

**APPLICATION FOR:**

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

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

**FY 2016-2018**

Project Information			
Project Title:	Main-McVay Locally Preferred Transit Solution		
Agency Applying:	Lane Transit District and City of Springfield		
Applying for STP or TAP:	STP-U		
Fiscal Year(s):	FY 16		
Staff Contact:	John Evans, LTD	Staff Phone:	541-682-6146
Staff Email:	John.Evans@ltd.org		
Project Type:	<input type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input checked="" type="checkbox"/> Project Development
			<input type="checkbox"/> Other
Mode:	<input checked="" type="checkbox"/> Roadway	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped
			<input type="checkbox"/> Other
<b>Project Description:</b>			
<p>This project will determine a Locally Preferred Solution for future transit service along the Main Street-McVay Highway Corridor. The project study area follows Main Street in Springfield from Thurston to Glenwood, and McVay Highway from Glenwood to Lane Community College (LCC) (see Attachment 1).</p> <p>The February 2015, Main-McVay Transit Study resulted in resolutions by the LTD Board of Directors and the Springfield City Council to advance a set of "Most Promising Transit Solutions" for the corridor and to proceed with the identification of a Locally Preferred Solution (LPS). Some general parameters for these potential solutions have identified, but the options remain very conceptual with questions that cannot be answered without additional design refinement and community and decision-maker input. This phase of the project will develop and analyze detailed design of the Most Promising Transit Solutions and engage the public and decision-makers in the review of and determination for an LPS to advance into project development.</p>			
<b>Description of Need or Problem</b>			
<p>The Main-McVay project has reached a critical milestone in the achievement of an adopted set of most promising transit solutions to advance into the penultimate phase of determining if a single locally preferred solution exists to advance into the full funding and project development stage.</p> <p>The efficiencies gained in the establishment of a partnership between LTD and the City of Springfield in the project management and project oversight can be leveraged to bring this project to a final decision point. Without this effort now to refine, review and select a single transit solution for the project corridor, the existing good will and community momentum developed in the previous stages of the project will likely be lost awaiting other funding sources.</p>			
<b>Eligibility</b>		<b>YES</b>	<b>NO</b>
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"/>

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<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>	\$371,668	
<b>Funding Available</b>	\$10,301	Source: LTD in-kind match (60%)
	\$6,867	Source: City of Springfield in-kind match (40%)
<b>Non-match (additional project funding)</b>	\$204,500	Source: Available remaining FTA funding
<b>Amount of STP-U/TAP Request</b> (Indicate to the right funding source requested)	<b>\$150,000</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 checked="" type="checkbox"/>	<b>Bike Lanes</b> <input checked="" type="checkbox"/>	<b>Multi-Use Path</b> <input type="checkbox"/>
	<b>Functional Class:</b>	Minor Arterials	<b>Transit Volume:</b>	See next section
	<b>PCI:</b>	N/A	<b>Freight Volume:</b>	See V/C data in Attachment 2 and 3
	<b>Traffic Volume:</b>	See V/C data in Attachments 2 and 3	<b>Bike/Ped Counts:</b>	Not available, See bike and ped facilities figures in Attachments 4 and 5

**Qualitative Assessment:**

While not a traditional pavement preservation project, this study will facilitate future pavement preservation projects by predetermining the opportunities for bicycle, pedestrian and transit improvements on several key arterial streets.

**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>	<b>Main Street</b> Current service on the Main Street segment east of the Springfield Station is provided by the #11 Thurston route. The route has very high ridership, with a weekday average of 3,900 boardings and a weekday ridership productivity of 55 boardings per hour. The #11 Thurston, operates every 10 minutes during the weekday afternoon peak time period, every 15 minutes weekday mornings and midday, evenings, and Saturdays, and every 30 minutes late evenings and Sundays.	<b>Projected ridership</b>	Average weekday boardings compared to regular bus service in 2035 is estimated to increase depending on transit investments between 0% and 12% depending on segment and selected LPS. Detailed ridership projections will be modeled as part of this proposed project.

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	<p><b>Existing service hrs:</b></p>	<p>This makes it the route with the second highest ridership (second to EmX) in the LTD system. Ridership is distributed throughout the route, with the highest numbers of boardings at the following stops:</p> <ul style="list-style-type: none"> <li>• Springfield Transit Station: 1,300 boardings per weekday</li> <li>• Thurston station: 150 boardings per weekday</li> <li>• Stations at 30th, 42nd, 54th and 69th all have greater than 100 boardings per weekday.</li> </ul>	<p><b>Proj. service hrs:</b></p>	<p>The frequent transit network facilitated by this project will provide higher-capacity transit service.</p>
	<p><b>Ex. area of service:</b></p>	<p>The Main Street segment of the project corridor suffers from lengthening transit travel times and deteriorating public transportation reliability due to growing traffic congestion, signal delays, and passenger boarding delays. Average run time route on the #11 Thurston has increased 3.5 percent in the last five years, with midday run time increasing by more than 10 percent during that period. In the fall of 2014, schedule time will be added to the route due to the lengthening travel time. Approximately 7.5 percent of the #11 Thurston trips on an average weekday are more than four (4) minutes late, a figure that is higher than the system average of 7.0 percent.</p> <p><b>McVay Highway</b>                  Transit service on the McVay Highway Segment is provided by the #85 LCC/Springfield, which travels between the Springfield Station and Lane Community College (LCC). The #85 route operates weekdays with a service frequency of a bus every 30 minutes. There is currently no Saturday or Sunday service on the McVay Highway segment of the corridor. Average daily ridership on the route is 730 boardings, and ridership productivity averages 74 boardings per hour. Approximately 94 percent of the riders on the #85 route board at either the Springfield Station or at LCC. There are very few boardings between these two route termini.</p>	<p><b>Project service area:</b></p>	<p>The project service area will remain the same as the areas are already served by transit.</p>

	<p><b>Title VI Issues:</b></p>	<p>The fact that the corridor has relatively low use of public transportation suggests an opportunity to improve transit use through improved service options. The corridor demographics include relatively high levels of youth and a tendency toward lower incomes, with race and ethnicity reflecting rates similar to those of the entire regional area. Corridor demographics tend to support the provision of higher quality transit service, particularly along the Main Street Segment with its higher population base. Refer to demographic data in Attachments 6 through 9.</p>	<p><b>Title VI Issues:</b></p>	<p>This project seeks to identify better, less expensive transportation options and better access to employment and services within the Main Street-McVay Corridor.</p>
<p><b>Qualitative Assessment:</b>                  This project is an implementation strategy for transit solutions (ranging from No Build, Enhanced Corridor, and Bus Rapid Transit). The planned transit improvement will provide frequent high-capacity transit service, increased utility for riders, and more stable operating costs at a sustainable level. Improvements for bicycle and pedestrian infrastructure and connections between modes will be part of a transit solution project if the selected LPS is not the No Build option.</p>				

Regional Priorities				
<input checked="" type="checkbox"/> IMPROVES SAFETY				
<b>Goals:</b>	<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>			
<b>Measures:</b>	<b>Roadway</b> <input checked="" type="checkbox"/>	<b>Multi-Use Path</b> <input type="checkbox"/>	<b>Sidewalk</b> <input checked="" type="checkbox"/>	<b>Mixed</b> <input checked="" type="checkbox"/>
	<b>Vehicular Crash Data:</b>	<p><b>Identified Safety Issues:</b> As part of the Springfield TSP, crash rates per million entering vehicles (MEV) were calculated for each of the study intersections. Typically further investigation is warranted when crash rates are greater than 1.0. None of the study intersections has a crash rate approaching 1.0. While the intersections studied in the TSP did not show remarkably high crash rates, there has been a concern about pedestrian collisions between 20th Street and 73rd Street (including 12 pedestrian fatalities in 10 years). In addition, due in part to the high number of accesses in the corridor, collisions between intersections appear to be high. The OR 126 Main Street Safety Study was conducted due to these continued occurrences. The primary emphasis of the study was on providing safe pedestrian crossings at unsignalized locations. The study recommended a number of safety improvements specifically aimed at improving pedestrian safety in the corridor, with nine prioritized crossing improvement locations identified.</p>	<b>Traffic Volume:</b>	<p>Traffic volumes vary along the various portions of the corridor. Typical AADT volumes in 2012 ranged from 13,799 on Main and 13,400 on South A Street at 4<sup>th</sup> Street, to 13,040 on Main Street and 13,164 on South A Street at 14th Street. At the end of couplet, just west of the crossing at 21st Street where Main Street and South A Street combine, the traffic count in 2012 for both directions was 19,599. Finally, in the east end, near Highway 126, the counts reduced to 13,835 in both directions and reduced even farther east of 72nd Street, with counts of only 8,368. Historic and projected increases in traffic congestion in the Main-McVay Corridor due to increases in regional and corridor population and employment. Four (4) intersections in the corridor (McVay/Franklin, Main/42nd, Main/Hwy 126, and Main/58th) are projected to exceed ODOT mobility standards for 2035  The approach to Lane Community College from Interstate 5 has a very high level of congestion in the morning periods, which creates delays for the #85 LCC/Springfield route;</p>

				The Interstate 5 interchange at 30th Avenue is in need of improvements to address traffic and safety issues. While there is a recognized need for improvements to the interchange, funding and the schedule for the improvements are uncertain.
	<b>Bicycle Crash Data:</b>	There are major bicycle related safety issues along the Main Street Corridor, with 33 bicycle injuries, including one (1) fatal and one (1) severe injury reported during the 2008 through 2013 time period.	<b>Transit Volume:</b>	See <i>Preserves of Enhances Transit Services</i> section.
	<b>Pedestrian Crash Data:</b>	<p><b>Main Street</b> suffers from major pedestrian safety issues including for riders walking to and from the bus stops on Main Street, and street crossings to access bus stops that are not located near a signalized or enhanced crossing. From 2009 through 2013, along Main Street between McVay Highway and 68th Street, there were a total of 29 pedestrian injuries including three (3) fatalities and six (6) severe injuries. From 1999 through 2010, there have been a total of nine (9) pedestrian fatalities during the past ten years along Main Street between 20th and 73rd Streets.</p> <p><b>McVay Highway</b> From 2004 through 2013 there were no reported pedestrian injuries and two (2) bicycle injuries (neither was a fatal or severe injury) on the McVay Segment of the Corridor. Despite the low number of reported injuries on this segment, as this area continues to develop there is a greater probability for pedestrian and bicycle safety issues for riders accessing transit service on McVay Highway due to high travel speeds, narrow roadways, and lack of sidewalks in many areas.</p>	<b>Bike/Ped Counts:</b>	See bicycle and pedestrian facility data in Attachments 4 and 5.

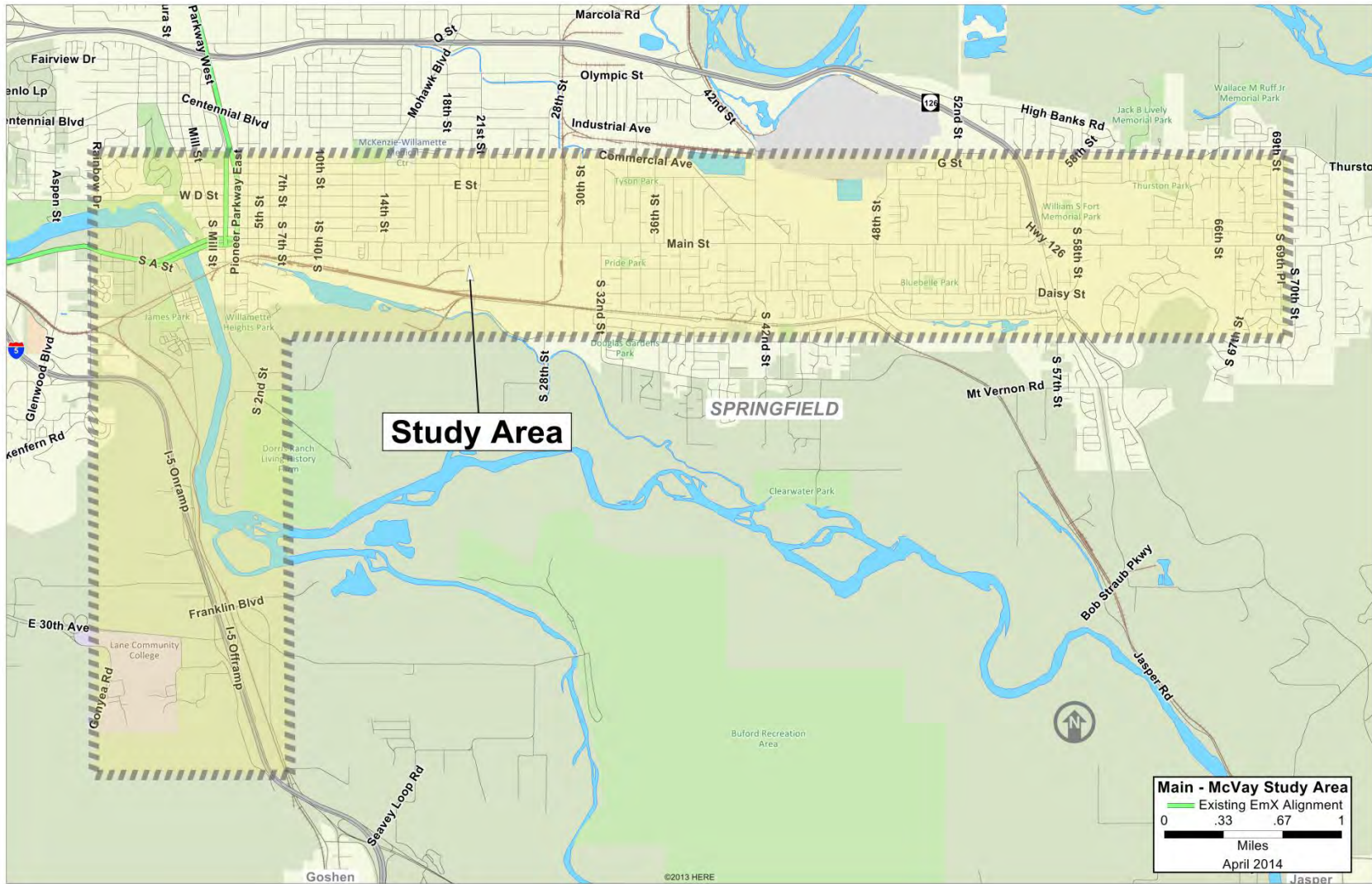
<b>Qualitative Assessment:</b>				
Residents in our region value transportation that is safe and accessible for everyone whether on foot, or using a mobility device, bike, bus, or car. This project will examine transportation needs and improved access for all modes. A large component of the project is to improve safety along and across the corridor, and to increase the safe and convenient connections between modes.				
<b>Regional Priorities</b>				
<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>	<b>Congestion Reduction</b> <input checked="" type="checkbox"/>	<b>Operational Efficiency</b> <input checked="" type="checkbox"/>	<b>Alternative Modes</b> <input checked="" type="checkbox"/>	<b>Trans. Demand Management (TDM)</b> <input type="checkbox"/>
<b>Qualitative Assessment:</b>				
This project facilitates bicycle, pedestrian, and transit improvements along corridors planned by the City of Springfield for higher densities and a greater mix of uses. These combined land use and transportation strategies reduce reliance on automobile travel, thereby reducing greenhouse gas emissions and potential congestion. The frequent transit network facilitated by this project will provide higher-capacity transit service with 10-15 minute headway, increased ridership and system utility, and more stable costs at a sustainable level. Improvements to the pedestrian and bicycle networks improve choice, safety, and access without reliance on fossil fuels.				



<b>Additional Project Benefits</b>	
<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?
This project will improve transit connections throughout the project corridor, as well as plan pedestrian and bicycle connections to the transit network. The land use component of this study will improve access between residences, transit, goods, employment, and other destinations.	
<b>Measures:</b> Gaps in bike and pedestrian system filled; connections made for bikes, mobility devices, and pedestrians to transit.	
<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)?
This project will plan for people who use transit, bicycles, mobility devices, and for those who walk. The Main Street segment of this study is a designated freight route. The routes under study have high traffic and some corridors do not have continuous bike facilities and sidewalks.	
<b>Measures:</b> The number of modes considered and accommodated. Miles of bike lanes and sidewalk added or improved.	
<b>Congestion Reduction</b>	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
The project aims to increase street capacity (for movement of people), access to goods and services, reliability of freight movement, and improved safety for all modes. Conceivably, this plan could result in more congestion or delayed travel times for automobiles at specific locations or times of day.	
<b>Measures:</b> Traffic model (only preliminary afforded by this grant).	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
The project aims to increase street capacity (for movement of people), access to goods and services, and safety for all modes. It could result in more congestion or delayed travel times for automobiles. This project will not result in decreased intersection Level of Service (LOS) along designated freight routes, specifically Main Street.	
<b>Measures:</b> Traffic model (preliminary only afforded by this grant); input from freight industry.	
<b>Public Health</b>	Will the completed project provide public health benefits?
This study facilitates bicycle, pedestrian, and transit improvements along corridors planned by Envision Eugene for higher densities and a greater mix of uses. These combined land use and transportation strategies promote active modes of travel, reduced reliance on automobile travel, thereby reducing greenhouse gas emissions and other pollutants. Active modes improve individual health, reduce pollution, promote a healthy social environment, and improve safety through fewer, less severe crashes.	
<b>Measures:</b> Crash history, emissions reductions	
<b>Economic Development</b>	Will the completed project promote or support economic development?
The project aims to increase the capacity of the street system and access between residents, goods, services, and employment opportunities. This will facilitate growth within the Urban Growth Boundary, reduce household costs for travel, and allow greater expenditures that support the local economy (as opposed to payments for imported fuels). The project will improve access to employment areas.	
<b>Measures:</b> Implementation of the Springfield Main Street Vision Plan – increase in population and job density along Main Street corridors.	

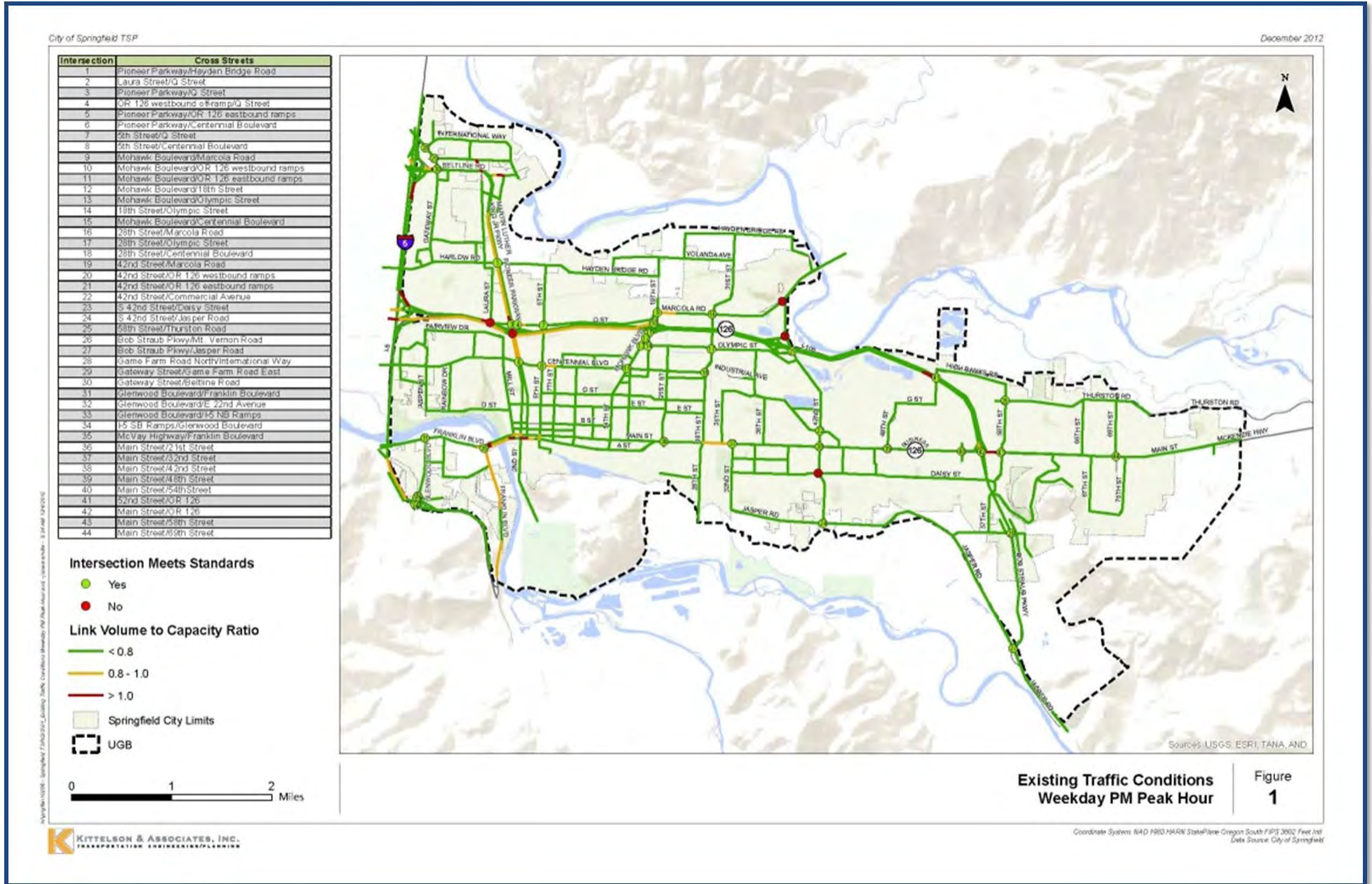
<b>Other</b>	Are there other benefits that the completed project will provide?
<b>Measures:</b>	
<b>Other Project Information</b>	
<b>Scope of improvement, i.e., regional, community, neighborhood, local</b>	
Although contained mostly inside the Springfield Urban Growth Boundary, the project is regional in impact. The project specifically involves several neighborhoods and cross town connections between Eugene, Springfield, and Lane Community College. The benefits will be felt throughout the region.	
<b>Ratio of STP-U Overhead to Overall Project Cost</b>	
Most of the foreseeable overhead (local project management, billing, reporting, meeting logistics) will be covered by the City and LTD in-kind match. The match totals 10.27% of the total project costs, but is not charged to the grant.	
<b>Opportunity Costs, i.e., cost of not doing activity/project</b>	
The Main-McVay project is already funded and in process. Not doing this final stage required for both entering project development and community acceptance would result in the project not advancing and loss of funds and community and agency investments of time and resources to bring the project to this point. Approximately \$200,000 of the original project funds remain but this amount is not adequate to meet the requirements of the next phase of the project. These funds will be forgone without this requested supplemental funding to identify a preferred alternative to advance into project development. Opportunity costs also include delayed implementation of the transit improvements along Springfield's major planned urban growth corridor (perhaps by years, decades), resulting in severe traffic congestion, lack of transportation infrastructure improvements necessary to support mixed-use development, inefficient transportation networks, less than optimal design and inefficient land use/transportation connections, lessened public understanding and support for transit improvements, and more crashes and personal injuries.	
<b>APPLICATION DUE DATE: JULY 24, 2015</b>	
PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lco.org">pthompson@lco.org</a>	

### Attachment 1 Main-McVay Project Study Area



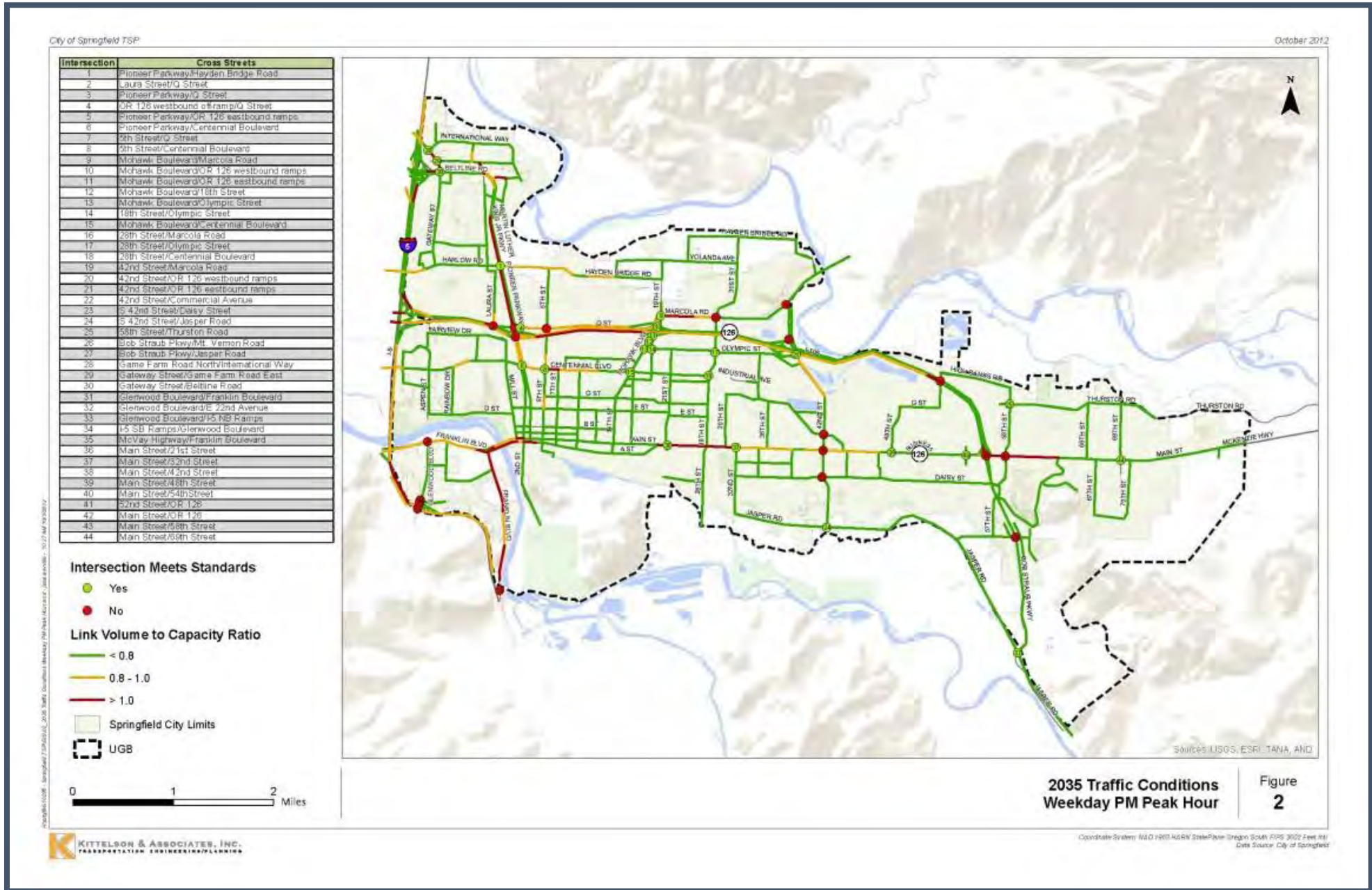


Attachment 2: Main-McVay Project, Springfield Existing Traffic Conditions Weekday PM Peak Hour



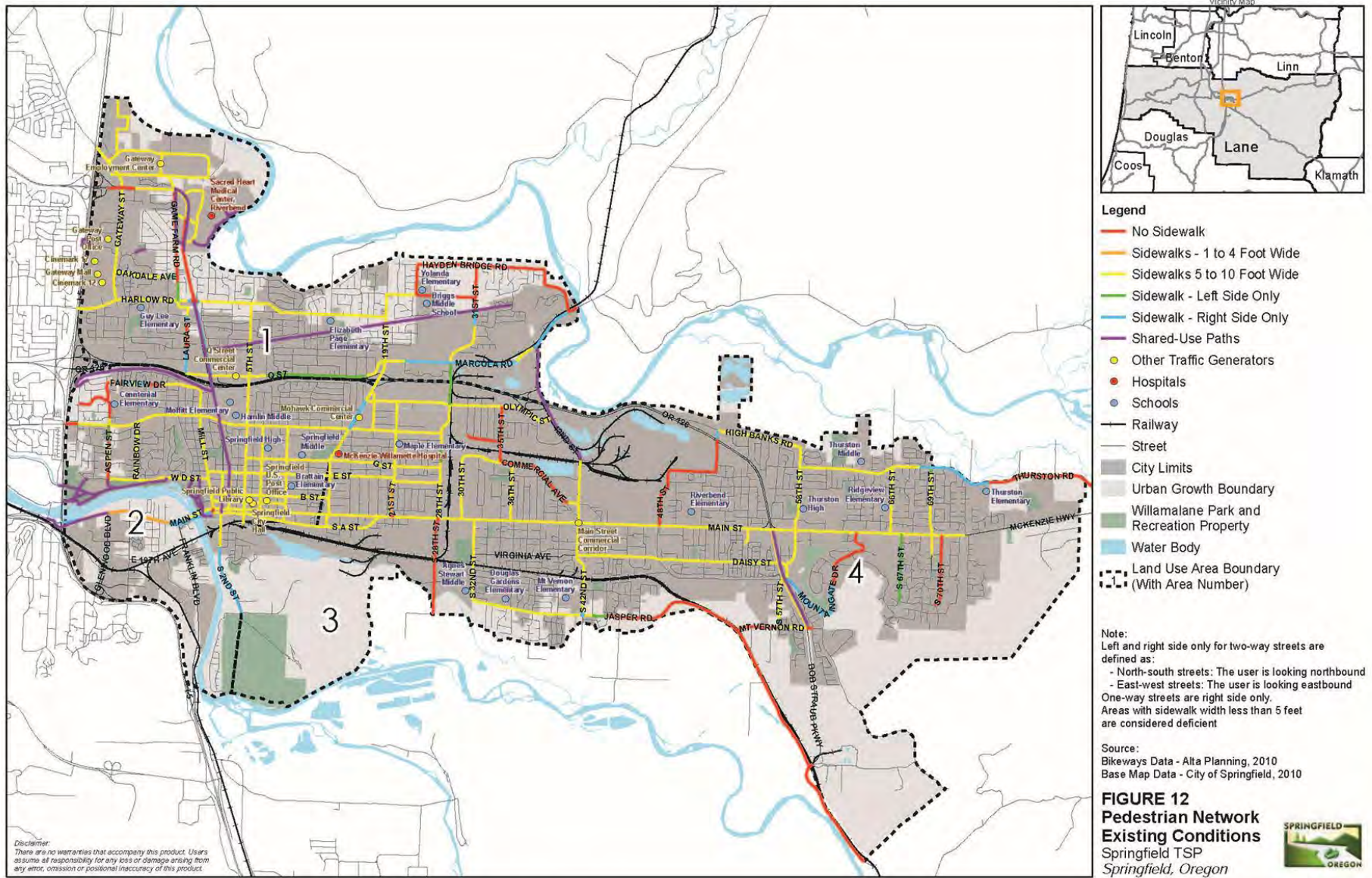
K:\Projects\10308 - Springfield TSP\2012\_Summary\2012\_Condition\_Inventory\Map\Map\_Summary\_and\_Symbols.mxd - 8/2/2012 10:28:02 AM

**Attachment 3: Main-McVay Project, Springfield 2035 Traffic Conditions Weekday PM Peak Hour**



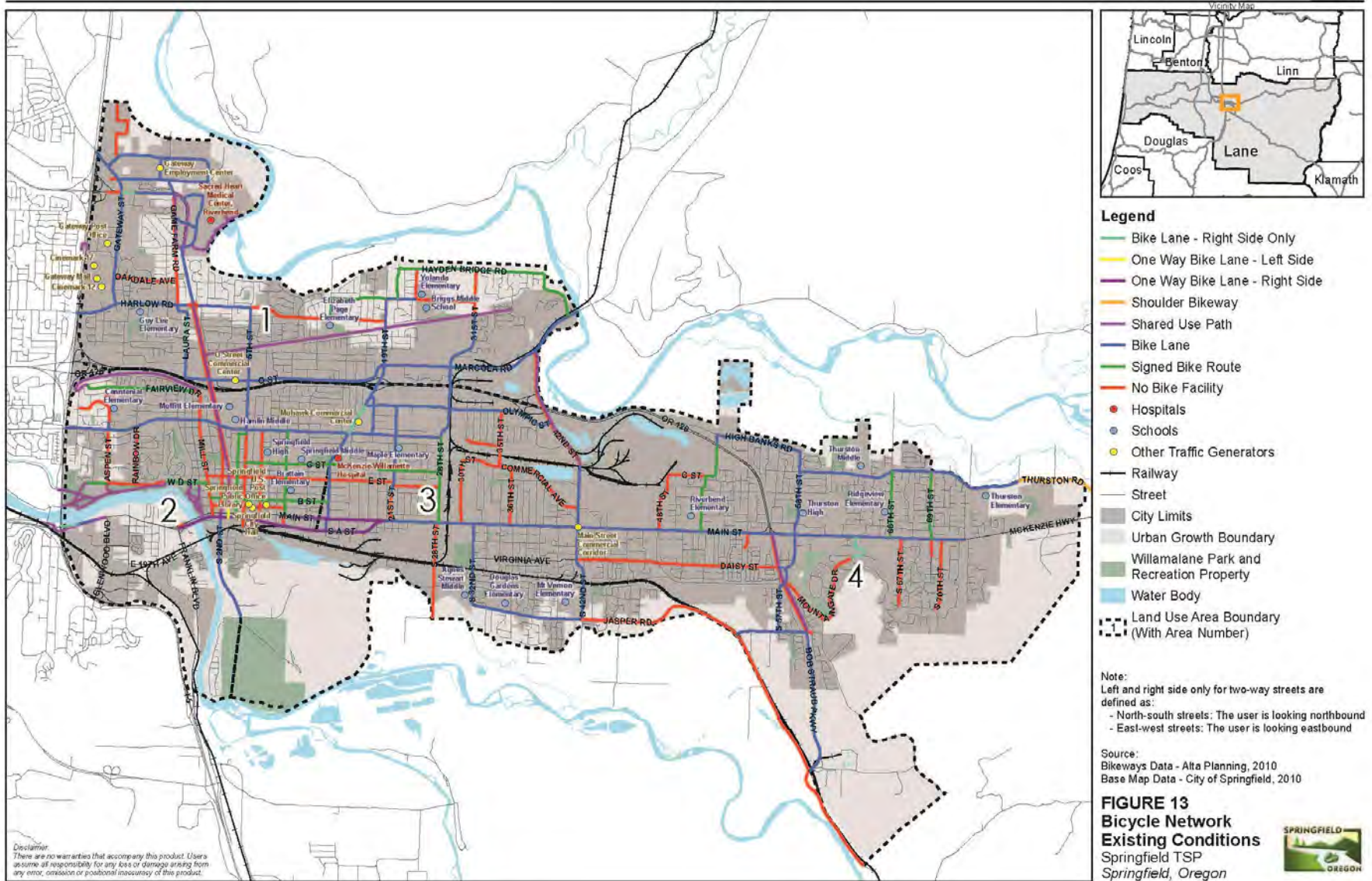


Attachment 4: Main-McVay Project, Existing Pedestrian Network, Springfield Transportation System Plan

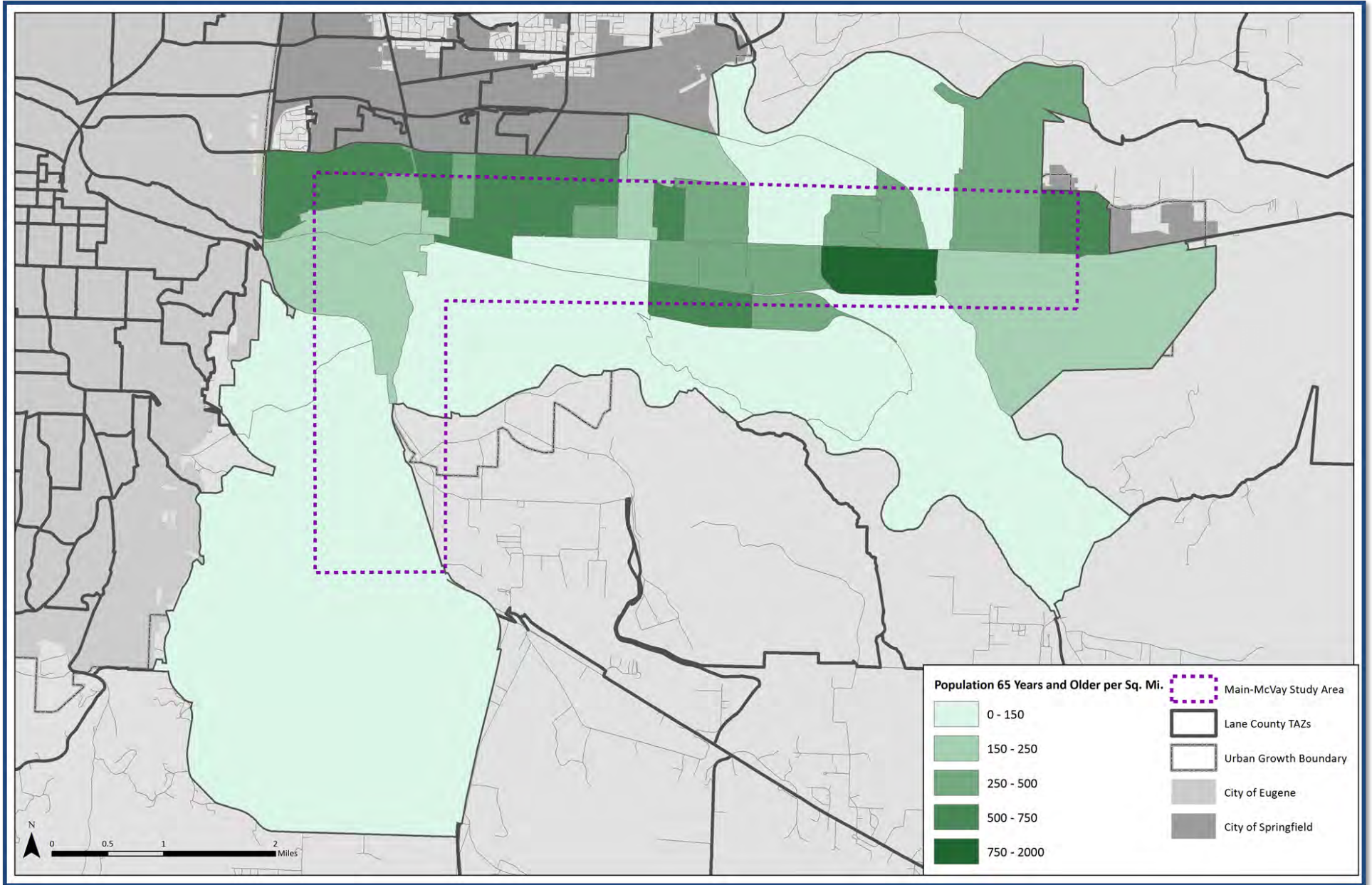




Attachment 5: Main-McVay Project, Existing Bicycle Network, Springfield Transportation System Plan

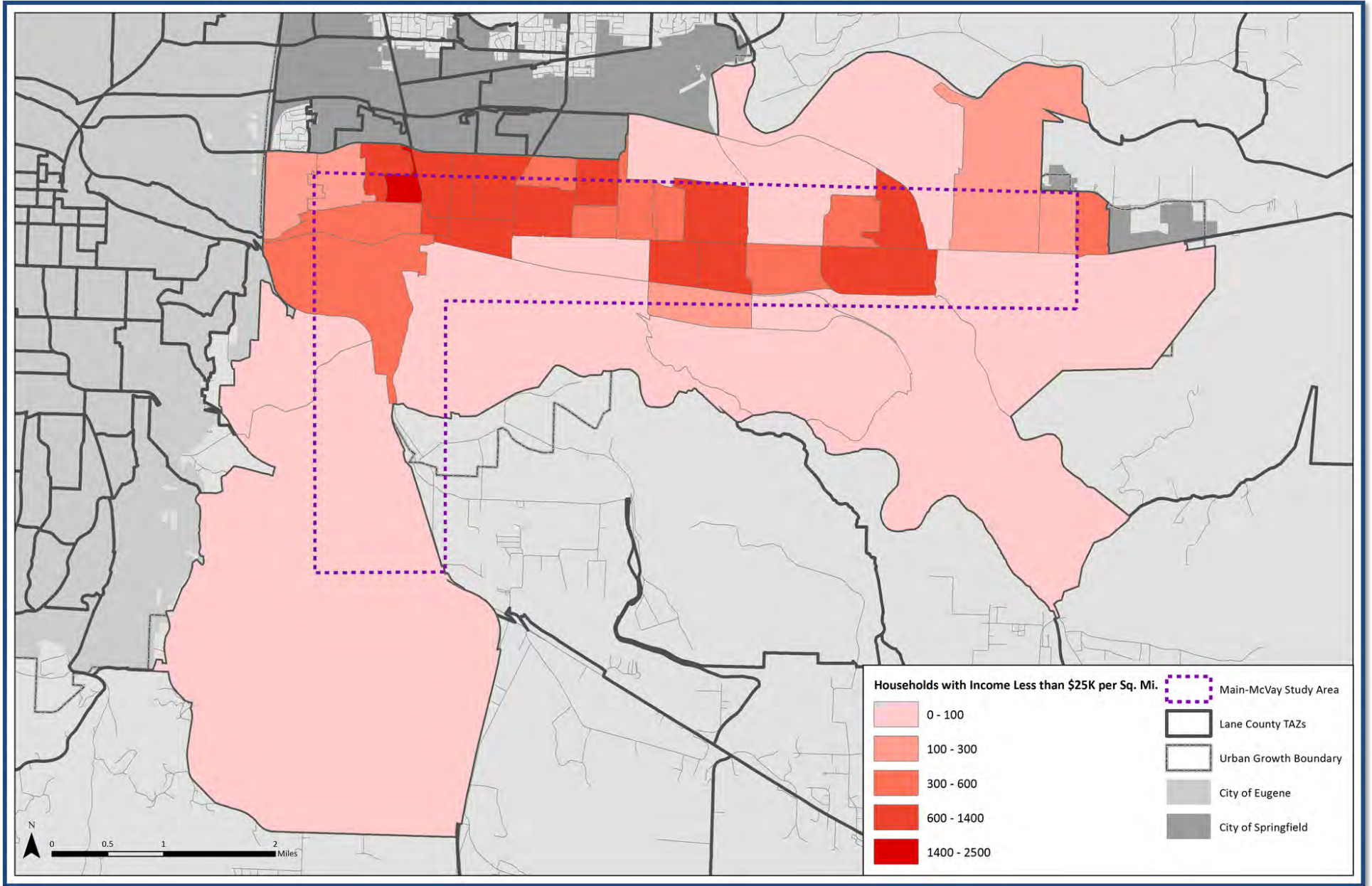


**Attachment 6. Population 65 Years and Older Per Square Mile within the Main-McVay Project Area TAZs**

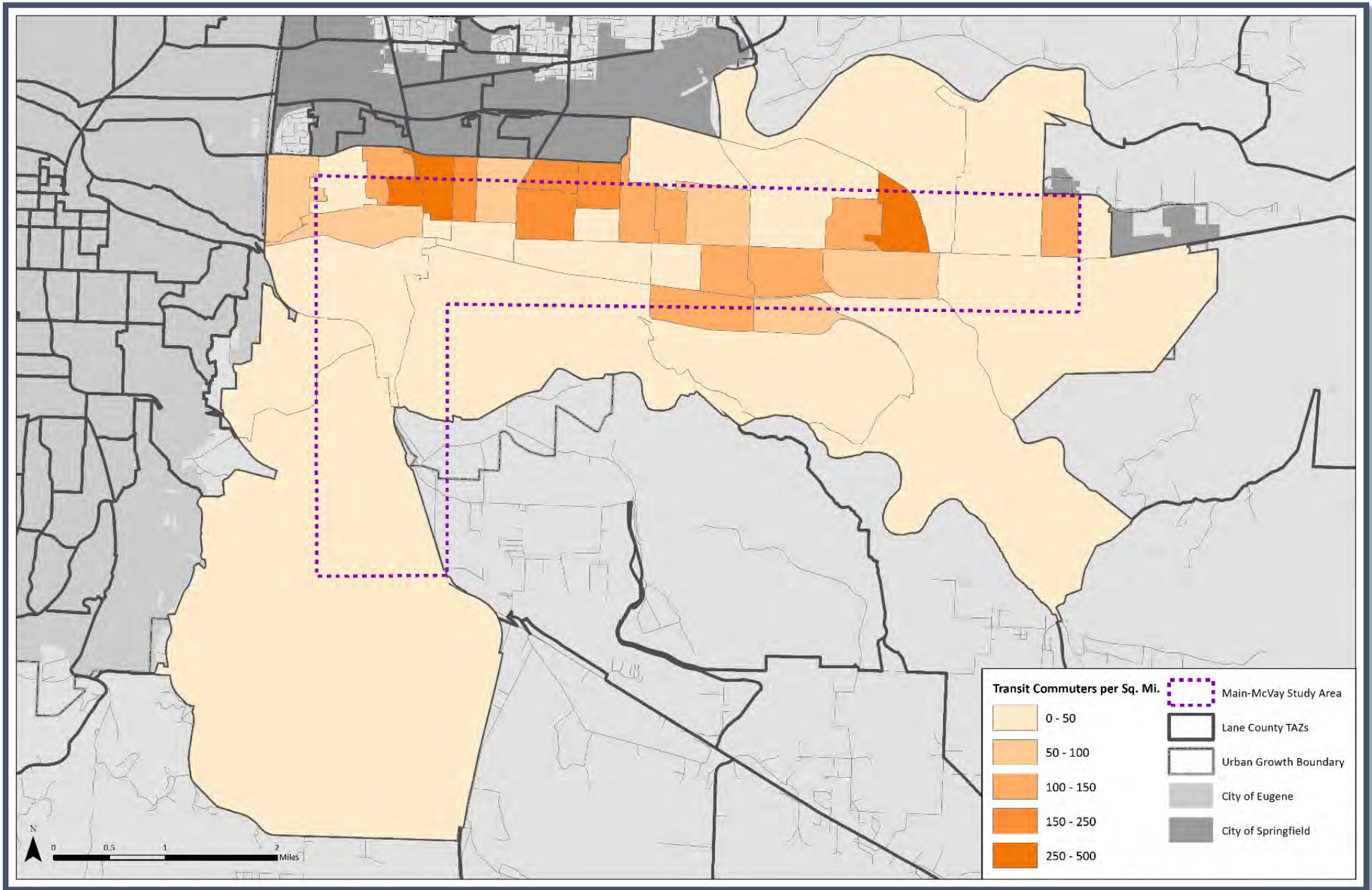




**Attachment 7. Household Income Less than \$25,000 within the Main-McVay Project Area TAZs**



**Attachment 8. Transit Commuters within the Main-McVay Project TAZs**





**Attachment 9: Households without Vehicle Access within the Main-McVay Project Area TAZs**

