

Chelan-Douglas Transportation Council
2019 Chelan-Douglas STBG/TA Call-for-Projects
APPLICATION FORM

Chelan-Douglas Transportation Council is accepting federal funding applications for transportation improvement projects within Chelan and Douglas counties. **Completed applications must be delivered electronically to chad@chelan-douglas.org no later than 5:00 p.m. on June 7, 2019.**

Project Title:	
Lead Agency:	
Partnering Agencies:	
Contact Person / Email:	

Project Description
Attach a separate “ Project Description ” with the following elements: <ul style="list-style-type: none">✓ Comprehensive description and overview of the project and expected outcomes;✓ Vicinity Map;✓ Project budget and delivery schedule with sufficient written description of environmental permitting issues, right-of-way acquisition requirements and any other factors such as community support that may affect the project schedule;✓ Description of how project meets eligibility requirements of TA program, if appropriate;✓ Description of anticipated economic benefits, including any benefits to specific businesses, institutions or business/industrial districts, or improved access to vacant commercial or industrial lands;✓ Description of how project is consistent with the CDTA long-range transportation plan “Transportation 2040” including specific references to policies and/or identified priority transportation improvements;✓ Include any additional information required in the Project Data and Safety Worksheet sections below;✓ Other information that would help the CDTA governing board understand the merits of the project;✓ Descriptions and evidence of community support; attached as appropriate;✓ Attach any relevant award letter(s) from other granting agencies if such matching funds have already been secured for the project; and✓ If full project funding relies on another unsecured grant, identify source of and expected date of grant award, and attach a letter signed by your jurisdiction’s highest elected official acknowledging that your agency is committed to full project funding and implementation using local funds if supplemental grant funds are not secured within two (2) consecutive application cycles. Project Description may not exceed ten (10) pages (single-sided 8.5”x11”) including the vicinity map and any photographs and/or diagrams. Letters of support, other funding award letters, if appropriate the required letter of full-funding commitment, and/or any attached technical documentation required in the Project Data and Safety Worksheet sections do not count toward page limit.

Project Financial Summary

Federal Funds Requested (<i>cannot exceed 86.5% of total project cost</i>)	\$	%
Local, Non-federal Matching Funds (<i>including any local partner funds</i>)	\$	%
Other Secured Grant Funds (TIB, CRAB, etc.)	\$	%
Other Unsecured Grant Funds (TIB, CRAB, etc.)	\$	%
Total Project Cost	\$	%

Does Project Meet the Eligibility Requirements of the TA Program? Yes No

Preliminary Engineering (or Planning)	Right-Of-Way Phase	Construction Phase
Estimated Cost: \$	Estimated Cost: \$	Estimated Cost: \$
Obligation Date (mo/yr):	Obligation Date (mo/yr):	Obligation Date (mo/yr):

Project Data (*not applicable for transit capital projects or planning studies*)

Roadway Traffic Count (Average Daily Volume):		
Percent Trucks: <i>Reference classification count or explain assumptions in Project Description.</i>		
Collision Rate – Number of Accidents per 1,000 Vehicle Trips: <i>Use Collision Rate Worksheet below.</i>		
Total Length of Deficient Roadway / Length of Proposed Improvement:		
Current federal functional classification of roadway (by title, not code):		
Does project qualify for a Categorical Exemption under NEPA?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Is Right-of-Way Required?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Is project included in adopted Transportation 2040 or other CDTC plan?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Local Agency Priority Rank (e.g. 1 of 4) <i>Only required if submitting multiple funding applications.</i>		

Safety Worksheet

Does Project (or study) address a known safety concern or roadway with a high collision rate? Yes No
If "Yes" please describe in Project Description and complete the Collision Rate Worksheet. Attach supporting documentation.

Calculation of a collision rate requires a current count of average daily traffic and the most recent 5-year collision history of accidents and fatalities. Calculate the collision rate using the formula below:

$$\text{Collision Rate} = [(\text{Property Damage} \times 1) + (\text{Injury} \times 5) + (\text{Fatality} \times 10)] \div \text{ADT} \times 1,000$$

Number of Incidents with Property Damage:	x (1) =
Number of Incidents with Injuries:	x (5) =
Number of Incidents with Fatalities:	x (10) =
Total Incidents Adjusted by Weighted Sum (A):	Sum =
Average Daily Traffic (B):	
Project Collision Rate:	$[(A) \div (B)] \times 1,000 =$

Chelan County 2019 STBG Application: Totem Pole Road



PROJECT DESCRIPTION

Manson had been a rural, unincorporated town for many years; however, in the last 20 years the Manson area has seen a significant population increase. Recently the 2010 census results altered the Manson rural classification (previously designated as a Limited Area of More Intense Rural Development (LAMIRD)) to an urbanized area. Unfortunately, the roads and services endure rural characteristics, such as narrow, winding roads with steep grades and little-to-no shoulders.

Totem Pole Road is one of these roads. Totem Pole Road begins at the thriving downtown of Manson, cuts through a dense residential area leading to the Manson area schools, and then continues to recreational and agricultural lands. Given the recreational opportunities in and around Manson, the lack of non-motorized connectivity creates an unhealthy and stoic community that instead should be a hive of activity.

Every year, from spring through fall, Manson is inundated with tourists and recreationalists. And from fall to summer, students travel by bus or car to the schools. People are discouraged to walk or bike along Totem Pole Road, and students are bussed instead, even as short a distance as a quarter mile from the schools. Orchard truck and tractor operations find other ways around the area because Totem Pole Road is difficult to navigate and steep with limited sight distance.

The existing Totem Pole Road varies in width from 18 feet to 28 feet and has grades of up to 10%. Shoulder widenings are sporadic and pedestrians or bicyclists, should they attempt to walk/ride along the road, face many obstacles, including vegetation, ditches, retaining walls, mailboxes, power poles and non-traversable slopes, forcing them onto the roadway.

The project includes a 0.18-mile section of South Harris Road, which leads from Totem Pole Road to public access areas along Lake Chelan. Integral to the project and much needed in the area will be a stormwater drainage system and water quality facility that will carry stormwater runoff from the project site through this section of South Harris Road to the lake.

The proposed cross section for Totem Pole Road consists of 11-foot travel lanes, 4-foot shoulders with curb and gutter on each side, and sidewalk on one side. Alternatively, reduced shoulders and a shared path also will be evaluated to meet project objectives. The South Harris Avenue roadway section will be trenched and repaired to receive the storm drainage system. There is limited right-of-way along these corridors and right-of-way for both temporary and permanent easements as well as acquisition is anticipated.

When completed, the project will provide the community – school children, residents and tourists – with a safe walking and biking option. It will include new marked crossings with new cement concrete curb ramps at the 10 intersections along Totem Pole Road. It also will include a new mid-block school crossing with warning signs and plastic pavement markings enhanced by a pedestrian-activated crossing system. The safety improvements will encourage more people to bike and walk on Totem Pole Road, relieving congestion in the downtown area and promoting a healthy lifestyle for school children.



Chelan County 2019 STBG Application: Totem Pole Road

The new stormwater system also will mean less flooding and contamination to nearby Lake Chelan. In Manson, a 10-year flooding event can result from 2 inches of rain falling in 24 hours. However, the community also is in an area that tends to experience thunderstorms, which often overwhelm the open ditch system and its culverts.

With the road improvements – and the stormwater improvements – the poor drainage system will be vastly improved, reducing current flooding, erosion and the untreated stormwater runoff to Lake Chelan, the backbone of the area's tourism industry.

PROJECT BUDGET AND DELIVERY SCHEDULE

The project is estimated to cost \$4,470,000. Chelan County is applying for \$1,250,000 in STBG and TA funding. Chelan County also will apply for \$2,000,000 in funding from the Transportation Improvement Board (TIB). Applications for the 2019 TIB program are due in August 2019 and funding will be decided in November 2019. Should STBG funding be awarded to the project, Chelan County is committed to attaining full project funding.

Project added to the Statewide Transportation Improvement Program (STIP)	02/20
Project agreement signed with WSDOT Local Programs	03/20
Begin PE (PE phase authorized by FHWA through WSDOT Local Programs)	03/20
Community/stakeholder engagement complete	10/22
Environmental documents (required for every project) approved by WSDOT Local Programs	12/22
Begin right-of-way (RW phase authorized by FHWA through WSDOT Local Programs)	01/21
Right-of-way completed (certification by FHWA through WSDOT Local Programs)	12/22
Contract advertised	03/23
Contract awarded	04/23
Construction complete	06/24

It is anticipated the project's right-of-way needs will involve temporary construction easements for construction of adjacent driveway access points and for construction of retaining walls to support both the roadway and adjacent cut slopes. Permanent slope easements or fee title may be necessary for construction of shallow roadway fill and cut slopes.

It is also anticipated that the following permits and consultations will be required to construct the project: HPA, USACOE Nationwide Permit, Shorelines, 404 Ecology Permit, NPDES Construction Stormwater Permit, Section 106, Section 7 Biological Assessment (No Effect), NEPA Environmental Classification Summary (Categorical Exclusion), SEPA (Determination of Non-Significance)



Chelan County 2019 STBG Application: Totem Pole Road

TA ELIGIBILITY

Listed under eligible projects for TA funds are:

- *Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.*
- *Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.*

A top priority of the Totem Pole Road Improvement Project is to install bike- and pedestrian-friendly improvements that will provide a safe route for children attending the Manson School District. The road serves as a gateway to both the elementary and secondary education schools. However, at this time, nearly the entire student population is transported to school via school bus or private vehicles. Manson School District Superintendent Matt Charlton has said the lack of sidewalks near the school means students do not have a safe means of walking or biking to school. The school district highly supports the road improvement project, which is also eligible for the Safe Routes to School Program (SRTS). Infrastructure-related projects (sidewalk improvements, pedestrian and bicycle crossing improvements, and on-street bicycle facilities) eligible for SRTS funding also are eligible for TA funding.

Also listed under eligible funding for TA is:

- *Environmental mitigation, including pollution abatement and stormwater management.*

This project has a large stormwater component. Poor surface and underground drainage plagues the Manson area, which has limited storm drainage systems. With the proposed improvements, including curb and gutter, a closed stormwater drainage system will need to be constructed. With the widening of the road and the addition of sidewalks, the impervious area will increase, mandating stormwater quality and flow controls. The closed stormwater system for Totem Pole Road will cross under Wapato Way and continue down South Harris Avenue for treatment and discharge.

The project is listed in the Chelan County 6-Year Transportation Improvement Program (2019-2024). It is also consistent with the Chelan-Douglas Transportation Council's mission statement, which serves as the primary policy foundation for Transportation 2040 and is further articulated by its six transportation goals. Those goals, in relation to the Totem Pole Road Improvement Project, are:

Goal 1 Public Involvement: The 6-Year TIP and the Annual Construction Program undergo public notice and hearings. The resolution to create CRPs also goes through a public process. All of Chelan County's road projects are announced and progress is updated through the County's website, social media and, at times, in the local newspaper. Surrounding property owners and other interested parties will receive flyers and emails along with at least one opportunity to attend an open house. The Manson School District and the Manson Park and Recreation District are well aware of and highly supportive of this project.

Chelan County 2019 STBG Application: Totem Pole Road



Goal 2 Intergovernmental Coordination: Elements of the project align with the Manson School District's objectives to provide a safe environment for alternative modes of transportation.

Goal 3 Transportation Safety: The project will improve safety for motorists, bicyclists, pedestrians and schoolchildren.

Goal 4 Access and Mobility: The project will integrate bicycle and pedestrian improvements with roadway improvements.

Goal 5 Financial Stewardship: The project will maximize the use of bicycling and walking, in turn preserving the roadway system and relieving congestion in other parts of the city with the addition of a safe, multimodal route. It also will improve roadway geometrics.

Goal 6 Environmental Stewardship: The project will mitigate the lack of storm drainage systems and stormwater runoff treatment in the Totem Pole Road and South Harris Avenue area.

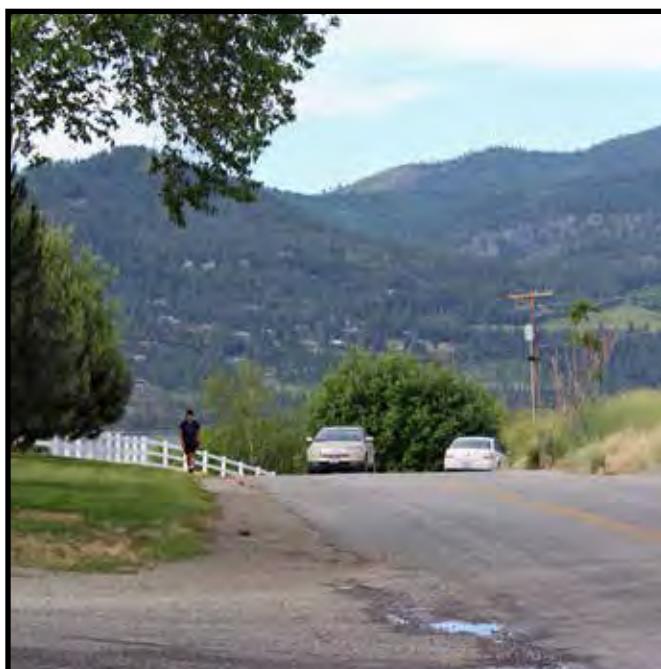
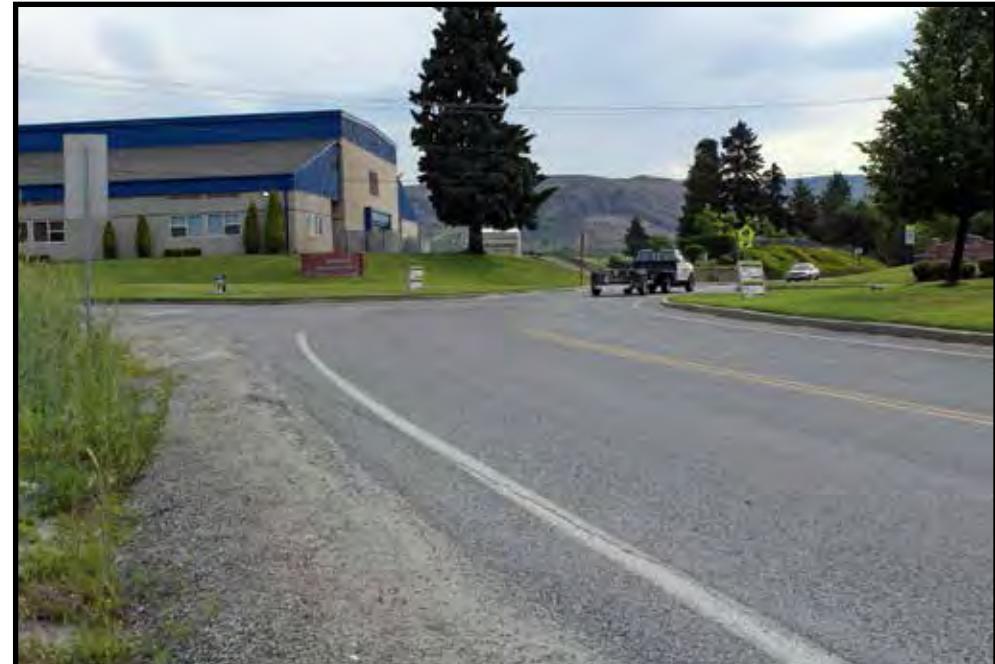
ANTICIPATED ECONOMIC BENEFITS

While the project's top priority is increasing bicyclist and pedestrian safety, the project also impacts the business district of Manson. Totem Pole Road begins at the start of the downtown area on Wapato Way, which caters to the already established and growing tourism economy of Manson. Sidewalks on Totem Pole Road grow the connectivity and walkability of downtown while easing congestion. More specifically, Totem Pole Road begins near several wineries and tasting rooms located on Wapato Way as well as the Manson Grange Hall, site of the Manson Farmer's Market and several other community events.

In addition, the project supports the current development going on in Manson. In the last five years, five small developments have occurred within the vicinity of Totem Pole Road. As more orchards continue to be converted into residential lands, this road improvement project can help support these developments and the additional traffic they will generate.

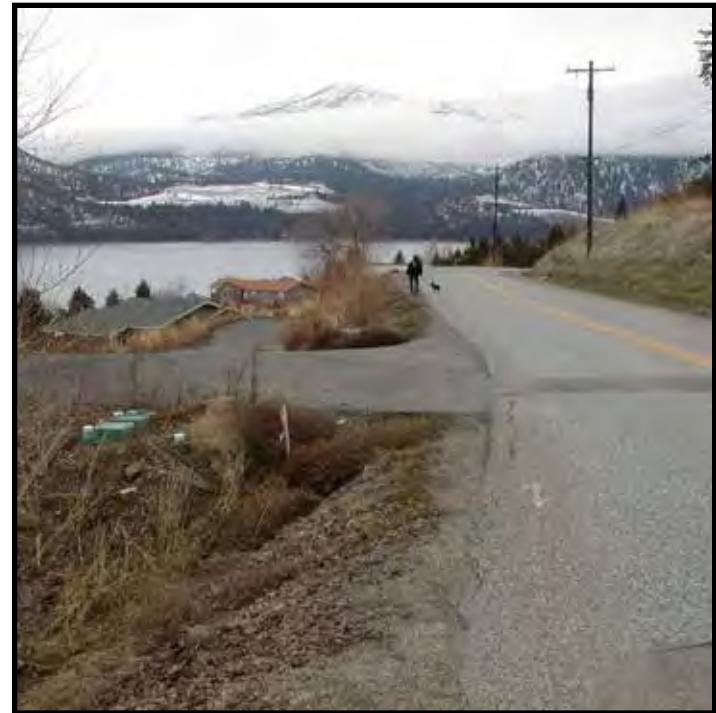
Totem Pole Road runs from downtown's Wapato Way to the Manson School District's elementary and secondary schools. The project would install sidewalk on one side, marked crossings and a pedestrian warning system at the

intersection between the schools (top left). The narrow roadway also would be widened and a shared path will be evaluated to meet the project objectives of creating a safer biking and walking option for students and residents.

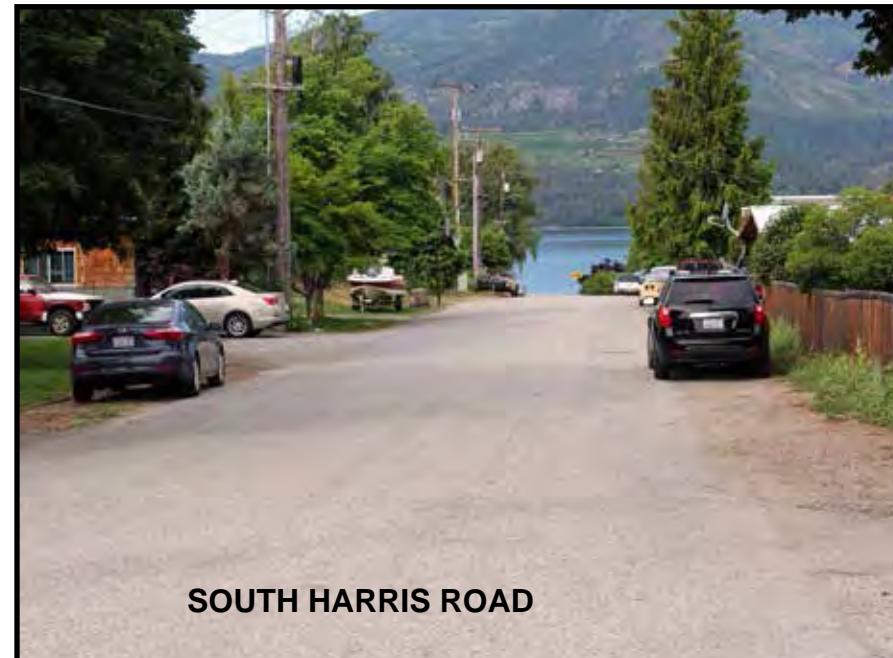
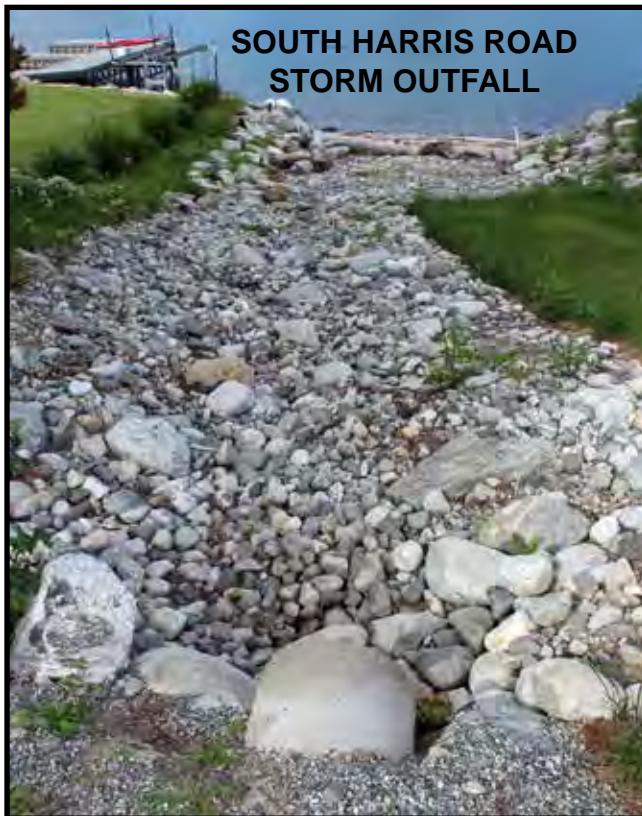




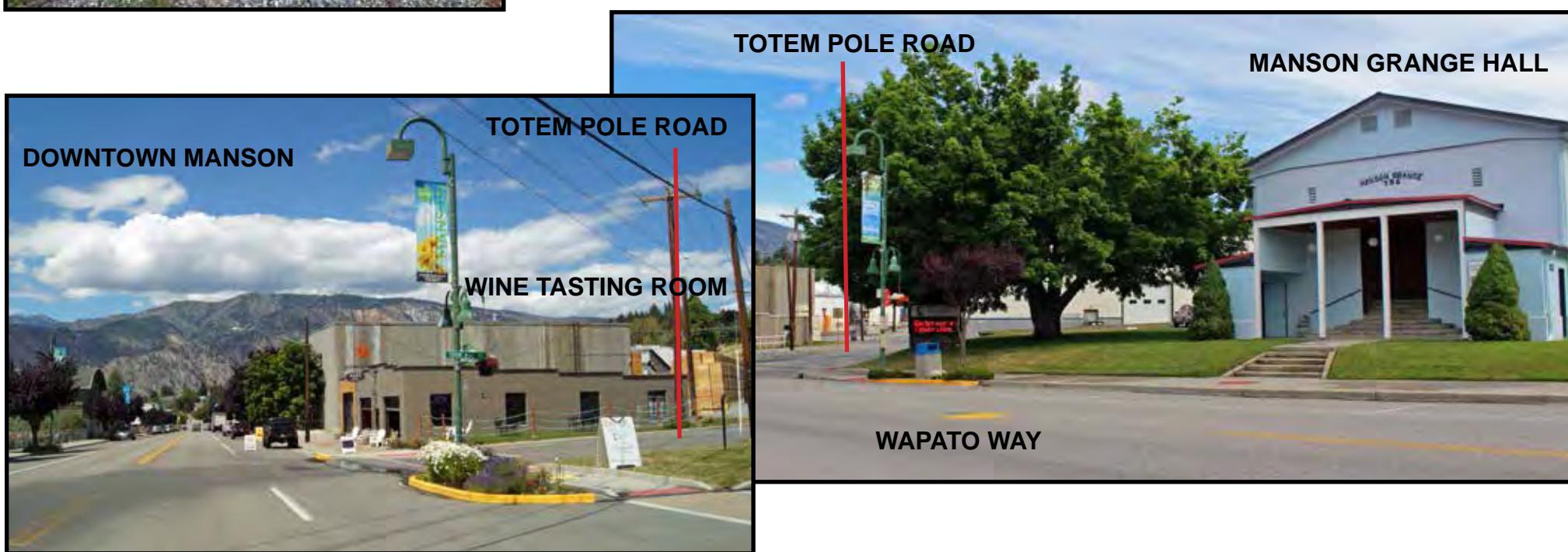
Totem Pole Road is plagued by narrow, winding roads with steep grades and no shoulders (top three photos). There are many areas along the roadway that have limited sight distances as well as obstacles such as landscaping and embankments (top left photo) that further prohibit sight distances. The roadway runs through a variety of areas, including residential, industrial and a school zone. It leads to nearby agricultural and recreational areas. At this time, orchard and tractor operators find other ways around the area because the road is so difficult to navigate (bottom photo). The new roadway would widen the road, install sidewalk on one side and improve several intersections (bottom right photo) along the nearly 1-mile project area.



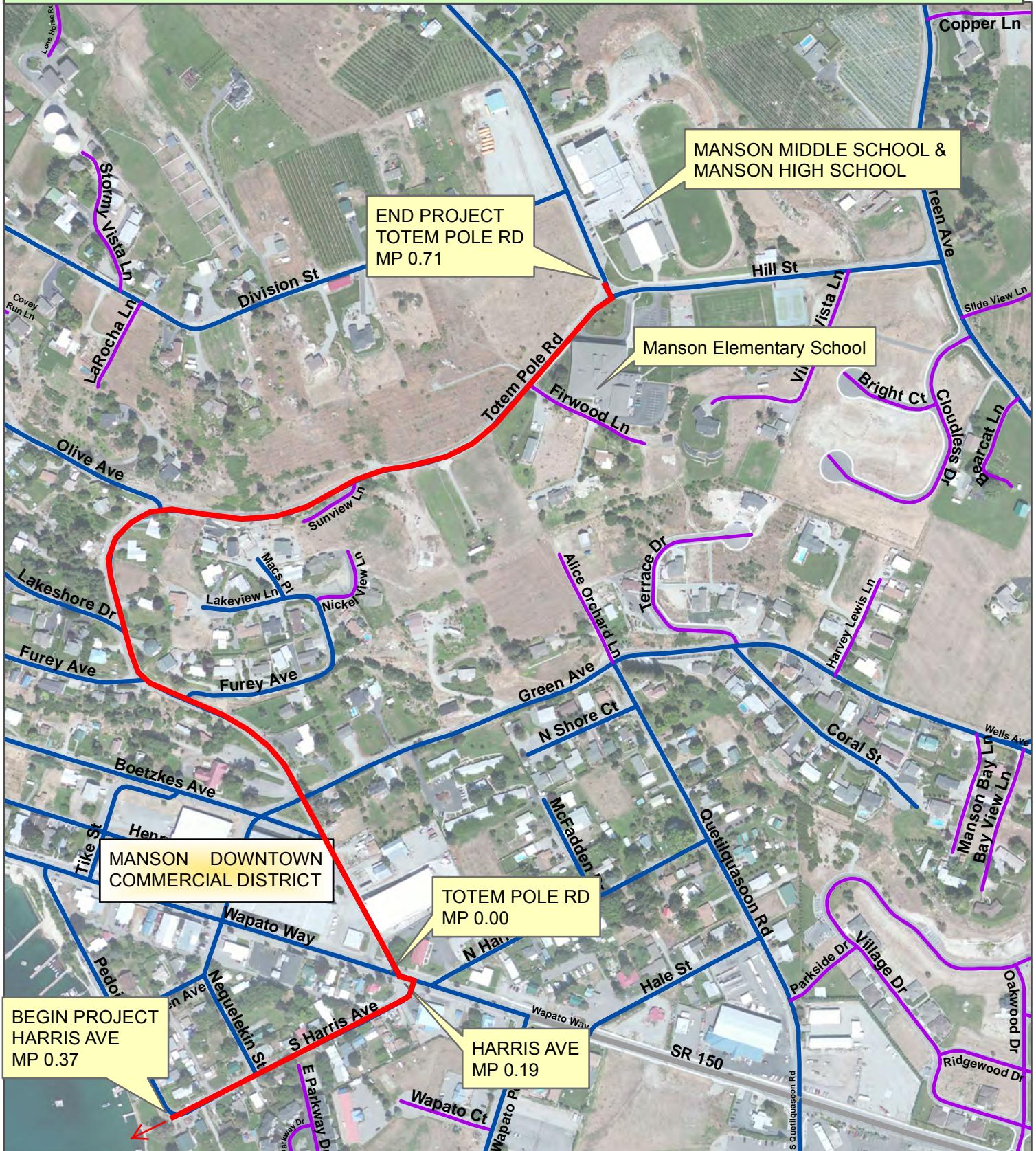
**SOUTH HARRIS ROAD
STORM OUTFALL**



The project includes a 0.18-mile section of South Harris Road, which leads from Totem Pole Road to public access areas along Lake Chelan (photos to the left). Integral to the project and much needed in the area will be a stormwater drainage system and water quality facility that will carry stormwater runoff from the project site through this section of South Harris Road to the lake. The entire project also impacts the thriving downtown of Manson, home to several wine tasting rooms and the Manson Grange Hall, which hosts several community events during the year (bottom photos).



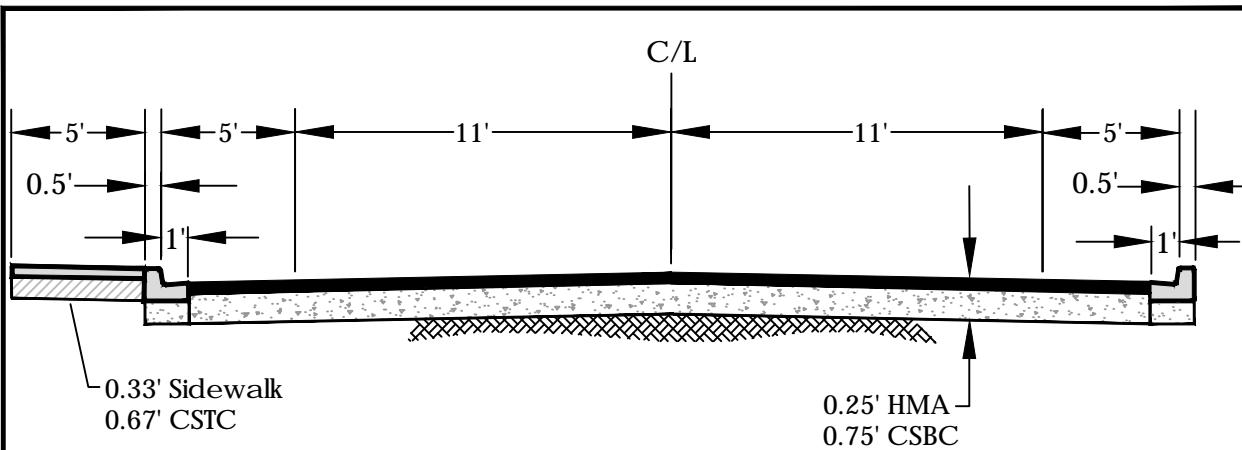
TOTEM POLE ROAD IMPROVEMENTS VICINITY MAP



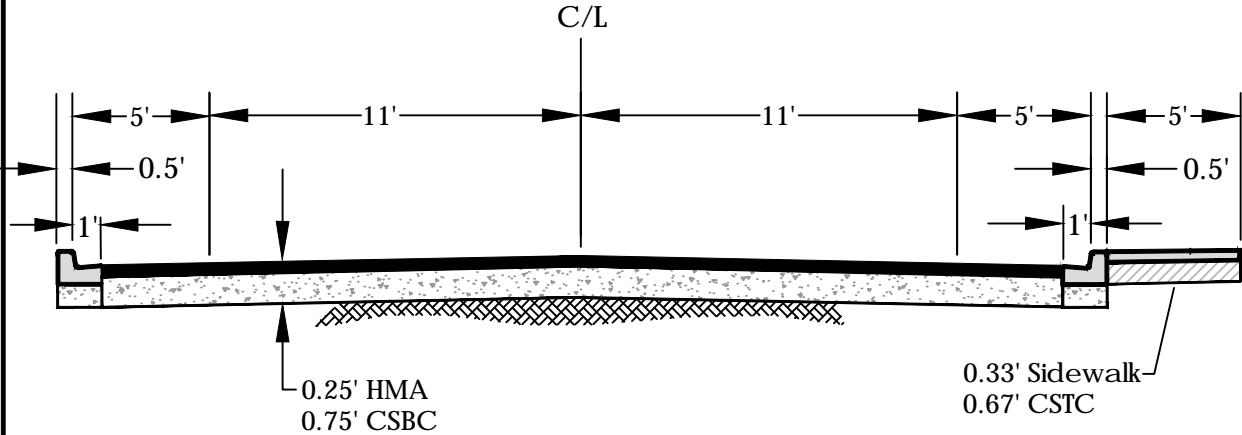
A horizontal scale bar representing distance in feet. The bar is divided into three segments by tick marks at 0, 290, 580, and 1,160. Below the bar, the word "Feet" is centered.

Print Date: 5/29/2019



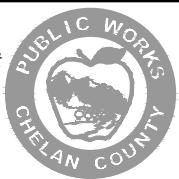


Looking ahead on Milepost for Totem Pole Rd. MP 0.122 to 0.704



Looking ahead on Milepost for Totem Pole Rd. MP 0.01 to 0.122

NOT TO SCALE



ENGINEER'S ESTIMATE

PROJECT: **Totem Pole Rd Improvements**
Totem Pole Rd MP 0.00 to 0.71 and Harris Ave MP 0.19 to 0.37

CRP-
AS OF DATE: 5/30/2019

ESTIMATOR: S. Honeycutt
CHECKED BY: PHC

ITEM NO.	ITEM	STANDARD ITEM NO.	UNITS	UNIT PRICE	GROUP 1 QTY	GROUP 1 AMOUNT
PREPARATION						
1	MOBILIZATION	0001	L.S.	\$229,560.00	1.00	\$229,560.00
GRADING						
2	ROADWAY EXCAVATION INCL. HAUL	0310	C.Y.	\$30.00	5,000.00	\$150,000.00
DRAINAGE						
						\$0.00
STORM SEWER						
3	HARRIS AVE STORM SEWER SYSTEM 1A	NSTD	L.S.	\$190,050.00	1.00	\$190,050.00
4	HARRIS AVE STORM SEWER SYSTEM 1B	NSTD	L.S.	\$83,140.00	1.00	\$83,140.00
5	TOTEM POLE RD STORM SEWER SYSTEM 1E	NSTD	L.S.	\$132,520.00	1.00	\$132,520.00
6	TOTEM POLE RD STORM SEWER SYSTEM 2A	NSTD	L.S.	\$306,940.00	1.00	\$306,940.00
7	TOTEM POLE RD STORM SEWER SYSTEM 2C	NSTD	L.S.	\$261,570.00	1.00	\$261,570.00
STRUCTURE						
8	3-FT TALL RETAINING WALL	NSTD	L.F.	\$175.00	2,530.00	\$442,750.00
9	PEDESTRIAN FENCE	NSTD	L.F.	\$70.00	476.00	\$33,320.00
SURFACING						
10	CRUSHED SURFACING BASE COURSE	5100	TON	\$35.00	6,900.00	\$241,500.00
11	CRUSHED SURFACING TOP COURSE	5120	TON	\$35.00	260.00	\$9,100.00
HOT MIX ASPHALT						
12	HMA CI. 1/2 IN. PG 64-28	5767	TON	\$110.00	2,500.00	\$275,000.00
EROSION CONTROL AND PLANTING						
						\$0.00
TRAFFIC						
13	CEMENT CONC. TRAFFIC CURB AND GUTTER	6700	L.F.	\$45.00	6,500.00	\$292,500.00
14	CEMENT CONC. PEDESTRIAN CURB	6707	L.F.	\$50.00	270.00	\$13,500.00
15	BEAM GUARDRAIL TYPE 31 - 8 FT. LONG POST	6711	L.F.	\$35.00	620.00	\$21,700.00
16	BEAM GUARDRAIL TYPE 31 NON-FLARED TERMINAL	6719	EACH	\$3,000.00	6.00	\$18,000.00
17	PAINT LINE	6806	L.F.	\$0.40	11,000.00	\$4,400.00
18	PLASTIC CROSSWALK LINE	6857	S.F.	\$10.00	580.00	\$5,800.00
19	PLASTIC STOP LINE	6859	L.F.	\$10.00	140.00	\$1,400.00
20	PERMANENT SIGNING	6890	L.S.	\$10,000.00	1.00	\$10,000.00
21	ITS NO. 1	6914	L.S.	\$30,000.00	1.00	\$30,000.00
22	PROJECT TEMPORARY TRAFFIC CONTROL	6971	L.S.	\$150,000.00	1.00	\$150,000.00
OTHER ITEMS						
23	CEMENT CONC. SIDEWALK	7055	S.Y.	\$70.00	1,650.00	\$115,500.00
24	CEMENT CONC. DRIVEWAY TYPE 1	7059	S.Y.	\$75.00	430.00	\$32,250.00
25	CEMENT CONC. CURB RAMP TYPE PARALLEL A	7058	EACH	\$3,500.00	2.00	\$7,000.00
26	CEMENT CONC. CURB RAMP TYPE PARALLEL B	7058	EACH	\$3,000.00	10.00	\$30,000.00
27	CEMENT CONC. CURB RAMP TYPE SINGLE DIRECTION	7058	EACH	\$3,000.00	1.00	\$3,000.00
28	ROADSIDE CLEANUP	7480	EST	\$1.00	2,000.00	\$2,000.00
29	SPCC PLAN	7736	L.S.	\$2,500.00	1.00	\$2,500.00
CONTRACT BID TOTAL						
						\$3,095,000.00
CONTINGENCIES						
CE ENGINEERING (% of Bid Total)						
					15%	\$450,000.00
					9%	\$275,000.00
CONSTRUCTION TOTAL						
						\$3,820,000.00
PRELIMINARY ENGINEERING (% of Const. Total)						
ROW ENGINEERING & ADMINISTRATION						
					13%	\$500,000.00
						\$50,000.00
DESIGN TOTAL						
						\$550,000.00
ROW NEGOTIATION & ACQUISITION						
						\$100,000.00
RIGHT OF WAY TOTAL						
						\$100,000.00
TOTAL PROJECT COSTS						
						\$4,470,000.00



BOARD OF COMMISSIONERS
CHELAN COUNTY
STATE OF WASHINGTON
COUNTY ADMINISTRATION BUILDING
400 DOUGLAS STREET, SUITE #201
WENATCHEE, WA 98801
PHONE (509) 667-6215 FAX (509) 667-6599

CATHY MULHALL
County Administrator
cathy.mulhall@co.chelan.wa.us

CARLYE BAITY
Clerk of the Board
Carlye.baity@co.chelan.wa.us

June 6, 2019

Chelan-Douglas Transportation Council
11 Spokane St., Suite 301
Wenatchee, WA 98801

RE: Funding of Totem Pole Road Improvement Project

To the CDTC Council,

Thank you for the opportunity to submit for STBG and TA funding for the Totem Pole Road Improvement Project. Totem Pole Road begins in Manson's downtown and cuts through a dense residential area, leading to the community's schools and to rich agricultural and recreational lands. The impacts of an improved roadway would be far-reaching, touching every aspect of the community, from its thriving business district and surrounding neighborhoods to the growing Manson schools.

The project includes widening the roadway to include shared shoulders for bicyclists, installing sidewalk on one side, installing a stormwater system with a water quality element, and constructing other safety features for pedestrians, bicyclists and school children. When improved, Totem Pole Road will serve as a safer, more pedestrian friendly roadway for the entire community.

We understand the necessity to obligate STBG funds by September 2023. Though the STBG funding will not close the funding gap completely, it will be a critical step toward a fully funded project. In addition, we will be applying for Transportation Improvement Board (TIB) funding in August 2019. The fiscal year 2019 TIB funding will be announced November 22, 2019. Chelan County is committed to full project funding and implementation using local funds if TIB funds are not secured within two consecutive application cycles.

Thank you for your consideration.

Sincerely,

Kevin Overbay, Chairman
Chelan County Board of County Commissioners

KEVIN OVERBAY
1st District
kevin.overbay@co.chelan.wa.us

BOB BUGERT
2nd District
bob.bugert@co.chelan.wa.us

DOUG ENGLAND
3rd District
doug.england@co.chelan.wa.us



Washington State Transportation Improvement Board

TIB Members

Chair
Mayor Glenn Johnson
City of Pullman

Vice Chair
Commissioner Richard Stevens
Grant County

Amy Asher
RiverCities Transit

Alyssa Ball
Office of Financial Management

Aaron Butters, P.E.
HW Lochner Inc.

Barbara Chamberlain
WSDOT

Elizabeth Chamberlain
City of Walla Walla

Mike Dahlem P.E.
City of Sumner

Sue Dreier
Pierce Transit

John Klekotka, P.E.
Port of Everett

Commissioner Robert Koch
Franklin County

John Koster
County Road Administration Board

Colleen Kuhn
Human Services Council

Mark Kulaas
Douglas County

Mayor Ron Lucas
Town of Steilacoom

Mick Matheson, P.E.
City of Mukilteo

David Ramsay
Feet First

Steve Roark, P.E.
WSDOT

Councilmember Mike Todd
City of Mill Creek

Jennifer Walker
Thurston County

Ashley Probart
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

May 29, 2019

Mr. Eric Pierson, P.E.
Public Works Director/County Engineer
Chelan County
316 Washington St, Suite 402
Wenatchee, WA 98801

Re: Eligibility of Totem Pole Road Improvement Project for TIB Funding

Dear Mr. *Pierson*,

The Transportation Improvement Board (TIB) opens the next call for projects in June 2019. The Board selects projects for funding in November 2019.

To be eligible for Urban Arterial Program (UAP) funding, a project must meet the following requirements:

- The road is owned by Chelan County
- The road is classified as an Urban Collector, Minor or Principal
- Project is listed on county's adopted Transportation Improvement Program (TIP)

Totem Pole Road Improvement Project provides access to the school complex in the Manson area. The road is a minor collector and eligible to compete for UAP funding.

Please contact Gloria Bennett, TIB Project Engineer at (360) 586-1143 or via email at GloriaB@tib.wa.gov if you need additional information.

Sincerely,

Ashley Probart
Executive Director

Manson School District

May 30, 2019

Chelan-Douglas Transportation Council
11 Spokane St. Suite 301
Wenatchee, WA 98801

CDTC Technical Advisory Committee,

I am writing this letter of support for Chelan County's grant application for Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TA) funding. As superintendent of Manson School District and resident of Manson, I am acutely aware of the need for safer walking and riding routes in our community.

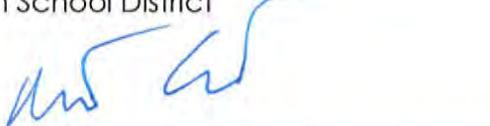
Our student population (approximately 650 students) is almost entirely transported to school via private vehicles and school district busses. This is because many of our roadways are not safe for students to walk or ride to school. Very few sidewalks exist near our schools and many of the roads do not have adequate shoulders and sight lines for drivers to see pedestrians. As a result, we have chosen to create bus stops for students, some of whom live less than a quarter mile away from our campus. Totem Pole Road (the main route to our two school buildings) is the primary concern and would be first on our list of hoped for improvements.

We currently have less than twenty students who either walk or ride a bike to school. I say this based on first hand observation each morning. We recently received a bicycle safety grant from OSPI, which will allow the school district to purchase a set of bikes and teach students proper bicycle safety. It is my sincere hope that with improvements to our roads we can see a great number of students choose this healthier way to get to school.

Sincerely,

Matt Charlton, Supt

Manson School District





June 04, 2019

Chelan-Douglas Transportation Council
11 Spokane Street, Suite 301
Wenatchee, WA 98801

Dear CDTC Technical Advisory Committee,

I am writing this letter in support of Chelan County's application to the Surface Transportation Block Grant Program (STBG) and the Transportation Alternatives Program (TA). As Director of Manson Park & Recreation District, I cannot emphasize enough the need for safe walking and riding routes in Manson.

Manson Parks offers youth sports programs, summer swimming lessons, and safe parks for our community members to recreate. We, as a Park District, encourage recreation for the many health benefits it provides, both mental and physical. A large number of our park patrons live in close proximity to Totem Pole Road. To get to school, the only truly safe route is by car or bus. The same can be said for residents traveling downtown to enjoy our parks and the outdoors. There is no safe route via foot or bicycle. This discourages residents from being physically active and environmentally conscious. It literally forces them to make a choice between driving or being in physical danger. This is not a choice that anyone should have to make, especially not our youth.

To say that I am thrilled with Chelan County's plans of pedestrian improvements is an understatement. I truly look forward to the day when Manson residents can safely walk or bicycle to local parks and schools. Leading safer, healthier lives is something that everyone should have the luxury of. This is truly a step in the right direction.

Sincerely,

Robin Pittman, Director Manson Park & Recreation District