

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT NOMINATION NARRATIVE

PROJECT NARRATIVES SHOULD BE KEPT TO 12 PAGES TOTAL PER PROJECT

East Portland Active Transportation to Transit project

Process

1. Describe the process used to narrow potential project nominations to select the project(s) being put forward for funding consideration. *(Answer should demonstrate that the process met minimum public involvement requirements per Appendix A)*

Beginning in January 2011, the City's Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) began to consider and suggest possible active transportation projects for the Regional Flexible Funds. Bureau of Transportation staff worked with the advisory committees, conducted analysis and considered projects in the Transportation System Plan (TSP) that would best fit the Metro project criteria. On May 13, 2011, staff issued a press release advertising a Public Meeting for June 1, 2011 to discuss potential Active Transportation projects. Five candidate Active Transportation projects were described in the May 13th press release and discussed at the June 1st public meeting. A summary of that Public Meeting and other public comments have been forwarded to Metro staff.

2. Describe how you coordinated with regional or other transportation agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.

We are planning this project in close coordination with TriMet. This coordination focuses on two main elements: bicycle parking at targeted light rail stations and improvements to the pedestrian environment that both facilitates access to transit and also enhances the transit user's experience. TriMet has provided us—both through documentation and via in-person meetings—cost and design information for high-capacity bicycle parking at each of the stations. Similarly, we have worked with TriMet—using their Technical Memorandum #2 from their Pedestrian Network Analysis Project—to identify target areas for pedestrian crossing improvements. We continue to coordinate with TriMet on prioritizing safety and mobility improvements in the project area, especially on SE Division Street east of I-205.

3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

June 1 meeting summary of public comments previously submitted.

A subcommittee of the East Portland Action Plan (EPAP) has worked with City staff on East Portland in Motion (EPIM), which is an effort to identify and develop a prioritized implementation strategy for active transportation projects in East Portland. This project was identified through that process.

EPIM collaborated directly with the East Portland Neighborhood Office Land Use and Transportation Committee and the EPAP Bicycle Subcommittee. Portland State University (PSU) students performed interviews of underrepresented groups in East Portland, including Russian and Ukrainian families, Somali mothers, immigrant high school students, elders from multiple cultures, parents at a high-poverty elementary school and homeless families. PSU students also prepared, mailed and tabulated the results of a travel survey of East Portland households. City staff presented and received feedback from the Portland Commission on Disability, the Immigrant and Refugee Community Organization, school districts and others.

East Portland Action Plan, the Willamette Pedestrian Coalition and the City's Pedestrian Advisory Committee all submitted letters supporting the East Portland Active Transportation to Transit project. The City's Bicycle Advisory Committee weighed in on potential projects in January 2011 with the East Portland project being rated as the number one priority by 12 of 18 members.

Location

1. Describe how you identified the travel corridor/area for the project and how regional and local data relevant to the project criteria support this location as your top priority(s). *(See page 11 for criteria relevant to prioritizing project location)*
 - The process through which Portland developed its bicycle plan for 2030 identified significant deficiencies in East Portland's bikeway network. During early planning for the 2030 plan, the city's Cycle Zone Analysis identified that relative to other areas of the city, East Portland has poorer quality bikeways, poorer street connectivity and lack of nearby retail destinations. The analysis also identified the potential to achieve much better conditions for bicycling transportation in East Portland, principally through improvements to the bikeway network and increasing connectivity for bicycle travel.
 - During that planning process, the City identified equity considerations and the need to serve historically underserved neighborhoods as an implementation priority. An equity analysis undertaken as part of the 2030 plan identified large pockets in East Portland that had both high indicators of disadvantage and a low concentration of low-stress bikeways. Because of these factors, since late 2009 the city has identified the need to improve the bikeway network in East Portland, particularly with a route that paralleled 122nd Avenue. The targeted route was the 128th/129th/130s corridor identified in this proposal.
 - A subcommittee of the East Portland Action Plan (EPAP) has worked with City Staff on East Portland In Motion (EPIM), which is an effort to identify and develop a prioritized implementation strategy for active transportation projects in East Portland.
 - City staff also recognized the need and opportunity to provide active transportation connections to the green line.
 - As will be described in the Project definition section, below, this project improves access to many East Portland schools and provides access to essential services for underserved communities. The project will also provide access to commercially zoned areas and the jobs and services they provide.

- The primary goal of the project is to provide safe access by active transportation throughout the project area. Key infrastructure elements of the project include crossings of busy roadways, sidewalk infill and bicycle facilities oriented to the “interested but concerned” demographic. We will build a network consisting principally of neighborhood greenways, buffered bicycle lanes and shared-use pathways—the very types of facilities that, by providing separation from high volumes of fast-moving automobiles, have been demonstrated to create comfortable and safe riding conditions.

Project definition

Base project information

1. Corresponding RTP project number(s) for the nominated project (if applicable). 11196; East Portland Advisory Bicycle Lane Network. Though more encompassing than this current proposal, the current proposal includes elements of the RTP project.

The current project identifies approximately 9 miles of new bikeway. The Portland Bicycle Plan for 2030 identifies those bikeways as bicycle boulevards (also referred to as “Neighborhood Greenways”; 1.7 miles along the Pacific-Oregon-Holladay bikeway), as separated in-roadway bikeways (2.4 miles along Division Street and Holgate extension), as advisory bicycle lane (3.9 miles comprising most of the 130s bikeway) and as enhanced shared roadway (1 mile along 132nd north of Pacific).

Whether the 130s bikeway is developed as a bicycle boulevard or advisory bicycle lane will depend on a number of factors: engineering feasibility, our ability to create a transportation environment that conforms to conditions appropriate to facility type and public acceptance. Traffic speeds on the 130s tend to be higher than we would want to see for a bicycle boulevard. 85th percentile speeds on many segments exceed 30 miles per hour and, in some cases, approach 40 miles per hour. On boulevard streets, Portland strives to achieve traffic volumes below 1,000 cars per day. Traffic volumes on much of the 130s is well below 2,000 cars per day; in many cases, volumes are well below 1,000 cars per day. However, there are segments where traffic volumes exceed 2,000 cars per day and in limited areas exceed 3,000 cars per day. These limited conditions occur at the far north of the 130s and also in areas between SE Stark and SE Division. In one instance we have counts that exceed 4,000 cars per day.

Many of the improvements needed for a functioning bicycle boulevard: safe crossings, few stops for cyclists, bicycle markings and way finding are the same improvements needed for a functioning advisory bicycle lane. We recognized that achieving two other improvements needed for bicycle boulevards—slow automobile speeds and low automobile volumes—could be challenging for East Portland roadways. If we were unable to achieve those conditions then we believed we would need to implement advisory bicycle lanes in order to achieve a higher degree of separation between motorists and cyclists.

However, since we adopted the Portland Bicycle Plan for 2030 we have seen two changes that would affect facility type in East Portland; one is a legislative change, the other is our experience with diversion. The legislative change is one that will go into effect in January 2012 and will allow local

jurisdictions to design and set speed limits of 20 miles per hour on specifically treated roadways. Our experience implementing treatments that divert automotive traffic from boulevard streets over the past 18 months has generally been positive. As a result it is a tool we are turning to more regularly in planning and implementing boulevards. Prudent use of these two tools can create conditions that would allow the 130s—and other East Portland bikeways—to be developed as traditional bicycle boulevards and may obviate the need to develop them as advisory bicycle lanes..

From a cost perspective there is minimal difference between developing a roadway as a bicycle boulevard or an advisory bicycle lane. Given that no US jurisdiction currently has experience implementing advisory bicycle lanes and given that Portland is the most experienced US jurisdiction in implementing bicycle boulevards, our intent would be to see if we can make bicycle boulevards fit on the 130s. If, during the course of public engagement, conceptual design and preliminary engineering we find that we cannot make bicycle boulevards fit on segments of the 130s, then we will turn to other treatment options—including advisory bicycle lanes—that are intended to create safe and comfortable riding conditions.

2. Project sponsor agency

City of Portland Bureau of Transportation

3. Contact information for: Application lead staff, Project Manager (or assigning manager), Project Engineer (or assigning manager).

Application lead staff: Roger Geller, 503.823.7671, roger.geller@portlandoregon.gov

Assigning manager: Greg Jones, 503.823.5639, greg.jones@portlandoregon.gov

4. Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed.

This project will provide safety and mobility improvements and supporting facilities and programs in an area bounded by I-205 to the west, the city limit to the east, I-84 to the north and Foster Road to the south. Safety and mobility improvements include sidewalk infill, pedestrian crossings and the development of bikeways. Supporting facilities and programs include targeted marketing encouragement programs and bicycle parking at light rail stations.

Bikeway design elements for the 130s bikeway and for the Pacific-Oregon-Holladay bikeway will focus on shared roadway designs appropriate to low-volume and low-speed bikeways. These will include some or all of the following: traffic calming designs (speed bumps, chicanes, pinch points, etc.), traffic diversion designs, crossing treatments (rapid flash beacons, hybrid signals, median refuges, two-way cycle tracks, etc, which will also be employed for pedestrian-focused crossing treatments), bicycle way finding (signing and pavement markings). Bikeway design for SE Division will focus on developing sufficient width to accommodate an eight-foot buffered bicycle lane, which will provide the space for a future cycle track. The project will explore extending the buffered bicycle lane east of 130th Avenue in order to connect to existing buffered bicycle lanes in Gresham. On Holgate the project will extend the existing bikeway, which consists of buffered bicycle lanes and now end at 122nd Avenue, with a two-way

shared pathway along one side of the roadway between 122nd and 130th. The project will explore the possibility of extending that treatment to 136th Avenue in order to connect to a city park, which is currently planned as a bicycle skills park.

Bicycle parking at transit stations will consist of bicycle parking structures that will be key-card activated and available to any key-card holder (similar in design to existing bicycle parking at Sunset Transit Center and in construction at Beaverton Transit Center). Bicycle parking could also include a combination of key-card operated bicycle lockers and racks.

The project will fill-in missing sidewalk segments along SE Division between approximately 100th and 148th Avenues. The project will also employ the above-mentioned crossing treatments at targeted locations on SE Division and two on SE 122nd.

5. Please provide a purpose and need statement for the project you're nominating. The purpose of this project is to elevate transit, bicycling and walking rates in this part of Portland to the higher levels seen in those neighborhoods that currently have the best conditions and rates of transit and bicycle use. It will accomplish this by developing a significant spine of a bikeway network that connects directly to light rail, improves the pedestrian-transit connection and then promotes the use of this system.

Recent studies, reports and plans universally describe conditions for bicycling and walking in this section of East Portland as "poor", "deficient", "lacking," etc. In offering comprehensive improvements to the bicycling and walking environment, this proposal addresses both strong need as well as several criteria identified in the "Regional Flexible Fund Allocation" document. The bikeway elements will significantly improve access to and from multiple destinations. In addition to providing bicycle access to the Gateway Regional Center and to the Division and Holgate Street light rail stations, the project provides significant improvements to access to seven public schools, commercial developments along Division Street and other smaller pockets of commercial development.

The bikeway and pedestrian elements will dramatically improve safety and mobility for people bicycling and walking. Buffered bicycle lanes and off-street pathways on busy roadways (Division and Holgate), and bicycle boulevards, or similar shared roadway designs reflect best practices in bikeway design in Portland and throughout North America. The crossing improvements will be focused on Division and 122nd, which as major collector streets present strong barriers to safe pedestrian crossings.

The project is specifically designed to "complete the last mile" and bring people to transit. Based on the quality of the bikeways, sidewalks and crossing treatments, the focus on a short-trip destination (transit and local commercial areas) and the inclusion of a significant encouragement element, this project will significantly increase both walking and bicycling in the project area.

Highest Priority Criteria

6. Describe how the project improves access to priority destinations mixed-use centers, large employment areas, schools, and essential services for EJ/underserved communities.

The approximate 9 miles of bikeway improvements that are part of this project pass within 1,000 feet of 7 public schools (five elementary, one high school and one middle school) and 12 schools in total. The improvements also pass within 1,000 feet of 20 parks of various sizes and provide direct access to the Springwater Corridor. The project also provides direct access to many commercially-zoned areas in East Portland. The crossing treatments and sidewalk infill will also provide greater (safer) access to destinations in the area. That the project serves large populations of targeted communities is clearly displayed by the attached maps (pages 11 and 12), which show above average concentrations of low-income and communities of color in the project area.

7. Identify the safety issues in the project area. How does the project design address safety in the area?

East Portland currently has a well-connected network of bikeways. A higher proportion of bikeways identified in the city's 1996 Bicycle Master Plan have been built in East Portland than in almost any other part of town. The problem is that until recently, and with the exception of the two prominent pathways in the area, the East Portland bikeway network has consisted almost entirely of narrow bicycle lanes (4.5 feet to five feet) on high volume, high speed collector streets. These streets are intimidating to users—especially to the type of average person to whom we're promoting bicycling—and provide very little in the way of comfortable riding conditions. These conditions relegate bicycling mostly to the "strong and fearless"—those among Portland cyclists who are the most traffic tolerant—and results in few people bicycling. Anecdotally, because of the difficulty in crossing busy roadways there is an observed high proportion of wrong-way riding in East Portland, which is among the least safe things a person can do on a bicycle.

East Portland's pedestrian network is fractured, at best. Sidewalks are incomplete and crossings of busy arterial streets are few and far between. This results in unsafe behaviors for such busy roadways, such as walking in the roadway and crossing busy streets without the benefit of a safe crossing.

This project is focused on two principal design tenets for the bicycling environment: safety and comfort (otherwise considered as the "perception of safety"). These are two of the five design principles the Dutch follow for design of bikeways and bikeway networks (the other three are attractiveness, cohesion and directness). The Dutch look at comfort from two perspectives. First, they want to make sure their bikeways are physically comfortable to ride (no bumps, potholes, otherwise rough pavement, etc). Second, they seek to reduce the complexity of the interaction between cyclist and motor vehicle operator. It is this second element of comfort on which this project will focus. The design of low-stress bikeways will provide greater separation between cyclists and high volumes of fast-moving automobiles and reduce the complexity of intersection crossing movements.

In doing so it will provide better conditions to ride than the demonstrably higher risk conditions that exist today, as evidenced by the 208 recorded bicycle crashes and 255 recorded pedestrian crashes in the project area between 1999 and 2008. Many of these crashes are in areas to be improved by this project. Between 2000-2009 there were approximately 40 bicycle injury crashes (including one fatality) on 122nd Avenue (for which the 130s would provide a low-stress alternative), 7 injury crashes (including 2 fatalities) on Halsey-Weidler, (for which Pacific-Oregon-Holladay would provide a low-stress alternative), 39 injury crashes on Division (which would be improved by crossing treatments and wider bicycle lanes) and 11 injury crashes on Holgate (which has since been improved by buffered bicycle lanes). In the period between 2000-2007 in the project area for pedestrian improvements there were approximately 57 pedestrian injury crashes on Division (including one fatality) and 3 pedestrian injury crashes on 122nd (including one fatality).

The principal design tenet for pedestrian improvements is to simply provide basic facilities that will allow people to walk on complete sidewalk networks and to have appropriate crossing treatments between signalized intersections.

8. How does the project serve traditionally underserved (minority, low-income, limited English speaking, youth, elderly, disabled) communities? Explain how your project responds to data identifying concentrations of underserved communities and what project elements address the transportation needs of these communities.

This project was developed to address several of the bikeway implementation criteria identified in the Portland Bicycle Plan for 2030. They are: equity, community support, connectivity, access and barrier reduction, visibility of bicycling and return on investment. Perhaps principal among these for the East Portland project is the consideration of equity.

In the summer of 2009 the Bureau of Transportation contracted with Portland State University to conduct an analysis of equity as it relates to the provision of new bicycle facilities. To make bicycling more attractive to historically disadvantaged populations, this analysis identified areas of Portland where disadvantaged populations live, work, learn, play and access needed services. The study also addressed bicycle access to transit. The analysis made it clear that several clusters of census blocks are underserved. It was also evident that differences in age are more prevalent in outlying areas, whereas differences in poverty and race are more common in inner neighborhoods. The results of this study highlighted many areas of Portland would serve significant populations that rank high on the indicators of disadvantage. Many of the areas that have few low-stress bikeways and also have populations with a high proportion of disadvantaged communities are in East Portland.

This project will be one of the first to develop a comprehensive network of low-stress bikeways in an area that is high in indicators of disadvantage. To the extent that this project is focused on access to transit it will predominantly serve those populations who currently and will in the future access the tremendous investments made in transit in East Portland. Of course, the improvements put into place will serve all other active transportation trips from, to and through the project area. Pages 11 and 12 display the project overlaid onto maps showing the above average concentrations of populations high in

indicators of disadvantage.

High Priority Criteria

9. Describe any outreach that has been conducted with EJ/underserved communities to date. As part of the East Portland in Motion (EPIM) project the city collaborated directly with East Portland Neighborhood Office Land Use and Transportation Committee and the East Portland Action Plan (bicycle subcommittee). In addition PBOT engaged residents by setting up booths at open houses for eight (8) distinct community events between February and July of this year.

The city also made use of Portland State University student interviews of underrepresented groups in East Portland as well as an East Portland Travel Survey mailed to 3000 geographically dispersed households in East Portland. The interviews focused on Russian and Ukrainian families, Somali mothers, immigrant high school students, immigrant adults, elders from multiple cultures, parents at a high-poverty elementary school and homeless families. PBOT also presented to and received feedback from other stakeholder and advisory groups, including the Portland Commission on Disability, Immigrant and Refugee Community Organization, school districts and many others. This outreach, though not focused on this project, was focused on attitudes and priorities related to transportation in East Portland.

The three principal themes to emerge from these outreach efforts with underrepresented groups were:

- The importance of safe access to transit
- Enthusiasm for Neighborhood Greenways (bicycle boulevards)
- Focus on children through programs like Safe Routes to School and other efforts to promote safer walking and bicycling to school

10. Describe any conflicts with freight/active transportation you've identified in your project area. How does the project design address or provide mitigation to these conflicts?

No identified freight conflicts.

11. Does the project design include "last mile" connections? Please explain.

The entirety of this project is about creating active transportation connections to transit, particularly to bus service along Division Street and to light rail service on the green line. The network of bikeways in the project are designed specifically to bring people in the project area to the three targeted light rail stations (Gateway, Holgate and Division) and to provide them a good experience (ample and high-quality bicycle parking) once they arrive. The pedestrian improvements are designed to address the principal pedestrian issues identified by TriMet in the Division-122nd area and along the Division corridor.

By building low-stress bikeways, sidewalks and crossing improvements the project's focus is strongly on the comfort of the people who will use these systems.

12. Describe how the project will lead to an increase in non-auto trips through improvements in the user experience.

“Build it and they will come” has been a good operating assumption for bicycle use in much of Portland. We believe it will be in East Portland as well. Nonetheless this project goes beyond stand-alone engineering to include a 2nd “E” of bicycle planning: Encouragement (the other “E’s” being education, enforcement and, more recently, evaluation). The project will use a targeted marketing encouragement program to jump-start use of the facilities. The encouragement program will be modeled after Portland’s SmartTrips individualized marketing program. Its intent will be to make people aware of the new opportunities they have to access transit because of the capital improvements.

This project is designed to minimize interaction with traffic through the development of bicycle boulevards or advisory bicycle lanes, high-quality crossing improvements and sidewalks. The bikeway designs will also provide as direct routes as possible in the roadways of East Portland and include bikeway network destination signs and pavement markings that serve both as way-finding and identity marking. A key element of the project is the provision of high-quality bicycle parking at two of the three targeted light rail stations.

13. Does the project serve a high density or projected high growth area? Please explain. In addition to the overall project area the project serves the projected high growth areas of the Gateway Regional Center and Lents Town Center. The 130s bikeway and Pacific-Oregon-Holladay bicycle boulevard will be enduring elements serving Gateway. The 130s, combined with the Holgate extension will extend the reach of bikeway access into Lents. The Division bicycle improvements, with their link to the I-205 shared use path, which runs into both Gateway and Lents, will provide access to both projected high growth areas.

Priority Criteria

14. Please describe the outreach/education/engagement element of the project nomination. The project’s encouragement and marketing element will be modeled after Portland’s SmartTrips individualized marketing program. The message and delivery will be modified to fit the specific intent of the project (bring people to transit via active transportation). Because the encouragement program will necessarily follow the physical improvements the project team will have the ability to tailor its message and means of delivery based on what is learned through the initial and ongoing public involvement elements of the project.

The budget for this element is \$350,000, or \$23 per each of the approximate 15,200 households with immediate proximity to the project improvements. This amount is consistent with the city’s annual SmartTrips program.

15. Are there opportunities to leverage other funds or investments with this project? Describe any opportunities you have identified and how you plan to coordinate with other project(s) or leverage other funds.

The project will leverage recent bikeway capital improvements made in East Portland as well as a currently funded Transportation Enhancement project for Portland's Safe Routes to School program. The recent capital investments will all feed into and support the bikeway network proposed as part of this project. They include the Holgate buffered bicycle lanes and the Bush and 100th/101st neighborhood greenways. The TE project is funding sidewalk and crossing improvements that will serve the Gilbert Heights and Gilbert Parks elementary schools.

In addition, PBOT has allocated \$8 Million in general transportation revenue to be allocated to sidewalk infill on arterials in East Portland, generally east of I-205. These funds will be allocated to priority projects to be identified through the PBOT East Portland in Motion (EPIM), an effort to develop a 5-year implementation strategy for Active Transportation and access to transit. The elements of this RFF proposal are among the priorities identified through the EPIM process. In addition, some of these funds will be allocated to filling sidewalk gaps along SE Division beyond the RFF proposal, from 148th Ave to 174th Ave (City Limits). This will directly complement the sidewalk infill in this proposal from I-205 to 148th Ave. Additional recommendations and priority projects throughout East Portland will be released for public review in the coming month.

To the extent that an overmatch to the federal grant for this project represents leverage, the City of Portland and TriMet together are offering an almost 20% match to the requested federal funding.

The city expects that the secured funding for this project will assist with obtaining additional funding for East Portland active transportation projects. In particular, the city and TriMet will seek ODOT flexible funding for a bicycle parking facility at the Gateway Transit Center. That element was not included in this project because of budget constraints. In the previous round of ODOT flexible funding that request, though denied, was just under the cut at which projects were funded. The city is confident that the development of the comprehensive network bikeway network proposed by this project will better support funding for a bicycle parking facility at Gateway.

16. Describe how the project may help reduce the need for road and highway expansion. Approximately 40 percent of Portlanders live in areas where the average bicycle commute mode split is almost 10 percent (9.6 percent in the average of the 2005-2009 ACS data; though city-wide bicycle commute use has grown another 20% since that data was last collected). Twenty percent of Portland commuters live in areas where the comparable data indicates that greater than 13% of commute trips are made by bicycle. These areas are generally within 4 miles of Portland's Burnside Bridge on both the east and west sides of the river.

Though the number of daily trips across the four long-term bicycle-friendly Willamette River Bridges (Broadway, Steel, Burnside and Hawthorne) grew 12% between the early 1990s and 2008, because of these high rates of bicycle use this growth was borne entirely by bicycle trips. Motor vehicle trips were flat over this period. That means that though there has been an increased demand for mobility the bridges operate as well for automobiles today as they did in the early 1990s. Had this increased demand for mobility been borne by the automobile then congestion would have worsened, perhaps ultimately to

the point that capital projects would have been required to either provide more capacity in those corridors.

Bicycle commute rates are currently low in the project area. By building the type of infrastructure that is more common in inner areas of Portland, orienting it to other major non-automotive transportation facilities, improving the walking environment and encouraging the use of this new system, this project hopes to create conditions that will result in the type of steady growth in active transportation in East Portland that has been experienced at high levels as far east as 70th Avenue. Building bicycle use and transit use in East Portland will effectively shift trips to modes of transportation that will help reduce the need for roadway expansion.

Budget: East Portland Active Transportation to Transit				
Component	Total Cost	Federal Funds (STP)	TriMet match	GTR match
Safety and Mobility Improvements				
Sidewalk Infill on Division Street	540,000	429,300		110,700
Safety Improvements at Pedestrian Crossings on Division St and 122nd Ave	700,000	556,500		143,500
130s Neighborhood Greenway	1,345,000	1,069,275		275,725
Holgate Shared Use Path	510,000	405,450		104,550
Division St Buffered Bike Lanes (striping only)	45,000	35,775		9,225
Pacific-Oregon-Holladay Neighborhood Greenway	460,000	365,700		94,300
Supporting Facilities and Programs				
Targeted Marketing	350,000	278,250		71,750
Bicycle Parking @ Holgate & Division LRT stations	250,000	224,325	25,675	0
TOTAL	4,200,000	3,364,575	25,675	809,750

