MINUTES OF PUBLIC MEETING
Bancroft St. (Glenwood to Ashland)

Collingwood Presbyterian Church
August 8, 2013

MEETING NOTES:

David Dysard opened the meeting and introduced the members of the Design Team (see attached) along with other City of Toledo officials (Councilman Steven Steel, Dennis Lechlak, Gary Stookey, David Welch, Stephanie Bartlett, Denny Garvin and Robin Whitney). Mr. Dysard also reviewed the goals for the meeting (see attached agenda). Two people from the Ohio Dept. of Transportation (Central Office – Environmental Section) were also present. Mr. Dysard pointed out that the main purpose of the project is to rebuild the pavement, which has a condition rating of 46 on a scale of 0 to 100. He stressed that this meeting is the first of several meetings with the neighborhood to develop parameters for design. Dave also assured those present that there is no funding shortage for the $2,230,000 project. There is a federal grant available that covers approximately 70% of project costs with a requirement for "matching" local funds of approximately 30% from the City.

Dave Dysard then showed a presentation to illustrate the City's "Complete Streets Policy," including the designer's checklist for every street project. He emphasized that theses items are not mandated but must be considered.

Stephanie Bartlett, the Professional Engineer assigned to design this project, reviewed the preliminary project data sheet and answered questions from those in attendance. Ms. Bartlett pointed out that aerial photos were on the wall with right-of-way (mostly 80' wide) shown along with the property lines.

Discussion was then opened up with those in attendance to identify issues for design consideration and to group these issues and suggestions under broad focus items. John Crandall conducted this session of the meeting while Mr. Dysard summarized the comments on an easel board and Richard Meyers and Stephanie Bartlett took notes. The discussion lasted about 40 minutes and was steady. Notes of this session are attached. Some of the comments were questions on the project and others were just clarification. City staff and Design staff clarified the following:

- Defined the term Right-of-Way;
- Pointed out that most of the project is 80' Right-of-Way with 6'-wide sidewalks and 10'-wide tree lawns
- No additional Right-of-Way is anticipated
- City sees no need at this time to widen pavement, which is 36' wide face to face of curb
- Budget is approximately $70,000 for amenities/streetscape
- Approximately 40 trees in the Right-of-Way
- Street car rails may still be in the street

- Depending on parking and a bicycle facility, it may be possible to reduce pavement width, but 36' would be necessary at Collingwood with turn lane.
- City would like to restore a 10' tree lawn on the South side of Bancroft St, East of Collingwood if possible

At the beginning of this session, Mr. Crandall reminded the group of the early stage of this project and that the City is sharing everything it knows, but it will be refined through this process. The overall budget and schedule are extremely important to keep. Tonight we are starting the preliminary coordination to determine the parameters for design. The schedule calls for this work to be completed by December of this year. In this session we are looking for ideas and issues to be addressed during design and in what areas more information gathering is necessary. During the session, Mr. Dysard and Mr. Crandall stressed that in the end, tradeoffs will be necessary to stay within budget and schedule, but these tradeoffs will come later.

At the conclusion of this session, it was suggested that a smaller group, a design review team, be designated to work with the design staff to develop some alternative (typical sections) for the next meeting in 5 to 6 weeks. Attendees were asked to sign up if they were willing to serve on this design review team. Mr. Crandall thanked attendees and stated that City staff and consultants would be available for individual questions after adjournment. Mr. Dysard said 106 Consulting Party Forms were available, and a list for those volunteering to serve with the Design Review Team was available on one of the tables.

The meeting was adjourned about 7:30 P.M.

After the meeting, John Crandall reviewed notes from Mr. Dysard's easel board and Mr. Meyers'/Ms. Barlett's notes, which are attached to the minutes, also prepared by Mr. Crandall. Attendance was approximately 65 with 55 citizens. Scans of the sign in sheets are attached.

DESIGN REVIEW TEAM VOLUNTEERS AND STAFF:

After the meeting, the following Old West End citizens signed up to serve with the Design Review Team to provide input and guidance on the project:

1. Patrick Boyle
2. Lewis Derr
3. Sandra Frank
4. Sara Haynes
5. Lisa Kerrigan
6. John Kirkbride
7. Michelle Kirkbride
8. Martin Jarrett
9. Jack Patrick
10. Sue Postal
11. Ken Schumaker
12. Mary Weil

Staff Design Team:

13. Stephanie Bartlett, COT Design Engineer

14. David Dysard, COT Engineering Services
15. Gary Stookey, COT Traffic Engineering
16. John Crandall, Consultant, Claude Brown & Assoc.
17. Richard J. Meyers, Consultant, Landscape Architect
18. Denny Garvin, COT Parks, Recreation, Forestry

FOCUS AREAS AND ISSUES IDENTIFIED AT THE MEETING:

The following are notes on focus area and issues from the August Bancroft Public Meeting (from the easel board and other notes).

Safety:

- Taper at West end (between bridge and East of Glenwood) (both sides) could taper be between Monroe and bridge? – Be at one lane each direction across bridge instead of 2 each way
- Emergency vehicles (failure to yield)
- Increasing traffic to St. Vincent's
- Parking causes safety issue (children running out between cars)
- Glenwood/off-ramp intersection (confusing for all users)
- Need to slow traffic though neighborhood
- Could posted speed be lowered? (now 35 MPH)
- Traffic calming measures

Parking:

- Parking not needed – could be eliminated (maybe just have it on Sundays)
- Ann Manor parking not good (pull over curb) Where would it go? Scottwood already very tight
- Parking on just one side of street (use bump-outs)

Aesthetic Elements:

- Can granite / sandstone curbs be reused?
- Historic features
- Unattractive appearance of Glenwood off-ramp area
- Lack of nice grass in tree lawn
- Improve street lighting (look and type)
- Gateway entrance at bridge / Glenwood (or arch or other element at bridge)
- Save trees (don't tear down and plant new ones further back)

Utilities:

- Drainage / storm water – more capacity needed? Combined?
- Been sinkholes at Scottwood – also heavy rains back into basements – suggest porous sidewalks – have been two repairs in last several years
- Can utility lines go underground? Cost
- Abandoned steam system (with Toledo Edison?)

Other Users (Pedestrians, Bicycles, Bus Stops):

- Pedestrian &vehicle crossing at Robinwood difficult
- Access across Bancroft at all "wood" streets
- Bike facility should be considered
- More than shared use signs (Bancroft too dangerous for cyclists)
- No safe cycle access (to & from) the West from Old West End
- Pedestrians crossing at Glenwood a problem
- Bikes becoming an issue (greater use in neighborhood and city wide)
- Bike & pedestrian crossing of Bancroft difficult unless signal there (Robinwood & Glenwood)
- Bus stop pads for pedestrians (better stops) – trash receptacles?
- Consider porous sidewalks
- Convert parking to bike lanes

Traffic, Signing:

- Traffic calming needed (raised crosswalks)
- Need left-turn lane at Ashland (East to North)
- Left-turn lane (Eastbound to North) Is too short at Collingwood
- Glenwood crossing difficult (Northbound)
- Pavement is so bad – can't Streets, Bridges & Harbor do something in next 2 years?
- Routing to Art Museum (way finding)
- ODOT plans for I-75 & Bancroft [divided keep/remove]
- Consider a boulevard pavement
- Accident assessments
- Routing to get on I-75 from Old West End (signal at Lawrence has been removed)
- Traffic warrants and signal timing
- Should project limits move to west?
- 4-way stop at Robinwood

INFORMATION GATHERING NEEDED:

- Survey & Plotting by City – Ordered
- Pavement & Subgrade Cores
- TARTA Meeting (Shelters, Pave to Sidewalk)
- UT Bus Service Meeting
- Signal Warrants
- Accident Assessments
- Tree Evaluation
- New Traffic Counts

PUBLIC MEETING REQUESTS:

- Is ODOT thinking of removing off-ramp at Glenwood
- Speed check
- Parking at Ann Manor
- Double check combined sewers (basement flooding)
- Former steam system (crossing Bancroft)
- Bike system connections beyond Bancroft
- Follow up with SB&H on street repairs in the interim
- Extreme vibration at Northeast corner of Robinwood
- Underground storage at Northeast corner of Glenwood