

## STP-U &amp; TAP Application Form

Page 1 of 5

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

Project Information				
<b>Project Title:</b>	<b>South 2<sup>nd</sup> Street Pavement Preservation</b>			
<b>Agency Applying:</b>	Lane County			
<b>Applying for STP or TAP:</b>	STP			
<b>Fiscal Year(s):</b>	2016			
<b>Staff Contact:</b>	Daniel Ingram	<b>Staff Phone:</b>	(542) 682-6996	
<b>Staff Email:</b>	Daniel.Ingram@co.lane.or.us			
<b>Project Type:</b>	<input checked="" type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development	<input type="checkbox"/> Other
<b>Mode:</b>	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
<b>Project Description:</b>				
<p>This project is a multi-jurisdictional partnership between Lane County, the City of Springfield, and the Willamalane Park and Recreation District. Lane County will act as the lead agency. The project will provide preventative maintenance of the deteriorated roadway and enhanced bicycle and pedestrian amenities. The Springfield portion of the roadway, between Main Street and just south of the railroad tracks, involves an asphalt overlay, updated pavement markings, and sidewalk upgrades to meet ADA standards. The Lane County portion of the project, south of Springfield's segment, involves a "mill &amp; fill" followed by an asphalt overlay, stabilization repairs, replacement of sidewalks to meet current ADA standards, and new pavement markings. A green bike lane will be added at the intersection of Harbor Drive and South 2<sup>nd</sup> Street to improve bicycle access and safety into the park. Within the park, the project includes a new sidewalk connection between South 2<sup>nd</sup> Street and the Clearwater Path within Dorris Ranch.</p>				
<b>Description of Need or Problem</b>				
<p>The roadway has significant signs of distress, necessitating pavement preservation work to avoid more costly future repairs. The improved road surface would benefit all travel modes. Several sidewalk segments need repairs and are not ADA compliant. The roadway has a bike lane that abruptly terminates at the intersection before the park entrance; there is a right-turn conflict between modes, which will be improved through pavement markings. The park includes popular walking and biking trails. The proposed sidewalk connection will provide much needed pedestrian connectivity between South 2<sup>nd</sup> Street and the Clearwater path.</p>				
<b>Eligibility</b>			<b>YES</b>	<b>NO</b>
<b>RTP</b> 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"/>
<b>Timeliness.</b> Does the agency have the ability to utilize funds in FY requested?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Federal Eligibility.</b> Is project eligible for STP-U or TAP funding under Federal guidelines <sup>1</sup>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Local Match.</b> Can agency provide minimum required matching funds (10.27% of project total)?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sufficient Funding.</b> Has sufficient funding been identified to complete project/phase			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<sup>1</sup> For STP-U, see <a href="http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308">http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308</a> For TAP, see <a href="http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm">http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm</a>				

Cost Estimate/Funding Needs		
<b>Total Estimated Project Cost</b>	\$962,182	
<b>Funding Available</b>	\$67,846	Source: Lane County match
	\$27,976	Source: City of Springfield Match
	\$8,860	Source: Willamalane Match
<b>Amount of STP-U/TAP Request</b> (Indicate to the right funding source requested)	<b>\$855,690</b>	<b>STP-U</b>
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

**Regional Priorities**

<input checked="" type="checkbox"/>	<b>PRESERVES EXISTING TRANSPORTATION ASSETS</b>			
<b>Goal:</b>	Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths.			
<b>Measures:</b>	<b>Roadway</b> <input checked="" type="checkbox"/>	<b>Transit Route</b> <input type="checkbox"/>	<b>Bike Lanes</b> <input checked="" type="checkbox"/>	<b>Multi-Use Path</b> <input checked="" type="checkbox"/>
	<b>Functional Class:</b>	Urban major collector	<b>Transit Volume:</b>	N/A
	<b>PCI:</b>	64	<b>Freight Volume:</b>	N/A
	<b>Traffic Volume:</b>	1,100 ADT (1993)	<b>Bike/Ped Counts:</b>	unavailable

**Qualitative Assessment:**

The project preserves the asset by providing essential surface maintenance. The existing pavement condition shows significant signs of distress. A timely surface preservation project will be far more cost effective than waiting until the future after further deterioration occurs.

**Regional Priorities**

<input checked="" type="checkbox"/>	<b>PRESERVES OR ENHANCES TRANSIT SERVICES</b>			
<b>Goal:</b>	Maintain or increase transit ridership.			
<b>Measures:</b>	<b>Existing ridership:</b>	3596 at Springfield Station (nearest stop)	<b>Projected ridership</b>	N/A
	<b>Existing service hrs:</b>	5:00 AM – 11:33 p.m.	<b>Proj. service hrs:</b>	N/A
	<b>Ex. area of service:</b>	Lane County	<b>Proj. service area:</b>	N/A
	<b>Title VI Issues:</b>	N/A	<b>Title VI Issues:</b>	N/A

**Qualitative Assessment:**

While there isn't any transit service on this portion of South 2<sup>nd</sup> Street, there is EmX service (Route #11) on Main Street at the north end of South 2<sup>nd</sup> Street. The proposed improvements would provide enhanced pedestrian and bicycle access to and from the Springfield Station.

Regional Priorities				
<input checked="" type="checkbox"/>	<b>IMPROVES SAFETY</b>			
<b>Goals:</b>	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.			
<b>Measures:</b>	Roadway <input checked="" type="checkbox"/>	Multi-Use Path <input checked="" type="checkbox"/>	Sidewalk <input checked="" type="checkbox"/>	Mixed <input type="checkbox"/>
	<b>Vehicular Crash Data:</b>	2	<b>Traffic Volume:</b>	1,100 ADT
	<b>Bicycle Crash Data:</b>	0	<b>Transit Volume:</b>	N/A
	<b>Pedestrian Crash Data:</b>	0	<b>Bike/Ped Counts:</b>	unavailable
<b>Qualitative Assessment:</b>				
<p>South 2<sup>nd</sup> Street is the gateway to Dorris Ranch Park, which includes soft and paved paths that are frequently used by bicycles and pedestrians. The project will improve bicycle and pedestrian access and safety to the park system. The proposed green bike lane will improve the safety of bicyclist crossing the intersection into the park. Connectivity and safety will be improved by constructing a gap in the sidewalk system between the roadway and a paved multi-use path within the park.</p> <p>There have been two collisions in the past five years at the intersection of Harbor Drive and South 2<sup>nd</sup> Street. Both involved speeding vehicles leaving the roadway and colliding with fixed object, resulting in property damage. The safety of the uncontrolled T-intersection with permissive right turns would benefit from the proposed green paint bike lane crossing the intersection, which would inform all users of the change in traffic flow. Improving the pavement surface will eliminate potholes and rutting, improve skid resistance, and provide a smoother surface, all of which have safety benefits to roadway users.</p>				
Regional Priorities				
<input checked="" type="checkbox"/>	<b>REDUCES GREENHOUSE GAS EMISSIONS</b>			
<b>Goals:</b>	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.			
<b>Measures:</b>	Congestion Reduction <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
	<b>Qualitative Assessment:</b>			
<p>The project will make walking and biking to the park a more convenient and safe option for users thereby increasing the potential for alternative modes to be utilized which will reduce greenhouse gas emissions.</p>				

Additional Project Benefits	
<b>Connectivity</b>	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. The project will upgrade existing sidewalks to ADA standards, improve the safety of bicycles crossing the intersection into the park, and provide connectivity for bicycles and pedestrians from the road to a paved path within the park.	
<b>Measures:</b> pavement, markings, green bike lane, sidewalk upgrades	
<b>Multiple Modes</b>	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 will benefit bicycles and pedestrians (as explained in the connectivity benefit, above) and vehicular traffic by providing a smoother traveling surface.	
<b>Measures:</b> pavement, markings, bike lane enhancements and sidewalk installation	
<b>Congestion Reduction</b>	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
Some minor congestion reduction may occur with increased use of the enhanced bicycle and pedestrian amenities.	
<b>Measures:</b> sidewalk installation and pavement markings	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
There are some commercial uses along the northern portion of the project area that would benefit from the improved pavement surface.	
<b>Measures:</b> pavement	
<b>Public Health</b>	Will the completed project provide public health benefits?
Yes, the improved bicycle and pedestrian amenities could encourage active transportation.	
<b>Measures:</b> Sidewalk upgrades and bike lane enhancements	
<b>Economic Development</b>	Will the completed project promote or support economic development?
Yes, the improved roadway for multi-modal transportation will support economic development, such as the commercial uses at the north end of the project area and the public parkland the south end, which hosts a variety of community events, like weddings and youth summer camps.	
<b>Measures:</b>	
<b>Other</b>	Are there other benefits that the completed project will provide?
Social equity	
<b>Measures:</b> The convenience and safety improvements will not only encourage active transportation choices as a health benefit; it could be the only mode available for some residents in the vicinity, which includes apartments toward the north end of the project area and a trailer park south of the project area.	
Other Project Information	
<b>Scope of improvement, i.e., regional, community, neighborhood, local</b>	
This is a community project, involving improvements to the transportation system across Springfield and Lane County jurisdictions and within Willamalane parkland.	
<b>Ratio of STP-U Overhead to Overall Project Cost</b>	
Pavement preservation projects are low overhead projects. There will be some additional engineering to complete design of the sidewalk to Willamalane.	
<b>Opportunity Costs, i.e., cost of not doing activity/project</b>	

STP-U & TAP Application Form

Page 5 of 5

Opportunity costs include more costly repairs in the future and diminished opportunities for public health and equity.

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

PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG [pthompson@lcog.org](mailto:pthompson@lcog.org)

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