Protecting Mobility for All
Walker and Roller Safety Enhancement Project
Protecting Mobility for All
Project Team Contact Information:

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**Project Implementation Support:** Carr Lanham, Region 11 Target Zero Manager
Washington Traffic Safety Commission 360-815-4243 CLanham.WTSC@Outlook.com

**Application Materials and Citywide Multimodal Transportation Planning:**
Chris Comeau, AICP-CTP, Transportation Planner, Bellingham Public Works
360-778-7946 ccomeau@cob.org
# 1A – Applicant Intake Form (Mandatory Document)

## Summary

<table>
<thead>
<tr>
<th>Project Title:</th>
<th><strong>PROTECTING MOBILITY FOR ALL</strong></th>
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| Project Period – How long a period are you asking for project support? | □ 12-month project period (October 1, 2021 – September 30, 2022)  
☑ 24-month project period (October 1, 2021 – September 30, 2023) |

## Project Manager

<table>
<thead>
<tr>
<th>First Name:</th>
<th>MIKE</th>
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<tbody>
<tr>
<td>Last Name:</td>
<td>SCANLON</td>
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<tr>
<td>Title:</td>
<td>TRAFFIC SERGEANT</td>
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<tr>
<td>Organization:</td>
<td>BELLINGHAM POLICE DEPT</td>
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<tr>
<td>Address:</td>
<td>505 GRAND</td>
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<tr>
<td>City:</td>
<td>BELLINGHAM</td>
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<td>Zip Code:</td>
<td>98225</td>
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<tr>
<td>Telephone:</td>
<td>360-778-8800</td>
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<tr>
<td>Email:</td>
<td><a href="mailto:mscanlon@cob.org">mscanlon@cob.org</a></td>
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## Authorizing Official (Person with contracting authority)

<table>
<thead>
<tr>
<th>First Name:</th>
<th>Florance</th>
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<tbody>
<tr>
<td>Last Name:</td>
<td>Simon</td>
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<tr>
<td>Title:</td>
<td>Chief &amp; Police</td>
</tr>
<tr>
<td>Organization:</td>
<td>BELLINGHAM POLICE DEPARTMENT</td>
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<tr>
<td>Address:</td>
<td>505 Grand Ave</td>
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<td>City:</td>
<td>Bellingham</td>
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<td>Nine-digit Zip Code:</td>
<td>98225-4045</td>
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<tr>
<td>Telephone:</td>
<td>360-778-8775</td>
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<tr>
<td>Email:</td>
<td><a href="mailto:amboerner@cob.org">amboerner@cob.org</a></td>
</tr>
<tr>
<td>Federal Employer Tax identification number:</td>
<td>91-6001232</td>
</tr>
<tr>
<td>State of Washington Vendor (SWV) number for applicant organization:</td>
<td>SWV 0000608-03</td>
</tr>
<tr>
<td>Provide either the SWV number or the date the SWV application was submitted.</td>
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<tr>
<td>Federal DUNS number for applicant organization:</td>
<td>01-010211977</td>
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Signature  
Printed Name Florence Simon  
Date 3.11.2021  
Title Chief of Police

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1 If the Applicant does not currently an SWV number, they will need to apply for one using the forms found at [https://ofm.wa.gov/it-systems/accounting-systems/statewide-vendor/payee-services Vendor/Payee Registration Form].
1B – Certifications and Assurances (Mandatory Document)

I/we make the following certifications and assurances as a required element of the application to which it is attached, understanding that the truthfulness of the facts affirmed here and the continuing compliance with these requirements are conditions precedent to the award or continuation of the related contract:

I/we declare that all answers and statements made in the application are true and correct.

1. The prices and/or cost data have been determined independently, without consultation, communication, or agreement with others for the purpose of restricting competition. However, I/we may freely join with other persons or organizations for the purpose of presenting a single application.

2. The attached Application is a firm offer for a period of 120 days following receipt, and it may be accepted by WTSC without further negotiation (except where obviously required by lack of certainty in key terms) at any time within the 120-day period.

3. In preparing this application, I/we have not been assisted by any current or former employee of the state of Washington whose duties relate (or did relate) to this application or prospective contract, and who was assisting in other than his or her official, public capacity. If there are exceptions to these assurances, I/we have described them in full detail on a separate page attached to this document.

4. I/we understand that WTSC will not reimburse me/us for any costs incurred in the preparation of this application. All applications become the property of WTSC, and I/we claim no proprietary right to the ideas, writings, items, or samples, unless so stated in this Application.

5. Unless otherwise required by law, the prices and/or cost data which have been submitted have not been knowingly disclosed by the Applicant and will not knowingly be disclosed by him/her prior to opening, directly or indirectly, to any other Applicant or to any competitor.

6. I/we agree that submission of the attached application constitutes acceptance of the solicitation contents and the attached sample contract and general terms and conditions. If there are any exceptions to these terms, I/we have described those exceptions in detail on a page attached to this document.

7. No attempt has been made or will be made by the Applicant to induce any other person or organization to submit or not to apply for the purpose of restricting competition.
8. I/we grant WTSC the right to contact references and others who may have pertinent information regarding the ability of the Applicant and the lead staff person to perform the services contemplated by this RFP.

9. If any staff member(s) who will perform work on this contract has retired from the state of Washington under the provisions of the 2008 Early Retirement Factors legislation, his/her name(s) is noted on a separately attached page.

On behalf of the Applicant submitting this application, my name below attests to the accuracy of the above statement. We are submitting a scanned signature of this form with our Application.

Signature

Printed Name Florence Simon

Date 3/11/2021

Title Chief of Police
1C – Contractor Certification for Executive Order 18-03 (Mandatory Document)

WORKERS' RIGHTS - WASHINGTON STATE GOODS & SERVICES CONTRACTS

Pursuant to the Washington State Governor's Executive Order 18-03 (dated June 12, 2018), the Washington Traffic Safety Commission is seeking to contract with qualified entities and business owners who certify that their employees are not, as a condition of employment, subject to mandatory individual arbitration clauses and class or collective action waivers.

SOLICITATION: Prevention Community-Based Enhancement Grants RFP #: 3882

I hereby certify, on behalf of the organization identified below, as follows (check one):

☒ No Mandatory Individual Arbitration Clauses and Class or Collective Action Waivers for Employees. This organization does NOT require its employees, as a condition of employment, to sign or agree to mandatory individual arbitration clauses or class or collective action waivers.

OR

☐ Mandatory Individual Arbitration Clauses and Class or Collective Action Waivers for Employees. This organization requires its employees, as a condition of employment, to sign or agree to mandatory individual arbitration clauses or class or collective action waivers.

I hereby certify, under penalty of perjury under the laws of the state of Washington, that the certifications herein are true and correct and that I am authorized to make these certifications on behalf of the organization listed herein.

AGENCY/SCHOOL/ORGANIZATION NAME:

Bellingham Police Department

Print or type full legal name of Agency/School/Organization

Signature

Printed Name

Date

Title

3.11.2021

Chief of Police
Section 1. Project Title: Protecting Mobility for All

Section 2. Project Summary [977 words] (30 pts max)

Protecting Mobility for All is proposed as a two-year, multi-faceted multi-agency public safety campaign focused on training, community engagement, and public education to promote positive community norms to help protect people of all ages and abilities who walk and roll in Bellingham. The Bellingham Police (BPD) are partnering with Public Works (PW), Whatcom Transportation Authority (WTA), Whatcom Council of Governments (WCOG), and the Bellingham School District (BSD) to fund and implement this public safety and education campaign. The campaign will also link to other community educational institutions, such as Western Washington University (WWU), Whatcom Community College (WCC), and Bellingham Technical College (BTC). During 2021-2023, Protecting Mobility for All will focus on safety for walkers and rollers in low-income school zones, as well as locations across the city multimodal transportation system where higher risks for vulnerable users may exist based on pedestrian and bicycle collision history and City transportation improvement plans.

For many years, Bellingham’s multimodal transportation planning approach has focused on providing Complete Networks for each mode of transportation. Bellingham strives to promote safety for vulnerable walkers and rollers while also balancing needs and improvements to ensure that the transportation system continues to work for all users, including automobiles, transit buses, and freight trucks. Each year, Bellingham publishes the Transportation Report on Annual Mobility (TRAM) - an annual progress report on the status of the citywide multimodal transportation system, mode shares, pedestrian and bicycle infrastructure, street resurfacing and new street connections, and transit service changes. Every other year, the Local Road Safety Plan for Multimodal Safety Improvements specifically documents pedestrian and bicycle collision locations, transportation improvements that have been made to eliminate or reduce collision risks, and targets priority improvements planned and/or funded for risk locations that have not yet been addressed. Protecting Mobility for All will rely on data from these reports to focus police training, community engagement, and public education efforts in school zones, around college campuses, and other locations in Bellingham with higher risk for collisions involving people walking and rolling.

Bellingham Police Training
Training modules and videos will be produced by Bellingham Police and the Region 11 Target Zero Manager (a former Bellingham Traffic Sergeant) for on-going education-training for police officers that is focused on people walking and rolling. Bellingham Police Officers will learn about recent changes to State law regarding active and vulnerable transportation users, such as Washington’s Vulnerable User and Due Care laws, the Bicycle Safety Stop, Drivers allowing 3-Feet when passing bicyclists on
roadways, the “Dutch Reach” for driver’s leaving on-street parallel parking spaces, and community engagement in school zones.

Police training and education will focus on best practices used in community engagement to protect vulnerable users, public communication that employs positive norming, and encouraging proactive measures that partner institutions can employ, such as crossing guard programs and public service announcements, to promote and provide public safety for walkers and rollers to school and campus locations. Special training and education emphasis will be developed with sensitivity regarding law enforcement activity in low-income neighborhoods and locations, as well as areas where English may be a second language.

**Community Engagement Mobilization**

In conjunction with education and training on new laws and best practices, police officers will focus patrols and community engagement to protect people walking and rolling in low-income school zones, as well as intersections and streets with higher risk for collisions based on transportation plans. Throughout the academic calendar years for schools and colleges, community engagement patrols will focus on morning arrivals and afternoon departures on streets surrounding elementary and middle schools with the highest free and reduced lunch percentages, as well as WWU, WCC, and BTC campuses. Special emphasis will also be provided for the beginning and end of each academic year as new students and users learn about walking and rolling to and from school and when many visitors walk and roll to attend graduation ceremonies.

**Protecting Mobility for All** will link to PW transportation plans to identify intersections and streets with higher risks to people walking and rolling based on Bellingham’s Pedestrian Master Plan; Bicycle Master Plan; ADA Transition Plan; Local Road Safety Plan for Multimodal Safety Improvements; and Six-Year Transportation Improvement Program. PW transportation planners will continue to collaborate with BPD and provide information on transportation plans, funding, and construction of transportation infrastructure to improve safety and comfort for people walking and rolling.

**Public Education Safety Campaign**

**Protecting Mobility for All** will include multi-faceted, multi-agency instruction, engagement, and education focused on safety for people walking and biking in Bellingham. Police officers will engage with staff from WCOG Smart Trips, WTA, and BSD as well as community relations staff from WWU, WCC, and BTC to develop and promote positive community norming messages focused on driver awareness, precautions, granting right-of-way, school zones, college campuses, walk-bike routes on public streets, and statistics on the role that speed plays in the severity of injuries and survival rates of people walking and rolling.
Similar to Bellingham’s highly successful *Travel With Care* public safety campaign, public safety announcements, videos by local police officers and the Region 11 Target Zero Manager, and profiles of community members, such as school children, teachers, support staff, college students, and parents and grandparents will be posted on partner web sites and aired on BTV. Featuring local people who walk and roll and are well-recognized in the community will create familiarity, recognition, and greater sense of compassion to promote awareness and safe practices around people walking and rolling throughout our local community.

*Protecting Mobility for All* will link to the on-going work conducted by *Whatcom Smart Trips*, including active engagement and public education through small group teaching in school classrooms, on college campuses, tours on school walking and biking routes, instruction on the use of flashing crosswalks, teaching students how to access and ride public transit buses, and community-wide annual “Walk and Bike to School and Work Day” celebrations.

**Section 3. Problems the Project will Address (30 pts max)**

The *Protecting Mobility for All* multi-agency public safety campaign will address the following problems:

1. Police training and education is needed to ensure officers are current on changes to Washington State laws regarding walkers, rollers, and school zones. Classroom and video training sessions will provide Police officers with the most current changes to State law, as well as safety statistics and the rationale behind the changes.

2. On-going Police training and education is needed to ensure officers are current on best practices for community engagement to protect vulnerable users and to work with populations which may have a higher proportion of walkers and rollers than other parts of the community. Classroom and video training sessions, contact with peer Police Departments, the School District, and field work in neighborhoods will provide Bellingham Police officers with the most current information and best practices for community engagement to protect walkers and rollers.

3. Proactive community engagement is needed in priority areas to reduce risk of collisions involving school children and other people walking and rolling. This project will continue BPD’s collaboration with PW transportation planners to identify collision locations involving people walking and rolling; common locational risk factors; safety countermeasures to reduce collision risk; systemic non-collision locations with similar risk factors; and proactive application of safety countermeasures. The current *2020 Local Road Safety Plan for Multimodal Safety Improvements* will be updated in winter 2021-2022. In addition to systemic collision analysis, the City will identify several other local priority areas for proactive community engagement to
protect walkers and rollers, such as schools with more than 45% free and reduced lunches, major walking and biking routes, low-income housing and neighborhoods, and areas where non-English languages are prominent (see maps at end).

4. Collaboration and coordination with partner agencies and organizations is essential to develop public service announcements and community messaging using positive norms to elicit support and behavior change. This project will allow the City to continue promoting the message that there is a walking or rolling component to every single trip that a person makes, whether short- or long-distance. Leveraging the success of Bellingham’s Travel With Care public safety campaign, Protecting Mobility for All will include public safety announcements, videos by local police officers and profiles of community members (School children, teachers, support staff, college students, parents, grandparents, etc.) posted on partner web sites and aired on BTV and local radio stations. Interviewing and profiling local walkers and rollers who are well-recognized in the community will create familiarity, recognition, and greater sense of compassion to promote awareness and safe practices around other people who walk and roll throughout the local community.

5. Public education is needed to provide on-going and continuous information, encouragement, recognition, inspiration, and celebration of improved conditions for walking and rolling in Bellingham. This project will allow Bellingham to continue successful work with the Whatcom Council of Governments (WCOG) Smart Trips Program, Whatcom Transportation Authority (WTA), the Bellingham School District, Western Washington University, Whatcom Community College, Bellingham Technical College, low-income housing organizations, and neighborhoods to promote public education and encouragement for walking and rolling for everyone.

Section 4. Geographic Area for the Project (15 pts max)

The Protecting Mobility for All multi-agency public safety campaign spans the Bellingham city limits and Urban Growth Area, with special focus on streets near:

- 7 public schools with > 45% Free and Reduced Lunch
- College campuses for WWU, WCC, and BTC
- Locations with high demand for people walking and rolling, and riding, such as transit stations, grocery stores, low-income housing complexes, etc.
- Locations with a history of collisions involving people walking and rolling and listed in 2020 Local Road Safety Plan for Multimodal Safety Improvements.
- Locations with recent pedestrian and bicycle improvements, as documented in Bellingham’s 2021 Transportation Report on Annual Mobility (TRAM).
- Locations with higher percentages of people with disabilities and conflicts with drivers as identified by community members in the 2021 ADA Transition Plan.
- Maps of locations above included at end of application
Section 5. Goals (20 pts max)

The Protecting Mobility for All multi-agency public safety campaign is designed to achieve all of the following goals during the two-year (2022-2023) grant period.

Goal 1. Bellingham Police officers will receive education and training on Washington State laws regarding vulnerable users, people walking and biking, school children, automated enforcement in school zones, crosswalks, et cetera., as well as best practices being used in community engagement efforts to protect these user groups.
   • Measure: Police Officers Educated Per Year

Goal 2. BPD will deliver education and training focused on protecting vulnerable users, people walking and biking, school children, automated enforcement in school zones, crosswalks, et cetera. to students in driver education courses.
   • Measure: Driver Education Classes and Students Engaged Per Year

Goal 3. BPD will use best practices for community engagement (focus on positive messaging) of drivers, as well as walkers and rollers, in priority locations to deliver education and positive messaging focused on protecting vulnerable users, people walking and biking, school children, automated enforcement in school zones, crosswalks, et cetera.
   • Measure: Community Members Engaged Per Year

Goal 4. BPD will produce three individual public safety campaign video segments to be posted on City and partner organization web sites and social media and aired on BTV.
   • Measure: Video Segments Produced Per Year
   • Measure: Video Engagement (Clicks/Views) on Social Media Per Year
   • Measure: Number of Times Video Aired on BTV Per Year
   • Measure: Number of Radio Segment Broadcasts by Local Radio Stations

Goal 5. The City will continue existing work with Whatcom Smart Trips, Whatcom Transportation Authority (WTA), Bellingham School District (BSD), and local advocacy organizations to advertise, promote, celebrate, and document participation in annual Walk and Roll to School and Work events.
   • Measure: Walk and Roll Celebrations Per Year

Goal 6. The City will coordinate with existing efforts by Whatcom Smart Trips, Whatcom Transportation Authority (WTA), Bellingham School District (BSD) to advertise, promote, and conduct school site crosswalk education events, bicycle rodeos, and 7th grade instruction on riding public transit.
   • Measure: School Site Walk and Roll Education Events Per Year
Goal 7. The City will continue existing work with Bellingham School District (BSD) to complete formal designation of official walking and biking routes to all elementary and middle schools.

- Measure: Number of Elementary and Middle Schools With Formally Designated Walking and Biking Routes to School

Goal 8. The City will strive to reduce serious injury and fatal (SIF) collisions involving people walking and rolling (not under the influence of drugs) by 15% or more per year with the understanding that, like Target Zero, this is a worthy and aspirational goal, but that variables, such as human or mechanical failures, are beyond the City’s control.

- Measure: Number of SIF collisions involving walkers and rollers per year, as documented in Bellingham’s Local Road Safety Program (2020 and 2022).

Section 6. Target Zero Strategies (10 pts max)

Bellingham’s proposed *Protecting Mobility for All* public safety campaign is consistent with Washington State’s Strategic Highway Safety Plan 2019: Target Zero and will implement Target Zero strategies including, but not limited to those listed below.

PAB.1.1 Increase public awareness of the significance of speed on pedestrian and bicyclist injury severity. (R, NCHRP)

PAB.4.2 Expand high visibility speed enforcement in school zones. (R, CTW)

PAB.4.4 Distribute and encourage the use of “School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students” to assist in creating school walk route maps. (R, WSDOT)

PAB.6.8 Conduct education and outreach regarding the risks of using active transportation modes while impaired or distracted. (U)

PAB.7.3 Improve training on pedestrian and bicyclist laws for law enforcement officers at state, tribal, and local levels, including training on equity issues for enforcement. (R, CTW)
Section 7. Free and Reduced Lunch Rates (25 pts max)

The City of Bellingham and multi-agency partners will focus community engagement and outreach efforts on local schools with free and reduced lunch percentages considered critical (>55%) and high (>45%) priority, as listed below and as shown in the maps at the end of the application.

Bellingham Schools > 45% Free & Reduced Lunch

Tier 1 – Critical Priority
- Alderwood Elementary – 59.8%
- Birchwood Elementary – 56.5%
- Cordata Elementary – 67.3%
- Shuksan Middle - 60.2%
- Options High School – 57.6%

Tier 2 – High Priority
- Carl Cozier Elementary – 46.0%
- Roosevelt Elementary – 47.6%

The attendance areas of these schools are also in low-income neighborhoods and parts of Bellingham where residents speak languages other than English, as shown in the maps at the end of the application. The residents of these areas typically make more local trips by walking and rolling than residents in other parts of Bellingham. Fortunately, these are also areas where Bellingham has made the most investment in ADA upgrades, crosswalks, sidewalks, and bicycle facilities over the past 10 years (see pie charts below and in map section).

Section 8. Majority of Impact from Project (30 pts max)

The Protecting Mobility for All public safety campaign will extend work done in the Travel With Care public safety campaign to educate, encourage, and enforce safety for all travelers, but will focus on schools with greater than 45% free and reduced lunch rates, low-income neighborhoods, college campuses, popular walking and rolling locations, and locations where collisions involving walkers and rollers have occurred.

Each year since 2006, Bellingham has published the Transportation Report on Annual Mobility (TRAM) and reports on the level of investment in pedestrian and bicycle infrastructure in low-income neighborhoods in the following chapters:

- Chapter 4 Primary Pedestrian Network Completeness
- Chapter 5 Primary Bicycle Network Completeness
- Chapter 6 Transportation Benefit District No. 1 Annual Report
When Bellingham created its *Pedestrian Master Plan* and *Bicycle Master Plan*, location criteria for low-income housing, schools, colleges, and transit bus stops were heavily weighted so that infrastructure would benefit populations with proportionately higher rates of walking and rolling. *From 2011-2020, over 73% of all pedestrian and bicycle infrastructure improvements have been in low-income neighborhoods.*

In Bellingham, from 2014-2018, there were a total of 88 fatal and serious injury collisions, 80 of which resulted from the top 5 collision types by number. As the most vulnerable users of the citywide multimodal transportation system, *pedestrians and bicyclists were disproportionately represented in 58 (70%) of the 88 collisions, or an average of approximately 11.6 fatal/serious injuries to walkers/rollers per year.*

1.) 35 (39.8%) Hit Pedestrians; 4 pedestrian fatalities, *[2 under chemical influence]*
2.) 23 (26.1%) Hit Bicyclist; 1 fatality
3.) 11 (12.5%) Hit Fixed Objects
4.) 6 (6.8%) 90° Angle (T)
5.) 5 (5.7%) Left-Turns

Bellingham prioritizes safety for people walking and rolling and, as documented in the *2020 Local Road Safety Plan for Multimodal Safety Improvements*, makes significant infrastructure investments to eliminate and reduce risks for collisions, injuries, and fatalities (see last pages of map section). Public Works will update with new collision data and crash statistics, systemic citywide analysis of locations with risks, and recommendations for effective safety countermeasures during the winter of 2021-2022 with completion anticipated by mid-April 2022.
Section 9. Addressing Diversity of Population (40 pts max)

What is the diversity of the population this grant will serve? Please see maps, tables, and graphics at end of application. What will the Applicant do to ensure that the activities can address the diversity of the populations in the community the Applicant wants to serve? To address these questions, please respond to each of the following:

Are there multiple literacy levels in the service area? (This means differences in abilities for people who speak English to understand information written in English.)

- According to 2015-2019 ACS Demographic and Housing Estimates prepared by the U.S. Census Bureau (2015-2019 ACS data), 3.4% of Bellingham’s population is Limited English Proficient (LEP). LEP refers to individuals who have a limited ability to read, speak, write, or understand English, often because it is not their native language. Three Census block groups in Bellingham have LEP populations above 9%. Spanish is the primary language for the majority of LEP individuals in Bellingham.

What will the Applicant do to ensure that language used in meetings and in materials is appropriate to the community’s literacy levels?

- Protecting Mobility for All partners will prepare and review all public engagement materials to ensure they are written at appropriate literacy levels.

Are there multiple languages spoken in the service area?

- Bellingham School District data on non-English home language by elementary school attendance areas lists the following home languages: Spanish, Punjabi, Vietnamese, Chinese-Mandarin, Chinese-Cantonese Russian, Korean, Burmese, Ukranian, Urdu, Somali and Farsi. The most common non-English home language is Spanish, with one attendance area having 24% Spanish as home language.

What will the Applicant do to ensure that educational materials for this activity and information about the activity presented at public meetings are understandable to people who speak languages other than English?

- Protecting Mobility for All campaign will provide all written materials in Spanish and translate materials to other languages as needed. Project team members will work closely with project partners to identify specific language needs, translate materials accordingly and provide interpreters at meetings.
Section 10. Start Ready (20 pts max)

The Bellingham Police Department is committed to signing a contract with WSTC as soon as possible if grant funding is awarded for the Protecting Mobility for All public safety campaign. BPD administration will work with the City Attorney’s Office to expedite a City-WSTC contract and can assure contract completion before July 1, 2021.

If WSTC funding is awarded and a contract completed, then BPD Traffic Sergeant Mike Scanlon will begin organizational coordination work within City departments (BPD, PW, and BTV) and partner agencies (WTA, WCOG, BSD, WWU, WCC, BTC) in August-September 2021.

If WSTC funding becomes available on October 1, 2021, BPD will begin working with Region 11 Target Zero Manager Carr Lanham (former Bellingham Traffic Sergeant) and a professional videographer to produce:

- **Roll call videos for the police training**: The videos will pertain to distracted driving enforcement, changes to Washington State laws for the protection of people walking and rolling, and best practices for community engagement in low-income neighborhoods, which may have a higher proportion of people walking and rolling. Videos will be completed in February 2022 and then shared with all law enforcement agencies throughout the region including Whatcom County Sheriff; Ferndale, Lynden, and Blaine Police Departments; Lummi Nation Police; and Nooksack Tribal Police.

- **Community education videos**: The videos will feature local people who walk and roll and are well-recognized in the community to create familiarity, recognition, and greater sense of compassion and to promote awareness and reinforce positive traffic safety behaviors around people walking and rolling throughout our local community. Videos will be completed in February 2022 and then widely distributed and posted to regional partner agency web sites, aired on BTV community television, and shared with all law enforcement agencies throughout the region including Whatcom County Sheriff; Ferndale, Lynden, and Blaine Police Departments; Lummi Nation Police; and Nooksack Tribal Police.

By October 2021, BPD will have solicited both traffic and patrol officers for intentional data driven community engagement and outreach with focus on:

- 7 public schools with > 45% Free and Reduced Lunch
- College campuses for WWU, WCC, and BTC
- Locations with high demand for people walking and rolling, and riding, such as transit stations, grocery stores, low-income housing complexes, etc.
- Locations with a history of collisions involving people walking and rolling and listed in 2020 Local Road Safety Plan for Multimodal Safety Improvements.
- Locations with recent pedestrian and bicycle improvements, as documented in Bellingham’s 2021 Transportation Report on Annual Mobility (TRAM).
• Locations with higher percentages of people with disabilities and conflicts with drivers as identified by community members in the 2021 ADA Transition Plan.
• **Maps of locations above are included at end of application**

BPD will develop dates for community engagement and outreach patrols for locations listed above. The goal is to conduct up to four (4) patrols per month over a total of eight (8) months for a total of 32 outreach patrol efforts per year and a total of 64 outreach patrol efforts over the two-year grant period. Please see 1E Project Timeline for additional dates

**Section 11. Evaluation (15 pts max)**

Describe the timeline and process for evaluating the project. In responding to this question, please describe the following:

• What measures will let the Applicant know that the process for determining what needs to be done with the project was effective?

This application for the proposed Protecting Mobility for All public safety campaign was created by staff from the Bellingham Police and Public Works Departments, the Region 11 Target Zero Manager, and support from multiple partner agencies (See Section 12, below). If WSTC grant funding is secured, this multi-disciplinary team will continue to meet quarterly as a **Project Management Team** to:

• Schedule and develop key deliverables on time and on budget;
• Schedule and implement training, education, and community outreach patrols;
• Collect data and measure effectiveness;
• Monitor progress toward achieving goals; and
• If necessary, make adjustments along the way.

Please see Section 5 Project Goals for metrics that will be used to measure achievement of the stated goals and Section 1E for details on the project timeline.

• What will be the key benchmarks/milestones that will let the Applicant know that the project is being implemented as the Applicant planned and on target to meet the goal?

The **Project Management Team** will meet quarterly or more often, as needed, to:

• Adhere to the project timeline (1E) and the project budget (1F) to ensure deliverables are implemented on time and on budget;
• Collect data quarterly/annually per established metrics (Section 5);
• Report progress quarterly/annually to WSTC per established goals (Section 5);

• How will the Applicant determine if the project goals (see #5, above) were met?
Both during and after implementation of the proposed Protecting Mobility for All public safety campaign, the City will continue its efforts to:

- Actively engage all residents in public processes for transportation planning;
- Make concerted efforts for inclusion of diverse populations, such as youth, seniors, physically and sensory challenged, low-income, non-English speakers, minority cultural groups, and unlimited gender identities.
- Study opportunities to improve and protect transportation mobility for all; and
- Plan, fund, and construct safety improvements for people walking and rolling, with prioritization near schools and in low-income neighborhoods.

Over time, the City hopes to see both an increase in empathy toward vulnerable users of the transportation system and a decrease in serious injuries and fatalities involving people walking and rolling in school areas and throughout Bellingham.

*Please see Section 5 Project Goals for metrics that will be used to measure achievement of the stated goals of this public safety campaign.*

**Section 12. Match (15 pts max)**

How much cash match is available for this project? In addition to describing the amount of match, please identify the source(s) for the cash match? (Note: Applications will receive 10 points for meeting the 10 percent cash match requirement and an additional 5 points if the cash match is greater than 10 percent)

*Protecting Mobility for All* is a multi-agency and multimodal public safety campaign with support and funding from several local agencies and institutions focused on protecting safety for people walking and rolling on public streets in Bellingham.

**Committed Funding Partners:**

- Bellingham Police Department: $6,000
- Bellingham Public Works: $10,000
- Whatcom Council of Governments: $2,000 (*letter attached*)
- Whatcom Transportation Authority: $2,000 (*letter attached*)
- Bellingham School District: $1,000 (*letter attached*)

$21,000 committed local funding match

$119,000 funding request from WSTC

Multi-agency local match = 15% of the $140,000 total project cost

**Associated Partner Institutions and Organizations:** Western Washington University; Whatcom Community College; and Bellingham Technical College

*End of 12-page Project Narrative*
March 11, 2021

Mr. Chris Comeau, AICP-CTP, Transportation Planner
City of Bellingham Department of Public Works
2221 Pacific Street
Bellingham, Washington 98225

RE: Commitment of Financial Support for Bellingham’s “Protecting Mobility for All” Program

Dear Chris:

This letter shall serve as the Whatcom Council of Governments’ commitment to contribute the sum of $2,000 as matching funds toward the City of Bellingham’s request to the Washington Traffic Safety Commission for funding for the Protecting Mobility for All program. WCOG is proud to support the City in this important safety initiative.

We look forward to working with you and the other program partners.

Very truly yours,

Robert H. Wilson, AICP
Executive Director

Copies: Whatcom Transportation Policy Board
Ron Cubells, Deputy Executive Director
Hugh Conroy, Director of Planning
March 9, 2021

Mr. Eric Johnston
Director
City of Bellingham
Bellingham Public Works Engineering
104 W. Magnolia Street
Bellingham, WA 98225

RE: Letter of Support for Travel with Care Campaign

Dear Mr. Johnston:

Whatcom Transportation Authority (WTA) is very pleased to support the City of Bellingham’s application for a Walker and Roller Safety Enhancement grant to fund its Travel with Care campaign. As a sign of our commitment of support, WTA will provide $2,000 towards the grant match.

The City of Bellingham has an important goal of zero collisions between pedestrians and motor vehicles. Through its actions and collaborations with other agencies, the City is working to increase responsible behavior and reduce distractions and other avoidable causes of collisions. As a major roadway user, WTA shares the City’s commitment to reduce collisions from both an operational perspective and from the perspective that all transit users are pedestrians at one point in their journey. The City’s work complements WTA’s focus on safe fixed route, paratransit and shuttle vehicle driving.

The new public campaign to be funded from this grant builds on a successful campaign rolled out in 2017 called Travel with Care. While the City continues to work on building out its pedestrian and bicycle infrastructure network, an educational campaign is needed to leverage those investments and expand the message of safety to all users of the roadway.

Thank you for your consideration of Bellingham’s request.

Sincerely,

Les Reardanz
General Manager
March 16, 2021

Washington Traffic Safety Commission
Safety Enhancement Projects
621 8th Ave SE Ste 409
Olympia, WA 98501

RE: City of Bellingham’s Project – Protecting Mobility for All

To Whom It May Concern:

Please accept this letter of support for the City of Bellingham’s grant application to Washington Traffic Safety Commission that focuses on mobility and safety for students, staff, and community members within designated school and walk/bicycle zones. Bellingham Public Schools commits $1,000.00 to support this project.

The City of Bellingham is a strong community partner with a focus on public safety. The Protecting Mobility for All campaign will take advantage of existing efforts by teaching 7th graders how to ride WTA buses, holding bicycle rodeos at schools and partnering with the City to celebrate Walk and Bike to School and Work Days. Bellingham Police will provide educational presentations in Driver’s Education classes regarding laws to protect people walking and rolling, the vulnerability of people walking and rolling on our streets and the effect of vehicle speed contributing to injuries and fatalities in collisions involving people walking and rolling. Additionally, Public Works will continue ongoing work to fund and install ADA curb ramps, sidewalks, and bicycle facilities throughout the City, including locations where schools are being reconstructed.

Bellingham Public Schools has a history of collaboration with the City of Bellingham and we look forward to working together to educate our community about safety on roads and within routes to our schools. We recognize that strong community partnerships are critical to meeting the needs of students and families, particularly when addressing issues outside our school properties.

We greatly appreciate our partnership, and we welcome the opportunity to address any questions.

Sincerely,

[Signature]

Greg Baker
Superintendent
Bellingham Public Schools
1E – Project Timeline (10 Points, Mandatory Document)

Please describe the key developmental milestones for this project. For example, if the project supported is an educational curriculum, you would identify the date when you think a contract for a curriculum consultant could be executed, when curriculum development would begin, when the draft curriculum would be submitted for review and approval, when teachers would be trained to use the curriculum, and when the curriculum would be piloted/taught.

<table>
<thead>
<tr>
<th>1E - Project Title: Protecting Mobility for All</th>
<th>Date Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year One Milestones/Benchmarks/Deliverables</td>
<td></td>
</tr>
<tr>
<td>1. Graphic design for printed and video production</td>
<td>2/15/2022</td>
</tr>
<tr>
<td>2. Video/PSA script development - Officer training and public service announcements</td>
<td>2/15/2022</td>
</tr>
<tr>
<td>3. Video/PSA production - Officer training and public service announcements</td>
<td>2/15/2022</td>
</tr>
<tr>
<td>4. Design layout for printed community educational handouts</td>
<td>2/15/2022</td>
</tr>
<tr>
<td>5. Printing of community education and outreach materials</td>
<td>2/15/2022</td>
</tr>
<tr>
<td>6. Distribute and share video and printed materials with regional partner agencies</td>
<td>2/15/2022</td>
</tr>
<tr>
<td>7. Public Works update to Local Road Safety Plan - WSDOT City Safety Grant Program</td>
<td>4/15/2022</td>
</tr>
<tr>
<td>8. Community engagement and outreach patrols in the field</td>
<td>9/30/2022</td>
</tr>
<tr>
<td>Year Two Milestones/Benchmarks/Deliverables</td>
<td>Date Completed</td>
</tr>
<tr>
<td>1. Launch Year 2 videos and public service announcements on social media</td>
<td>2/15/2023</td>
</tr>
<tr>
<td>2. Share Year 2 videos and printed materials with regional partner agencies</td>
<td>2/15/2023</td>
</tr>
<tr>
<td>3. Print Year 2 community educational materials</td>
<td>2/15/2023</td>
</tr>
<tr>
<td>4. Community engagement and outreach patrols in the field</td>
<td>9/30/2023</td>
</tr>
</tbody>
</table>

1F Budget, Budget Justification, and Indirect Cost Letter (Mandatory Documents)

Identify all costs in U.S. dollars including expenses to be charged for performing the services necessary to accomplish the milestones and goals associated with the application. The Applicant is to submit a fully detailed budget including staff costs and any expenses necessary to accomplish the tasks and to produce the deliverables. Applicants are required to collect and pay Washington state sales and use taxes. As part of the identification of contractors in the Cost Proposal (below), please indicate if the primary contractor or any subcontractors is certified with the Office of Minority and Women’s Business Enterprises.

If this is an application for a 12-month project, it will be necessary to complete one Budget Overview, one Budget Justification, and one Indirect Cost Letter. If this is an application for a 24-month project, it will be necessary to submit a separate set of documents for the first 12-month period and for the second 12-month period.
## Budget Overview

**Project Title: Protecting Mobility for All**

### Year 1 = July 1, 2021 to June 30, 2022

<table>
<thead>
<tr>
<th>Summary of Costs (Direct Costs)</th>
<th>Description</th>
<th>Total Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Employee Salaries and Benefits</td>
<td>Community Engagement Patrols</td>
<td>$48,000.00</td>
</tr>
<tr>
<td>B. Travel</td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>C. Contract Services</td>
<td>Design Production &amp; Distribution of Media</td>
<td>$23,000.00</td>
</tr>
<tr>
<td>D. Goods or Other Expenses</td>
<td>Printed Community Educational Materials</td>
<td>$500.00</td>
</tr>
<tr>
<td>E. Equipment</td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total Direct Expenditures</strong></td>
<td></td>
<td>$71,500.00</td>
</tr>
<tr>
<td>F. Indirect Costs*</td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>TOTAL FUNDING REQUEST (Direct + Indirect)</strong></td>
<td></td>
<td><strong>$70,500.00</strong></td>
</tr>
<tr>
<td>G. Match Amount</td>
<td></td>
<td>$11,000.00</td>
</tr>
<tr>
<td><strong>Total Project Cost (Funding Request + Match)</strong></td>
<td></td>
<td><strong>$81,500.00</strong></td>
</tr>
</tbody>
</table>

### Year 2 = July 1, 2022 to June 30, 2023

<table>
<thead>
<tr>
<th>Summary of Costs (Direct Costs)</th>
<th>Description</th>
<th>Total Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Employee Salaries and Benefits</td>
<td>Community Engagement Patrols</td>
<td>$48,000.00</td>
</tr>
<tr>
<td>B. Travel</td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>C. Contract Services</td>
<td>Redistribution of Media</td>
<td>$0.00</td>
</tr>
<tr>
<td>D. Goods or Other Expenses</td>
<td>Printed Community Educational Materials</td>
<td>$500.00</td>
</tr>
<tr>
<td>E. Equipment</td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Total Direct Expenditures</strong></td>
<td></td>
<td><strong>$48,500.00</strong></td>
</tr>
<tr>
<td>F. Indirect Costs*</td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>TOTAL FUNDING REQUEST (Direct + Indirect)</strong></td>
<td></td>
<td><strong>$48,500.00</strong></td>
</tr>
<tr>
<td>G. Match Amount</td>
<td></td>
<td>$10,000.00</td>
</tr>
<tr>
<td><strong>Total Project Cost (Funding Request + Match)</strong></td>
<td></td>
<td><strong>$58,500.00</strong></td>
</tr>
</tbody>
</table>

### Total 2-Year Project Cost

- **Total 2-Year Project Cost**: $140,000.00
- **Total 2-Year WSTC Grant Funding Request**: $119,000.00
- **Total 2-Year Local Matching Funds**: $21,000.00

## Budget Justification

Note: To be completed and submitted with the Budget Overview and Indirect Cost Letter, if applicable.

**Project Title: Protecting Mobility for All**

Please briefly explain the amount entered for each line item in the budget, especially how the amount in the budget was calculated and why the expense is necessary for this project.
First 12 month project period
A. Employee Salaries and Benefits
   a. This amount is based on the number for outreach patrols that can be conducted in an 8-month period, excluding the winter months when the weather is not conducive to spotter patrols. The outreach patrols would consist of 4 officers and 1 spotter
   b. One patrol: 4 hours x $75/hour x 5 officers = $1,500
   c. Four patrols per month = $6,000
   d. Total amount for 8-months of patrols = $48,000 per year
   e. Outreach patrols are necessary for this project as they are a proven effective WTSC strategy for reducing collisions and risk to people walking and rolling.
B. Travel – No Travel included $0
C. Contract Services:
   a. $2,000 for the Graphic Design for the printed material and video production.
   b. $13,500 for script development and production of a 3-minute officer training video.
   c. $7,500 for script development and production of 3 educational social norming PSA’s
   d. $11,000 Radio segments and advertising
   e. Total amount = $33,000
   f. The officer training video is necessary for the education of the officers on the current laws associated with people walking and rolling and how to properly enforce the laws to protect these vulnerable users.
   g. The social norming educational videos are necessary to accomplish the goal of effecting positive change as it relates to safety for people who are walking and rolling.
D. Goods and other Expenses:
   a. Printed education 3x5 cards for HVE Traffic Stops
   b. Total amount = $500 per year
   c. The education cards are a necessary part of the positive educational aspect of the outreach patrol stops.
E. Equipment – No Equipment included $0

Year 1 Total Direct Expenditures: $11,000 match + $70,500 grant funds = $81,500
Second 12 Month project period
A. Employee Salaries and Benefits
   a. This amount is based on the number for outreach patrols that can be conducted in an 8-month period, excluding the winter months when the weather is not conducive to spotter patrols. The outreach patrols would consist of 4 officers and 1 spotter
   b. One patrol: 4 hours x $75/hour x 5 officers = $1,500
   c. Four patrols per month = $6,000
   d. Total amount for 8-months of HVE’s = $48,000 per year
   e. Outreach patrols are necessary for this project as they are a proven effective WTSC strategy for reducing collisions and risk to people walking and rolling.
B. Travel – No Travel included $0
C. Contract Services – $10,000 Radio segments and advertising
D. Goods and other Expenses:
   a. Printed education 3x5 cards for HVE Traffic Stops
   b. Total amount = $500 per year
   c. The education cards are a necessary part of the positive educational aspect of the outreach patrol stops.
E. Equipment – No Equipment included $0

Year 2 Total Direct Expenditures: $10,000 match + $48,500 grant funds = $58,500

24-Month Total Direct Expenditures: $21,000 Match + $119,000 Grant) = $140,000 (15%) (85%)

Indirect Cost Letter
Note: To be completed and submitted with the Budget Overview and Indirect Cost Letter, if applicable.

Project Title: Protecting Mobility for All

If requesting indirect cost, respond accordingly.
• 10 percent or lower indirect cost request
• Write a brief statement that says what percentage of indirect the project needs from zero to 10 percent. Include the statement with the budget submission.

Walker and Roller Safety Enhancement Project
RFP 2021-01
INDIRECT COST LETTER
Project Title: Protecting Mobility for All

For the “Protecting Mobility for All” project we are requesting 0% Indirect Costs.
## 1G – Application Checklist

1G - Application Checklist showing that all necessary materials have been included in the application (0 points, Mandatory Document)

<table>
<thead>
<tr>
<th>Document</th>
<th>Included in PDF submitted through application link</th>
</tr>
</thead>
<tbody>
<tr>
<td>X 1A - Applicant Intake Form</td>
<td>Yes</td>
</tr>
<tr>
<td>X 1B - Certifications and Assurances</td>
<td>Yes</td>
</tr>
<tr>
<td>X 1C - Executive Order 18-03 Form</td>
<td>Yes</td>
</tr>
<tr>
<td>X 1D - Project Narrative (12-page limit)</td>
<td>Yes</td>
</tr>
<tr>
<td>X 1E - Project Timeline</td>
<td>Yes</td>
</tr>
<tr>
<td>X 1F - Budget, Budget Justification, and Indirect Costs</td>
<td>Yes</td>
</tr>
<tr>
<td>X 1G - Application Checklist showing that all necessary materials have been included</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Maps, Tables, Charts, & Graphics

in support of

Bellingham’s proposed

“Protecting Mobility for All”

public safety campaign

provided on next pages
Pedestrian and Bicycle Improvements Completed in Low-Income Neighborhoods

Cultural Diversity of Bellingham Population

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Race</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>83.2%</td>
<td>73,853</td>
</tr>
<tr>
<td>Black or African American</td>
<td>1.6%</td>
<td>1,416</td>
</tr>
<tr>
<td>American Indian and Alaskan Native</td>
<td>1.1%</td>
<td>1,012</td>
</tr>
<tr>
<td>Asian</td>
<td>5.9%</td>
<td>5,277</td>
</tr>
<tr>
<td>Native Hawaiian and other Pacific Islander</td>
<td>0.2%</td>
<td>207</td>
</tr>
<tr>
<td>Other race</td>
<td>3.1%</td>
<td>2,739</td>
</tr>
<tr>
<td>Two or more races</td>
<td>4.8%</td>
<td>4,260</td>
</tr>
<tr>
<td>Ethnicity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>9.2%</td>
<td>8,185</td>
</tr>
<tr>
<td>Not Hispanic or Latino</td>
<td>90.8%</td>
<td>80,579</td>
</tr>
<tr>
<td>Category</td>
<td>Percentage</td>
<td>Number</td>
</tr>
<tr>
<td>Total Limited English Proficiency Population (LEP)</td>
<td>3.4%</td>
<td>2,866</td>
</tr>
</tbody>
</table>

Limited English Proficiency by Language

<table>
<thead>
<tr>
<th>Language</th>
<th>Percentage</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanish</td>
<td>1.5%</td>
<td>1,317</td>
</tr>
<tr>
<td>Other Indo-European language</td>
<td>0.8%</td>
<td>709</td>
</tr>
<tr>
<td>Asian and Pacific Islander languages</td>
<td>1.0%</td>
<td>860</td>
</tr>
</tbody>
</table>

Income in past 12 months below the poverty level

20.8%
Maps of Cultural Diversity, Languages, and Incomes in Bellingham
Bellingham School District total K-12 enrollment and Free/Reduced Meals Program enrollment summarized by Census Block Group geography. * Western Washington University (Census Tract 10, Block Group 1) shows percent of on-campus residents eligible for Pell Grants.
LOCATION AND PROJECT PRIORITIZATION

After scoring and ranking fatal and serious injury collision locations, staff further examined all other collisions (including minor injury, possible injury, and no apparent injury) in these locations, as well as locations with similar characteristics and risk factors to vulnerable users, to prioritize safety improvements, shown in Table 4.

<table>
<thead>
<tr>
<th>DATE</th>
<th>PRIMARY STREET</th>
<th>INTERSECTING STREET</th>
<th>Fatal</th>
<th>Serious</th>
<th>Minor</th>
<th>Possible</th>
<th>TOTAL SCORE</th>
<th>PRIORITY TIER</th>
<th>PROPOSED IMPROVEMENT</th>
<th>COST ESTIMATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>04/16/2018</td>
<td>E BAKERVIE</td>
<td>JAMES ST</td>
<td>3</td>
<td>2</td>
<td>12</td>
<td>45</td>
<td>1</td>
<td>1</td>
<td>Roundabout</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Associated</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Multibus Path west</td>
<td>$750,000</td>
</tr>
<tr>
<td>02/20/2017</td>
<td>LYNCH ST</td>
<td>W ILLINOIS ST</td>
<td>1</td>
<td>3</td>
<td>42</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>ADA, Bike Lanes</td>
<td>$60,000</td>
</tr>
<tr>
<td>12/20/2018</td>
<td>NORTHWEST</td>
<td>W ILLINOIS ST</td>
<td>1</td>
<td>3</td>
<td>42</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>ADA, RRFB crosswalk</td>
<td>$60,000</td>
</tr>
<tr>
<td>11/16/2016</td>
<td>W ILLINOIS ST</td>
<td>RUSSELL ST</td>
<td>1</td>
<td>3</td>
<td>42</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>ADA, RRFB crosswalk</td>
<td>$30,000</td>
</tr>
<tr>
<td>Associated</td>
<td>W ILLINOIS ST</td>
<td>MERIDIAN ST</td>
<td>1</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>Roundabout</td>
<td>$250,000</td>
</tr>
<tr>
<td>Associated</td>
<td>W ILLINOIS ST</td>
<td>MERIDIAN TO LYNN ST</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>ADA, Sidewalk both</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>07/12/2014</td>
<td>F ST</td>
<td>GIRARD ST</td>
<td>1</td>
<td>42</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>Girard bike lanes</td>
<td>$10,000</td>
</tr>
<tr>
<td>Associated</td>
<td>MERIDIAN ST</td>
<td>W ILLINOIS ST TO BIRCHWOOD</td>
<td>16</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>Meridian bike lanes</td>
<td>$75,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Associated</td>
<td>MERIDIAN ST</td>
<td>ILLINOIS ST TO BROADWAY</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>Shared Lane Markings</td>
<td>$5,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Associated</td>
<td>GIRARD ST</td>
<td>YOUNG ST TO BROADWAY</td>
<td>6</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>Girard bike lanes</td>
<td>$75,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/29/2017</td>
<td>BYRON AVE</td>
<td>LINCOLN ST</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>Green Bike Markings</td>
<td>$5,000</td>
</tr>
<tr>
<td>07/16/2015</td>
<td>LINCOLN ST</td>
<td>BYRON AVE</td>
<td>1</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Green Bike Markings</td>
<td>$5,000</td>
</tr>
<tr>
<td>03/04/2017</td>
<td>LINCOLN ST</td>
<td>LAKEWAY DR</td>
<td>1</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Rechannelization, Bike Lanes, Possible UPL</td>
<td>$400,000</td>
</tr>
<tr>
<td>Associated</td>
<td>LINCOLN ST</td>
<td>VIKING CIRCLE</td>
<td>2</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Hawk Signal</td>
<td>$100,000</td>
</tr>
<tr>
<td>Associated</td>
<td>LINCOLN ST</td>
<td>E MAPLE ST</td>
<td>3</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Traffic Signal</td>
<td>$400,000</td>
</tr>
<tr>
<td>Associated</td>
<td>LINCOLN ST</td>
<td>ELWOOD TO LAKEWAY</td>
<td>2</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Road Diet, Buffered Bike Lanes</td>
<td>$750,000</td>
</tr>
<tr>
<td>Associated</td>
<td>LINCOLN ST</td>
<td>CONSOLATION TO SAMISH/F-5</td>
<td>4</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>Sidewalk west side</td>
<td>$500,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/02/2018</td>
<td>TELEGRAPH</td>
<td>E MCLOD RD</td>
<td>2</td>
<td>1</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>ADA ramp upgrades, crosswalk</td>
<td>$100,000</td>
</tr>
<tr>
<td>10/01/2018</td>
<td>CEDARWOOD</td>
<td>BIRCHWOOD</td>
<td>2</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Bike Boulevard</td>
<td>$40,000</td>
</tr>
<tr>
<td>10/06/2015</td>
<td>CHERWOOD</td>
<td>COTTONWOOD</td>
<td>1</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Bike Boulevard</td>
<td>$40,000</td>
</tr>
<tr>
<td>07/12/2015</td>
<td>W KILLOG RD</td>
<td>CORDATA PKWY</td>
<td>1</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Reduce Roundabout from 2 lanes to 1</td>
<td>$150,000</td>
</tr>
<tr>
<td>06/23/2018</td>
<td>11TH ST</td>
<td>FINNEGAN WAY</td>
<td>2</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Reconstruction</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>Associated</td>
<td>12TH ST</td>
<td>MILL ST</td>
<td>3</td>
<td>2</td>
<td>35</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>Traffic Signal</td>
<td>$500,000</td>
</tr>
</tbody>
</table>

Tier 3 locations are not considered competitive and most Tier 2 locations are currently being examined in the 2020-2021 Lincoln-Lakeyway Multimodal Transportation Study. The Tier 1 prioritized locations considered most competitive for the City Safety Program federal HSIP grant funding include:

- James Street corridor between E. Bakerview Road and Telegraph Road
- W. Illinois Street corridor between Sunset Drive and Lynn Street
- Meridian Street-Girard Street corridor between Halleck Street and Squalicum Parkway
Figure 16. 2020 Local Road Safety Plan Top 5 Priorities for WSDOT City Safety Program