

**INFORMATION GATHERING  
UPDATE (8/28/13)**

Survey & plotting by City	Survey notes in plotting started
Pavement & subgrade cores	-
TARTA meeting	Much discussion (see discussion notes – Att. #1)
U.T. bus service meeting	-
Signal warrants/timing	-
Accident assessments	Some diagrams in
Tree Evaluation	See Att. #2
ODOT ramp removal	See Att. #3
Speed check	-
Parking at Ann Manor	-
Combined sewer backup	-
Former steam lines (T.E.)	-
Bike system connections	See Att. #4
Follow up with S.B.H on pavement repair	-
Underground storage at NE corner of Glenwood	-
Vibration at NE corner of Robinwood	-
Street Light Types (T.E.)	See Att. #5
Electric cost to go underground	-
Left turn at Collingwood	-
Move project limits to west (gateway)	See Att. #6
New traffic counts	-

**INFORMATION GATHERING NOTES**

1. On the proposed meeting with TARTA, there was much discussion and questions in regard to the number of stops/shelters/benches/litter/school use/paved pads.
2. Dick Meyers reported on a walk with City Forestry and Stephanie Miller, NW Ohio Regional Forester. The total trees in the project is 44 – 36 - varieties of Norway Maples, 5 - Flowering Pears (owe commons), 2 - Silver Maples, and 1 - Honey Locust. (He noted 3 Norway Maples are dead.)
3. Dave Dysard reported a contact with ODOT and the off ramp at Bancroft will remain. He also said ODOT has an I-75 improvement project in this area which is scheduled for construction in 2014.
4. If a bike facility is part of the Bancroft St. project, then the connections to and from the neighborhood would be Ashland Ave. (downtown) and Bancroft St. to the west (U. of T.). Dave Dysard said nothing further need from the City in regard to overall bike system.

5. The six (6) types of street lighting provided by Toledo Edison resulted in a lot of discussion. There appeared to be preference of a combination of Acorn and Shoebox. Dave Dysard stressed this can't be duplication of fixture, but has been done if one type is limited.
6. Dave Dysard reported that extending project limits to west will be difficult because it is moving project limits, has to cost more and ODOT is on a tight design schedule. He has a call into the project engineer and will follow up especially on plans for bridge.