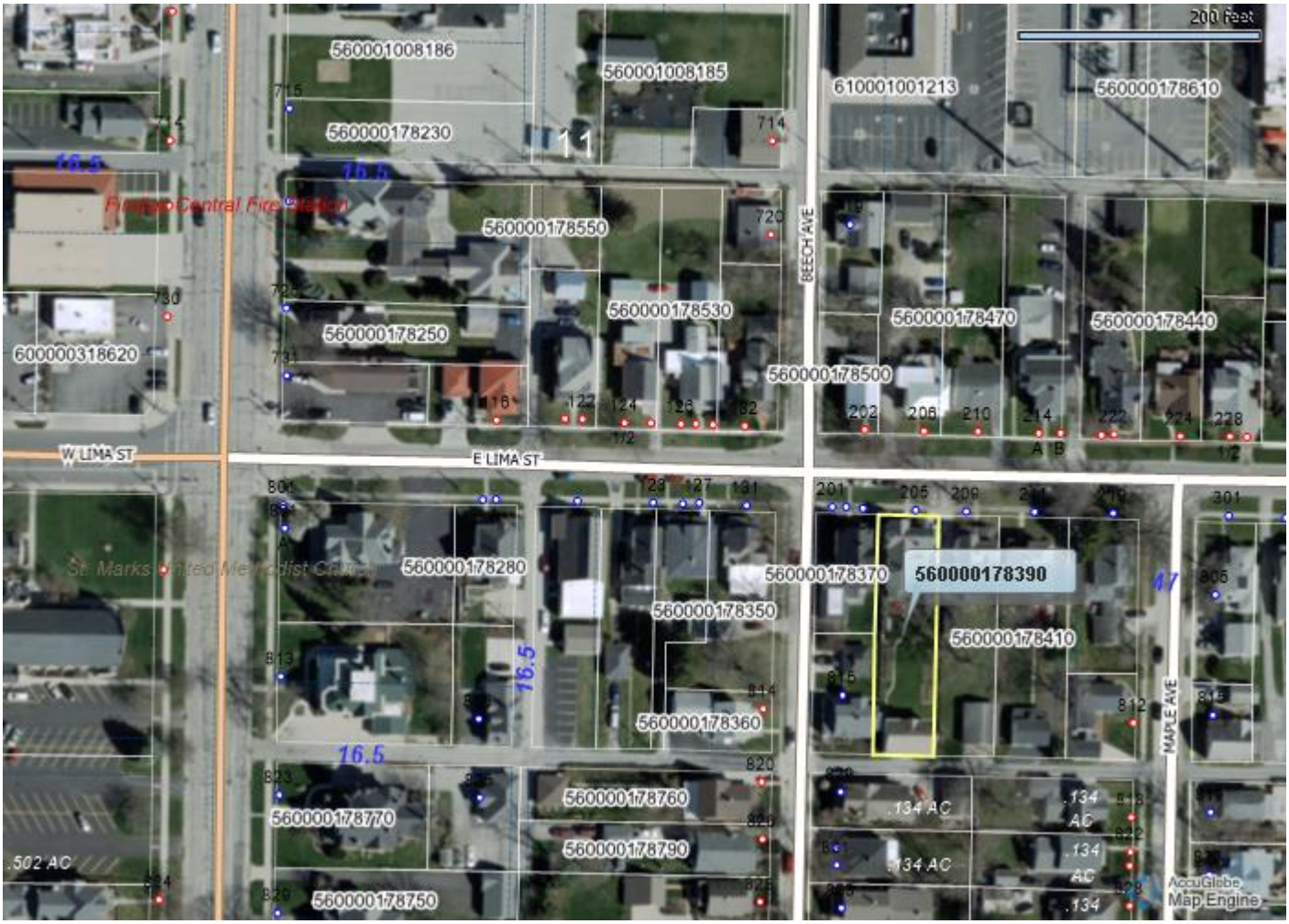
Print | Back

Hancock County GIS



Notes

Kathy Launder

From: Brian Thomas
Sent: Wednesday, May 16, 2018 2:59 PM
To: Kathy Launder
Subject: Traffic Commission Item

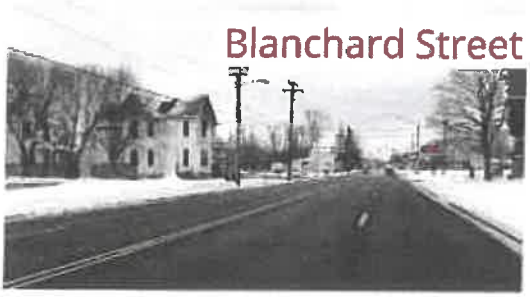
Kathy:

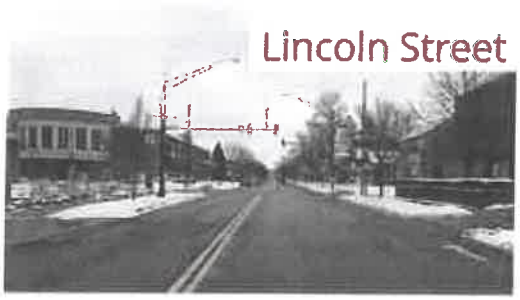
Engineer had requested Letter of Interest from Consulting firms that were interested in providing engineering services for the Blanchard Street & Lincoln Street Bike Lane/Shared Lanes TAP Project. We received information from eight (8) consulting firms and four (4) of those mentioned the option of conducting a road diet on Blanchard Street. The existing Blanchard Street has 2 lanes in each direction. With the road diet option, the road would be restriped so that there would be one lane in each direction with a double left turn lane in the middle. This would leave enough room between the existing curbs that a separate bike lane could be added along with allowing for left turn lanes to be added to the intersections (from Blanchard onto the side streets) without the need to acquire additional right-of-way.

The consultant has been selected for the project and they are working on a price proposal but I need traffic commission to offer guidance on if the road diet option should be part of the project or not. I have given you the pages from the Letters of Interest from the 4 firms and have highlighted the areas where they talk about the road diet option. Please include this on the traffic commission agenda for the next meeting.

Thank you,

Brian A. Thomas, PE, PS, CPESC, CFM
Director of Public Service/Acting City Engineer
City of Findlay
318 Dorney Plaza, Room 304
Findlay, Ohio 45840
Phone: 419.424.7121





technical approach

We understand that every community has a unique dynamic and different needs and we will begin this effort with a kick off meeting, listening to City officials as they relay their knowledge, understanding and goals of the project and the community that will be served by it. Our approach to this project is predicated on safety for the traveling public and providing the City with feasible design options meeting these goals as well as all ODOT and City design standards and requirements.

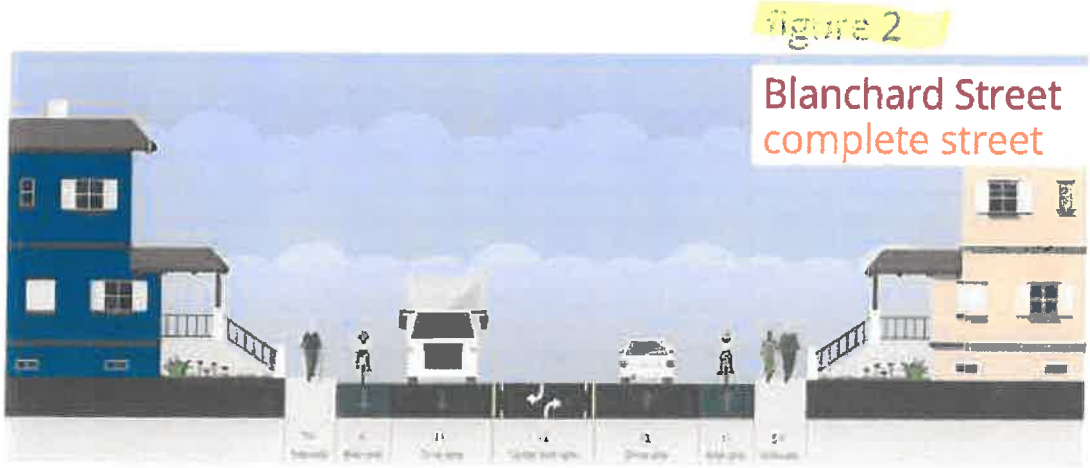
For example, we can begin assessing Blanchard Street by looking at the existing right of way width, the existing pavement width, current traffic counts and available budget. Within the project area, available data on Blanchard Street indicates traffic counts between 5,400 and 12,000 vehicles per day. This, along with the existing pavement width, provides the City with various options in their efforts to provide space for all roadway users: pedestrians, cyclists and drivers. An option that could be considered is to retain or improve the existing walks for pedestrian access and reallocate the existing pavement space from 2 drive lanes in each direction to one drive lane in each direction with a two way left turn lane (TWLTL) allowing for space within the existing pavement area to provide a bike lane in each direction. Reducing the number of drive lanes to add a TWLTL can enhance the flow of traffic and has been shown to reduce the frequency of accidents by removing conflicts caused by left turn vehicles. In addition, studies have shown that a reduction in lane width reduces vehicle speeds and typically lowers the rate of accidents, all more desirable conditions with bicycles and pedestrians present. See Figures 1 and 2 for diagrams created to represent a segment of Blanchard Road as it exists now and with a conceptual "complete streets" approach (pavement & ROW widths estimated from Google Earth and Hancock County Auditor website). We do understand that this solution may not be a fit for every community or for every location.

Lincoln Street as it exists, has wide lanes, approximately 14' each, with an 8' parking lane located on the both sides of the street for a portion of the project, the south side of the street for another section, and the north side for the remainder of the street. Using a similar

a trusted advisor to the clients we serve by approaching projects as we have a vested interest in each success. We also have a depth of experience within the company combined with an ability to call upon each other for technical advice and expertise as situations arise on projects that may not have been anticipated. This, combined with our understanding of the importance of responsiveness and communication in all forms and at all times, sets us apart.

figure 1

figure 2



INNOVATIVE IDEAS

In addition to the design ideas discussed throughout this technical approach, GPD will make every effort to innovate with respect to delivery time, proposed solutions and cost. GPD's experience with the design of numerous multi-use paths and roadway improvements will assist the City with identifying cost drivers for the project and maximizing value for those investments.

Road Diet – Although not included in the LOI request, GPD investigated the feasibility of a "road diet" as an alternative way of providing dedicated bicycle lanes on Blanchard Street. A "road diet" would consist of reducing the corridor from a 4 lane section to a 3 lane section (1 through lane in each direction with a center turn lane). The pavement width from the eliminated fourth lane would be used to add a bicycle lane to each side of the street. The average daily traffic (ADT) on Blanchard Street varies from 6,000-12,000 throughout the project limits. A 3-lane section should be able to accommodate this volume of traffic. Additionally, the pavement would require milling and resurfacing in order to install the new lane control pavement markings. If the City is interested in this option, GPD would perform a detailed capacity analysis of the corridor to determine the level of service a 3-lane section would provide. This would be a more costly option than simply placing sharrow markings and installing signs; however, it would provide a fresh update to the corridor and provide dedicated bicycle facilities. There is potential opportunity for the City to obtain safety funding for construction of a roadway diet. For the three year period of 2014-2016, there were 93 crashes on Blanchard Street within the proposed project limits. By adding a dedicated turn lane and bicycle lanes, there is a potential to reduce crashes. Additionally, due to the project schedule, it is assumed that the City will fund design with local funds and thus any safety funds acquired could be utilized for construction, a fact which makes this a more attractive project to the safety committee. GPD has vast experience and success in completing funding request applications for clients.

FIRM'S QUALIFICATIONS, KNOWLEDGE AND EXPERIENCE

GPD has over 55 years of bridge, highway and traffic design experience with city, county, state, and federal-aid projects. Our team is prequalified with ODOT in all required design categories. Our staff's vast design experience on both ODOT and LPA projects, coupled with a number of staff previously serving at Deputy Directors within ODOT, makes us extremely knowledgeable of the LPA process and current ODOT design standards. GPD is experienced and accustomed to working on this type of project for municipal clients with compressed timelines or schedules.

QUALITY CONTROL, DELIVERY TIME AND COST CONTAINMENT

Our QA/QC program addresses cost control, construction feasibility and schedule. Cost estimates and cost control reviews are built into each phase of the design. GPD will develop a detailed scope and project plan for compliance monitoring. This plan prepares a task list that encapsulates the scope in a brief easy-to-understand manner, and then assigns responsibilities to team leaders. Using this task list, the plan develops a realistic project schedule and estimates the staffing needs for successfully executing the project within the time frame. To achieve the project goals, GPD assigns the most qualified personnel to the design team and utilizes the latest technology in the field and office. Project progress is monitored by comparing each task activity with the schedule and budget. If delays or issues arise, the manpower allocations will be adjusted to alleviate the problem and restore the project to schedule. Improving or shortening the design schedule is always considered as part of the monitoring system. We are confident we have the skills, tools, and expertise to successfully complete the design on time and within budget, including completion of Preliminary design by June 29, 2018 and final design by December 31, 2018.

Blanchard Street is a consistent four lane section with curb and gutters, a narrow tree lawn and sidewalk on each side except at the East Main Cross intersection where a fifth left turn lane is provided. The street has a fully developed urban character, with numerous adjacent lots, driveways and cross streets. The intersections at Sixth, East Lincoln, East Sandusky, and East Main Cross streets are signalized, typically with mast arms, pedestrian signals, video detectors and pre-empt equipment, but not signal head back plates.

The material furnished was not specific about the details of the typical section for the bike lane work, although sharrow lanes are mentioned. The cost estimate of $629,986 single largest item is for over $200,000 in 4" concrete walk. We could be mistaken, but the cost estimate quantities seem to indicate that the existing 4' walks would be replaced by a 5' walk on both sides, and the two 5' walks would form a bi-directional multi-use path supplemented by sharrows in the vehicular lanes. If this is the case, it could raise design criteria questions that could delay the project. The ODOT design standard is AASHTO's *Guide for the Development of Bicycle Facilities,* which discourages the use of sidewalks for bicycling and states that side paths should follow the same criteria as shared use paths on independent alignments, which require a five foot separation from the vehicular lane, or a barrier. ODOT *Location and Design Manual* sidewalk standards show a two foot tree lawn and five foot walk, or a seven foot walk with no buffer, which would probably not fit the available right of way.

As an alternative, we would recommending investigating converting Blanchard Street to three lanes with a center two way left turn lane, and providing a dedicated and marked five foot wide bike lane in either direction. These so-called "road diets" generally can provide acceptable capacity for up to about 15,000 vehicles per day. This could be confirmed at reasonably low cost by making peak hour counts at the signalized intersections (and perhaps the Blanchard Avenue "Y" intersection) and verifying the level of service of the revised lane arrangement using *Highway Capacity Software 7* or similar. If the results are acceptable as expected, the conversion would require fairly minor changes to the signal heads and detectors and longitudinal pavement markings. In addition to improved bicycle and pedestrian safety, utilizing the existing walk and curb will limit costs to selected repairs. All catch basins would need to be inspected and replaced with bicycle safe grates. We believe the suggested bike lane typical sections are workable but very tight. Even preliminary designs should be verified with actual field work before proceeding with details.

Similar principals could be used to add dedicated bike lanes to Lincoln Street, which we believe would be safer and present fewer design risks than a side path, especially at drives and intersections. The design process would start by determining the need for turn lanes at the more important intersections, then picking a lane arrangement that best utilizes the existing pavement. Widening may be necessary in certain areas, but will be near the curb line and less likely involve new right of way. The existing on street parking is probably important, and will influence the widths required for on street bike lanes. If a two-way side path on the south side is the preferred alternative, we recommend a minimum five foot wide separation between the edges of the ten foot path and the eastbound vehicular lane, with a two foot median curb as a barrier.

Technical Approach

Our Technical Approach Builds on Extensive Trail Experience to Addresses Design Issues and Achieve Project Objectives for the City of Findlay

Project Understanding and Innovative Ideas

The project objective is to improve bicycle and pedestrian mobility and safety along Blanchard Street from Sixth Street to the existing Blanchard River Greenway Trail and along Lincoln Street from Cory Street to Blanchard Street. This project is a part of a much larger initiative, as defined in the Multi-Use Trails Master Plan, which serves as the basis for a pedestrian-bicyclist oriented network of interconnecting trails that link neighborhoods, parks, schools, and other community places.

Based on our site visit and background document review, we found that this project consists of two phases - sharrow lanes on Blanchard Street and a shared-use path on Lincoln Street.

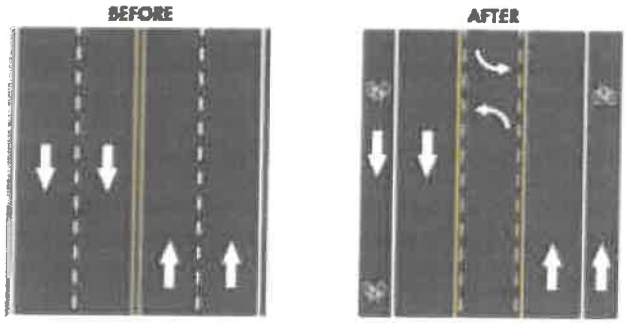
Blanchard Street

The Multi-Use Trails Master Plan and TAP Grant Application both show this phase being a shared-use path of varying widths on both sides of Blanchard Street from Sixth Street to the Blanchard River Greenway Trail (approximately 1.3 miles long). While doing this would result in great benefits to both bicycle and pedestrian mobility and safety, the cost to construct such an improvement would be significant. The Request for Letters of Interest provides an alternative scope to provide sharrow lanes on each side of this segment.

Sharrow Lanes can be a cost-effective alternative to shared-use paths.

Sharrow lanes are a cost-effective alternative to shared-use paths and are commonly used on lower volume side roads having speed limits below 35 mph. Sharrow lanes are known to improve wayfinding, increase driver awareness of bicyclists, and help prevent wrong-way and sidewalk riding. However, recent studies have shown that sharrow lanes do very little to improve bicycle safety, and as a result, are rarely used or preferred by bicyclists.

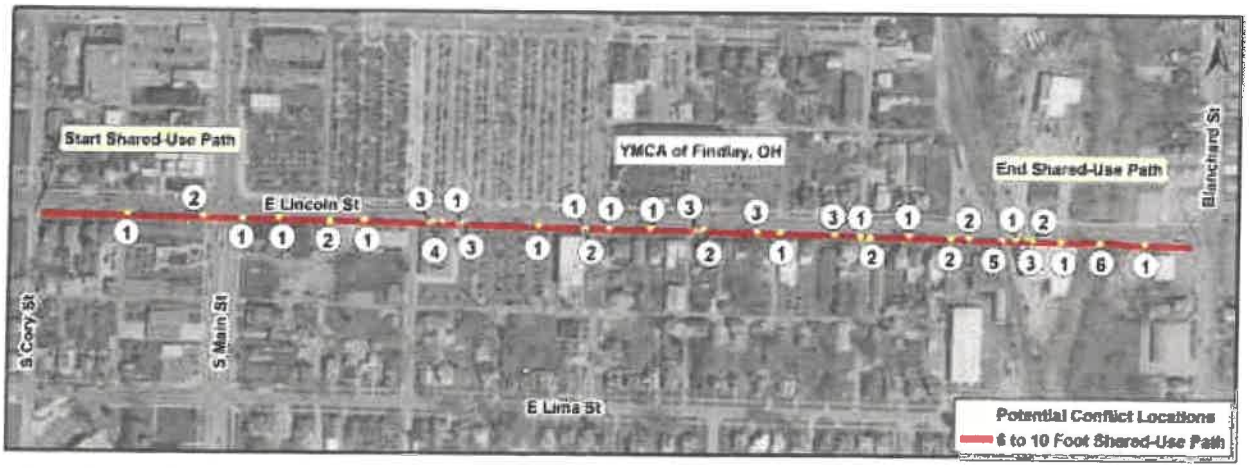
Blanchard Street is classified as a major collector road with the exception of the minor arterial segment between Blanchard Avenue and Lincoln Street. Blanchard Street currently has two travel lanes in each direction for four total travel lanes. With a 35 mph speed limit and ADTs ranging from 5,400 to 12,000 vehicles per day (vpd), Blanchard Street may be a suitable for a road diet.



Road Diet – before and after configurations.

Reducing the typical section to one travel lane in each direction with a continuous two-way left-turn lane is a popular treatment for corridors with high access density. This alternative enhances bike accessibility and safety, provides adequate operations, and saves corridor widening costs. These three-lane sections can support volumes above 20,000 vpd; however, a corridor with a high density of access points, like Blanchard Street, could only expect to support roughly 18,000 vpd with a three lane section.

A preliminary road diet analysis was performed using ADTs available from ODOT. This data



Potential Conflicts:

① Utility Pole / Light Pole / Transformer Vault
② Manhole
③ Water Appurtenance
④ Tree Grate
⑤ Rail Road Crossing
⑥ Bridge

The above graphic highlights potential conflict points along Lincoln Street for the proposed shared-use path that will need to be evaluated as part of the design process.

indicated that the intersection of Blanchard Street and Sandusky Street experiences the highest volumes in the corridor. An annual growth rate of 1.0 percent was used to estimate the intersection volumes for a design year of 2040. Synchro 9/SimTraffic 9 software indicated the intersection will operate at a Level of Service D with an average delay of 41.7 seconds. Operationally speaking, a road diet is a viable option that we recommend exploring further during preliminary engineering.

Lincoln Street

A 6 to 10-foot wide shared-use path is planned to replace the existing sidewalk along the south side of Lincoln Street from Cory Street to Blanchard Street, approximately 3,000 linear feet. The majority of this segment of Lincoln Street is classified as a minor arterial having a current ADT of 5,300 vpd. The street typical section includes two driving lanes, an occasional turn lane, intermittent on-street parking, green space/utility buffers, and sidewalks.

We agree that a shared-use path is likely the best way to improve bicycle and pedestrian mobility and safety along this corridor, even though it is expected to reduce the buffer width currently separating road and pedestrian traffic. Proper enforcement will be necessary to make sure motorists do not park their vehicles on the trail as there are a number of entrances along this corridor.

Right-of-Way

Both the Blanchard Street and Lincoln Street projects should require minimal to no land acquisition as the projects will be located in the existing right-of-way.

Utility Coordination

Utility impacts on Blanchard Street should be minimal and limited to adjustment and/or replacement of underground utility castings. Utility coordination is expected to play a greater role along Lincoln Street with the shared-use path replacing the existing sidewalk and encroaching into the existing utility buffer.

Maintenance of Traffic

Maintenance of Traffic on Blanchard Street is expected to be similar for either alternative (sharrow lanes or a road diet). Sharrow lanes will require lane closures to paint the sharrow markings. Road diets typically require a mill and overlay to remove all traces of the lane markings. This will have greater traffic impacts, but two-way traffic should be maintained throughout construction. The Lincoln Street project will require intermittent on-street parking restrictions.