



APPLICATION FOR STP-U FUNDS

PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

FY 2011-2013

Project Information			
Project Title:	Coburg Loop Path (Segments 1 & 2)		
Agency Applying:	City of Coburg		
Fiscal Year(s):	FY2011		
Staff Contact:	Petra Schuetz	Phone/Email:	541-682-7858
Project Type:	<input type="checkbox"/> Preservation	<input checked="" type="checkbox"/> Modernization	<input type="checkbox"/> Project Development <input type="checkbox"/> Other
Mode:	<input type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped <input type="checkbox"/> Other
Project Description:			
<p>The Coburg Loop Path, Segments 1 and 2 is a 10 foot wide, concrete, shared use path. The southern terminus is the westside of the Pearl Street/Coburg Industrial Way intersection and the north terminus connects to Sarah Lane; a total distance of 2,177 feet of path or .9 acre of ROW. The proposed project will result in significant pedestrian and bicycle system improvements that will include construction of shared-use path segments, connection to bicycle boulevards, and safety improvements at a key intersection. Completion of these key elements will form the core of the broader planned system and will accommodate a variety of users including walkers, runners, bicyclists, tourists, school groups, and commuters.</p> <p>The proposal includes riparian enhancement of 1,250 lineal feet of the Muddy Creek Irrigation Channel adjacent to the Coburg Industrial Way path (Segment 1), tree planting along the Sarah Lane Connector (Segment 2), and interpretive signage describing the history of Coburg including agriculture and natural ecosystems.</p> <p>The design standards and system alignments are adopted in the <i>Coburg Loop Implementation Strategy</i> (2009). Significant effort was devoted to the creation of a system that is both unique to Coburg and consistent with applicable State and Federal guidance for bicycle and pedestrian facilities.</p> <p>During the planning process, evaluation criteria were developed to help select and assess alternatives for siting, construction standards, and support facilities for the Coburg Loop. Criteria included user safety, ease of use, adjacent property owners, accessibility, connectivity, durability, community asset, uniqueness, recreational experience, environment, operations and maintenance, and capital cost.</p>			
Description of Need or Problem			
<p>The City of Coburg is a community of 1,075 residents (3,200 employment). A key component of the communities' vision is to retain the characteristics of a traditional small town. With this has come intentional lack of sidewalks and bike lanes on local streets. While sufficient for current local street use, multi-modal connections and transportation options are limited for non-motorized travel; and there are transportation barriers between employment areas, residential neighborhoods, and the elementary school. Coburg currently contains a lower than average number of and area for trails, parks, and other recreational facilities (Coburg Park and Open Space Master Plan, 2006 and SCORP). Zero hard-surface, off-street paths currently exist in or around the community. However, there is great potential and need for both. There has been an increase in vehicular traffic volume</p>			

and crashes over the last 10 years, thereby increasing the need for both safety improvements and alternatives to road traffic.

Coburg is anticipating significant growth once the planned wastewater facility is completed in 2013. Lack of a wastewater facility has been the City's primary limiting factor for growth in recent decades. Building the Coburg Loop Path system in advance of projected growth will provide the community a balanced transportation and recreational system that epitomizes the community's vision of connectivity, health, and a resilient future.

Eligibility	YES	NO
RTP Is the project listed in, consistent with, or able to be added to financially constrained RTP, during project time frame?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Timeliness. Does the agency have the ability to utilize funds in FY requested?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Eligibility. Is project eligible for STP-U funding under Federal guidelines ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Match. Can agency provide minimum required matching funds (10.27% of project total)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sufficient Funding. Has sufficient funding been identified to complete project/phase	<input checked="" type="checkbox"/>	<input type="checkbox"/>
¹ See http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf		

Cost Estimate/Funding Needs		
Total Estimated Project Cost	\$580,000	
Funding Available	\$12,000	Source: Private development obligation
	\$35,000	Source: Parks System Development Charges
	\$30,000	Source: Transportation System Development Charges
	\$5,000	Source: In-kind
Amount of STP-U Request	\$498,000	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

Regional Priorities				
<input type="checkbox"/>	PRESERVES EXISTING TRANSPORTATION ASSETS			
Goal:	Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths.			
Measures:	Roadway <input type="checkbox"/>	Transit Route <input type="checkbox"/>	Bike Lanes <input type="checkbox"/>	Multi-Use Path <input type="checkbox"/>
	Functional Class:		Transit Volume:	
	PCI:		Freight Volume:	
	Traffic Volume:		Bike/Ped Counts:	
Qualitative Assessment:				

Regional Priorities				
<input type="checkbox"/>	PRESERVES OR ENHANCES TRANSIT SERVICES			
Goal:	Maintain or increase transit ridership.			
Measures:	Existing ridership:		Proj. ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	
Qualitative Assessment:				

Regional Priorities				
<input checked="" type="checkbox"/>	IMPROVES SAFETY			
Goals:	Reduce the number and severity of accidents involving pedestrians, bicyclists, and/or vehicles. Address areas perceived to have safety issues to increase the use of multi-use paths.			
Measures:	Roadway <input type="checkbox"/>	Multi-Use Path <input checked="" type="checkbox"/>	Sidewalk <input type="checkbox"/>	Mixed <input type="checkbox"/>
	Vehicular Crash Data:	9	Traffic Volume:	
	Bicycle Crash Data:	0	Transit Volume:	not available
	Ped. Crash Data:	0	Bike/Ped Counts:	not available
Qualitative Assessment:				
<p>There is no quantifiable projected reduction in vehicular accidents for the proposal. However, the Coburg Industrial Way and East Pearl Street intersection experienced nine recorded crashes; the most recorded crashes at any Coburg intersection 2005-2010. There is a high percentage of heavy truck traffic; over 25 percent at this location. Land uses include restaurants and a hotel which attract the traveling public and the employment center along Coburg Industrial Way.</p>				

Coburg Transportation System Plan – Intersection Crash Rates (2005-2009)

	Intersection	Severity of Crash			Total Crashes	Crash Rate [^]
		Fatal	Injury	Property Damage		
1	W Van Duyn St./Coburg Bottom Loop Rd.-Coburg Rd.	0	1	4	5	0.45
2	N. Willamette St/Van Duyn St..	0	0	4	4	0.37
3	N. Willamette St/E. Pearl St.	0	0	1	1	0.06
4	E. Pearl St./N. Skinner St.	No Crashes Recorded				
5	E Pearl St./Coleman St.	0	0	2	2	0.21
6	E. Pearl St./S. Stuart Way	0	0	2	2	0.45
7	E. Pearl St./Coburg Industrial Way	0	2	7	9	0.48
8	E. Pearl St./Roberts Rd.	0	0	3	3	0.17
9	E .Pearl St.-Van Duyn Rd./I-5 SB Ramps	0	2	3	5	0.26
10	Van Duyn Rd./I-5 NB Ramps	0	1	1	2	0.21
11	Coburg Rd./E Dixon St.	No Crashes Recorded				

Notes:

Crash rate is based on number of accidents and ADT at the intersection. ADT is calculated using 2010 raw intersection peak hour volumes, and the assumption that the peak hour represents ten percent of ADT volumes.

[^]Crash rates are measured in total crashes per million vehicles entering into the intersection

Regional Priorities

<input checked="" type="checkbox"/>	REDUCES GREENHOUSE GAS EMISSIONS			
Goals:	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.			
Measures:	Congestion Reduction <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
		EXISTING		PROJECTED
	Traffic Volume:			
	VMT:			
	Freight Volume:			
Transit Volume:				

	Bike/Ped Counts:		
	Travel Time:		
	Congestion Index:		
	Hours of Delay:		
	Walk Mode Share:		
	Bike Mode Share:		
	Transit Mode Share:		
	Carpool Mode Share:		
	Transit Service Hrs:		
	Sidewalk Miles:	1	1.5
	Bikeway Miles:	1	1.5
	Priority Bikeway Miles:		

Qualitative Assessment:

Additional Project Benefits	
Connectivity	Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale?
The proposal is the beginning of a comprehensive path system designed and codified to provide connections to and from the major employment area, central business district, residential and historic districts, and the elementary school. The completed system will connect in three locations to the Oregon State Willamette Valley Bikeway. It will also connect to Armitage Park; a regional Lane County park in Eugene.	
Measures:	
Multiple Modes	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
Provides first and only hard-surface, off-street path segments for non-motorized travel where no facility currently exists. The proposal will connect bike boulevards and the Coburg Industrial Way employment center to the nearest transit station (currently no connection). The connection will also benefit freight traffic; providing a safe and predictable location for bicycles and pedestrians to cross the Coburg Industrial Way and Pearl Street intersection area.	
Measures:	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Provision of any off-street facility will provide a safe mobility option for current non-motorized travel. The proposal will provide an alternative to vehicular travel.	
Measures:	
Freight	Will completed project improve the freight system and freight movement?
Measures:	
Public Health	Will the completed project provide public health benefits?
Scientific research strongly correlates walkable/bikeable built environments to public health benefits including increased levels of exercise, social interactions, and the stress-relief relate to preference-based travel routes.	
Measures:	
Other	Are there other benefits that the completed project will provide?
<p>Prior or Related Investments. Coburg is currently in the process of building a comprehensive wastewater system, which includes securing public easements along Coburg Industrial Way, Sarah Lane Connector, and the Rail Corridor (south UGB) as well as several of the selected bicycle boulevards. Most of the designated bicycle boulevards will benefit from pavement overlays as part of the wastewater project. Further, a culvert is being built for the system at the corner of the Sarah Lane Connector and Industrial Way, engineered to be enhanced as a bicycle/pedestrian bridge with future funds in 2011.</p> <p>The Oregon Department of Transportation is building the first 1,300-foot segment of shared-use path for the Coburg Loop system in conjunction with the Phase I Coburg Interchange Improvements in 2011 (see map).</p>	
Measures:	

Other Project Information

Scope of improvement, i.e., regional, community, neighborhood, local

While the proposed segments are completely within the Coburg Urban Growth Boundary and City Limits, the proposed path system is adjacent to a Lane County minor arterial. The south terminus is also a Lane County minor arterial. When complete, the Coburg Loop system will extend to Armitage Park, Eugene (Lane County regional park). The Coburg Loop is identified in the draft *Eugene Bike and Pedestrian Master Plan* and *Lane County Parks Master Plan*. It has also been adopted into the Rivers to Ridges Regional Vision. The path system will also connect at three locations to the *Oregon State Willamette Valley Bikeway* route.

Ratio of STP-U Overhead to Overall Project Cost

The project design standard and adopted alignment has been scoped by ODOT in May 2011. ODOT will be the project delivery team and will, if contracted in FY11, most likely be able to utilize the same project delivery team for the adjacent segment south. Further, some of the wastewater system environmental and archeological data will be relevant to the Coburg Loop requirements, reducing cost. Anticipated overhead is low.

Opportunity Costs, i.e., cost of not doing activity/project

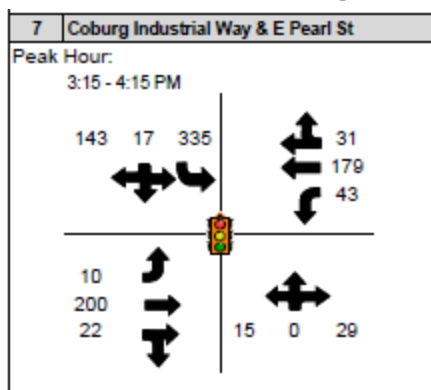
Constructing these two segments of the Coburg Loop at this juncture is very timely. The segment immediately south of Pearl Street (along a realigned Roberts Road) could be built at the same time (separate project) with the same ODOT project delivery team. This potential will reduce project overhead, contracting and procurement processes. It will also enable an uninterrupted segment of the Coburg Loop system, approximately $\frac{3}{4}$ mile long which could be used by the public in and of itself due to the terminus of the facility connecting to shared use roadway. Further, there is a limited window of time in which the City can take advantage of the existing development agreement/tentative approval for the private contribution to the project. If funding is received in the current Fiscal Year 2011, it is more than likely that land donation would be an option for over 50 percent of the alignment. In 2012, this opportunity is likely to expire.

APPLICATION DUE DATE: 5:00 PM, Wednesday, May 18, 2011

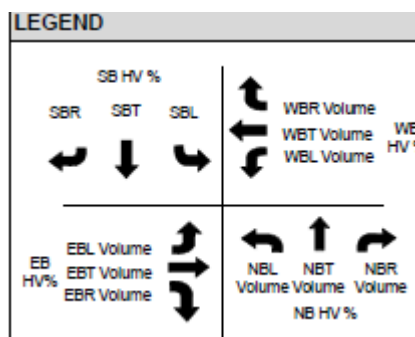
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org

ATTACHMENT B

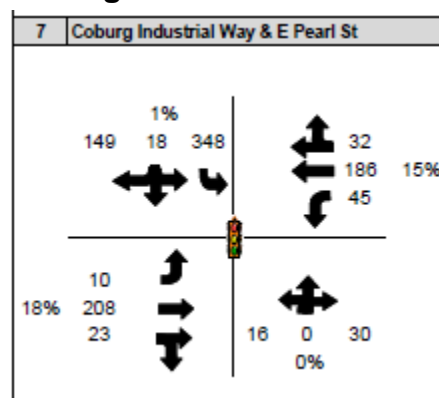
Traffic Volume: Coburg Industrial Way and East Pearl Street Intersection



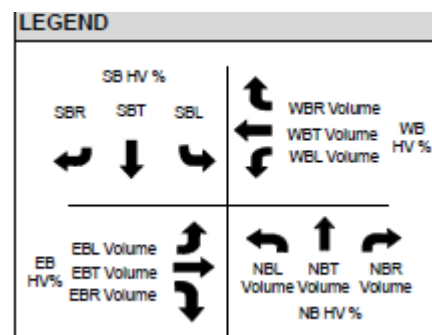
- 1** Intersection Number
- 1** Meets Traffic Operational Requirements
- 1** Does Not Meet Traffic Operational Requirements
- 555 Turning Movement Volume
- Existing Channelization
- Stop Controlled Intersection/Approach
- Signalized Intersection



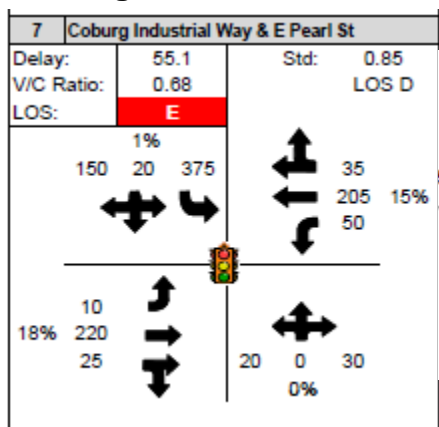
30th Highest Hour



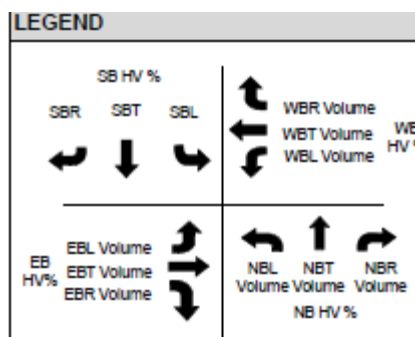
- 1** Intersection Number
- 1** Meets Traffic Operational Requirements
- 1** Does Not Meet Traffic Operational Requirements
- 555 Turning Movement Volume
- Existing Channelization
- Stop Controlled Intersection/Approach
- Signalized Intersection



30th Highest Hour Balanced



- 1** Intersection Number
- 1** Meets Traffic Operational Requirements
- 1** Does Not Meet Traffic Operational Requirements
- 555 Turning Movement Volume
- Existing Channelization
- Stop Controlled Intersection/Approach
- Signalized Intersection



ATTACHMENT C

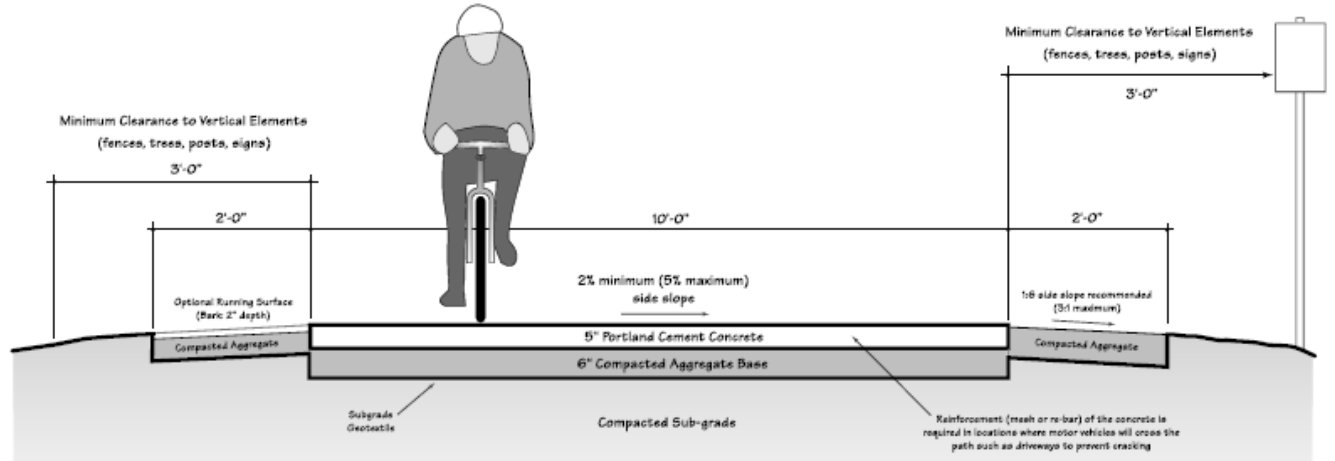
Pedestrians on roadway along Coburg Industrial Way



Muddy Creel Irrigation Channel (Segment 1). The riparian vegetation along the east bank will be enhanced to improve the experience of path users and will result in habitat and water quality function.

ATTACHMENT D

Proposed Coburg Path Standard



Typical Cross Section

Note: The standard shown above for surfacing and compaction may be modified in certain situations to better deal with unique soil or geologic conditions with the review and approval of a licensed civil engineer or landscape architect.