

**APPLICATION FOR:**•**STP-U FUNDS** (Project Development, Preservation, Modernization)•**TAP FUNDS** (Transportation Alternatives Program)**FY 2016-2018**

Project Information				
Project Title:	13th Avenue Two-Way Protected Bikeway			
Agency Applying:	City of Eugene			
Applying for STP or TAP:	Either STP or TAP			
Fiscal Year(s):	2017			
Staff Contact:	Rob Inerfeld	Staff Phone:	541-682-5343	
Staff Email:	Rob.Inerfeld@ci.eugene.or.us			
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>Construct two-way protected bikeway along 13th Avenue from Alder Street to Olive Street. The bikeway will be constructed by repurposing either parking or travel lanes depending on the block. Most of the project cost will be for upgrading traffic signals to accommodate westbound biking and also to bring the signals and intersections up to modern standards including audible pedestrian devices, visual countdown timers and curb ramps that meet ADA standards. Other project elements include green pavement colorant at conflict zones and a physical barrier between the bikeway and vehicular travel lanes. The project also entails building at least two parking bays to mitigate parking removal. The City of Eugene has also applied for an ODOT All Roads Transportation Safety (ARTS) grant of \$1,265,258 for this project; the (ARTS) grant combined with STP-U and local funds would fully fund the project all the way to Lincoln Street.</p>				
Description of Need or Problem				
<p>There is currently no safe and comfortable east-west biking connection between downtown Eugene and the University of Oregon. This has become a more critical need with the development of the 13th and Olive off-campus student housing complex, more UO students frequenting businesses in downtown Eugene, and the development of the RAIN Eugene facility on Olive Street downtown. The City of Eugene draft TSP calls for a network of protected bikeways in downtown Eugene on 13th, High and Lincoln Streets.</p> <p>The UO LiveMove student group developed the 13th Avenue Downtown – Campus Corridor Concept Plan (http://livemove.org/13th/) demonstrating how a two-way protected bikeway, also known as a cycle track could be developed from Olive to Alder Streets. Subsequently, the city led an effort called Campus to Downtown Bike Connections (http://www.eugene-or.gov/bikecampustodowntown) that included a public process, technical analysis and a closer look at impacts to adjacent properties. The final recommendation calls for building the two-</p>				

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way protected bikeway as recommended by LiveMove but with parking bays to mitigate on street parking loss.

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 or TAP 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"/>

¹For STP-U, see <http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308>
For TAP, see <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

Cost Estimate/Funding Needs		
Total Estimated Project Cost	\$1,300,000	
Funding Available	\$150,000	Source: Local street bond
	\$150,000	Source: Private donation
		Source:
Amount of STP-U/TAP Request (Indicate to the right funding source requested)	\$1,000,000	STP-U or TAP

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:		Projected ridership	
	Existing service hrs:		Proj. service hrs:	
	Ex. area of service:		Proj. service area:	
	Title VI Issues:		Title VI Issues:	
Qualitative Assessment:				

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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 checked="" type="checkbox"/>	Multi-Use Path <input type="checkbox"/>	Sidewalk <input checked="" type="checkbox"/>	Mixed <input type="checkbox"/>
	Vehicular Crash Data:		Traffic Volume:	Ranges from 5,000 to 13,000
	Bicycle Crash Data:	9 injury and 1 fatal crash from 2007 to 2013	Transit Volume:	
	Pedestrian Crash Data:	4 injury and 1 fatal crash from 2007 to 2013	Bike/Ped Counts:	Most recent fall bike count is 1,520 bikes/weekday in 2014
Qualitative Assessment: There is currently a large amount of wrong-way and sidewalk bike riding on 13 th Avenue. The protected bikeway will lead to less wrong way riding in the street and fewer bikes on the sidewalk which will making walking safer as well. The project will add audible and countdown timers at all signalized intersection which will enhance pedestrian safety.				
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"/>
	Qualitative Assessment: The City of Eugene has a goal of doubling walking and biking trips over the next 20 years; this is part of the city's effort to reduce greenhouse gas emissions from transportation sources. The 13 th Avenue Protected Bikeway will significantly enhance both the safety and user experience on a key biking corridor and help establish a network of protected bikeways. Protected bikeways have been shown to attract more people to bike riding some of whom previously drove passenger cars.			

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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?
There is currently no good westbound biking connection from the UO to downtown. The 13 th Avenue bikeway will provide a key connection in the city's bikeway network.	
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)?
Measures:	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Measures:	
Freight	Will completed project improve the freight system and freight movement?
Measures:	
Public Health	Will the completed project provide public health benefits?
Protected bikeways have been shown to attract new people to biking. Such active transportation has been shown to have public health benefits. Also, the redesigned street will be safer for all modes.	
Measures:	
Economic Development	Will the completed project promote or support economic development?
Measures:	
Other	Are there other benefits that the completed project will provide?
Measures:	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
Ratio of STP-U Overhead to Overall Project Cost	
Opportunity Costs, i.e., cost of not doing activity/project	
APPLICATION DUE DATE: JULY 10, 2015	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lco.org	

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