P300
BUILDING HEALTHY COMMUNITIES FUND APPLICATION

Application Instructions

Applications should be submitted via electronic mail to info@verdanthealth.org. If you have questions about your eligibility or the application, we encourage you to visit www.verdanthealth.org. You may also contact George Kosovich at 425-582-8572 or via e-mail with questions. The deadline for applications is November 1, 2013 at 5 p.m.

Application Checklist

1. Completed application answering each question
2. Program or project budget
3. List of your organization’s Board of Directors, with their affiliations
4. If not recently submitted to Verdant, two years of your organization’s financial statements and audits (audit requirement may be waived for small organizations)

1. Organization Information

<table>
<thead>
<tr>
<th>Organization Name</th>
<th>Cities of Edmonds, Lynnwood &amp; Mountlake Terrace</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Tax ID Number</td>
<td>City of Lynnwood: 91-6015840</td>
</tr>
<tr>
<td>Contact Person Name</td>
<td>Sarah Olson, City of Lynnwood</td>
</tr>
<tr>
<td>Contact Person Phone Number</td>
<td>425-670-5503</td>
</tr>
<tr>
<td>Contact person e-mail</td>
<td><a href="mailto:solson@ci.lynnwood.wa.us">solson@ci.lynnwood.wa.us</a></td>
</tr>
<tr>
<td>Website</td>
<td><a href="http://www.PlayLynnwood.com">www.PlayLynnwood.com</a></td>
</tr>
<tr>
<td>Address</td>
<td>PO Box 5008</td>
</tr>
<tr>
<td>City, State, Zip</td>
<td>Lynnwood, WA 98046-5008</td>
</tr>
</tbody>
</table>
A. Please tell us briefly about your organization’s mission and background (limit 1200 characters).

Edmonds is a vibrant walkable waterfront town which is celebrated as an arts community. The City of Edmonds is an 8.9-square mile urban community with 39,800 people. Edmonds has many characteristics including an outstanding quality of life that make it an excellent location to start a business.

Lynnwood is the economic hub of South Snohomish County and its accessibility, variety of housing and employment options, colleges and outstanding park system attract a wide variety of businesses and residents. For its diverse population of more than 36,000, Lynnwood is a great place to live, work and play.

Mountlake Terrace is a compact, urban community with a population of 20,198 in 4.1 square miles, making it one of the densest cities in the state. It is a community of neighborhoods with key features that include a revitalizing town center, parks, Lake Ballinger, and the Mountlake Terrace Transit Center. The City has adopted a Complete Streets program and is encouraging bicycling and walking as active forms of transportation and recreation.

2. Program or Project Description

A. Name of project or program: BikeLink

B. Amount of funding requested: 1900000

C. Which of Verdant Health priorities does this project address? You can find more detailed descriptions of these priority areas at www.verdanthealth.org.

- ☒ Education & Empowerment
- ☒ Prevention
- ☐ Access to Healthcare Services
- ☒ Policy and Advocacy
D. Please describe your program or project. Be sure to explain how it will sustain long-term improvements that help residents to live healthy and active lives (limit 3000 characters).

The Cities of Edmonds, Lynnwood and Mountlake Terrace are working to make access to health and wellness choices for community members easier by improving the built environment. Collectively the cities have implemented 23 miles of bicycle infrastructure over the past decade; however, many of these bicycle segments have been constructed piecemeal as part of larger capital improvements projects which has resulted in creating a non-continuous, segmented bicycle network. Many times this segmented bicycle network is the reason why area residents choose to use other methods of travel or limit their cycling.

This BikeLink project will serve to establish a regional bicycle network with the goal to increase bicycle ridership and reduce the number of traffic collision injuries or deaths. This will be accomplished by: 1) completing 11 critical missing links (construct 29,900 linear feet or 5.7 total miles) of the community's bicycle network; 2) installing bicycle emphasis and wayfinding signs; 3) installing bicycle parking at key destinations; and 4) conducting public education and outreach about bicycle safety, benefits, maps and routes. In total, ten miles of the bicycle network will be completed or connected through various methods which include new bicycle lanes, shared lane markings, select widening via landscape strip elimination, elimination of non-essential vehicle capacity lanes, narrowing of existing vehicle lanes and bicycle route signing. No removal of on-street parking is planned.

Once completed, the "missing links" along with the other proposed improvements will create a regional bicycle network skeleton which establishes several key north/south and east/west corridor routes and connects major destinations and transit locations (Appendix A: BikeLink Map). Proposed routes include: Edmonds Waterfront - Lynnwood; Lynnwood Transit Center - Edmonds Community College; and Swedish/Edmonds - Interurban & MLT Transit Center; and other key routes.

This project includes a pre- and post-usage study of the corridors and segments. The signing element will be coordinated for the entire regional network to add trail head markers, route wayfinding, and destination locators. End-of-trip facilities (i.e. bike parking) will be considered for high traffic destinations. The education and outreach component will be conducted in partnership between the cities, Community Transit, Swedish/Edmonds, Cascade Bicycle Club and Edmonds Bicycle Advocacy Group.

Physical activity is a critical component in combating the underlying causes of many chronic disease and obesity. Overall, this project will serve to improve access to safer cycling by all community residents, increase ridership, and generally improve the health of community members upon completion of the regional bicycle network. Providing an improved bicycle infrastructure is one key component to the overall approach of connecting the South Snohomish County region by making it safer and easier to bike and walk.
E. Who will be served by this program or project? Be sure to explain how the project serves residents of Verdant Heath’s district and provides access to health and wellness opportunities in neighborhoods or communities that are not currently available. (limit 3000 characters).

The BikeLink project aims to serve anyone living in, working in or traveling through South Snohomish County who wants to bicycle. In a survey sent to community members by Cascade Bicycle Club, only 13 percent of the 333 respondents bicycled as their regular form of transportation but 70 percent strongly agreed with the statement “I would like to travel by bike more than I do now.” Gaps in the existing bicycle network were identified as a significant factor in why people do not currently ride a bicycle by over 70 percent of respondents. Bicycling holds significant health benefits and this project takes the first critical steps to create a regional bicycle network for South Snohomish County that will make bicycling more accessible and safer for commuters and recreational users who currently want to bike more but do not for lack of safe and connected routes. For example, one of the safest corridors to bike is the Interurban Trail; however, access to and from the trail and making on-road connections can be challenging and in some cases dangerous as noted by the Bikeability Tour Report conducted by Cascade Bicycle Club. Linking the trail at various segments, such as at 212th St SW, Lakeview Drive, and 208th ST SW, and adding way finding signage will make connecting to the Interurban more accessible for riders.

The Bikeability Tour Report identified three major recommendations to improve the region’s bicycle network including: 1) Boost connectivity at cross-roads; 2) Update the infrastructure; and 3) Adopt uniform way finding standards.

Various missing links currently exist in the community's existing bicycle network. In developing this funding proposal, critical missing links were selected for inclusion based on the following criteria:

1) Connectivity benefits to the existing bicycle facility network
2) Bicycle collisions
3) Constructability and cost
4) Community support
5) Proximity to key facilities such as the Edmonds Ferry, Lynnwood and Mountlake Terrace Transit Centers (future Link Light Rail connections), SWIFT bus rapid transit stations (service every 10 minutes weekdays and 20 minutes nights and weekends), Edmonds Community College/Central Washington University branch campus, Swedish/Edmonds hospital, and connection to the Interurban Trail, Civic Centers, employment centers, multi-family housing and others.

By establishing a regional bicycle network skeleton, we will be creating several significant north/south and east/west travel corridors that will improve access to many more community members for safer bicycling.
F. What are your goals, objectives and anticipated outcomes of the project? How will you measure the impact of this project in improving South Snohomish County residents’ lives (limit 3000 characters)?

The health benefits from walking and cycling are well accepted and documented. Physical activity is a critical component in combating the underlying causes of many chronic diseases, such as cancer, heart disease, diabetes, and obesity. More than 27 percent of Snohomish County residents are obese and only 50 percent of residents engage in the recommended amount of daily physical activity (The Health of Snohomish County: Community Report Card, Snohomish Health District 2013).

Bicycling, for either transportation or recreation, can provide residents in the Verdant Health District with more opportunities to stay physically active and lead healthy lifestyles however, a safe means to do so is needed. Other studies including the Bikeability Portland report demonstrate a direct connection between improved bicycle facilities and increased ridership. We offer that by creating an improved bicycle network, residents will have improved access to cycling opportunities which will increase ridership and the health of community residents.

The goals of the BikeLink Project include:
1) Create a regional bicycle network "skeleton" including three (3) east/west and two (2) north/south corridor routes by completing eleven (11) critical missing links through interjurisdictional collaboration.
2) Increase access and safety of bicycling by improving way finding signage to and from major destinations to the safest bicycle corridors and routes.
3) Reduce barriers to cycling by providing end-of-trip facilities (i.e. bike racks and lockers) at major destinations.
4) Improve safety of bicycling in South Snohomish County through education and outreach measures (e.g. maps, family bike rides, and safety education).

The BikeLink Project will measure overall impact by:
1) Measure overall usage (pre-and post-construction) of the network in key locations and corridors utilizing visual and automatic counters in cooperation with the annual Washington State Bicycle and Pedestrian Documentation Project.
2) Conduct a survey to gauge the community's attitudes and behaviors toward bicycling vis-a-vis the bicycle network infrastructure and compare results to the 2013 Cascade Bicycle Club survey.
3) Measure overall improved safety by comparing collision data collected and submitted to Washington Department of Transportation on an annual basis.
4) Measure self-reported ridership changes through surveys distributed at outreach and educational events.
3. Use of Funds and Budget

A. If you receive funding from Verdant Health, how would you spend the funds (limit 2000 characters)?

This project will fund a usage study, preliminary engineering, construction, signage, additional bicycle parking, and education and outreach over the next four years as follows (Appendix B: BikeLink Summary and Appendix C: Funding Schedule):

This project has four major components:

1) Missing Link Construction (design and construction of 5.7 miles of new bicycle lanes, sharrow markings and route signing) and install Way finding & Signing (design and installation of approximately 450 bicycle warning, guide and way finding signs and plaques along/to/from existing bicycle routes including the Interurban Trail): $1,800,000
2) Install End-of-Trip facilities (i.e. Bike Parking): $20,000
3) Outreach & Education: $50,000
4) Impact measurements: $30,000
Total Package: $1,900,000

The project timeline is proposed as follows:

2014: Usage study, design phase (engineering) and begin outreach: $470,000
2015: Complete missing link signing and construction of Edmonds and Mountlake Terrace segments; continue outreach: $706,000
2016: Complete missing link signing and construction of Lynnwood segments; continue outreach; begin surveys: $699,000
2017: Complete outreach and surveys: $25,000
B. Please describe any other sources of funding or other resources in place for this project or program (limit 2000 characters).

While the region has the beginnings of a bicycle network, local agency funding for bicycle capital projects is limited and scarcely available. Most of the existing infrastructure in operation today has been constructed piecemeal as part of larger capital improvements projects which has resulted in a non-continuous, segmented bicycle network. Much of the reason any of the bicycle network exists today is due to state and federal grant programs that favor projects that include a non-motorized component; however, those segments are not required to be connected to a larger non-motorized network.

All three Cities apply for transportation grants on a regular basis and will continue to do so. However, this grant project will accommodate a regional planning effort that addresses the bicycle network as a whole as opposed to piece by piece. Additionally, city staff and local volunteers groups (i.e. Cascade Bicycle Club and Edmonds Bicycle Advisory Group) will continue to advocate for infrastructure improvements, participate in studies and promote safe cycling.

BikeLink will further Verdant's existing efforts to promote healthy lifestyles through bicycling. It will serve as the natural extension of the Bikeability Tour Report, conducted by the Cascade Bicycle Club, addressing the findings and implementing recommended measures. Additionally, the Verdant funded Bike Basics 101 Program now being implemented in the Edmonds School District will result in more young bicyclists in the next few years. BikeLink will provide safer roads and trails and support new cyclists in maintaining healthy lifestyles in the long term, as children and as adults.
C. Please describe your sustainability plan for this project. In other words, how will the community health and wellness improvements be maintained in the long-term (limit 2000 characters)?

The BikeLink project will provide a permanent capital investment that will not only be enjoyed by bicyclists at the year of opening, but also for generations to come. The project is a permanent solution which once constructed will provide self-sustaining health benefits for decades to come.

Each of the three cities has their own dedicated public works street maintenance programs that regularly maintain and repair street and bicycle infrastructure. The proposed bicycle improvements such as signing and pavement markings will be maintained by each of the respective city’s public works departments. The street maintenance departments are typically funded with surface water utility and general fund monies.

The street maintenance departments will routinely sweep the bicycle improvements and will reapply the pavement markings when they get worn. Bicycle signs will be cleaned when necessary and replaced when they are no longer in an operable condition.

Lastly, the addition of outreach, education and end-of-trip facilities will serve to sustain efforts geared at increasing ridership and improving health provided by the bicycle non-profits.
D. Project/Program Budget: you may complete this form, or create your own to submit.

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<thead>
<tr>
<th>Revenue</th>
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<tr>
<td>Funds from Verdant Health (from section 2B)</td>
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<td>Other revenue (specify):</td>
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<tr>
<td>Other revenue (specify):</td>
<td></td>
</tr>
<tr>
<td>Other revenue (specify):</td>
<td></td>
</tr>
<tr>
<td>In kind support (specify): The cities will fund ongoing maintenance</td>
<td></td>
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<tr>
<td>Misc. revenue (specify): The cities will continue to pursue additional funding opportunities to improve and expand the network</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td><strong>$1,900,000</strong></td>
</tr>
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<table>
<thead>
<tr>
<th>Expenses</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Salaries &amp; Benefits</td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
</tr>
<tr>
<td>Rent/Utilities</td>
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</tr>
<tr>
<td>Training</td>
<td></td>
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<tr>
<td>Printing/Postage/Publications</td>
<td>20000</td>
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<td>Supplies</td>
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<tr>
<td>Other (specify): Design</td>
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<td>Other (specify): Construction</td>
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<tr>
<td>Other (specify): Usage Studies</td>
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<tr>
<td><strong>Total Expenses</strong></td>
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| Budget Surplus/(Deficit)                      | $ 0   |

E. Please explain any significant surplus or deficit in the budget.

N/A

4. Certification/Submission by Authorized Representative

A. To the best of my knowledge and belief, all information in this application is true and correct. I am authorized by my organization to submit this application.

☒ Yes    ☐ No

B. Authorized representative submitting this application:

Name: Sarah Olson, City of Lynnwood

Title: Marketing & Outreach Supervisor
## Appendix B: BikeLink Summary

<table>
<thead>
<tr>
<th>Bike Link (Item)</th>
<th>Agency</th>
<th>Length</th>
<th>Design</th>
<th>Construction</th>
<th>Total Cost</th>
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<tbody>
<tr>
<td>52nd Ave W - 212th to 208th (Bike Lanes)</td>
<td>Lynnwood</td>
<td>1270</td>
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<td>$53,507.00</td>
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<td>200th St SW - 68th to SR99 (Bike Lanes)</td>
<td>Lynnwood</td>
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<td>$26,383.00</td>
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<td>600</td>
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<td>48th Ave W - 200th to 196th (Bike Lanes/widening)</td>
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<td>$137,612.00</td>
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<td>48th Ave W - 194th to 183rd (Bike Lanes/Sharrows)</td>
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<td>$133,986.00</td>
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<td>9th/80th (Bike Route Signing)</td>
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<td>-</td>
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<td>Improved Bicycle Signing (existing routes)</td>
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<td>$39,120.00</td>
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<td>Bike Parking installations</td>
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<td>Before/After Usage Study</td>
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<td>$30,000.00</td>
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<tr>
<td>Outreach &amp; Education</td>
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<td>-</td>
<td>$50,000.00</td>
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**Total Costs:**

- **Before/After Usage Study** $30,000.00
- **Outreach & Education** $50,000.00

Rounded: $530,000 $1,370,000 $1,900,000

- **Total Costs:** 28% 72% 100%
## Appendix C: Funding Schedule*

<table>
<thead>
<tr>
<th>Task</th>
<th>Year</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Complete Design - Edmonds, Lynnwood &amp; MLT</td>
<td>2014</td>
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<tr>
<td>Before Usage Study</td>
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<tr>
<td>Outreach Year 1</td>
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<td><strong>2014 Subtotal</strong></td>
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<tr>
<td>Missing Link &amp; Signing Construction - Edmonds &amp; MLT</td>
<td>2015</td>
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<tr>
<td>Outreach Year 2</td>
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<tr>
<td><strong>2015 Subtotal</strong></td>
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<td><strong>$706,000</strong></td>
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<tr>
<td>Missing Link &amp; Signing Construction - Lynnwood</td>
<td>2016</td>
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<tr>
<td>Bike Parking Installation</td>
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<td>Outreach Year 3</td>
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<tr>
<td>After Usage Study 1</td>
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<tr>
<td><strong>2016 Subtotal</strong></td>
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<td>Outreach Year 4</td>
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<td><strong>2017 Subtotal</strong></td>
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<td>*possible schedule option</td>
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<tr>
<td><strong>Grand Total</strong></td>
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<td><strong>$1,900,000</strong></td>
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*Includes 76th & 212th links
Appendix D: SW Snohomish County BikeLink Project Detail

Typical Sections: 52nd Ave W - 212th to 208th (Lynnwood)

Note: These sections are conceptual and may change prior to construction
Appendix D: SW Snohomish County BikeLink Project Detail

Typical Sections: 200th St SW - 64th to SR-99 (Lynnwood)

Note: These sections are conceptual and may change prior to construction
Appendix D: SW Snohomish County BikeLink Project Detail

Typical Sections: 200th St SW - 68th to 64th (Lynnwood)

Note: These sections are conceptual and may change prior to construction
Typical Sections: 200th St SW - 50th to 48th (Lynnwood)

Note: These sections are conceptual and may change prior to construction
Typical Sections: 48\textsuperscript{th} Ave W - 196\textsuperscript{th} to 200\textsuperscript{th} (Lynnwood)

Note: These sections are conceptual and may change prior to construction
Typical Sections: 48th Ave W - 194th to 196th (Lynnwood)

Note: These sections are conceptual and may change prior to construction
Appendix D: SW Snohomish County BikeLink Project Detail

Typical Sections: 48th Ave W – 183rd to 194th (Lynnwood)

Note: These sections are conceptual and may change prior to construction
Typical Sections: 76th Ave W - 196th to 208th (Edmonds/Lynnwood)

Note: These sections are conceptual and may change prior to construction
Appendix D: SW Snohomish County BikeLink Project Detail

Typical Sections Not Shown:

76th Ave W – Olympic View Drive to 196th (Edmonds/Lynnwood)

76th Ave W – 208th to 220th (Edmonds)

212th St SW – 84th to 63rd (Edmonds/Lynnwood)

220th St SW – 84th to 76th (Edmonds)

Signing Route: Dayton/9th/Bowdoin (Edmonds)

Signing Route: 9th/80th (Edmonds)

Signing Route: 220th/56th (Mountlake Terrace)

Note: These sections are conceptual and may change prior to construction
Verdant Health Commission  
3815 196th St. SW, Suite 136  
Lynnwood, WA 98036

October 29, 2013

To whom it may concern:

I am writing to express the strong support of Cascade Bicycle Club (Cascade) for the Cities of Edmonds, Lynnwood and Mountlake Terrace submittal to Verdant Health Commission’s “Building Healthy Communities Fund.” The proposed improvements to the bicycle network will create safer, more convenient transportation options for residents in these three communities as well as anyone who rides a bike or is interested in bicycling in South Snohomish County.

The level of traffic stress one feels when riding a bike does not reflect an average over an individual’s entire commute, but rather the weakest link. As reflected in research on encouraging more people to ride, a stressful street crossing or a disappearing bicycle facility can prevent people from choosing to bicycle. Cascade believes completing the eleven links proposed in the application will enhance connectivity for bicycling throughout South Snohomish and will increase ridership and improve health outcomes with a more user-friendly network comfortable to more riders.

In addition to completing missing bike facilities, Cascade is excited to see this application includes wayfinding, education and measurement. In the two bicycle audits Cascade led in South Snohomish County and in our business roundtable, participants identified wayfinding to travel to a destination by bike as a key concern and opportunity. By creating easily understandable, unique signage, the communities will build off the existing bicycle network and guide those interested in traveling by bike toward key destinations such as transit, parks and schools. Wayfinding signage also raises awareness of bicycling to all road users. Education is a necessary component to teach people how to safely and comfortably ride and make sure all users are familiar with the rules of the road. Lastly, to improve community health, these projects must get more people on bikes. By tracking ridership over time as facilities, signage and education are added, future investments in bicycling can be even more effective.

We believe the BikeLink project will have a significant impact on the area as it continues to develop into a more walkable and bikeable neighborhood. With future expansion of businesses, such as Swedish/Edmonds Hospital, Swift commuter buses and eventually light rail, this grant will help to create more transportation choices and improve access to daily physical activity for all of those who work, live or play in South Snohomish County.
Cascade Bicycle Club strongly supports the collaborative efforts of the Cities of Edmonds, Mountlake Terrace, and Lynnwood to complete these missing links. Thank you for your consideration of the funding application from these cities.

Thank you,

[Signature]

Jeff Aken
Principal Planner
Cascade Bicycle Club
October 17, 2013

Verdant Health Commission
Attn: Board of Commissioners
PO Box 2606
Lynnwood WA 98036

Ladies and Gentlemen,

The Edmonds Bicycle Advocacy Group (EBAG) appreciates the opportunity to assist the Cities of Lynnwood, Mountlake Terrace and Edmonds (Cities) in establishing a comprehensive system of route finding (BikeLink) for bicyclists and pedestrians. We understand that the Cities intend to apply for a grant from Verdant to fund the program. If the funding request is granted, the Cities will collaborate in implementing the program and may seek assistance from EBAG and the Cascade Bicycle Club.

Over the past two decades, EBAG has worked with Lynnwood, Mountlake Terrace, Edmonds and other nearby communities to promote safer and more convenient programs for bicyclists and pedestrians including trails, bicycle lanes, bicycle parking and funding for "Safe Routes to School". During the past three years, EBAG has supported the Cascade Bicycle Club and the Edmonds School District in implementing "Basics of Bicycling" a program designed to educate school children in the Edmonds School District on the safe and fun way to ride bikes that is also respectful of motorists and other non bicyclists. Basics of Bicycling would not have been successful were it not for the endorsement by the Cities and the financial support from Verdant.

We have worked with the Cities to identify bicycle routes to nearby destinations and plan to participate in the work that will be conducted to identify critical bicycle improvements, important signage needs, potential locations for bicycle parking, and in other ways as requested.

Bicycling is growing in popularity, both as a means of recreation and commuting, and with both the young and old. Many communities now realize that attracting high tech employers involves attracting their employees and many of them want a means to get to work that doesn't involve the automobile. Judging from the success of the Basics of Bicycling program and the emphasis

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placed on healthy lifestyles by Verdant and the medical community, there will be many more bicyclists following paths to healthy lifestyles in the years to come. We, in EBAG, appreciate the development of the BikeLink project and see it as a long-term improvement, which will make the roads and trails more hospitable to bicyclists. Thank you.

Sincerely,

Jan Ahlquist-Niemi, Co-Chair
Peter Hallson, Co-Chair
Edmonds Bicycle Advocacy Group

Raising safety awareness for both cyclists and pedestrians
P.O. Box 644 * Edmonds, WA 98020 * www.edmondsbicyclegroup.org
October 17, 2013
Sarah Olson
City of Lynnwood
19100 44th Avenue West
Lynnwood, WA 98036-5635

Subject: Letter of Support for SW Snohomish County BikeLink Improvements

Swedish/Edmonds supports the bike improvement collaboration from the Cities of Edmonds, Lynnwood and Mountlake Terrace shown in the BikeLink map presented earlier this week. I appreciate the fact that the proposal also reflects input from bicycle riders, local bike clubs and the community overall.

If we had to choose priorities for the most important parts of the plan, I would place at the top of the list those improvements that link safe routes to established bikeways such as the Interurban Trail, Burke Gilman Trail and transit centers as well as signage for directions to popular destinations and access points to bikeways.

It’s my hope and expectation that the kinds of improvements that become funded will become the same kinds of improvements that Swedish/Edmonds will extend to its campus when the $63.5 million hospital expansion construction begins in spring 2014 and is completed the following year. We’re at the early stage of planning new walkways, bike paths, covered bike lockers and similar improvements for use by hospital visitors, patients and employees.

Thank you for the opportunity to comment on the proposal.

Sincerely,

Steve Kaiser
Director of Marketing, Communication and Public Relations
Swedish/Edmonds