

DRT DISCUSSION NOTES
JANUARY 22, 2014

Dave Dysard began the meeting by distributing notes of the last DRT meeting (November 13, 2013), the Public meeting and Section 106 meeting (November 20, 2013). These were also sent to all DRT members via e-mail and are posted on the City's web page. Today's attendance consisted of 4 City staff (Dysard, Stephens, Bartlett, Stookey) – 1 consultant (Crandall) – representative from TLCPC (Gibbons) and Toledo Edison (Swope), and 9 residents (Lisa Kerrigan, Tammy Michalak, Sue Postal, Ken Schumaker, John Kirkbride, Jack Patrick, Toni Moore, Martin Jarret, and Lewis Derr). The group was asked to provide any comments on the 11-13-13 notes by Friday (1-24-14). The proposed agenda is Attachment A to these notes.

John Crandall began discussion of design status noting that the City had been successful in a grant application to the Ohio Public Works Commission (OPWC – funds from the statewide infrastructure bond issue also known as Issue 2 funds). The additional funding will defray costs associated with extending project limits to Monroe Street. The portion of the project from Glendale to Ashland will be a part of the larger OPWC project from Monroe to Ashland. In terms of status of design, we have completed preliminary engineering with the selection of the preferred alternative (affirmed at the public meeting). Stephanie Bartlett can complete Stage 1 submittals from that. John is finalizing a report that documents the process so far that will be submitted to start the environmental review for the project, including section 106. Once the project has been included in ODOT's program John's work with the team is completed. He thanked everyone for working together to finish this work so quickly and with such thoughtful and thorough discussion of alternatives.

Next Randy Swope with Toledo Edison discussed his review of the project and research he had done to respond to ideas and issues brought up at the October 9, 2013 DRT meeting. He was asked to provide a cost estimate for placing conduits today between Ashland and I-75 for future underground placement of lines. Randy said they would need 4 six inch conduits for electrical service and manholes at intersections (+/- 9 manholes). Costs run around \$100 per foot (placed) for conduit and \$20,000 per manhole. From Ashland to Glenwood is approximately 3000 feet so overall costs for just installing the conduit would be around \$480,000. When the service is moved we will need to pull wires into the conduits AND provide transformers above ground for the three-phase customers (four of them). The "cabinets" for the three phase transformers are roughly 7 feet by 6 feet by 5 feet tall and would need to be placed in the public right of way between street and sidewalk. The large transformers cost \$20,000 each (placed). Cables for the line cost \$75 per foot installed. So moving the electric (in addition to having already placed the conduit) would cost more than \$300,000 bringing overall costs near \$800,000. In addition customers along Bancroft would need to change their own wiring and trench into their own buildings (at their own expense). Individual residence transformers cost around \$3,000.

The group discussed the cost, limited project and overall city budgets and didn't see how to fund this work. Other financing options included placing this on tax assessments of property owners along the street and financing over a longer time frame. It was noted that even if \$450,000 could be found for duct work now this represented a large investment for

what seemed a very uncertain future investment. In addition, there would still be above ground transformers in the public right of way.

Randy also investigated moving the three phase service to Virginia Street. He stated that serving the four direct 3 phase customers on Bancroft that would still necessitate three phase lines along Bancroft in spots to access the customers. In addition, the current service on Virginia is not 3 phase and so it would require installing the wider cross arm on poles on Virginia. There is also a larger envelope around the 3 phase lines that is kept clear of tree limbs than that required for regular distribution lines. Installation and maintenance would require, therefore, much more trimming of the tree canopy along Virginia and extensive damage to the tree canopy there. It was generally agreed that provision of the conduit was very expensive and rerouting had significant negative impacts and neither seemed effective for implementation with the project. Neither improvement is included within the scope or budget of the grant programs that funded grants for the roadway project.

Doug and Dave reported that they had spoken with Aaron Behrman, the ODOT engineer in charge of the deck replacement for the Bancroft Street Bridge over I-75. He expressed that ODOT would be supportive of the desire to narrow travel lanes but that the deck replacement didn't involve replacement of the abutments or beams and so the basic deck size would remain the same. He expressed concern that the depth of concrete for the sidewalk elevation was higher than the roadway deck and wasn't sure how to provide additional walk without adding weight to the bridge that might be beyond the beams' capacity. There was discussion of light weight grout, a grid "understructure" or other options. It was agreed that ODOT should pursue the effective solution and City staff should keep working with them to solve this to narrow the traffic lanes on the bridge.

The next agenda item was to begin discussions on some of the items deferred from last meeting. Gary Stookey discussed the intersections and other traffic control items. He said that staff is working on a safety study for the corridor where they will analyze traffic crashes and investigate possible safety countermeasures to address safety concerns. They will develop information on average traffic conditions and pedestrian demand and recommend how to deal with crosswalks, signals, turn lanes and lane alignments. The study is expected to confirm the effectiveness of narrowing the travel lanes with bump outs and bike lanes to slow speeds and may suggest additional intersection improvements (signal back plates, etc.). There was discussion of different materials for crosswalks and warning signs. Staff noted that the City has had bad experiences with trying to place brick in crosswalks in the street where vehicle weight shifts their location and elevation creating holes and rough riding surface. Jack suggested looking at rough granite to delineate the crosswalks but it was noted there are drawbacks to this approach especially the tire noise and its impact on nearby residences. We could look at other materials in the crosswalks as visual cues for the crosswalk as has been done in the UT area. Gary expects the study to be done in five to six weeks so we can review its recommendations at the next DRT meeting.

TARTA bus stop locations were discussed. TARTA currently has 10 bus stops on Bancroft between I-75 and Collingwood (where the route turns and continues south on Collingwood). They have proposed eliminating six stops: both directions at Collingwood, Scottwood, and Glenwood. This would leave four stops: both directions just before the intersections of Robinwood and at Parkwood. The need for marked pedestrian crossings at least at the intersections with TARTA stops was discussed.

Dick Meyers provided a street tree plan showing locations of the five pear trees near the commons and the six other trees in the corridor that might be able to be preserved. He also provided a brief description of recommendations from staff regarding trees (Attachment B to these notes). The recommendation is to plant six different species of tree with changes every two blocks on both sides of street (e.g. species A on north side of street from Glenwood to Scottwood, species B on north side from Scottwood to Collingwood, etc.). This would protect against a disease eliminating all trees along the whole stretch of the street. Sue wondered if it might not be better to vary species by individual location (e.g. first tree - species A, second tree - species B, etc. There was concern this may not provide a smooth flowing corridor “look.” Team asked for photos of proposed recommended tree species to be brought to next team meeting and this could be discussed further.

Dick also provided drawings of a potential gateway treatment. He proposed pads of recycled brick salvaged from the street be placed in the extended lawn between sidewalk and curb west of Glenwood on both north and south sides of the street. In these areas he proposed constructing two 14 foot tall pillars of new brick with formed concrete capitals with the words “Old West End.” This brick and concrete design is being used at the north end of Collingwood as part of the Phillips-Willys Connector project so this would tie in thematically with that location and be a simple and elegant statement that you are entering a special part of town. Team members appreciated the recommendation and agreed that this is the type of statement needed for the area. They wanted to see if another option or two could be prepared for review with the team. There was discussion that “Old West End” can refer to a larger area and perhaps the gateway should read “Historic Old West End.” Discussion of size versus number of letters ensued as well as design varying from the Cherry Street theme and perhaps including a more “Victorian touch” to the capital of the pillar where the wording was placed. Staff will contact Dick or EDGE group to see if other options could be developed for next meeting.

The next item of business was to set the next DRT meeting. A date of Wednesday March 12, 2014 at 5:30 p.m. at Mansion View was agreed to.

Finally, during round table Martin invited members to attend a meeting on Thursday January 29 regarding the master plan for the arts and cultural development at Scott HS. Also, there was a question as to the impact of a new administration on the project. It was pointed out that the project is part of the capital program of the City and included in both the OPWC and TMACOG TIP programs and enjoys good support.

Adjournment was about 7:15 p.m.

Attachments:

- A. Proposed Agenda 1-22-2014
- B. Preliminary Street Tree and Gateway Plan Comments, Dick Meyers

ATTACHMENT A:

BANCROFT STREET DESIGN REVIEW TEAM

January 22, 2014

Mansion View Inn

PROPOSED AGENDA

- 5:30 p.m. Review notes of November 13 DRT and November 20 public meeting (Dysard)
- 5:40 p.m. Review design status and next steps (Crandall/Dysard)
- 5:45 p.m. Discuss Review by Toledo Edison (Swope)
- 6:00 p.m. Coordination with ODOT on Bancroft bridge over I-75 (Behrman)
- 6:15 p.m. Discuss items from last meeting's notes: (Lechlak/Bartlett/Stephens)
- Intersection treatments for traffic control/pedestrian crossings (Lechlak)
 1. signal warrant analysis and "grandfathered" signals
 2. lane offset at Collingwood
 3. new ramp intersection
 - Tree location and species (Bartlett)
 - Use of recycled materials at corners or crossings (Bartlett/Stephens)
- 6:50 p.m. Next steps / next DRT meeting (Dysard)
- 6:55 p.m. Roundtable for comments and adjournment

**ATTACHMENT B: BANCROFT ST PROJECT – DESIGN REVIEW TEAM
PRELIMINARY STREET TREE AND GATEWAY PLAN COMMENTS**

January 22, 2014

I must apologize to you all as a recent change in my cancer surgery reconstruction process on my scalp has lead my surgeon to suddenly schedule the surgery for my final closure tonight at 7:30 pm and I must be at the hospital by 5:15 pm. Up until yesterday at 4:00 I was fully prepared to come to this meeting but some things we have no control over and this is one of them for me.

I have turned some drawings over to Dave, Doug and Stephanie to bring to the meeting tonight and they can explain them to you but I also thought it might be helpful if I also offered a few comments ahead of time so you might better understand my thinking.

STREET TREES: If you recall the email I sent to Tammy Michalak on October 22, 2013, in response to several questions she had regarding street trees, I indicated that Stephanie Miller, the State’s Regional Urban Forester, walked the entire project limits with several of us to give her professional assessment of the existing trees.

There are 44 trees total from Ashland to Glenwood, with 19 trees on the north side and 25 trees on the south. The vast majority of the trees are Norway Maples. Stephanie’s recommendation is that all of the trees on the north side should be removed and replaced with multiple species that will not become taller than around 30’ to avoid future heavy pruning from Edison because of the Primary Overhead Electric all along that side. She concluded that 10 possibly 11 trees on the south side “are in fair enough condition and good enough form to salvage for a temporary canopy.”

Yesterday we had an in-house design team meeting with the Forestry Division to discuss the tree strategy I was proposing. They are willing to go along with efforts to save the 10 trees that Stephanie believes are worth the effort but, for the most part, their experience with total street reconstruction is that it will be difficult for those trees to survive. Engineering Services is willing to do everything possible during construction to help in their survival however if things are discovered during construction that Forestry believes will create an unsafe condition or more of the root system or existing canopy is severely damaged during construction, a decision may need to be made to remove a tree that we previously felt was worth saving.

The Plan you will see this evening shows Medium Size Trees on the north side, taking into consideration the necessary visibility setbacks from each intersection, existing drives, walks, bus stops and other conditions that prohibit a tree location. The trees are spaced at 25' on centers as shown.

On the south side where we do not have the Primary Overhead Electrical I have shown Large Canopy Shade Trees, again taking into consideration the intersection setbacks, existing drives, walks, bus stops and other conditions. The trees are spaced on 35' centers as shown.

It's important to note that each tree location is subject to change based on the final field conditions after all street, sidewalk, curb, bus stops, utilities, street lighting, traffic signs and any other elements that may become part of the final construction. The spacing of the trees may also change, resulting in a change in the number of trees as decisions are made about what species will be planted.

In order to prevent a losses such as we have sustain with the American Elms and more recently the Ash Trees it is recommended that we not plant too much of the same tree species along the street. The Plan notes that, on the north side, we will have one species of Medium Size Trees on the north side, from Glenwood to Scottwood, another species from Scottwood to Collingwood and another species from Collingwood to Ashland. On the south side we will have one species of Large Canopy Shade tree from Ashland to Collingwood, another species from Collingwood to Scottwood, and another species from Scottwood to Glenwood.

Stephanie Miller suggested several Medium Size and Large Canopy Shade Trees for our consideration and we discussed several possibilities at yesterday's meeting. The Forestry Division is now going to review the plan and come back to us with some recommendations based on their experience in situations such as Bancroft and based on availability from the various sources that the City purchases plant material from.

GATEWAY CONCEPTS: You will note I have included some concepts for a major Gateway treatment at the west end of Bancroft and a more minor treatment at the east end.

My thoughts are to create a simple but elegant statement that identifies that you are entering and leaving a special part of the City and one that utilizes elements that reflect the architectural character of many structures in the Old West End.

The main feature for the west Gateway are two 14' high by 4' square, brick piers with a cast stone capital where "Old West End" might be simply engraved on all four faces, surrounded by a field of recycled brick taken from the reconstructed Bancroft. Recycled brick is also shown as accents on several other corners of Glenwood and surrounding the location for a possible Toledo Museum of Art sign at the southwest corner of Glenwood and Bancroft directing visitors down Glenwood to the Museum.

Other elements of the west Gateway Concept are to reach out and begin to capture the I-75 interchange with a field of Fountain Grass containing Bald Cypress trees on regular 20' centers located in the triangular lawn area formed by the west and the newly located east bound exit lanes from I-75. This will require approval from ODOT.

Another thought I had was to explore a partnership among the City of Toledo, ODOT, the Old West End Assoc. and the Toledo Museum of Art to develop and maintain a simple, but elegant, landscape design for the entire interchange which is the major access to the Old West End and the Toledo Museum of Art from northbound I-75. Examples of such improvements exist in other communities around Ohio and maybe we could accomplish such an improvement at this location.

Once again I am sorry I cannot be with you this evening, and believe me I would much rather be talking about the project than what and where I will be, but I know it must be done and I am looking forward to putting this chapter behind me. Hope you have a great meeting tonight and stay warm!

Dick

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