

**APPLICATION FOR:**

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

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

**FY 2016-2018**

Project Information			
Project Title:	MovingAhead System-Level Corridor Planning		
Agency Applying:	Lane Transit District and City of Eugene		
Applying for STP or TAP:	STP-U		
Fiscal Year(s):	FY 16		
Staff Contact:	Sasha Luftig, LTD	Staff Phone:	541-682-6135
Staff Email:	Sasha.luftig@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>The purpose of the MovingAhead project is to:</p> <ul style="list-style-type: none"> <li>• Define the role of transit in each of the multimodal corridors (see Attachment 1). The role of transit is defined in the context of the community's vision for the corridors (as informed by Envision Eugene, Springfield 2030, and LTD's Long-Range Transit Plan).</li> <li>• Define the pedestrian and bike needs in the multimodal corridors, generate multimodal cross sections for transit corridors, and develop strategies to improve multimodal access to transit stations including bike and pedestrian crossings of arterials.</li> <li>• Prioritize transit, pedestrian, and bike improvements in the City of Eugene (including corridors that connect to and are located in the City of Springfield) with the aim of identifying the corridors that are most ready for transit investment and the accompanying multimodal improvements to support development of complete streets.</li> <li>• Complete environmental analysis for the corridors to support future NEPA documentation with particular focus on those elements of the environmental study that can be addressed at the system level (e.g. air quality).</li> </ul> <p>The proposed study area encompasses an extensive portion of the community, both in total population and employment within the MPO boundary, and represents a significant opportunity to improve regional connectivity. The study area (which includes a half-mile buffer on each side of the multimodal corridors) contains 41 percent of the MPO's population and 60 percent of the MPO's total number of employees. Refer to Attachment 1 to see the project study area.</p> <p>A comprehensive public engagement process is necessary for the MovingAhead project to be successful. Without the participation and input from community members, the MovingAhead approach will not be successful in prioritizing the transit, pedestrian, and bike needs along these multimodal corridors for capital improvements. If successful, this grant will provide the</p>			

funding necessary to fully implement a wide-ranging public engagement strategy and support the necessary work in the planning phase of the MovingAhead project.

#### Description of Need or Problem

In 2013, the City of Eugene and Lane Transit District applied for STP-U funding for the planning phase of what was at that time called the NW Eugene-LCC Transit Corridor Plan. The original STP-U grant request was for \$784,780. However, in order to fund all of the regional project priorities, it was determined that the NW Eugene-LCC Transit Corridor Plan funding request would need to be reduced by \$200,000, leaving the project with \$584,780 of 2013-15 STP-U funding. At the time, the regional agency partners recognized that at a future date there might be a need to increase the funding to the original amount requested.

Since the original STP-U funding was awarded for the NW Eugene-LCC Transit Corridor Plan, LTD and City of Eugene staff have spent extensive time scoping and planning for a successful project. It was recognized during that planning that there is a much more efficient process for corridor planning that would take a system-level, programmatic approach to prioritizing transit, bicycle, and pedestrian capital improvements along our main transportation corridors, rather than one corridor at a time. The project has since been renamed to MovingAhead - Streets and Places Reimagined.

Because of the more efficient system-level approach, the project is able to, in essence, cover much more territory for the same amount of money. The one area where the MovingAhead approach requires more resources is public engagement. Instead of targeted public engagement on three corridors (originally River Road, Highway 99, and 30<sup>th</sup> Avenue to Lane Community College), MovingAhead needs to implement a comprehensive engagement strategy for the broader community, including engagement in planning for build out of the transportation system as a whole as well as project development for six individual corridors (River Road, Highway 99, 30<sup>th</sup> Avenue to Lane Community College, Coburg Road, Martin Luther King Jr Blvd./Centennial Blvd., and Valley River Center).

Eligibility	YES	NO
<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 <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		
<b>Total Estimated Project Cost</b>	\$334,336	
<b>Funding Available</b>	\$20,602	Source: LTD in-kind match
	\$13,734	Source: City of Eugene in-kind match
	\$	Source:
<b>Amount of STP-U/TAP Request</b> (Indicate to the right funding source requested)	<b>\$300,000</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>	Major and Minor Arterials	<b>Transit Volume:</b>	See next section
	<b>PCI:</b>	N/A	<b>Freight Volume:</b>	Highway 99: Truck AADT 2,071 (7.04 %) Coburg Road: Truck AADT 1,425 (1.8%)
	<b>Traffic Volume:</b>	Highway 99: AADT 29,700 River Road: AADT 32,300 Amazon Parkway: AADT 17,000 30 <sup>th</sup> Avenue: AADT 18,100 Coburg Road: AADT 46,100 <i>MLK/Centennial</i> : AADT varies from 9,100 to 16,400 Valley River Center ( <i>Goodpasture Island Road</i> ): AADT varies from 8,700 to 19,600	<b>Bike/Ped Counts:</b>	Refer to 2012-2013 Bicycle Counts in Eugene-Springfield Area map (Attachment 2)

**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>Highway 99 Route 41</b> <ul style="list-style-type: none"> <li>Average weekday boardings 1572</li> <li>Weekday service frequency, 30 minutes until 7:00pm, and then 60 minutes.</li> <li>Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>Sunday service frequency, 60 minute.</li> </ul> <b>Route 43</b> <ul style="list-style-type: none"> <li>Average weekday boardings 1631</li> <li>Weekday service frequency, 30 minutes until 7:00pm, and then 60 minutes.</li> </ul>	<b>Projected ridership</b>	Average weekday boardings compared to regular bus service in 2035 is estimated to increase depending on transit investments between: <b>Highway 99:</b> 500-1,400 <b>River Road:</b> 400-1,400 <b>Coburg Road:</b> 1,600-2,600 <b>MLK/Centennial:</b> 2,300-4,000 <b>30<sup>th</sup>-LCC:</b> 300-2,000 <b>Valley River Center:</b> 900

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	<p><b>Existing service hrs:</b></p>	<ul style="list-style-type: none"> <li>• Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>• Sunday service frequency, 30 minute daytime, 60 minute evening.</li> </ul> <p><i>Other LTD routes serving parts of the corridor</i></p> <ul style="list-style-type: none"> <li>• Route 40</li> <li>• Route 95</li> </ul> <p><b>River Road</b></p> <p><i>Route 51</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 1378</li> <li>• Weekday service frequency, 30 minute morning, 60 minute midday, 30 minute afternoon peak, 60 minute evening.</li> <li>• Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>• Sunday service frequency, 60 minute.</li> </ul> <p><i>Route 52</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 931</li> <li>• Weekday service frequency, 30 minute morning peak, 30 minute and 60 minute midday, 30 minute afternoon peak.</li> <li>• Saturday service frequency, 60 minute.</li> <li>• Sunday service frequency, 60 minute.</li> </ul> <p><i>Route 55</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 305</li> <li>• Weekday service frequency, 30 minute, no evening service.</li> <li>• No weekend service.</li> </ul> <p><b>Coburg Road</b></p> <p><i>Route 66</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 1404</li> <li>• Weekday service frequency, 30 minute morning peak, 15 minute and 30 minute midday, 15 minute and 30 minute afternoon peak, 30 minute and 60 minute evening.</li> <li>• Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>• Sunday service frequency, 60 minute.</li> </ul> <p><i>Route 67</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 1221</li> <li>• Weekday service frequency, 30 minute daytime, 30 minute and 60 minute evening.</li> <li>• Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>• Sunday service frequency, 60 minute.</li> </ul> <p><i>Other LTD routes serving parts of the corridor</i></p> <ul style="list-style-type: none"> <li>• Route 12, to Harlow Road</li> <li>• Route 96</li> </ul> <p><b>MLK/Centennial</b></p> <p><i>Route 13</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 1346</li> <li>• Weekday service frequency, 30 minute daytime, 30 minute and 60 minute evening.</li> <li>• Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>• Sunday service frequency, 60 minute.</li> </ul> <p><i>Route 79x, UO</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 2177</li> </ul>	<p><b>Proj. service hrs:</b></p>	<p>The frequent transit network facilitated by this project will provide higher-capacity transit service with 10-15 minute headway. MovingAhead will help determine the duration of daily service.</p>
	<p><b>Ex. area of service:</b></p>		<p><b>Proj. service area:</b></p>	<p>The project service area will remain the same as the areas are already served by transit.</p>

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		<ul style="list-style-type: none"> <li>• Weekday service frequency; 28 minute, 2 minute, 4 minute am peak, 10 minute and 30 minute midday, 30 minute evening.</li> <li>• Saturday service frequency, 30 minute.</li> </ul> <p><i>Other LTD routes serving parts of the corridor</i></p> <ul style="list-style-type: none"> <li>• Route 17 (Average weekday boardings 325)</li> <li>• Route 18 (Average weekday boardings 498)</li> <li>• EmX</li> </ul> <p><b>30<sup>th</sup>-LCC</b></p> <p><i>Route 81</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 751</li> <li>• Weekday service frequency, 30 minute daytime, 30 minute and 60 minute evening</li> <li>• Saturday service frequency, 60 minute.</li> </ul> <p><i>Route 82</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 1962</li> <li>• Weekday service frequency, 10 minute AM peak, 10 minute and 20 minute midday and afternoon peak, no evening service.</li> </ul> <p><i>Other LTD routes serving parts of the corridor</i></p> <ul style="list-style-type: none"> <li>• Route 92</li> <li>• Route 24, partial</li> <li>• Route 28, partial</li> <li>• Route 73, partial</li> </ul> <p><b>Valley River Center</b></p> <p><i>Route 66</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 1404</li> <li>• Weekday service frequency, 30 minute morning peak, 15 minute and 30 minute midday, 15 minute and 30 minute afternoon peak, 30 minute and 60 minute evening.</li> <li>• Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>• Sunday service frequency, 60 minute.</li> </ul> <p><i>Route 67</i></p> <ul style="list-style-type: none"> <li>• Average weekday boardings 1221</li> <li>• Weekday service frequency, 30 minute daytime, 30 minute and 60 minute evening.</li> <li>• Saturday service frequency, 30 minute daytime, 60 minute evening.</li> <li>• Sunday service frequency, 60 minute.</li> </ul>		
	<p><b>Title VI Issues:</b></p>	<p>Refer to 2008-2012 Communities of Concern map (Attachment 3)</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 corridors studies in MovingAhead.</p>
<p><b>Qualitative Assessment:</b>                  This project is an implementation strategy for regional transit investments (ranging from Enhanced Corridors to Bus Rapid Transit). The proposed transit network 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 examined and prioritized as part of the MovingAhead project.</p>				

Regional Priorities				
<input checked="" type="checkbox"/> <b>IMPROVES SAFETY</b>				
<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>	Intersections with 10 or more average crashes per year that fall on the major streets in the study area include: <b>Highway 99:</b> Hwy 99N – Roosevelt (16.9) <b>River Road:</b> River Rd - River Av / Silver Ln (25.3), River Road - Division/Ruby (20.3), River Road - Santa Clara (15.6), River Road - Beltline Ramps (all) (15.2), River Rd - Irving/Hunsaker (14.6), <b>Coburg Road:</b> Coburg -MLK Centennial/Country club (23.1), Coburg - Oakway / Southwood (17.8), Coburg – Oakmont (13.7), Coburg – Willakenzie (13.5), Coburg - Beltline Ramps (all) (10.5) <b>W 6<sup>th</sup> Ave:</b> 6th – Chambers (11.1) <b>W 7<sup>th</sup> Ave:</b> 7th – Chambers (10.4) (Refer to Attachment 4)		<b>Traffic Volume:</b>	<i>Highway 99:</i> AADT 29,700 <i>River Road:</i> AADT 32,300 <i>Amazon Parkway:</i> AADT 17,000 <i>30<sup>th</sup> Avenue:</i> AADT 18,100 <i>Coburg Road:</i> AADT 46,100 <i>MLK/Centennial:</i> AADT varies from 9,100 to 16,400 <i>VRC (Goodpasture Island Road):</i> AADT varies from 8,700 to 19,600
<b>Bicycle Crash Data:</b>	Unknown.		<b>Transit Volume:</b>	See <i>Preserves of Enhances Transit Services</i> section.
<b>Pedestrian Crash Data:</b>	Unknown.		<b>Bike/Ped Counts:</b>	Refer to 2012-2013 Bicycle Counts in Eugene-Springfield Area map (Attachment 2)
<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 plan will examine transportation needs and improved access for all modes. A large component of the MovingAhead project is to improve safety along and across the corridors, and to increase the safe and convenient connections between modes.				
Regional Priorities				
<input checked="" type="checkbox"/> <b>REDUCES GREENHOUSE GAS EMISSIONS</b>				
<b>Goals:</b>	<b>Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.</b>			
<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> The MovingAhead project 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 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.				

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?
This project will improve transit connections throughout most of Eugene, 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 Highway 99 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 Highway 99.	
<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 as suggested by Envision Eugene, 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 Envision Eugene – increase in population and job density along MovingAhead corridors.	

## STP-U &amp; TAP Application Form

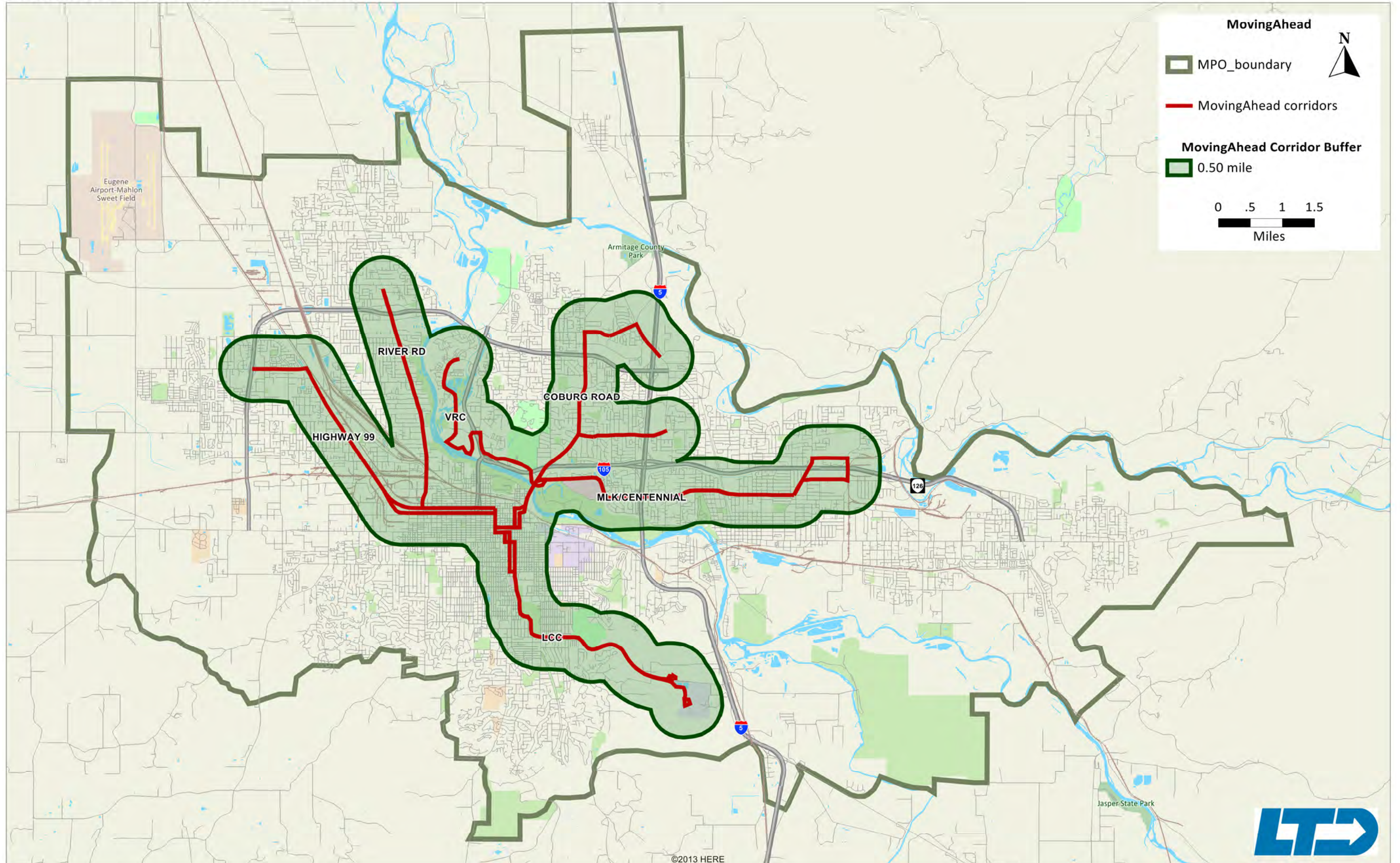
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<b>Other</b>	Are there other benefits that the completed project will provide?
<b>Measures:</b>	
<b>Other Project Information</b>	
<b>Scope of improvement, i.e., regional, community, neighborhood, local</b>	
Although contained mostly inside the Eugene Urban Growth Boundary, the project is regional in impact. The project specifically involves several neighborhoods in Eugene and Springfield – those bordering Hwy 99, River Road, Coburg Road, MLK/Centennial Boulevard, downtown Eugene, southwest Eugene, and the LCC Basin. 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>	
MovingAhead is already funded and in process. Not doing this add-on for public engagement would limit the effectiveness of the project in attaining broad community support for this critical project that advances multiple regional goals related to growth management and transportation options. Opportunity costs also could include delayed implementation of the frequent transit network (perhaps by years, decades), resulting in severe traffic congestion, lack of transportation infrastructure improvements necessary to support mixed-use development along key transit corridors, 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>	
<b>PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a></b>	

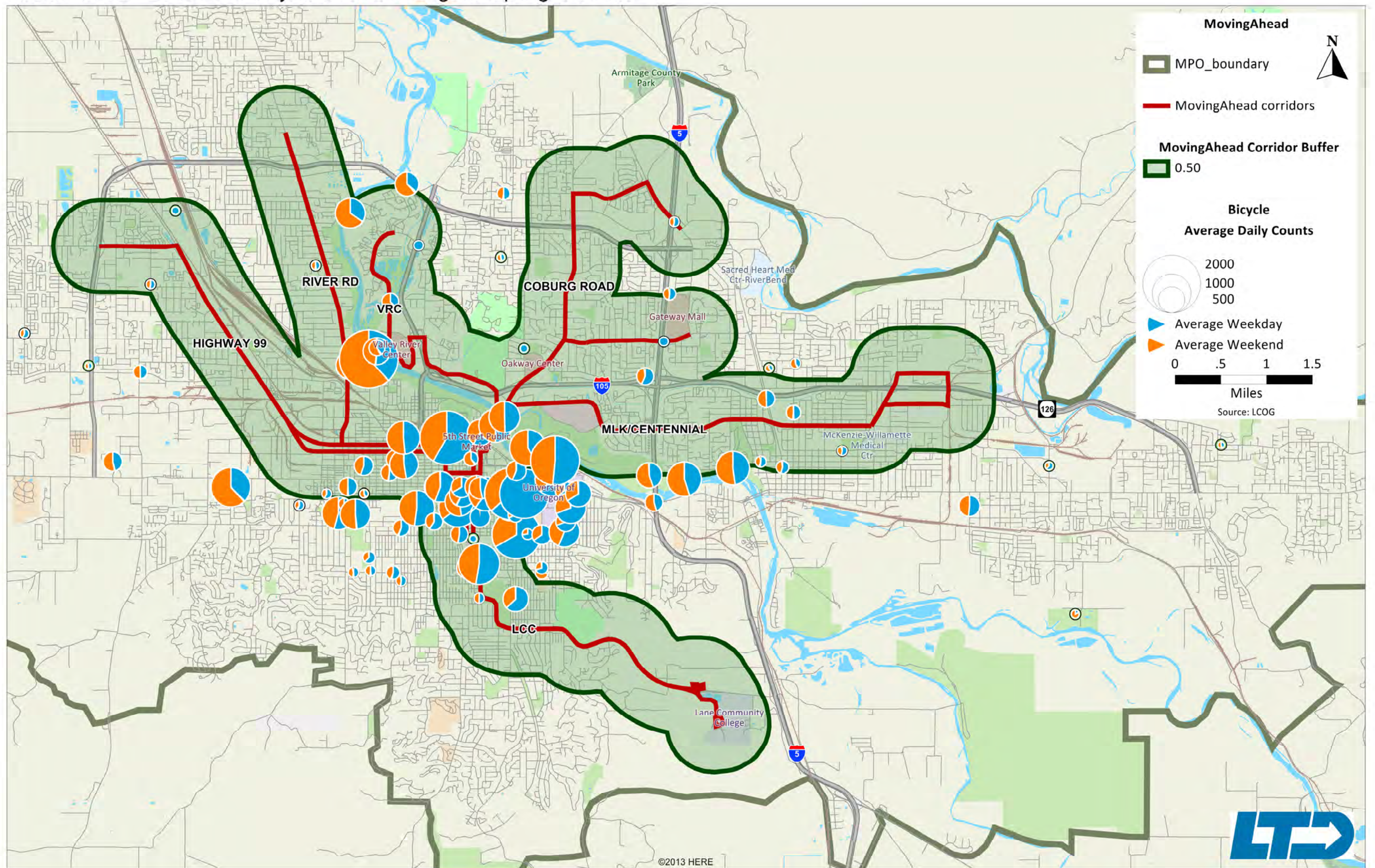
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Last Saved: July 23, 2015



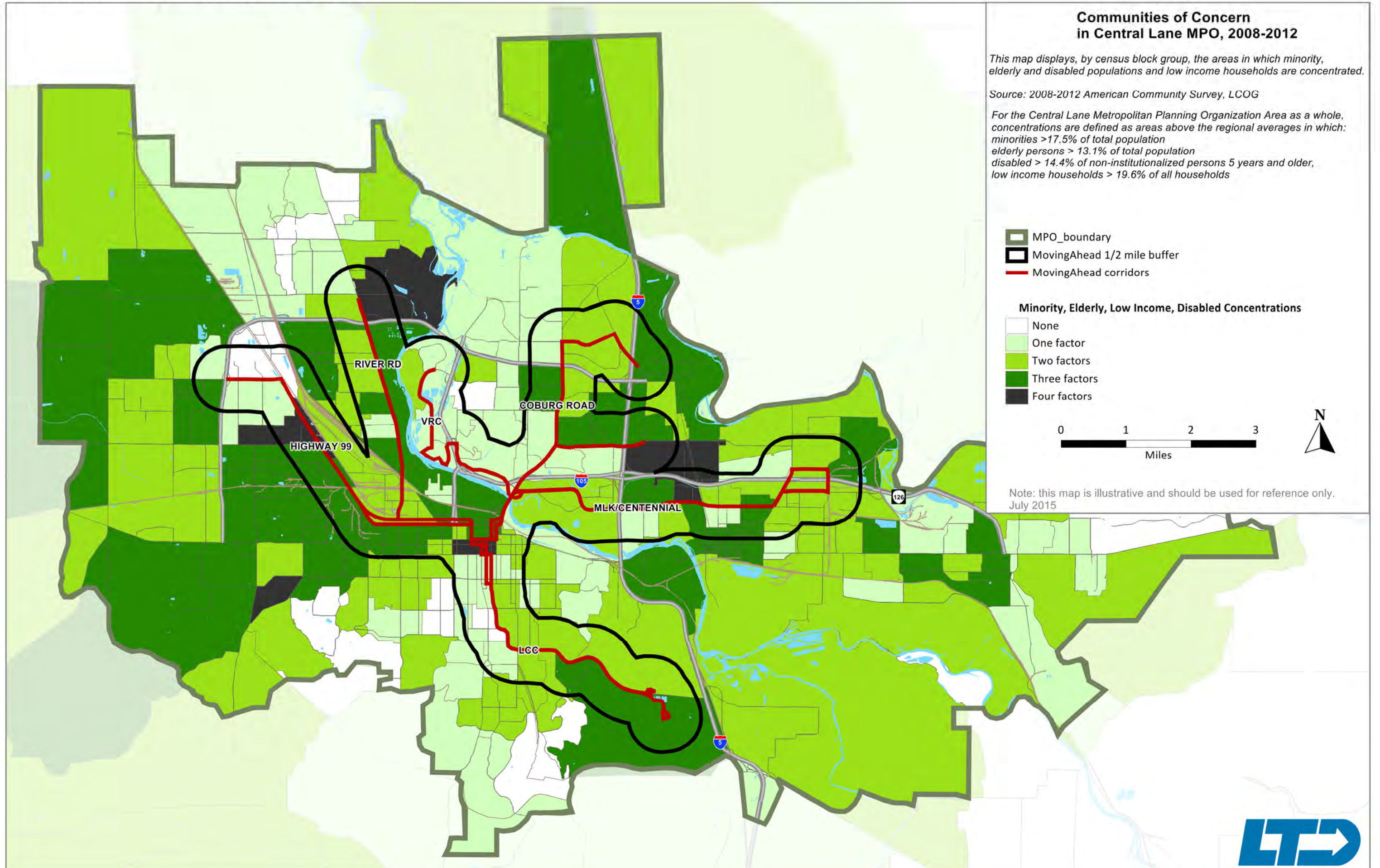
# Attachment 1 - MovingAhead Corridors



### Attachment 2 - 2012-2013 Bicycle Counts in Eugene-Springfield Area



# Attachment 3 - Communities of Concern



### Attachment 4 - Intersections averaging ten or more crashes per year, 2002 - 2011

