

**APPLICATION FOR:**

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

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

FY 2016-2018

Project Information				
Project Title:	Springfield Bicycle and Pedestrian Safety Improvements			
Agency Applying:	City of Springfield			
Applying for STP or TAP:	STP-U and TAP			
Fiscal Year(s):	2016, 2018			
Staff Contact:	Tom Boyatt	Staff Phone:	541-744-3373	
Staff Email:	tboyatt@springfield-or.gov			
Project Type:	<input 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>This project will address needed bicycle and pedestrian safety improvements that have been identified by the Springfield Transportation System Plan and the Springfield Public Schools Safe Routes to School Program. Several priorities have risen to the top of the list, including relocating the cross walk on S. 32nd Street and adding a rapid rectangular flashing beacon (RRFB) at Agnes Stewart Middle School to create separation from a school driveway and alignment with a neighborhood walkway connection; adding an RRFB to the crossings of Pioneer Parkway East and West at 'E' Street to improve safety and connectivity to Two Rivers Elementary, Hamlin Middle and Springfield High schools, and the Gateway EmX line; adding appropriate crossing treatments for the Virginia-Daisy Bike Boulevard at Bob Straub Parkway; and, striping and signing Mill Street for bicycle facilities between Centennial and Main Streets. Project scoping and cost will determine the ultimate list of projects.</p>				
Description of Need or Problem				
<p>The 2035 Springfield TSP and the recently completed Springfield Public Schools Safe Routes to Schools assessment demonstrate significant needs in the area of bicycle and pedestrian infrastructure gaps and projects around the community. These lists contain about 60 projects specific to bike/ped mobility, accessibility and safety. With a deteriorating roadway system and street fund revenue that barely covers the cost of system maintenance and operations (not preservation or modernization), the City is looking to the STP-U funding as an opportunity to begin to address priority needs on the bicycle and pedestrian network.</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"/>	

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Sufficient Funding. Has sufficient funding been identified to complete project/phase	X	<input type="checkbox"/>
¹ For 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	\$840,000	
Funding Available	\$90,000	Source: 50% City Transportation SDCs, 50% Willamalane funds
	\$	Source:
	\$	Source:
Amount of STP-U/TAP Request (Indicate to the right funding source requested)	\$750,000	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				
X	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 X	Multi-Use Path X	Sidewalk X	Mixed X
	Vehicular Crash Data:		Traffic Volume:	
	Bicycle Crash Data:		Transit Volume:	
	Pedestrian Crash Data:		Bike/Ped Counts:	
Qualitative Assessment:				
The projects that would be addressed by this proposal have been developed through technical planning processes and have included significant stakeholder input. The perception of the need for increased safety is strong in each instance, and the community is fortunate that crashes have not been more prevalent. In the state of the practice it is widely acknowledged that pedestrian crossing improvements and bike infrastructure signing and striping can and have a positive impact on the safety of system users.				
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 <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes X	Trans. Demand Management (TDM) X
	Qualitative Assessment:			
Every auto trip that is replaced with a walking or biking trip will have a positive impact on greenhouse gas emissions. This project's purpose is to make the system safer for users at discreet locations, anticipating that increased system safety will induce people to make a choice to walk or bike or to allow their children to do so.				

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 project addresses barriers to safe walking and biking trips, in particular between neighborhoods and schools and parks, filling gaps in the system and deploying infrastructure to make it safer to cross roadways for people of all ages.	
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)?
Primary benefit is for walking and biking; however adding infrastructure in key locations improves driving conditions by making expectations clear to all roadway users about where, when and how cyclists and pedestrians will both use and cross busy streets.	
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?
Improving biking and walking by addressing barriers will induce more people to choose these active transportation modes to the health benefit of system users.	
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	
Multiple locations around the community; certain of these improvements will also have regional benefit.	
Ratio of STP-U Overhead to Overall Project Cost	
Less than 10%	
Opportunity Costs, i.e., cost of not doing activity/project	
Opportunity costs are difficult to speculate as no one wants to or plans to have tragic crashes that	

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ruin lives. The City is not in a financial position to address this identified need without STP-U assistance, and improvements will not go forward absent this funding.

APPLICATION DUE DATE: **JULY 24, 2015**

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

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Files\Content.Outlook\VEYRUTEK\MPC5 f-Attachment2-STP-U_TAP_ApplicationForm.docx
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