



APPLICATION FOR STP-U FUNDS

PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

FY 2011-2013

Project Information				
Project Title:	North Bank Path, DeFazio Bridge to Leisure Lane, #4699			
Agency Applying:	City of Eugene			
Fiscal Year(s):	2011-13			
Staff Contact:	Lee Shoemaker		Phone/Email: 541-682-5471 lee.shoemaker@ci.eugene.or.us	
Project Type:	<input checked="" 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>3450 ft of the extremely popular North Bank Path from DeFazio Bridge to Leisure Lane is proposed for a combination of reconstruction and pavement preservation remedies to bring the deteriorating high-volume multi-use path up to current standards; provide uniform, increased width and lighting; and to resolve safety conflicts and environmental issues. The existing path width ranges from 9 to 10 feet and has many hazardous root heaves affecting the surface. The path will be widened to 12 feet. Some realignment is proposed to move the path away from the river banks and to preserve established trees. The path is also poorly lit, having only park lighting in one section that is not designed for the path. Lights will be added from the DeFazio Bridge to the boat ramp. In one section the path will be elevated to bridge and preserve well developed park trees. Path amenities, such as benches and bike locking hoops, are proposed to serve the path users. Construction would occur in Summer 2012.</p>				
Description of Need or Problem				
<p>The North Bank Path is one of the busiest paths in the City and region, and a key segment of the Willamette River multi-use path system that serves as the spine of the region's active transportation system. It is a primary off-road link between Springfield, Eugene, Eugene's largest park, and the University of Oregon. The path is mostly unlit and has many root heaves that make it dangerous for both bicyclists and pedestrians. It is too narrow for its volume of daily users. Reconstructing this path to current standards and adding appropriate pedestrian-scale lighting is needed for this facility to fully and safely serve its purpose and demand. The University of Oregon will host the Olympic Track Trials in 2012 and it is imperative that this path be rebuilt and widened prior to that national event. This project is on the Eugene Bicycle and Pedestrian Advisory Committee's priority list for path replacement.</p>				

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	\$875,000*	
Funding Available	\$90,000	Source: Local (10.29%): Street Bond and/or SDCs
	\$	Source:
	\$	Source:
Amount of STP-U Request	\$785,000	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

* Does not include previous Rapid Readiness grant-funded full design work and environmental assessment. Rapid Readiness grant was \$138,524, plus \$15,855 local match.

STP-U project cost estimate includes: construction (\$712,500) and engineering, inspection, and testing during construction (\$162,500).

Regional Priorities				
<input checked="" 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 checked="" type="checkbox"/>
	Functional Class:	N/A	Transit Volume:	N/A
	PCI:	N/A	Freight Volume:	N/A
	Traffic Volume:	N/A	Bike/Ped Counts:	Approx. 400 bikes/peds total @ peak hr
Qualitative Assessment:				
This section of the Ruth Bascom Riverbank Path system is one of the region's most used paths. The path provides an off-street bike and pedestrian connection between Eugene and Springfield, serves the largest park in Eugene with major events happening year round, the summer concert venue at Cuthbert Amphitheater, Autzen Stadium (54,000 seats), PK Park (3,600 seats), numerous civic establishments on Martin Luther King, Jr. Boulevard (by providing a parallel route), and serves as an entry to the University of Oregon. This project is on the Eugene Bicycle and Pedestrian Advisory Committee's priority list for path replacement.				

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:	N/A	Traffic Volume:	N/A
	Bicycle Crash Data:	N/A (will improve)	Transit Volume:	N/A
	Ped. Crash Data:	N/A (will improve)	Bike/Ped Counts:	Approx. 400 bikes/peds total @ peak hr
Qualitative Assessment:				
Widened path will accommodate high use with fewer conflicts, create uniform width, repair root upheaval, add safety lighting, and add bike hoops for security.				

Regional Priorities

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	Operational Efficiency	Alternative Modes	Trans. Demand Management (TDM)
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	EXISTING		PROJECTED	
Traffic Volume:	N/A			
VMT:	N/A			
Freight Volume:	N/A			
Transit Volume:	N/A			
Bike/Ped Counts:	Approx. 400 bikes/peds total @ peak hour		higher	
Travel Time:	N/A			
Congestion Index:	N/A			
Hours of Delay:	N/A			
Walk Mode Share:	N/A		higher	
Bike Mode Share:	8 percent		higher	
Transit Mode Share:	N/A			
Carpool Mode Share:	N/A			
Transit Service Hrs:	N/A			
Sidewalk Miles:	N/A			
Bikeway Miles:	3450 ft		Same but safer, more inviting	
Priority Bikeway Miles:	N/A			

Qualitative Assessment:

The North Bank path is a significant bicycle thoroughfare between Eugene and Springfield, connecting the Eugene’s biggest park with the Autzen/PK Park sports complexes, Cuthbert Amphitheater, numerous civic establishments on Martin Luther King, Jr. Boulevard (by providing a parallel route) and, across two bridges, the University of Oregon and downtown Eugene. Making the path wider, safer, and more efficient will entice new users, provide the needed capacity for significant increases in active transportation, and reduce congestion on Martin Luther King, Jr. Boulevard.

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 North Bank path provides a critical connection between Eugene and Springfield, Eugene's biggest park with the Autzen/PK Park sports complexes, Cuthbert Amphitheater, numerous civic establishments on MLK Boulevard and, across two bridges, the University of Oregon campus and downtown Eugene. But it is currently degraded, unlit, and too narrow to handle the volumes of bike and pedestrian travel. The improvements will repair this connection and make it safer for day and nighttime travel. The lighting will make the path more acceptable as an alternative mode commute route during the fall and winter months.	
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)?
This off-street path serves pedestrian and bicycle travel. It is proximate to the 79x and 13 bus routes on Martin Luther King, Jr. Boulevard and the 12, 67, and 96 routes at the Ferry Street Bridge.	
Measures:	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
The project will reduce bicycle congestion and bike/ped conflicts on the North Bank path. Increased capacity on this path has the potential to reduce vehicular travel on the parallel Martin Luther King, Jr. Boulevard and other streets, especially during events at Alton Baker Park, Autzen Stadium, PK Park, and Cuthbert Amphitheater.	
Measures:	
Freight	Will completed project improve the freight system and freight movement?
N/A	
Measures:	
Public Health	Will the completed project provide public health benefits?
The North Bank path serves active transportation modes that improves the users' health and avoids added pollutants associated with automobile travel.	
Measures:	
Other: Tourism and Civic Pride	Are there other benefits that the completed project will provide?
Many residents and visitors use this path to access Alton Baker Park, the University of Oregon, special events, and to recreate. Alton Baker Park hosts many events during warmer months, such as the Art and the Vineyard and Eugene Marathon. Cuthbert Amphitheater hosts a large concert series (capacity 5,000). Autzen Stadium seats 54,000 and PK Park accommodates 3,600 fans, with only 400 on-site parking spaces. The University of Oregon will host the 2012 Olympic Track Trials and it is imperative that this path be rebuilt and widened prior to that extremely popular event in "Track town USA." This project could be	

constructed within one year.

Measures:

Other Project Information

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

This project serves a regional function. The North Bank path provides a critical, highly used connection between the cities of Eugene and Springfield across the I-5 freeway. It serves parks, sports and recreational facilities, and special events of a regional, state, and national stature.

Ratio of STP-U Overhead to Overall Project Cost

This project is currently federalized from design and environmental review work for which federal Rapid Readiness funds were used. Thus, this project will not have any additional overhead costs relating to federalizing a project. In addition, the City of Eugene is a conditionally certified local agency which allows us to design projects and administer our own contracts internally, which reduces future overhead costs.

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

There will be a lost opportunity to encourage non-automobile travel at a time that riverfront path connections are being installed in both Eugene and Springfield, as this is the spine of the regional bike network.

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

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

North Bank Path DeFazio Bridge to Leisure Lane City of Eugene

