

**APPLICATION FOR:**

- **STP-U FUNDS** (Project Development, Preservation, Modernization)

- **TAP FUNDS** (Transportation Alternatives Program)

FY 2016-2018

Project Information				
Project Title:	South Willamette Street Enhancement			
Agency Applying:	City of Eugene			
Applying for STP or TAP:	STP			
Fiscal Year(s):	\$250,000 in 2017, \$1,750,000 in 2018			
Staff Contact:	Chris Henry	Staff Phone:	541-682-8472	
Staff Email:	chris.c.henry@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 checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
Project Description:				
<p>The South Willamette Street Enhancement Project will complement a planned bond-funded pavement preservation project scheduled for 2018 on Willamette Street between 24th and 29th Avenues. The street enhancement project will replace and widen existing sidewalks, driveways, and curb and gutter to provide pedestrian access that meets the standards of the Americans with Disabilities Act (ADA). Other enhancements to the project include pedestrian scale lighting, street trees, bicycle racks, landscaped planters for water quality enhancement, left-turn signal phasing, and ADA accessible pedestrian signals.</p>				
Description of Need or Problem				
<p>The South Willamette Street Enhancement Project will address the need and community support for an improved pedestrian environment along Willamette Street as part of a vibrant walkable commercial corridor in a 20-minute neighborhood.</p> <p>The South Willamette Street study corridor is a 0.8 mile segment of Willamette Street between 24th and 32nd avenues. This section of Willamette Street is a minor arterial that carries approximately 16,500 vehicles per day and has five signalized and several unsignalized intersections. The corridor has two travel lanes in each direction, widening to five lanes at 29th Avenue. Because there are no bike lanes, people riding bicycles are forced to choose between riding in traffic or sharing space with pedestrians on narrow, uneven sidewalks ranging between five and nine feet wide.</p> <p>A recommended three-lane street reconfiguration is being tested starting this fall through 2017 to inform a decision of how to restripe the street with a planned and bond-funded pavement preservation project in 2018. The test, if successful and fully implemented, would add bike lanes in each direction, a center turn lane, and one travel lane in each direction (two southbound at 29th Avenue). Permanent improvements included with the test include minor widening for a southbound bike lane approaching 24th Avenue and construction of a new traffic signal at the Woodfield Station driveway on Willamette Street. Sidewalks and driveways along the corridor are severely deteriorated and do not meet current ADA standards for accessibility. In some cases, the curbside sidewalks are only</p>				

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five feet wide and have the potential to be widened to nine feet within the existing right-of-way of 60 feet.

Surface Transportation Program – Urban funds are needed to supplement the funding for pavement preservation in order to provide the pedestrian-scale and other improvements included in the project description.

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	2,230,000	
Funding Available	230,000	Source: Street bond, SDCs and private donation
	\$	Source:
	\$	Source:
Amount of STP-U/TAP Request (Indicate to the right funding source requested)	\$2,000,000	
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

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 checked="" type="checkbox"/>	Transit Route <input checked="" type="checkbox"/>	Bike Lanes <input checked="" type="checkbox"/>	Multi-Use Path <input type="checkbox"/>
	Functional Class:	Minor Arterial	Transit Volume:	LTD Routes 24 & 73
	PCI:	64	Freight Volume:	2% of total volume
	Traffic Volume:	16500 (2012)	Bike/Ped Counts:	63/103 (AM&PM peak entering @ 27 th Ave.)

Qualitative Assessment:
 The existing sidewalks, driveways, and pedestrian facilities along Willamette Street are of poor quality and do not meet current ADA standards. Improvement of the pedestrian realm supports regional goals to improve safe and accessible transportation for people walking, biking, and accessing transit to reduce dependence on automobile travel.

Regional Priorities

<input checked="" type="checkbox"/>	PRESERVES OR ENHANCES TRANSIT SERVICES			
Goal:	Maintain or increase transit ridership.			
Measures:	Existing ridership:	N/A	Projected ridership	N/A
	Existing service hrs:	6:15 am – 11:00 pm (30-60 minutes)	Proj. service hrs:	6:15 am – 11:00 pm (15-30 minutes)
	Ex. area of service:	LTD Routes #24 (Donald) and #73 (UO/Willamette)	Proj. service area:	LTD Routes #24 (Donald) and #73 (UO/Willamette)
	Title VI Issues:	Unknown	Title VI Issues:	Unknown

Qualitative Assessment:
 The existing sidewalks, driveways, and pedestrian facilities along Willamette Street are of poor quality and do not meet current ADA standards. Improvement of the pedestrian realm supports regional goals to improve safe and accessible transportation for people walking, biking, and accessing transit to reduce dependence on automobile travel. The addition of a new permanent traffic signal at the Woodfield Station driveway on Willamette Street improves the opportunity for safe pedestrian crossing of the street between two high-use transit stops.

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:	5.2 collisions per million vehicle miles travelled (2008-2010)	Traffic Volume:	16500 (2012)
	Bicycle Crash Data:	5 (2008-2010)	Transit Volume:	N/A
	Pedestrian Crash Data:	0 (2008-2010)	Bike/Ped Counts:	63/103 (AM&PM peak entering @ 27 th Ave.)
Qualitative Assessment: The yearly collision rate for this segment of Willamette Street is 5.2 collisions per million vehicle-miles traveled (VMT). This is nearly double the statewide average of 2.91 collisions per million VMT for urban city minor arterial roadways for the same years (i.e., 2008-2010). During this time, there were a total of 74 collisions in the study period including 5 bike collisions, no pedestrian collisions, and no collisions resulting in a fatality. Roughly half of the collisions resulted in an injury and over half of the collisions were related to turning movements. A recommended street reconfiguration to three lanes with bike lanes is estimated to reduce collisions by approximately 30%. The addition of a new permanent traffic signal at the Woodfield Station driveway on Willamette Street improves the opportunity for safe pedestrian crossing of the street between two high-use transit stops.				
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 checked="" type="checkbox"/>	Operational Efficiency <input checked="" type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input checked="" type="checkbox"/>
	Qualitative Assessment: Improvement of the pedestrian realm supports regional goals to improve safe and accessible transportation for people walking, biking, and accessing transit to reduce dependence on automobile travel. Shifting trips from driving to walking, riding a bicycle, and using transit will reduce automobile travel demand and associated greenhouse gas emissions while supporting a triple-bottom-line sustainability goal to enhance the environmental, economic, and social equity aspects of a prosperous walkable community.			

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 South Willamette Street Enhancement Project will enhance the pedestrian environment for people walking, using mobility devices, riding bicycles, using transit, and cars.	
Measures: Wider sidewalks, accessible sidewalks, accessible pedestrian signals, improved access to transit, and left-turn signals.	
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)?
The South Willamette Street Enhancement Project provides for safe access for people walking, using mobility devices, riding bicycles, using transit, and cars.	
Measures: Reduced conflicts on wider, accessible sidewalks for people walking, using mobility devices, riding bicycles, and accessing transit. Accessible pedestrian crossings at signals. Left-turn signal phasing.	
Congestion Reduction	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
By providing safe and accessible transportation choices for people walking, using mobility devices, riding bicycles, using transit, the South Willamette Street Enhancement Project will reduce automobile travel demand. The addition of a center left-turn lane improves traffic flow through more efficient use of the roadway space and reduced conflicts between traffic that is turning and moving through the corridor.	
Measures: Improved facilities for and use by people walking, using mobility devices, riding bicycles, using transit.	
Freight	Will completed project improve the freight system and freight movement?
Addition of bike lanes increases the effective turn radius for trucks turning into and out of driveways and at intersections. Left-turn signal phasing will allow for safe left-turning freight traffic. The addition of a center left-turn lane allows turning vehicles space to queue and will not impede through freight traffic.	
Measures: Larger effective turning radius, left-turn signals, and center left-turn lane.	
Public Health	Will the completed project provide public health benefits?
The South Willamette Street Enhancement Project promotes improved public health by creating an urban environment that is safe and accessible for people walking, using mobility devices, riding bicycles, and using transit while reducing reliance on automobile travel. The project will support active transportation options for people.	
Measures: More people walking, using mobility devices, riding bicycles, and using transit.	
Economic Development	Will the completed project promote or support economic development?
The South Willamette Street Enhancement Project promotes a vibrant urban corridor where people feel comfortable stopping to shop and meet their needs of daily living by walking, using mobility devices, riding bicycles, and using transit. The project supports increased residential and employment density in the area	

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identified in the Envision Eugene process and final draft South Willamette Concept Plan.	
Measures: Economic study reports of revenues that increase or are neutral compared to existing conditions and in other markets.	
Other	Are there other benefits that the completed project will provide?
The South Willamette Street Enhancement Project implements the South Willamette Street Improvement Plan and supports the final draft South Willamette Concept Plan and draft Special Area Zone code changes for increased density and walkable neighborhoods. These efforts are a direct result of the Envision Eugene process to develop compact urban development along key transportation corridors while reducing reliance on the automobile.	
Measures: Implementation of South Willamette Street Improvement Plan, final draft South Willamette Concept Plan, and draft Special Area Zone code.	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
Neighborhood, community retail commercial center.	
Ratio of STP-U Overhead to Overall Project Cost	
THIS RATIO NEEDS TO BE CALCULATED	
Opportunity Costs, i.e., cost of not doing activity/project	
Cost savings are realized when the South Willamette Street Enhancement Project is combined with construction bids for a planned pavement preservation project. The results of the combined projects are lower bid item pricing, contracting efficiency, and improved phasing of the work to be completed.	
APPLICATION DUE DATE: JULY 24, 2015	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org	

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