



## **COMMISSIONERS**

Chair Andrew Lund

Dennis Richmond, Brett Weddell, David Gibbs, Mario Mora, Phil Schrock, Nick Kieffer, Alan Metcalfe, Youth Advisor: Perla Cervantes

## **TRAFFIC COMMISSION**

Regular Meeting Agenda

October 16, 2025 – 4:30 PM

Goshen Police & Court Building, 111 E. Jefferson Street

To access online streaming of the meeting, go to <https://goshenindiana.org/calendar>

### **I APPROVAL OF MINUTES**

a. July 17, 2025

### **II PUBLIC COMMENT**

### **III OLD BUSINESS**

### **IV NEW BUSINESS**

a. Request for Crosswalk Safety Improvements – Main Street at Purl Street

### **V OTHER BUSINESS/DISCUSSION ITEMS**

a. Subdivision Parking Task Force

### **VI ADJOURN**

The next regular meeting is scheduled for November 20, 2025, at 4:30 pm.



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## **TRAFFIC COMMISSION MINUTES**

**July 17, 2025 – 4:30 PM**

The July 17, 2025, Regular Meeting of the Traffic Commission was called to order by Chair Andrew Lund at 4:30 pm in the Court Room at 111 E. Jefferson Street.

### **COMMISSION MEMBERS PRESENT**

Chair Andrew Lund, Youth Advisor Perla Cervantes, Dennis Richmond, Brett Weddell, Alan Metcalfe, David Gibbs, and Phil Schrock

### **COMMISSION MEMBERS ABSENT**

Nick Kieffer, and Mario Mora

### **STAFF PRESENT**

Dustin Sailor and Tara Hetler

### **PUBLIC PRESENT**

Nick Bouwman

## **I APPROVAL OF MINUTES**

*Action:* Commissioner Weddell moved, seconded by Commissioner Schrock, to approve the May 15, 2025, meeting minutes. Motion carried 5-0.

## **II PUBLIC COMMENT**

## **III OLD BUSINESS**

- a) Commissioner Weddell informed the board that a resident reached out to thank everyone for their help with the speed control sign recently installed on Kercher Road as they feel it has helped.

## **IV NEW BUSINESS**

### **a) Request for Crosswalk Safety Improvements – Main Street at Monroe Street**

*Action:* Commissioner Weddell moved, seconded by Commissioner Gibbs, to deny the request for the City to ask INDOT to consider crosswalk improvements, and instead request that INDOT remove the crosswalk. Motion approved 5-0.

### **b) Trolley Bus Sign Relocation & Install Request – Elkhart County Courthouse**

*Action:* Commissioner Weddell moved, seconded by Commissioner Schrock, approving the relocation of an existing trolley sign and the installation of new signs to accommodate the updated routes. Motion approved 5-0.

## **V OTHER BUSINESS/DISCUSSION ITEMS**

### **a) Subdivision Parking Discussion Group**

Andrew Lund will be coordinating an upcoming meeting to review prior requests to the Traffic Commission while looking at some possible parking restrictions within subdivisions.

### **b) Speed Limit Signs Installed on Radar Flashing Speed Signs**

Commissioner Gibbs reported that it was recently noted at a seminar that the radar flashing speed signs are not in compliance. As Street Commissioner, he plans to have his department install speed limit signs on those flashing signs soon.

## **VI ADJOURNMENT**

The next regular meeting is scheduled for August 21, 2025, at 4:30 pm.



**ENGINEERING DEPARTMENT  
CITY OF GOSHEN**

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## MEMORANDUM

TO: Traffic Commission

FROM: Engineering Department

RE: **REQUEST FOR CROSSWALK SAFETY IMPROVEMENTS –  
MAIN STREET AT PURL STREET**

DATE: October 16, 2025

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The Engineering Department received a request from Alan Reinhardt for flashing crosswalk lights at the crosswalk of Main Street at Purl Street. Engineering staff reached out to Mr. Reinhardt, who said he uses this crosswalk on a regular basis while walking or riding bicycles, accompanying his son to school. He described long waits for gaps in traffic, as well as experiencing drivers not yielding to him and his son, even when they were within the crosswalk.

Main Street at this location is a two-lane roadway, with an AADT of 12,000 vehicles (2024). The posted speed limit is 35 MPH, and the nearest measured 85<sup>th</sup> percentile speeds were 30 MPH (in 2014 near Madison Street) and 35 MPH (in 2015 near Plymouth Avenue). Using the US DOT “Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations” (Guide), as well as standards and guidance from the 11<sup>th</sup> edition of the National MUTCD, engineering staff would find support for minimum safety improvements including striping of a high-visibility crosswalk; relocation of existing School Crossing Assembly signs; and the additional of a School Advance Crossing Assembly advance warning sign in the southbound direction, depending on whether the crosswalk of Main Street at West Monroe is retained or removed. See Table 1 from the US DOT Guide.

According to Engineering Department records, a crossing guard used to be posted at this crosswalk. However, it is unclear whether this crosswalk is currently within a designated Safe Route to School. Staff are reaching out to confirm if the crosswalk is still used by school children. If this is not a designated school crossing, then the above signs may be better changed to normal pedestrian crossing warning signs.

Per the US DOT’s Guide, the recommended safety countermeasures have been shown to improve crosswalk visibility and driver-yielding behavior (see Table 2 from the US DOT Guide). Engineering staff would recommend that the City request INDOT consider these changes, as well evaluate the need for further countermeasures, including a Rectangular Rapid Flashing Beacon (RRFB) or other beacon, as requested by Mr. Reinhardt.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

| Roadway Configuration                                                                 | Posted Speed Limit and AADT |                     |                   |                           |                     |                   |                      |                   |                   |
|---------------------------------------------------------------------------------------|-----------------------------|---------------------|-------------------|---------------------------|---------------------|-------------------|----------------------|-------------------|-------------------|
|                                                                                       | Vehicle AADT <9,000         |                     |                   | Vehicle AADT 9,000–15,000 |                     |                   | Vehicle AADT >15,000 |                   |                   |
|                                                                                       | ≤30 mph                     | 35 mph              | ≥40 mph           | ≤30 mph                   | 35 mph              | ≥40 mph           | ≤30 mph              | 35 mph            | ≥40 mph           |
| 2 lanes<br>(1 lane in each direction)                                                 | ① 2<br>4 5 6                | ①<br>5 6<br>7 9     | ①<br>5 6<br>7 9   | ①<br>4 5 6                | ① 5 6<br>7 9        | ①<br>5 6<br>7 9   | ①<br>4 5 6<br>7 9    | ①<br>5 6<br>7 9   | ①<br>5 6<br>9     |
| 3 lanes with raised median<br>(1 lane in each direction)                              | ① 2 3<br>4 5                | ① 3<br>5<br>7 9     | ① 3<br>5<br>7 9   | ① 3<br>4 5<br>7 9         | ① 3<br>5<br>7 9     | ① 3<br>5<br>7 9   | ① 3<br>4 5<br>7 9    | ① 3<br>5<br>7 9   | ① 3<br>5<br>9     |
| 3 lanes w/o raised median<br>(1 lane in each direction with a two-way left-turn lane) | ① 2 3<br>4 5 6<br>7 9       | ① 3<br>5 6<br>7 9   | ① 3<br>5 6<br>9   | ① 3<br>4 5 6<br>7 9       | ① 3<br>5 6<br>7 9   | ① 3<br>5 6<br>9   | ① 3<br>4 5 6<br>7 9  | ① 3<br>5 6<br>9   | ① 3<br>5 6<br>9   |
| 4+ lanes with raised median<br>(2 or more lanes in each direction)                    | ① 3<br>5<br>7 8 9           | ① 3<br>5<br>7 8 9   | ① 3<br>5<br>8 9   | ① 3<br>5<br>7 8 9         | ① 3<br>5<br>7 8 9   | ① 3<br>5<br>8 9   | ① 3<br>5<br>7 8 9    | ① 3<br>5<br>8 9   | ① 3<br>5<br>8 9   |
| 4+ lanes w/o raised median<br>(2 or more lanes in each direction)                     | ① 3<br>5 6<br>7 8 9         | ① 3<br>5 6<br>7 8 9 | ① 3<br>5 6<br>8 9 | ① 3<br>5 6<br>7 8 9       | ① 3<br>5 6<br>7 8 9 | ① 3<br>5 6<br>8 9 | ① 3<br>5 6<br>7 8 9  | ① 3<br>5 6<br>8 9 | ① 3<br>5 6<br>8 9 |

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

\*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

\*\*It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Fegganes, and B.J. Campbell. (2005). *Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines*. FHWA No. FHWA-HRT-04-100. Washington, D.C.: FHWA. *Manual on Uniform Traffic Control Devices*, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. *Crash Modification Factors (CMF) Clearinghouse*. <http://www.cmfclearinghouse.org/>; FHWA. *Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE)*. <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). *NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments*. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). *NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways*. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

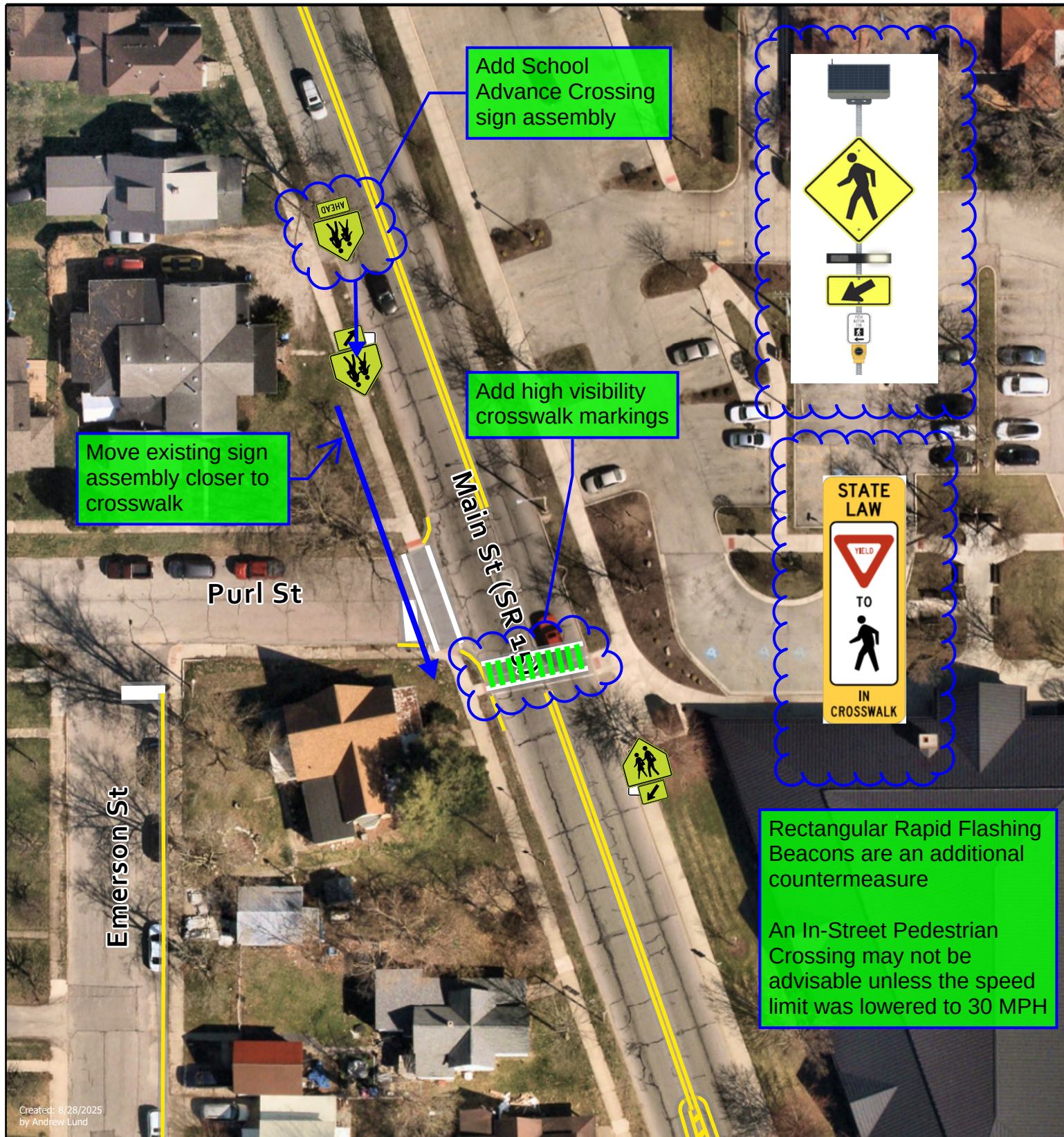
Table 2. Safety issues addressed per countermeasure.

| Pedestrian Crash Countermeasure for Uncontrolled Crossings                    | Safety Issue Addressed                                                              |                                                                                     |                                                                                      |                                                                                       |                                                                                       |
|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                                                                               | Conflicts at crossing locations                                                     | Excessive vehicle speed                                                             | Inadequate conspicuity/visibility                                                    | Drivers not yielding to pedestrians in crosswalks                                     | Insufficient separation from traffic                                                  |
| Crosswalk visibility enhancement                                              |    |    |    |    |    |
| High-visibility crosswalk markings*                                           |    |                                                                                     |    |    |                                                                                       |
| Parking restriction on crosswalk approach*                                    |    |                                                                                     |    |    |                                                                                       |
| Improved nighttime lighting*                                                  |    |                                                                                     |    |                                                                                       |                                                                                       |
| Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line* |    |                                                                                     |    |    |    |
| In-Street Pedestrian Crossing sign*                                           |    |    |    |    |                                                                                       |
| Curb extension*                                                               |    |    |    |                                                                                       |    |
| Raised crosswalk                                                              |    |    |    |    |                                                                                       |
| Pedestrian refuge island                                                      |   |   |   |                                                                                       |   |
| Pedestrian Hybrid Beacon                                                      |  |  |  |  |                                                                                       |
| Road Diet                                                                     |  |  |  |                                                                                       |  |
| Rectangular Rapid-Flashing Beacon                                             |  |                                                                                     |  |  |  |

\*These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.

## Exhibit A – Main Street Crosswalk at Purl Street with Improvements Shown





Created: 8/28/2025  
by Andrew Lund

## City of Goshen

### Main Street Crosswalk at Purl Street



0 15 30  
US Feet

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