

Bancroft Reconstruction Project – Ashland to Monroe
Public Open House June 26, 2014

Design Review Team
Final Draft Project Recommendations – June 2014

Project Limits: Bancroft Street, from Ashland Avenue to Monroe Street. (There were extensive discussions of the need to expand project design elements westward beyond Maplewood, the original project limit. The limits for the project have been extended to Monroe Street at the recommendation of the DRT. City staff successfully pursued additional grant funding (from the Ohio Public Works Commission) to keep direct costs to the City's CIP lower even though the limits were expanded.)

Travel lanes: lanes will be narrowed to 11 feet travel lanes in each direction. New curbs will be installed but gutter pans will not be included to better fit the character of the district (At the DRT recommendation the curb to curb width has been reduced. This will slow speeds and lessen footprint of the street in the neighborhood.)

Bike Lanes: five foot bike lanes on either side will be included throughout the project area. (This was a desire expressed at the first public meetings. This street is also part of the bike system plan for the City of Toledo.)

Parking: Bump outs will be added and parking will be included along the north side of the street from east of Robinwood to Parkwood. (Discussion of need for parking focused on multi-unit buildings around corner of Scottwood /Bancroft and for the Seventh Day Adventist church at Parkwood. Team recommended accommodating parking at these locations.)

Extended lawn area: will be maintained at ten feet on the south side to accommodate large canopy trees in the public right of way.

Current Street Trees: Existing street trees will be removed. (DRT debated this extensively. It was felt this will provide a consistent "feel" for the area as new canopy trees of appropriate species grow and replace the existing mix of sizes and species, some of which are not well suited to street locations. While this is a short term loss the team felt the reinvestment in the neighborhood will pay off long term.)

New Street Trees: Trees will be replaced throughout the project area. Species will be diverse with no more than two blocks with the same species along either side of the street as recommended by the landscape architects working with the team. Along the north side of the street trees will be of species of less height to minimize conflicts (and invasive pruning) with Edison electric lines. Along the south side trees will be larger canopy trees. Specific species recommendations are included in the planting plan.

Gateway piers: Fourteen foot piers with "Historic Old West End" lettering on them to provide a gateway area for the historic district are included in the project. The areas will also have small plazas of recycled brick and sidewalk material. Two piers will flank Bancroft Street between Maplewood and Glenwood.

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Small plaza areas: Small areas of recycled brick from the street and recycled sidewalk material will be placed at the corners of the intersections (except where bus stops require a smooth surface for safe passenger access to buses).

Bus Stops: The number of bus stops will be cut in half. Remaining stops will have ornamental benches with backs (not plywood advertising benches) and concrete pads for safe and convenient access to buses. (TARTA staff has worked with the DRT to accomplish this goal.)

Traffic signals: Two signals do not meet “warrants” (official legal conditions for the installation of traffic signals). These signals at Scottwood and Parkwood will be removed and signals at Collingwood will be replaced with updated equipment. (DRT members reviewed this decision to see what latitude existed under the law but the guidelines must be followed. City agreed to install underground conduits to allow replacement of the lights in the future, should they be warranted, without destruction of new pavement.)