



APPLICATION FOR:

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

•TAP FUNDS (Transportation Alternatives Program)

FY 2016-2018

Project Information				
Project Title:	Glenwood Riverfront Path – NEPA and Design			
Agency Applying:	City of Springfield, Willamalane Park and Recreation District			
Applying for STP or TAP:	STP-U and TAP			
Fiscal Year(s):	2016			
Staff Contact:	Tom Boyatt	Staff Phone:	541-744-3373	
Staff Email:	tboyatt@springfield-or.gov			
Project Type:	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input checked="" 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 project will add funds to a prior 2013 \$250,000 STP-U allocation in order to complete required federal National Environmental Policy Act (NEPA) documentation and approval for the new Glenwood Riverfront Path, including locating the path alignment along the Willamette River and completing pathway design. This path is the final remaining segment of the riverfront path system within the metro area connecting Eugene, Springfield and urban Lane County between the confluence of the Coast Fork and Middle Fork of the Willamette River to the south and the Beltline Bridge over the River to the north.</p>				
Description of Need or Problem				
<p>The Willamette River frontage in Glenwood is the largest underdeveloped urban river frontage in the Willamette Valley. The project is located between the completed South Bank Viaduct path under the new I-5 Willamette River Bridge, and Seavey Loop Road just south of the Springfield urban growth boundary. This bicycle and pedestrian corridor will provide enhanced connectivity between downtown Eugene, the University of Oregon, and downtown Springfield; and create much needed connectivity south toward Lane Community College and the Mount Pisgah Recreation Area. The Riverfront Path will provide excellent non-auto infrastructure capacity for the Glenwood Riverfront District's redeveloping high density mixed use neighborhoods. Funding is necessary for NEPA and design work to prepare the project for construction. As properties along the riverfront annex to the City, land for the pathway corridor is being preserved by agreement with property owners.</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?		X	<input type="checkbox"/>	
Timeliness. Does the agency have the ability to utilize funds in FY requested?		X	<input type="checkbox"/>	
Federal Eligibility. Is project eligible for STP-U or TAP funding under Federal guidelines ¹		X	<input type="checkbox"/>	
Local Match. Can agency provide minimum required matching funds (10.27% of project total)?		X	<input type="checkbox"/>	
Sufficient Funding. Has sufficient funding been identified to complete project/phase		X	<input type="checkbox"/>	
¹ For STP-U, see http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf For TAP, see http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm				

Cost Estimate/Funding Needs		
Total Estimated Project Cost	\$840,000	
Funding Available	\$90,000	Source: \$45,000 in City Transportation Improvement SDCs, \$45,000 in Willamalane Park and Recreation District SDCs
	\$250,000	Source: 2013 STP-U allocation
	\$	Source:
Amount of STP-U/TAP Request (Indicate to the right funding source requested)	\$500,000	75% STP-U 25% 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:				

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 checked="" type="checkbox"/>	Sidewalk <input checked="" type="checkbox"/>	Mixed <input type="checkbox"/>
	Vehicular Crash Data:		Traffic Volume:	

	Bicycle Crash Data:		Transit Volume:	
	Pedestrian Crash Data:		Bike/Ped Counts:	

Qualitative Assessment:

There are currently very limited and sporadic bicycle and pedestrian facilities serving east west alternative mode travel in Glenwood, forcing non-auto trips onto Franklin Blvd. and McVay Highway, and creating competition for lane usage on these non-modern high speed urban arterial former state highway segments. While safety is challenged, the deeper issue is that most walkers and cyclists are deterred from even attempting to use the facility due to the utter lack of dedicated facilities, and the feeling that attempting to walk or bike along these highway segments is dangerous. Developing and ultimately constructing the Riverfront Path provides a high quality, safe, and efficient dedicated corridor for walking and cycling along the Willamette River connecting people to important origins and destinations within the metro area.

Regional Priorities				
X	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 X	Operational Efficiency X	Alternative Modes X	Trans. Demand Management (TDM) X
Qualitative Assessment:				
<p>This project is the necessary first step toward pathway construction. Once completed, the Glenwood Riverfront Path will support alternative modes, taking auto trips off the system which in turn reduces emissions and increases roadway operational capacity. The Glenwood Riverfront District is expected to see significant travel demand management, projected at a 20% - 40% vehicle trip reduction based on mix of uses, geographic location in the metro area, and access to high quality multi-modal opportunities including bus rapid transit and the Riverfront Path. The shift to walking and cycling will reduce green house gas emissions and manage transportation demand by spreading that demand across multiple non-auto modes. Including the Riverfront Path in the larger transport system also enhances EmX bus rapid transit serviceability by creating much improved connectivity between the EmX system and the riverfront pathway system in the metro area. This connectivity further reduces greenhouse gas emissions by expanding the opportunities for linked trips that rely on both EmX and walking/cycling, and extends the distance and range of these linked-mode transit/walk and transit/bike trips.</p>				
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?		
Yes – this is exactly what the project will accomplish: filling in a key non-auto system gap in order to provide improved regional connectivity among pedestrian, bicycle and transit modes accessing key locations such as downtowns, educational institutions, and recreational opportunities.				
Measures: Completes a needed system gap				
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 project adds mobility, accessibility, and connectivity to both walking and bicycle modes, and also creates a key nexus between EmX bus rapid transit and the metro area’s riverfront path system, primarily for origins and destinations east of I-5.				
Measures: Modal and linked-mode trip counts				
Congestion Reduction		Will completed project reduce congestion through provision of additional capacity or critical link or other means?		
Project reduces congestion by providing infrastructure capacity for non-auto trips that fills a critical gap in the system and provides non-auto accessibility to a wide range of urban destinations.				
Measures: Non-auto trips				
Freight		Will completed project improve the freight system and freight movement?		
Measures:				
Public Health		Will the completed project provide public health benefits?		
Giving people the choice to get out of the car and walk or bike, or combine this activity with a				

transit trip, increases activity and improves health.	
Measures: Increased walking and cycling	
Economic Development	Will the completed project promote or support economic development?
The Project is a catalyst for economic development and redevelopment in the Glenwood Riverfront District and Downtown Springfield both in terms of enhancing redevelopment through infrastructure investment that contributes to place making, but also by providing access and visibility to the riverfront in Glenwood and the development potential of the Riverfront District which currently can neither be seen nor accessed from Franklin Blvd.	
Measures: Increased land values and riverfront district exposure	
Other	Are there other benefits that the completed project will provide?
Measures:	
Other Project Information	
Scope of improvement, i.e., regional, community, neighborhood, local	
Scope of improvements is both regional and local. Regional connectivity is greatly enhanced for non-auto travel, and the Riverfront Path leverages redevelopment of the Glenwood Riverfront District and Downtown Springfield.	
Ratio of STP-U Overhead to Overall Project Cost	
Less than 1:25	
Opportunity Costs, i.e., cost of not doing activity/project	
Postponing Riverfront Path development will continue the uncertainty of path location in the context of completely redeveloping neighborhoods. This places a burden on land development, storm water management, and riparian restoration and management as path location and design must be coordinated with these aspects of land development. Annexation requests are increasing in the Riverfront District and there really is no better time than now to locate and design the path.	
APPLICATION DUE DATE: July 24, 2015	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org	