

APPLICATION FOR CENTRAL LANE MPO FY2010 STP-U FUNDS PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

July, 2009

(NOTE: Draft applications due to Paul Thompson by 5:00 PM July 20)

Date of this Application July 20, 2009

Contact Person Tom Boyatt

A. Background Information

1. Lead Agency: City of Springfield

2. Project Title: MLK Roundabout Pedestrian Enhancements

3. STP-U Project Category (circle/mark one): Preservation **Modernization** Project Dev.

PLEASE NOTE: IF DESIRED, § 4, 7 & 8 MAY BE ADDRESSED TOGETHER IN ONE NARRATIVE ATTACHMENT

4. Project Description: Include in description how activities address regional priorities

Attach additional information, if applicable.

Project will add pedestrian crossing enhancements to the two lane roundabout at the intersection of MLK Jr. Parkway/Pioneer Parkway/Hayden Bridge Way. The intent is to use existing City SDC funds to leverage \$50,000 in STP-U funds to investigate and deploy increased lighting at the intersection, additional signage related to pedestrian crossings, and pedestrian actuated flashing yellow beacons at up to four legs of the existing roundabout.

The City of Springfield is engaged in a process to assess and respond to citizen concerns with safe pedestrian crossings at the MLK Jr. roundabout, particularly for those individuals who may be sight and/or mobility impaired. In June 2009, staff met with City Council in work session to review these issues and craft a path forward. NCHRP (National Cooperative Highway Research Project) 3-78 is currently investigating pedestrian treatments at multi-lane roundabouts and continuous flow turn lanes at signalized intersections, and has not yet produced a recommendation for these situations. Further, the federal Access Board is also awaiting the study recommendations from NCHRP 3-78 before completing rulemaking on this specific issue relative to the Americans With Disabilities Act (ADA). It is possible that study recommendations will be available in early calendar year 2010, with rulemaking to follow.

Even though specific ADA guidance and rules currently do not require pedestrian crossing treatments beyond those already in place at the MLK Jr. roundabout, staff has determined that enhanced signage, enhanced illumination, and flashing beacons are acceptable enhancements to this location and have a very low risk of not being permitted in the future once final rules and guidelines are issued by the U.S. Access Board. Pedestrian connectivity and accessibility are a significant regional priority as the metro area continues to promote alternatives to auto travel. Enhanced crossing opportunities at this significant arterial-to-arterial intersection are warranted under the STP-U program.

5. Screening/Eligibility Criteria: Indicate Yes/No for each; Provide details as needed

- a) Listed in, or consistent with, financially constrained RTP, or able to be added to RTP during project time frame**

Yes. Pedestrian connectivity is a significant RTP objective. A small enhancement project like this one does not rise to the level of fiscal constraint listing.

- b) Ability to utilize funds in FY requested**

Yes.

- c) For eligible purpose under Federal guidelines**

See <http://www.lcoq.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>

Yes.

- d) Can provide minimum required matching funds (10.27% of project total)**

Yes. City anticipates providing between 50 – 100 percent matching funds.

- e) Sufficient identified funding to complete project/phase**

Yes.

6. Project Cost Estimate: Indicate STP-U Funds Requested, Other Funding

FY2010 STP-U funds requested for this project	\$50,000
Other funding (estimated local matching funds)	\$25,000
Other funding #2	\$
Total Cost Estimate	\$75,000

(Note: Total non-federal funding must meet minimum match requirement of 10.27% of total project cost – 11.45% of federal dollars)

7. Other Project Information: To the extent *not* discussed in the project description, address the following items from the July, 2006 CLMPO STP-U Process: Preservation, Project Development and Modernization Activities diagram.

<http://www.lcoq.org/documents/meetings/mpc/0609/MPC5f-Attachment3-STP-UModPres.pdf>

Other Project Information is included in #4 above.

- a. Description of need or problem addressed**
- b. How project addresses MPO's regional priorities**
- c. Assessment of magnitude of potential STP-U "overhead cost"**
- d. Specific benefits of project**
- e. "Cost" of not doing activity/project (or description of opportunity lost)**
- f. Expected outcomes & deliverables**

8. Project Technical Information: To the extent not previously discussed, provide technical information for the proposed project that will assist in the staff evaluation of the application. Sample technical considerations include:

- **Safety Enhancement** Project will address existing safety issue. Identify safety issue (sight line, design element, deterrent to bicycling, etc.). If available, cite safety statistics (crash rate, etc.).
- **Urban Standards** Project brings facility to current urban design standard. Project adds urban design elements where current elements do not exist or are substandard, such as sidewalks, pedestrian crossing and/or transit stop improvements, bike facilities, storm water facilities, lighting, etc.
- **Preservation** Project provides long-term maintenance and preservation of the existing system. Demonstrate preservation need (for example, condition rating).
- **Multiple Modes** Identify how project will benefit more than one mode or purpose (i.e., benefits roadway & transit, benefits bicycle & roadway users, or benefits roadway & identified freight route).
- **Congestion Reduction** Project reduces congestion through provision of additional capacity or critical link or other means. Identify existing congested conditions that project will address. Identify modeled or projected impact on congestion.
- **Increase Alt. Mode Share** Identify how project will increase use of alternative modes (non-single occupant vehicle–SOV–use such as transit, bicycle, pedestrian).
- **Usage** Identify existing or projected daily traffic volume (roadway), ridership (transit) or other measure of use of facility. Demonstrate significance of project to the regional system.
- **Freight** Identify project benefits to freight system/movements.
- **Air Quality** If applicable, identify air quality benefits of project.

The project is expected to increase alternative mode share by enhancing the pedestrian crossings at a key metro area east/west, north/south intersection. Project will benefit more than one mode of travel as it is in the immediate vicinity of a Gateway EmX bus rapid transit station now under construction, and the Rosa Parks multi-use path that connects this location with downtown Springfield. Project is also anticipated to improve the pedestrian crossing experience, especially for the mobility and/or sight impaired, although to date there have been no pedestrian/vehicle crashes at this location.

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