

City of Toledo Bancroft Street, Secor to Parkside Project Public Meeting



June 14, 2016

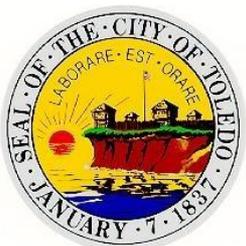
Current Conditions

- Bancroft is a four lane minor arterial street that connects several neighborhoods, UT, Ottawa Park and Saint Francis High School to Principal Arterial Streets of Secor and Detroit/Monroe. It is not a state route or major through route.
- Pavement is deteriorated. Most recent rating of pavement condition is 53 on a 100 point scale. Anything less than 60 is deficient and has failed. It requires full reconstruction.

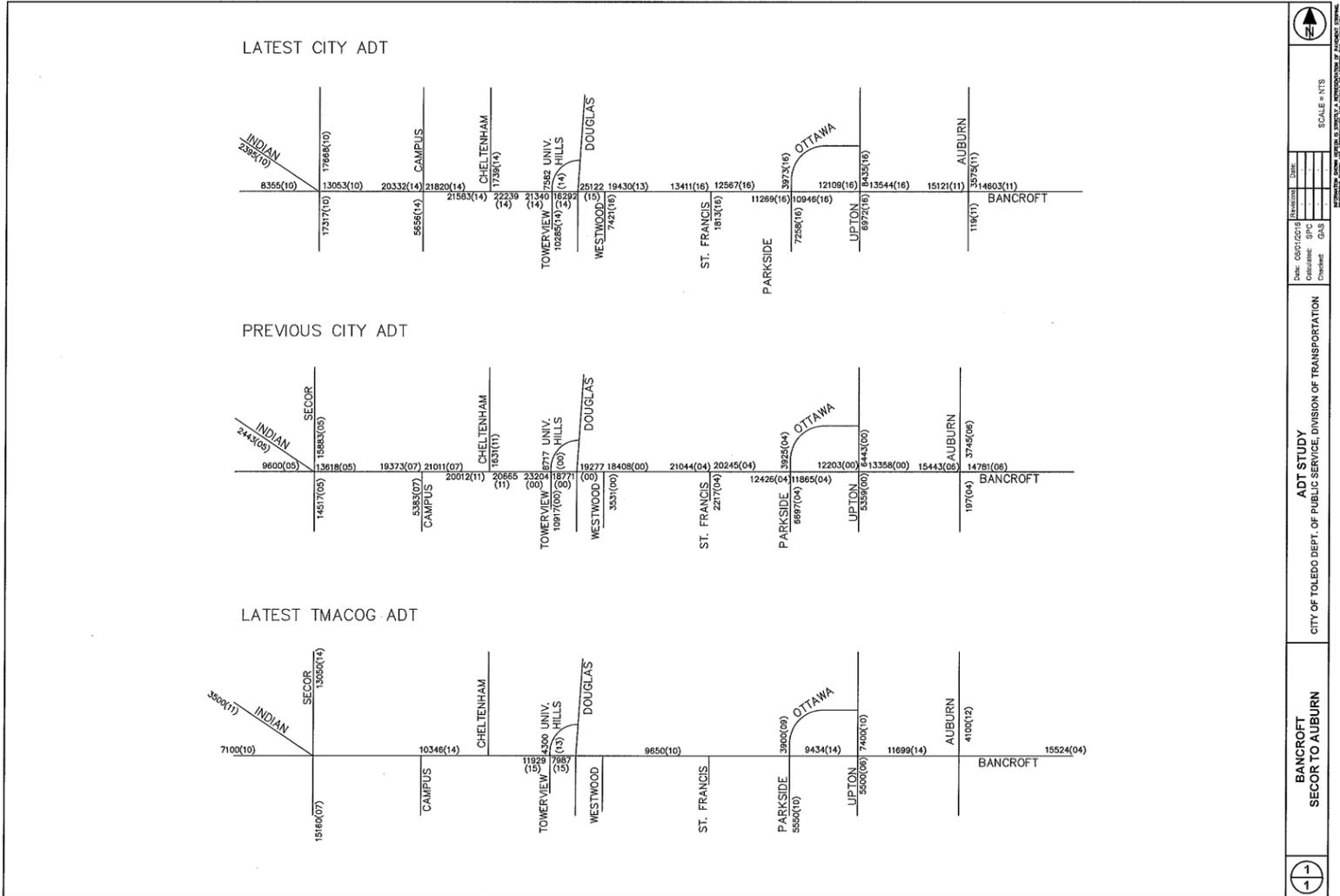


Current Conditions

- Traffic is moderate and stable or slightly declining. Levels of Service are good (B and C). Traffic is higher to the west, between UT and Secor, than on the east end (east of Westwood).
- Bancroft is lowest volume arterial street connecting Downtown, Uptown, Old West End area to Roosevelt, Bancroft Hills, Westmoreland, Old Orchard and to western portions of Toledo and the region. Bancroft is on regional bike route system and parts of street are in City of Toledo Bike Plan.



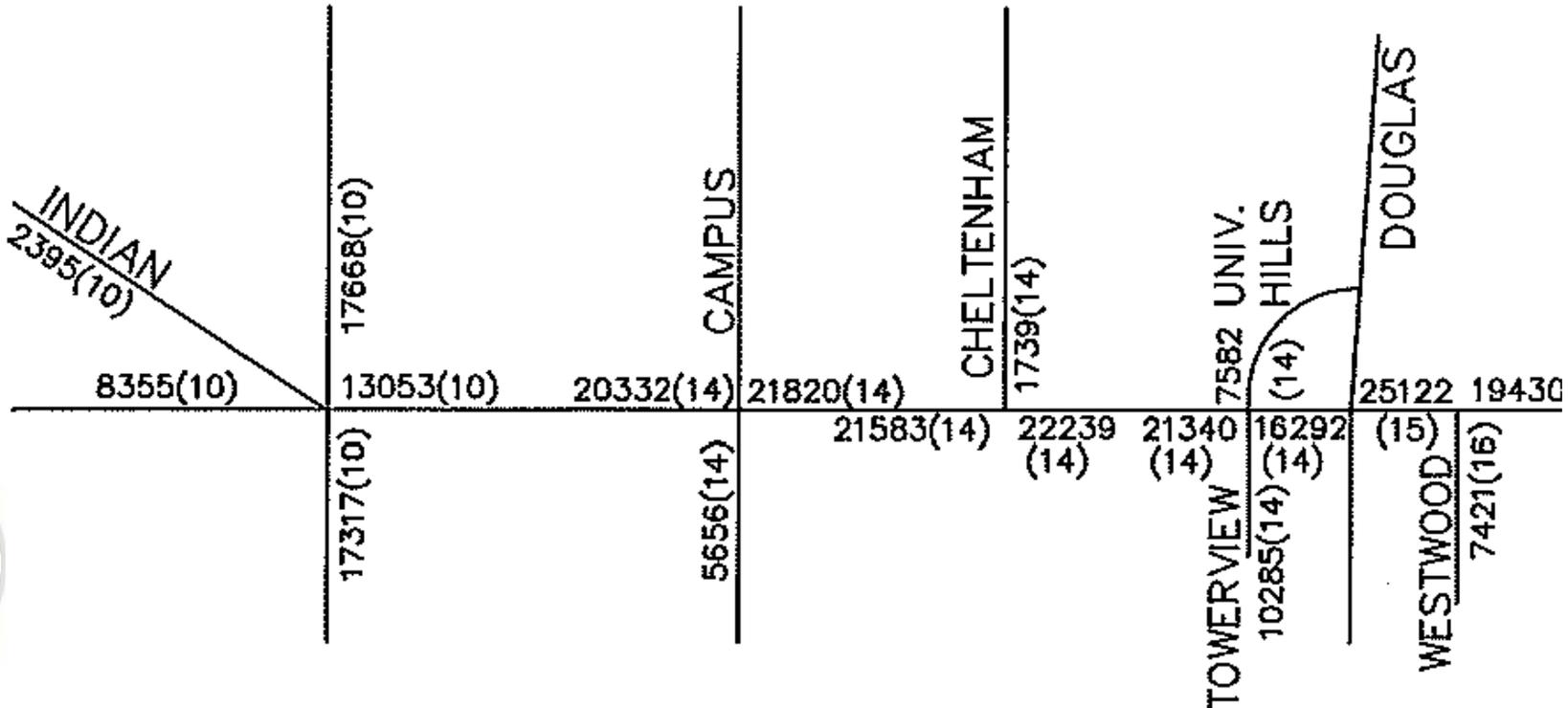
Current Conditions



	Date: 06/01/2016 Drawn: [Name] Checked: [Name]	Scale: NTS Date: [Date] Drawn: [Name] Checked: [Name]
	CITY OF TOLEDO DEPT. OF PUBLIC SERVICE, DIVISION OF TRANSPORTATION	
BANCROFT SECOR TO AUBURN		ADT STUDY

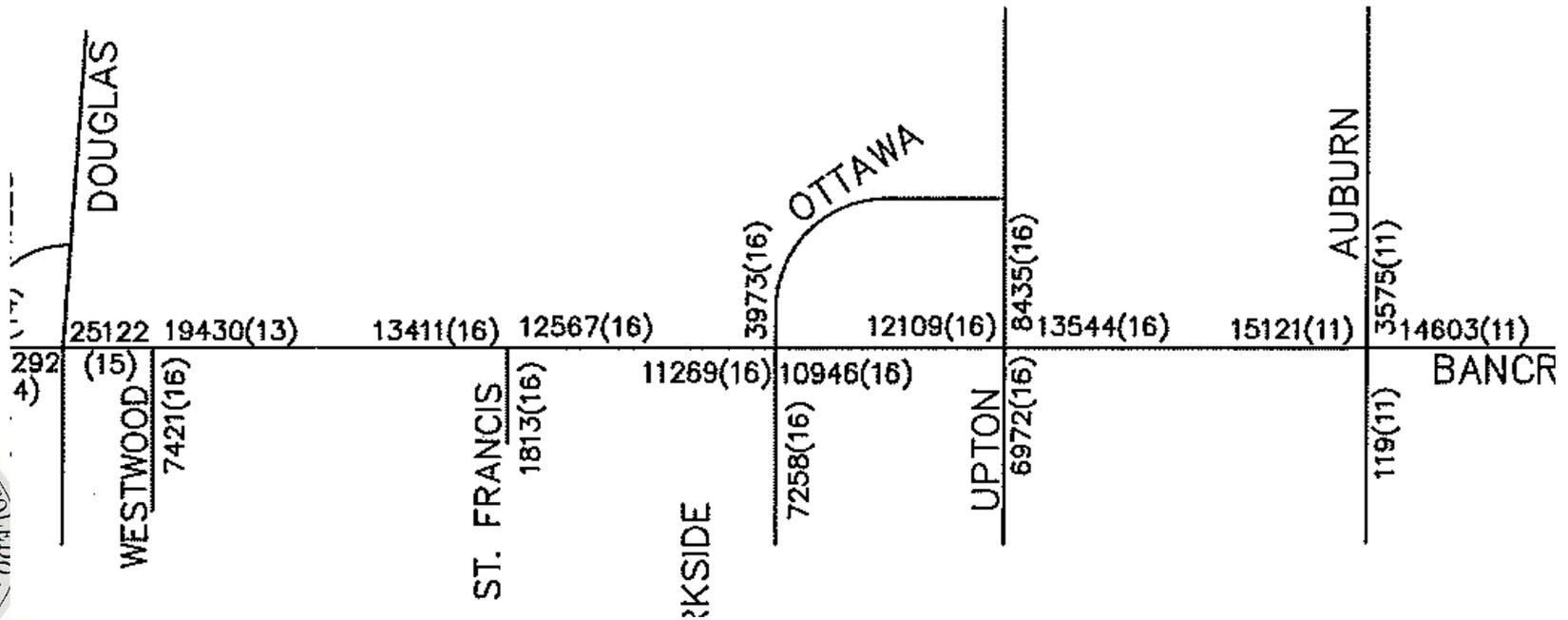
Current Conditions

LATEST CITY ADT



Current Conditions

LATEST CITY ADT



Current Conditions

- Right of way is constrained on west end of project area with dense commercial and residential development near street.
- Center of project area borders UT Campus from Campus Road to Douglas bridge.
- Right of way is constrained on east end of project with steep slope into Ottawa Park and Saint Francis facilities



Project Funding

- City received two grants (80% federal, 10% state funding) for Fiscal Year 2018. Neither require specific elements such as roundabout or bike lanes. Both grants require adherence to all design policy and guidance where feasible.
- Construction is estimated at \$9.4 million - \$7.52 m. federal Surface Transportation Program; \$0.94 m. Ohio Public Works; \$0.94 m. Toledo local Capital Improvements Program funds (minimum required local matching funds allowed).



Design Principles

When we design a major project we strive to:

- Improve safety of City of Toledo streets for all users;
- Provide efficient movement on public rights of way for all users;
- Improve street condition to state of good repair



Design Principles

- Comply with and implement City of Toledo Policies and Plans for major streets including:
 - Complete Streets Policy (TMC 901);
 - Comprehensive Plan 20/20 (including City of Toledo Bike Plan 2015); and,
 - Street Construction Standards and Geometric Design Policies;



Design Principles

- Comply with regional, state and national Policies and Plans including:
 - TMACOG regional policies in the On the Move: 2015-2045 Transportation Plan on roundabouts and bike facilities (Policy 3 and 5 under Regional Safety Policies);
 - USDOT Safety and Design Guidances and Standards (Ohio Location and Design Manual, Manual of Uniform Traffic Control Devices, etc.)



Summary of Recommended Design Alternative

The “guiding idea” for design.

Concept of how street can be reconstructed to meet ALL users’ needs. (vehicle lanes, bike facilities, intersection geometry, parking, transit stops, walks)



West End – Secor to Campus Road



- Four Lane from Densmore to Middlesex
- Turn Lane at Secor and Campus
- Walks Both Sides
- Bike Lanes
- No Parking



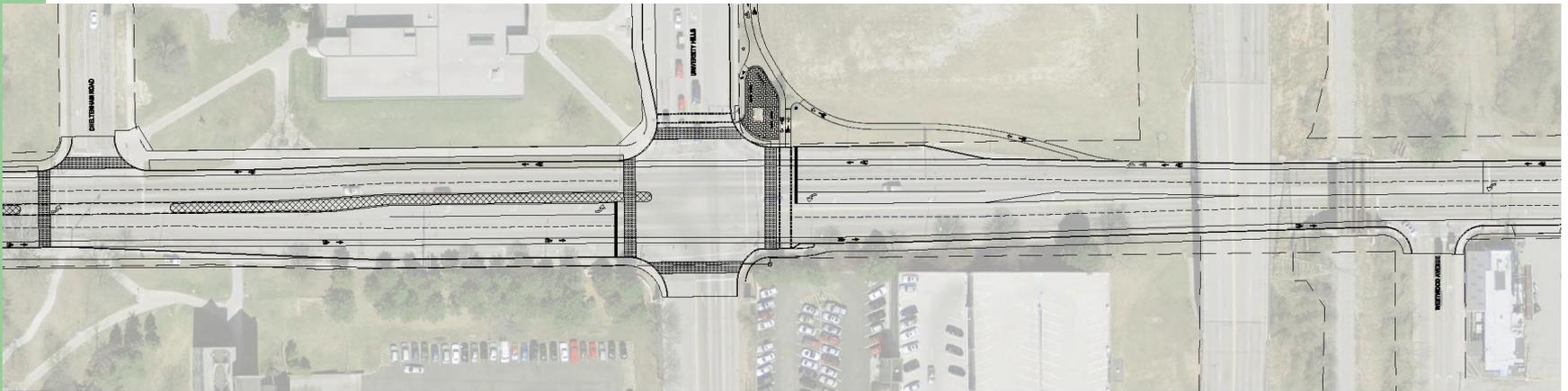
Middle – UT Campus Area



- Five Lanes, Turn Lane and Median Islands in Middle
- Lefts into Old Orchard Streets maintained
- Medians Like Dorr Street in Future (“Campus Edge”)
- Bike Lanes
- Parking in Bays on UT Side of Street
- Walk on Both Sides



Middle – University Hills-Westwood



- Five lanes, Turn Lane and Median in Middle
- Ped. Crossings all four legs of U. Hills intersection
- Bike lanes
- Ped./Bike Plaza – Path connection to Chessie Circle
- Walk both sides to U.Hills – south side to Westwood
- Remove abandoned rail bridge and abutments



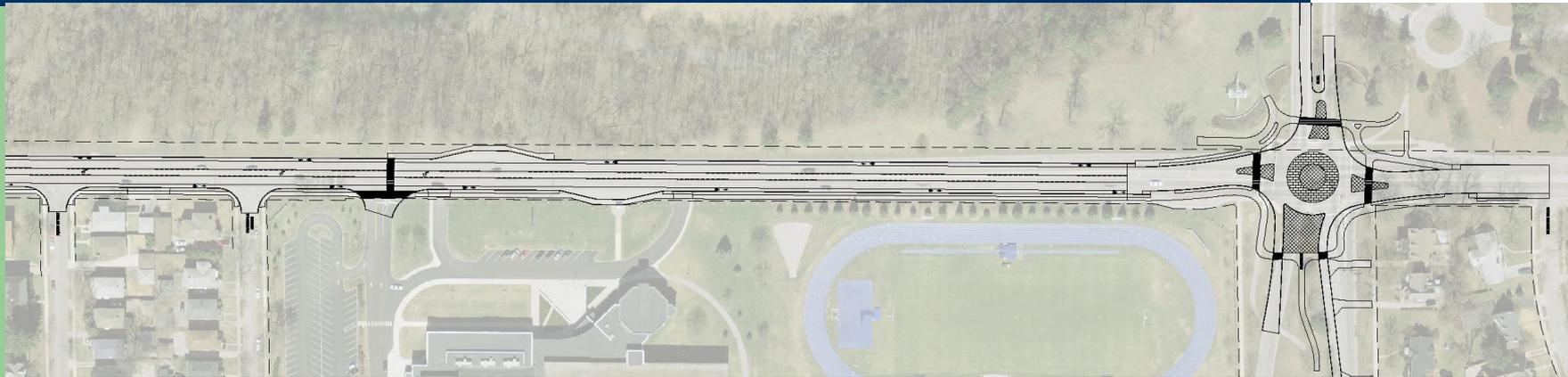
East End – Westwood to Perth



- Five Lanes at Westwood Intersection
- Three Lanes east (Two Way Left Turn Lane in Middle)
- Signal Remains at Westwood
- Bike Lanes
- No Parking
- Sidewalk on south side
- Replace Bridge



East End – Perth to Parkside



- Three Lanes (Two Way Left Turn Lane in Middle)
- Signal Remains at Saint Francis Drive
- Single Lane Roundabout at Parkside
- Bike Lanes
- No Parking – Bus Bays for Layovers
- Sidewalk on South Side



Modern Roundabouts

Bancroft / Parkside (22 crashes 2013-2016)

- Improve Safety – National Statistics
 - 76% drop in injury crashes
 - 90% drop in fatal crashes
 - 35% drop overall crashes



Modern Roundabouts

Bancroft / Parkside (22 crashes 2013-2016)

- Improve Safety – Local Experience 12 roundabouts in Lucas County
 - Drop in average overall expected crashes over 30%.
 - No non-alcohol incapacitating injuries,
 - No fatalities,
 - Three busiest (10-13,000 aadt like Parkside & Bancroft) had over 20% reduction in accidents.



Modern Roundabouts

Bancroft / Parkside (22 crashes 2013-2016)

- Crashes at Bancroft/Parkside and roundabout effect

- Rear end	7	reduces
- Right angle	7	ELIMINATES
- Sideswipe	1	ELIMINATES
- Left turn	1	ELIMINATES
- Right turn	1	ELIMINATES
- Out of control	1	no effect
- Backing	2	no effect
- Pedestrian	<u>2</u>	reduces
	22	

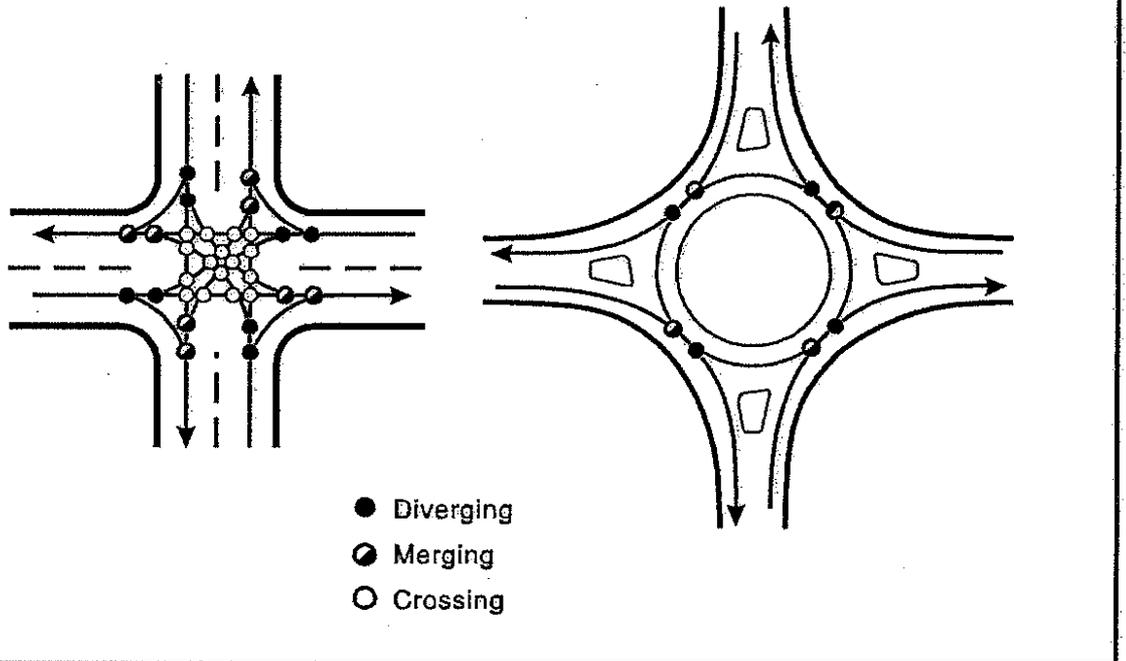


Modern Roundabouts

Bancroft / Parkside

- Improve Safety - Reduce conflict points from 32 to 8

A four-leg single-lane roundabout has 75% fewer vehicle conflict points—compared to a conventional intersection.

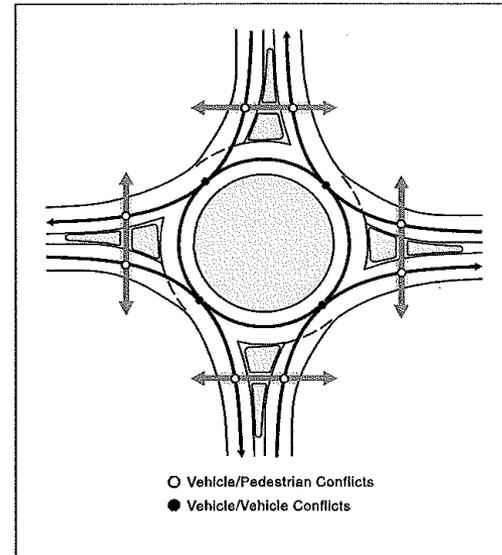
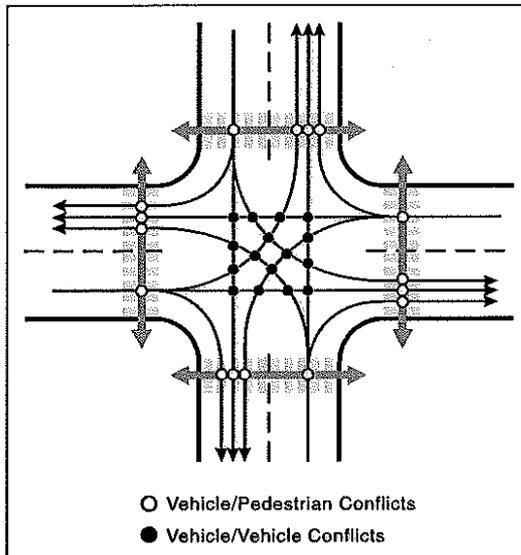


Modern Roundabouts

Bancroft / Parkside

- Improve Safety - Reduce pedestrian conflict points (16-8)
- 73% reduction in pedestrian crashes – per USDOT Study*

* FHWA Publication RD-00-067 “Roundabouts: An Informational Guide”



Modern Roundabouts

Bancroft / Parkside Roundabout

- Improves Operations
 - Accommodates all moves
 - Slows speeds, smoothes flow
 - Reduces delays – reduce pollution
 - Low Life Cycle Cost vs. signals

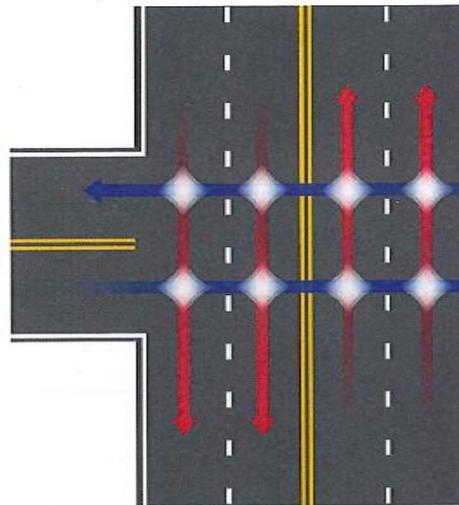


Lane Reduction – Four Lanes to Three

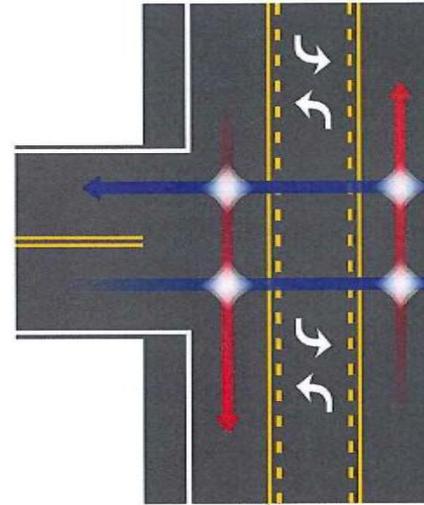
- Improves Vehicle Safety (19% to 47% Drop in crashes)*
 - Improve Sight Distance for Turns
 - Low-Risk Escape Lane to Avoid Potential Collision
 - Reduce Conflict Points

* FHWA Publication SA-14-028 “Road Diet Informational Guide,” November 2014.

Four-Lane Undivided



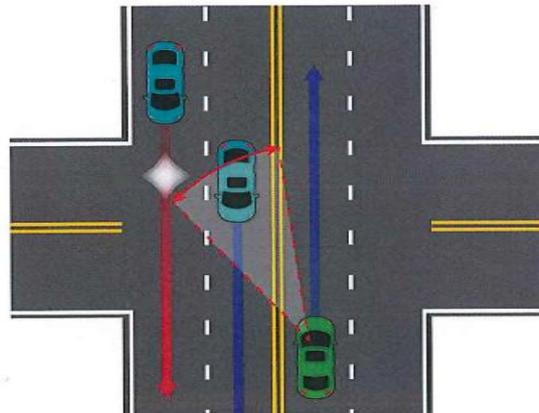
Three-Lane



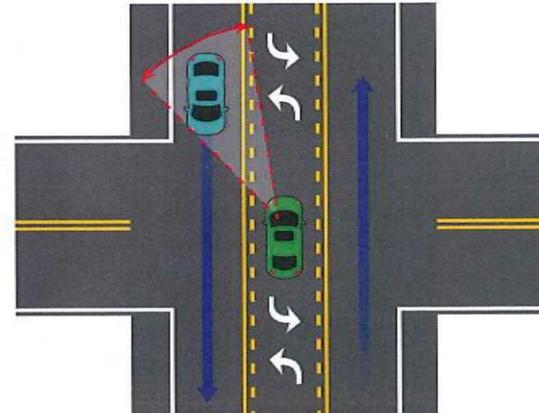
Lane Reduction – Four Lanes to Three

- Minimal impact to side street operation
 - Speed differential reduction – more consistent traffic flow and eliminate “accordion-style” slow-and-go
 - Side street traffic can more comfortably enter mainline – fewer lanes to cross, consistent speeds
 - No “hidden cars” blocked by traffic in other lanes

Four-Lane Undivided
(Outside Lane Traffic Hidden by
Inside Lane Vehicle)



Three-Lane
(No Hidden Vehicles)



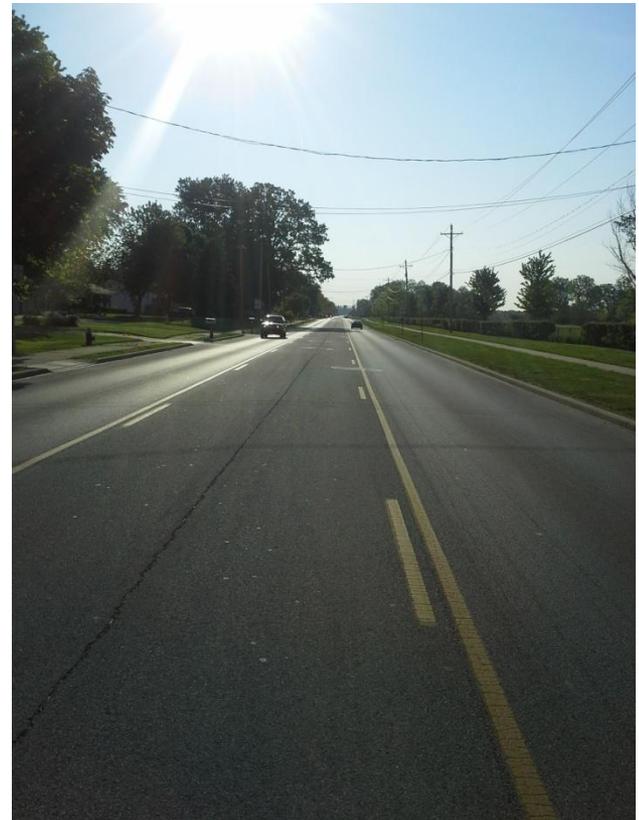
Lane Reduction – Four Lanes to Three

- Improves Pedestrian Safety
 - Shorter Active Lane Distance to Cross
 - Low Volume Lane Refuge Area if Needed
 - Slows Car Speeds to Nearer Speed Limit
 - Bike Lane creates buffer for pedestrians



Lane Reduction – Four Lanes to Three

- Three Lane Roadways in Toledo:
 - Jackman – Hillcrest to Laskey
 - Hill Avenue – Reynolds to Holland-Sylvania
 - Lewis – Laskey to Alexis
 - Tremainsville – Coolidge to Westbrook
 - Miami – Fassett to Wilmot
 - Holland-Sylvania – Angola to Elmer
 - Benore – Matzinger to Alexis



Lane Reduction – Four Lanes to Three

•Three Lane Roadways in Toledo

BANCROFT	WESTWOOD TO PARKSIDE	13411	2016
3 LANE ROADS			
JACKMAN **	HILLCREST TO BERDAN	13900	2011
	BERDAN TO SYLVANIA	12156	2015
	SYLVANIA TO ELEANOR	15437	2015
	ELEANOR TO LASKEY	18380	2015
HILL	REYNOLDS TO HOLLAND SYLVANIA	12487	2015
LEWIS	LASKEY TO ALEXIS	14600	2009
TREMAINSVILLE	COOLIDGE TO WESTBROOK	11074	2015
MIAMI	FASSETT TO WILMOT	10879	2015
HOLLAND SYLVANIA	ANGOLA TO HILL	12750	2011
	HILL TO DORR	12625	2011
	DORR TO BANCROFT	13918	2014
	BANCROFT TO ELMER	21250	2012
BENORE	MATZINGER TO HAGMAN	11650	2009
	HAGMAN TO ALEXIS	8738	2015



Your Questions/Input

Time for questions and input from participants at tonight's meeting.

