

SOURCES

TMACOG STP	\$1,560,000	
OPWC (app. max.)	\$488,566	
match - CIP (20% of STP total project cost, less OPWC - must be minimum 10% of use estimate)	\$261,193	
subtotal		\$2,309,759
with 20% TMACOG contingency		\$312,000
GRAND TOTAL SOURCES OF FUNDS		\$2,621,759

USES

Roadway, Erosion, drainage, pavement, traffic control, traffic maintenance, demo, misc.	\$2,262,990	
Sandstone remove for reuse	\$20,500	
Gateway, aesthetic elements	\$91,000	
10% Contingency from estimate		\$237,449
GRAND TOTAL USES		\$2,611,939

revised 5-29-14

98840

Transportation Funding Sources

- "- Federal - Surface Transportation Program - STP - 80% federal share towards Title 23 eligible activities (basic transportation uses).
- "- Federal - Congestion Mitigation/Air Quality - CMAQ - 80% federal share towards Title 23 activities (basic transportation uses with some additions). Focused on improvements that improve "fluidity" of traffic flow and increase operating speeds to reduce pollution.
- "- Federal - Safety Program - SAFETY - 90% federal share towards improvements in targeted high accident areas with approved safety countermeasures study.
- "- Federal Transportation Alternatives Program - TAP - 80% share towards: 1) multi-use trails; 2) historical transportation projects; and aesthetic enhancements (not beautification).
- "- State - Ohio Public Works Commission Issue 2 funds - OPWC - 19 to 49% state funds for projects to repair (only) existing infrastructure. Administered by Lucas County Engineer for this area.
- "- City - Capital Improvement Program - CIP - 100% local tax dollars dedicated to capital projects (cars, trucks, roads, buildings) in the City of Toledo.

Bancroft Reconstruction Project  
Design Review Team June 2014

Project Recommendations – DRAFT 6-10-2014

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 limits for the project have been extended to Monroe Street at the recommendation of the DRT. City staff successfully pursued additional grant funding (OPWC) 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. (At the DRT recommendation the curb to curb width has been reduced. This will slow speeds and lessen footprint of the street.)

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

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 SDA church at Parkwood.)

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

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 trees grow and replace the existing mix of sizes and species. While this is a short term loss 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. Along the north side trees will be of species of less height to minimize conflicts (and invasive pruning) with Edison electric lines. Specific species recommendations are included in the planting plan. Along the south side trees will be larger canopy trees. Specific species recommendations are included in the planting plan.

Bus Stops: The number of bus stops will be cut in half. Remaining stops will have ornamental benches with backs (not plywood advertising benches). (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.)

Lighting:

*add*  
*DRT exploring other options to raise necessary funding to offset increased increased in lighting assessments*  
*cutaway features!*

*(44 trees)*

*(134 new trees)*

*only could be covered by state urban forest assessment trees*

*something about distances + members to estimate (TARTA at mtg.)*

## BANCROFT STREET SAFETY STUDY EXECUTIVE SUMMARY

A review of crash data provided by the Ohio Department of Transportation (ODOT) and the City of Toledo yielded a total of 89 reported crashes within the study area during a three-year period between 2010 and 2012. Certain crash types and conditions are over represented for the segment of the study area compared to the Lucas County averages.

Crash Type	Number of Crashes in Study Segment	Lucas County Average
Angle	20 (22.5%)	17%
Left Turn	11 (12.4%)	5.5%
Pedestrian/Pedal cycle	2 (2.2%)	2.1%
Side swipe meeting	3 (3.4%)	1.9%
Side swipe passing	15 (16.9%)	11%

It should be noted three crashes occurred when motorists were being overtaken on the right, while turning right, and four crashes occurred when motorists were being passed on the left when turning left. Also, 42% of the total crashes occurred at the intersection of Collingwood Avenue and Bancroft Street.

### PROPOSED COUNTERMEASURES

- The removal the traffic signal at Bancroft Street and Parkwood Avenue
- The removal the traffic signal at Bancroft Street and Scottwood Avenue
- Roadway resurfacing
- The addition of parking bays
- The addition of bike lanes
- The addition of exclusive left turn lanes at Collingwood Boulevard

### SHORT TERM COUNTERMEASURES EVALUATIONS (cost- salvage value)

- Signal removal at Bancroft Street and Parkwood Avenue, stop installation on Parkwood Avenue (\$2400.00)
- Signal removal at Bancroft Street and Scottwood Avenue, stop installation on Scottwood Avenue (\$2400.00)

### LONG TERM COUNTERMEASURES EVALUATIONS (cost)

- Roadway Resurfacing (\$432,000.00)
- Curb line and pavement marking revisions to include zero offset left turn lanes at Collingwood Boulevard and bike lanes (\$2,760,000.00)

The Economic Crash Analysis Tool (ECAT) benefit over cost ratio (B/C) for all of the countermeasure improvements is 1.11, indicating a positive return on the initial investment.

### CONCLUSIONS

Many of the crashes were occurring on this section of roadway due to the lack of roadway delineation on the 36 foot wide pavement with 18 foot lanes. The addition of exclusive left turn lanes, separate bike lanes, parking lanes and edge lines is expected to significantly reduce the potential for crash occurrence. The removal of the unwarranted signals is also expected to reduce the potential for rear end collisions.

File Number

07-14

Location Street Name Bancroft ~ Glenwood to Collingwood

NO. LIGHTS	SIZE	TYPE	BASE RATE	ADJUSTED RATE	AMOUNT
3	250hps	wp/oh		\$176.79	\$530.37
	175mv	wp/oh	existing	\$95.70	\$0.00
	100	sp/oh		\$152.94	\$0.00
8.5	250	sp/ug		\$244.83	\$2,081.06
18	100	fp/ug	acorn	\$333.54	\$6,003.72
	100	fp/ug	coach	\$197.94	\$0.00
	100	wp/oh-alley		\$130.74	\$0.00

Annual Costs

**\$8,615.15**

Private Frontage	1535
City Frontage	172
Intersection	466
<b>Total Frontage</b>	<b>2173</b>

Safety %

Annual cost	8615.15
2%	172.30
Safety Costs	0.00
Rate Base	8442.84
Intersection	1810.57
City Property	668.28
Sub Total	5964.00

BASE RATE

Assessment Rate

**\$4.857**

Current Rate

Rate Increase

**\$4.523**

**City Cost (total)**

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BASE RATE \$3.885 Assessment Rate \$4.857

Current Rate \$0.334 Rate Increase \$4.523

City Cost (total) \$2,651.15

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