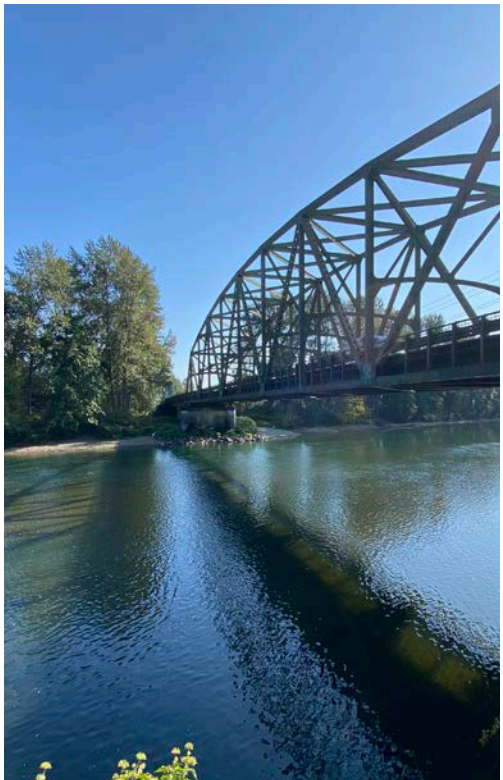
# Appendix 7-B

Trails Master Plan


# Monroe Trails Master Plan

MONROE
WASHINGTON



DRAFT
7/8/2024

# City of Monroe
# Trails Master Plan

Draft | July 8, 2024

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DRAFT

# Letter from Our Mayor

September 2024

In 2021, the Monroe City Council adopted a vision for who we aspire to be today and the type of community we aspire to be in 2050. This vision is known as “Imagine Monroe.” All of our plans, policies, budgets, and City operations will strive to realize this vision. Imagine Monroe reads:

> *Imagine Monroe -*
>
> *A lively center surrounded by nature. A place of beauty and goodwill.*
>
> *Our parks, waterways, and environment are **healthy and accessible for everyone to enjoy**.*
>
> *Our historic downtown and business districts are thriving and full of locally-owned businesses and locally-sourced products.*
>
> *We can find everything we need with **regional connections** and with a variety of choices for work, housing, dining, shopping, arts, and activities.*
>
> *Friendly and responsive, we strengthen **connections through gathering spaces, events, services, and community-centered infrastructure – creating a safe place for all.***
>
> *In Monroe, everyone feels at home, and everyone feels they belong.*

Monroe’s trails are clearly alluded to in the Imagine Monroe vision, especially in the text emphasized in bold above. And it is Imagine Monroe that has guided the development of our 2023 Monroe Trails Master Plan (TMP). This Plan offers a comprehensive and collaborative framework for establishing a trail network that supports residents and visitors of all ages and abilities, and backgrounds and lived experiences.

THANK YOU to all our residents, employers and employees, visitors, City Council, boards and commissions, community advocates and partners, and City staff who, through their participation and input with surveys, interviews, and community outreach events helped us chart a path that leads us collectively to delivery of a high quality trail network for our diverse community.

Through this Plan, and together, we will strive to implement a trail network that contributes to the realization of Imagine Monroe!

*- Mayor Geoffrey Thomas*

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# Acknowledgments

The City of Monroe is extremely grateful for the time and effort provided by the individuals and organizations who participated in the development of the Trails Master Plan. Local knowledge, energy and passion are essential for this plan's success....

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# Executive Summary

**Monroe's Trails Master Plan provides a comprehensive framework for future investment in facilities that support all forms of human-powered transportation and recreation. The Plan identifies specific physical projects that can be advanced for funding and implementation as well as projects that are programmatic in nature.**

# Executive Summary

## What is the Trails Master Plan?

The 2024 Trails Master Plan provides a comprehensive framework for future investment in facilities that support all forms of active transportation, including paved and unpaved trails, bike lanes, and streets that safely support a mix of people biking and driving. The Plan identifies specific physical projects that can be advanced for funding and implementation, as well as projects that are programmatic in nature. The Trails Master Plan is intended to guide trail development in Monroe for the next 20 years. The Plan serves as a supporting document to the City's 2022 Parks, Recreation, and Open Space (PROS) Plan.

## Plan Goals

The Trails Master Plan draws upon the PROS Plan's vision and goals, establishing the following goals for the trail network:

**Safety:** Improve safety for people walking, biking, *and* driving by encouraging prudent behaviors through well-designed facilities.

**Connectivity:** Develop a connected network of off-street trails and on-street bike facilities and sidewalks throughout the City.

**Equity:** Ensure that implementation of and access to the trail network is consistent and equitable throughout the whole City.

**Health:** Improve community health and the environment by increasing access to recreation and active transportation opportunities.

**Community:** Improve the livability, sociability, and economic vitality of the City by investing in low-cost transportation alternatives that benefit the whole community.

## Ensuring Equitable Access to Trails

A top priority of the Trails Master Plan is to increase opportunities for recreation and active transportation for all Monroe residents by developing a trail network that supports people of different ages and abilities, ethnicities, incomes levels, and interests. To ensure that the proposed trail network will serve all Monroe residents, development of the Trails Master Plan included a robust outreach process that included language interpretation and targeted outreach to various community groups. The community engagement process resulted in more than 200 participants providing input virtually and in person during development of the Trails Master Plan.

## What Does the Community Want?

The process of developing the Trails Master Plan was community driven to ensure that the trail network will meet the community's needs and reflects its values. The community was engaged in a number of different ways including online surveys, stakeholder interviews, and open house events through which existing active transportation patterns and future needs were identified. Three key overriding points came out of the community engagement process:

1. *Residents highly value Monroe's trails and see them as a valuable asset.*
2. *The community wants greater trail connectivity throughout the city and the region.*
3. *The trail network should be safe, comfortable, and inclusive for people with a wide range of skills, abilities, and backgrounds.*

The community enthusiastically expressed the following ideas about walking and bicycling and were excited about the prospect of these ideas becoming reality in the future.

Walking

The main theme related to walking from the community engagement process was connectivity. Comments from community members overwhelmingly support strengthening the connections for walking between Downtown, the Fryelands neighborhood, and the commercial area on the north side of SR-2, which are separated by significant barriers. They advocated for walkways and street intersection improvements that safely connect housing with schools, parks and open spaces, shopping, and businesses.

Another important desire was to improve access to, and expand the City's network of, unpaved trails and open spaces, including the Skykomish River, Al Borlin Park, the Cadman site, Foothills Wetland Preserve, and the undeveloped Washington Department of Transportation (WSDOT) right of way.

Bicycling

Two main themes rise to the top from the community's comments on bicycling. The first theme is unbridled support and enthusiasm for the ability to connect to the Snohomish County regional trail system and beyond. The planned Snohomish River Trail, that will one day connect Monroe to Snohomish and the Centennial Trail, and the planned Snoqualmie Valley Trail that will connect to Duvall and points further south are mentioned over and over again by biking enthusiasts.

The second theme is the desire for a safe, comfortable, and connected network of dedicated and shared bike facilities that connect neighborhoods, schools, shops and businesses, parks, open spaces, and the Skykomish River. Numerous comments mention

the desire for kids to be able to safely bike to school, which makes the development of facilities that support people of all ages and abilities imperative.

Skykomish River Access

The Skykomish River is a major asset for the City of Monroe. A majority of residents visit the river, but sometimes uncertainty exists about what is public and private property. Community feedback indicated that improving and expanding trails that access the Skykomish River is vital so that more people can enjoy this resource.

Equestrians

Most equestrian use in Monroe is limited to specific trails in parks and other open spaces that allow horses. While some community members advocated for accommodation of equestrians on trails, the Trails Master Plan does not address equestrian use.

## How does the Trails Master Plan Relate to Other Plans?

Development of the Trails Master Plan was closely related to the 2022 Parks, Recreation, and Open Space Plan (PROS Plan), which preceded the Trails Master Plan, and the Transportation Element of the 2024 Comprehensive Plan update, which provides the multi-modal framework for the Trails Master Plan.

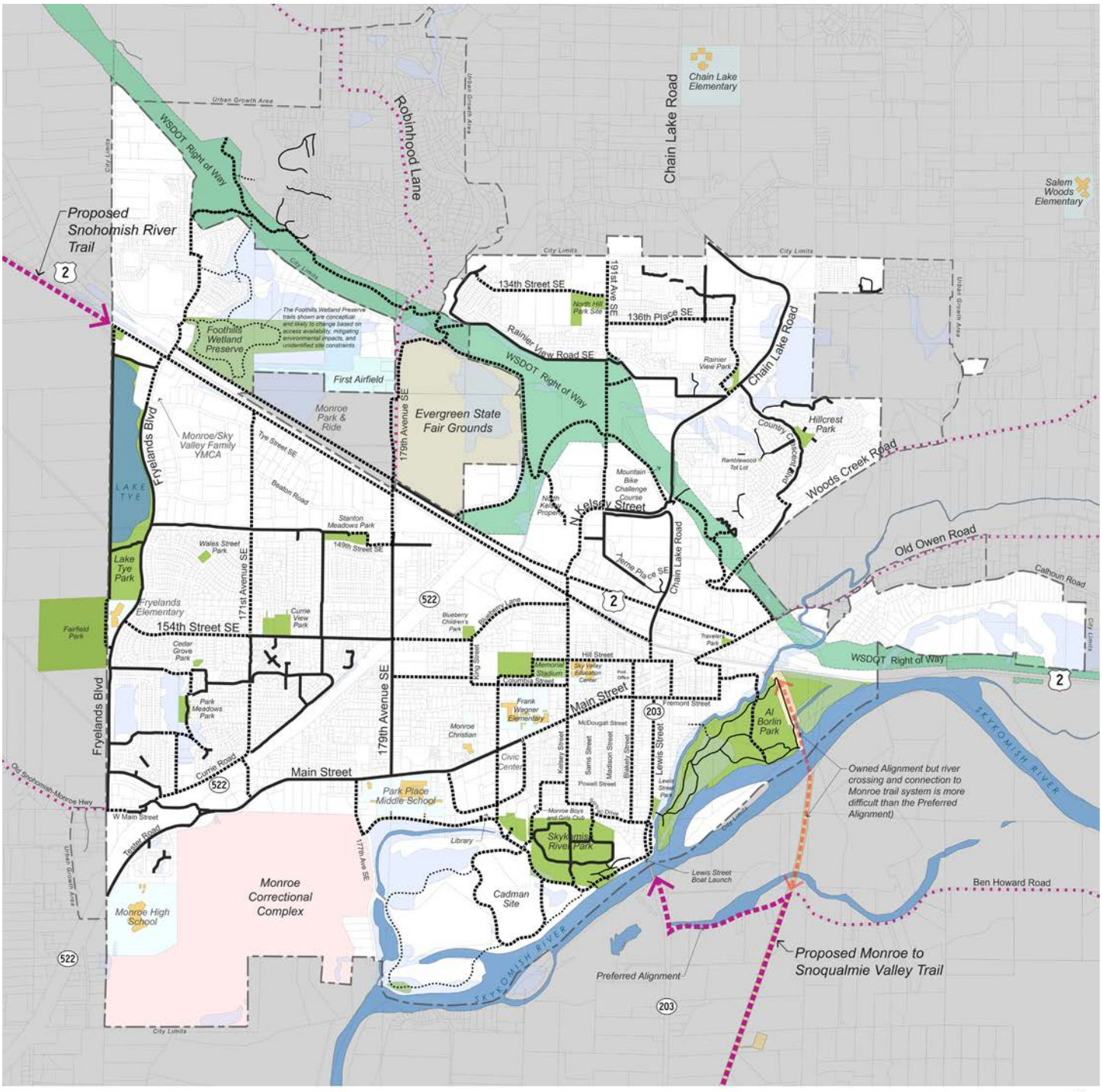
The PROS Plan strongly endorses the development of a connected trail network, which was high on the list of priorities established through the community engagement process. Trails proposed in the PROS Plan are very conceptual in nature, so a key objective of the Trails Master Plan is to determine the feasibility of each proposed trail alignment by analyzing the existing conditions and selecting facilities that will work.

The Trails Master Plan was developed concurrently and closely coordinated with the Transportation Element of the Comprehensive Plan. The Transportation Element established multi-modal plans, generally limited to the public right of way, to meet the land use projections in the Comprehensive Plan. The trail network proposed in the Trails Master Plan closely aligns with the Transportation Element multi-modal plans, but provides more specificity on the type of facility that will be most suitable for each alignment. The Trails Master Plan also proposes a range of other stand-alone trail projects that do not follow city streets or are outside of the public right of way. Primary and secondary multimodal routes from the Transportation Plan are prioritized in the Trails Master Plan project list.

## The 20-Year Trail Network

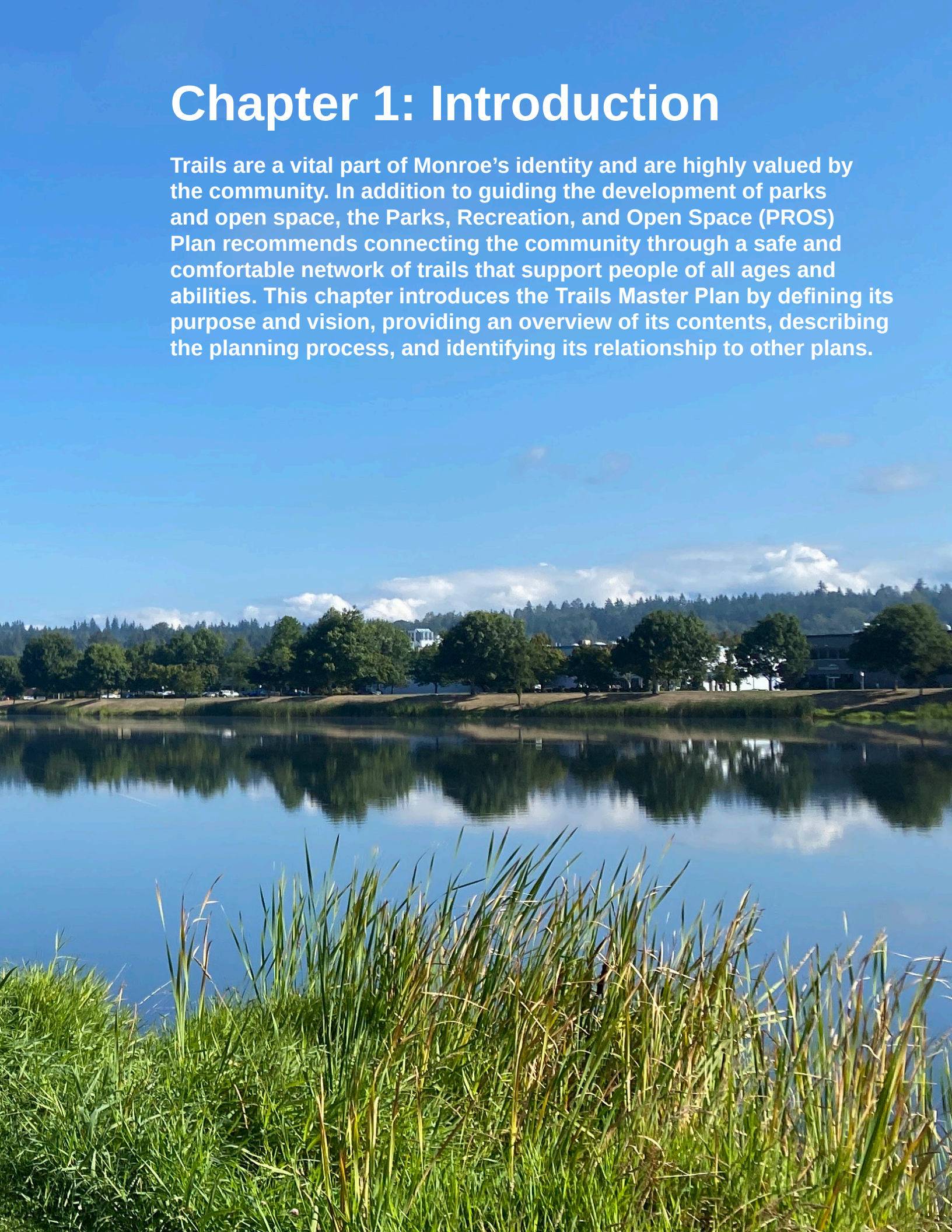
The backbone of the Trails Master Plan is the proposed trail network, shown on page xii, which will be developed over the next 20-plus years. Full build-out of the trail network will go along way towards meeting the goals of the Plan and will transform Monroe into the type of place described in the Imagine Monroe vision statement.

*Map 1. The 20-Year Trail Network*



# Chapter 1: Introduction

**Trails are a vital part of Monroe's identity and are highly valued by the community. In addition to guiding the development of parks and open space, the Parks, Recreation, and Open Space (PROS) Plan recommends connecting the community through a safe and comfortable network of trails that support people of all ages and abilities. This chapter introduces the Trails Master Plan by defining its purpose and vision, providing an overview of its contents, describing the planning process, and identifying its relationship to other plans.**



# Chapter 1: Introduction

## The Benefits of Active Transportation

### Health Benefits

Numerous studies have found that walking and bicycling result in myriad health benefits, including reduced risk of heart disease, diabetes, stroke, and other chronic diseases. These benefits translate into cost savings for society, as they mitigate the high costs of a range of chronic diseases. Bicycling with an e-bike provides similar benefits. Walking and bicycling also reduce vehicle emissions, promote positive social interaction, improve sleep, and can reduce mental health problems such as depression.

### Economic Benefits

The economic benefits of walking and bicycling accrue to both individuals and the community. At an individual level, walking and bicycling are affordable forms of transportation relative to the costs of owning and operating a car. Infrastructure to support walking and bicycling is also a fraction of the cost of vehicular infrastructure, requires less space, and increases capacity of the overall circulation network without having to widen existing roads or build new ones. More importantly, communities that have safe and connected non-motorized networks tend to have higher real estate values and more viable business districts.

## Purpose of the Plan

The 2024 Monroe Trails Master Plan serves as a supporting document to the City's 2022 Parks, Recreation, and Open Space (PROS) Plan, and provides a comprehensive framework for future investment in facilities that support all forms of active transportation and recreation in the City of Monroe. The Plan identifies specific projects and programs that can be considered by the City Council as opportunities become available.

The Trails Master Plan primarily addresses the trail network comprising on- and off-street routes that support walking, running, hiking, in-line skating, and bicycling. For simplicity, the Plan groups all these activities into the terms "walking" and "biking", and while the main design intent of the different trail facilities is to support people on foot and traditional bicycles, micromobility devices, such as e-bikes, electric scooters, and electric skateboards are also modes of transport supported by the Trails Master Plan. The Plan also identifies riverfront sites that provide public access to the Skykomish River for activities such as rafting, kayaking, and fishing.

All forms of transportation in the City of Monroe are addressed in the Transportation Element of the Comprehensive Plan; however, it only describes and maps the types of non-motorized facilities present

in the transportation network. This Plan serves as a subcomponent of the Transportation Element and describes specific conditions and improvements that can serve human-powered activities.

Having an up-to-date Trails Master Plan is a requirement for the City to pursue funding for non-motorized improvement projects. It is important to note that the projects identified within this plan are conceptual and likely to change in scope as they are developed based on funding, physical constraints, and evolving community needs.

The Plan recommends a prioritized list of projects that incrementally expand the trail network. Potential projects are evaluated based on the extent to which they achieve the goals of the Plan.

Outreach for the Trails Master Plan was extensive and included two community-wide open houses, an online survey, and individual stakeholder meetings.

The geographic extent for projects identified in the Trails Master Plan is the City of Monroe and its Urban Growth Areas (UGA). The plan also recognizes the potential connections with, and demand for, regional trails in Snohomish County.

## Plan Organization

The Monroe Trails Master Plan covers a range of topics organized into the following sections:

**Chapter 1: Introduction** explains the purpose of the plan and its relationship to other plans, such as the City's Parks Recreation and Open Space Plan and the Comprehensive Plan, and describes the planning process undertaken to develop the plan.

**Chapter 2: Goals and Objectives** states the plan's goals and policies and summarizes the community's input.

**Chapter 3: Trail Network** presents the recommended facility types, the proposed trail network, and the list of trail projects.

**Chapter 4: Project List** provides a prioritized list of the trail projects required to build-out the 20-year trail network.

**Chapter 5: Implementation** identifies implementation strategies including programmatic suggestions, performance measures, and funding opportunities.

**Appendix A**: Community Engagement

**Appendix B:** Planning Context

## Plan Vision

The Monroe Trails Master Plan provides a comprehensive approach to increasing walking and bicycling in Monroe that will improve health, equity, and the overall community. To increase the number of people walking and biking, the City's street network must evolve from prioritizing driving to balancing driving with walking and biking by integrating safe and comfortable facilities that support people of all ages and abilities. This shift will not only directly benefit people walking and biking, but will also improve the safety and comfort of people driving, living, doing business, and playing along the City's streets by encouraging prudent driving speeds, reducing cut-through traffic, and making the streets more livable. This vision is consistent with the vision established in Imagine Monroe:

> *Imagine Monroe -*
>
> *A lively center surrounded by nature. A place of beauty and goodwill.*
>
> *Our parks, waterways, and environment are **healthy and accessible for everyone to enjoy**.*
>
> *Our historic downtown and business districts are thriving and full of locally-owned businesses and locally-sourced products.*
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>
> *Friendly and responsive, we strengthen **connections through gathering spaces, events, services, and community-centered infrastructure – creating a safe place for all.***
>
> *In Monroe, everyone feels at home, and everyone feels they belong.*

The vision for the Trails Master Plan is clearly alluded to in the Imagine Monroe vision, particularly in the text emphasized in bold above. The Plan offers a comprehensive and collaborative framework for establishing a trail network that supports residents and visitors of all ages and abilities, and backgrounds and lived experiences. It calls for development of a comprehensive citywide network of shared-use trails and on-street bicycle facilities totaling almost 30 miles. The Plan also recommends programs that are important for developing a culture of walking and bicycling.

The facilities comprising the walking and biking network are intended to support both recreation and transportation for residents and visitors alike. This Plan specifically addresses unpaved trails, shared-use paths, and on-street bicycle facilities and only makes recommendations pertaining to sidewalks in locations where they are the only alternative for establishing a critical connection in the proposed trail network. The local trail network also connects to the regional trail network being developed by Snohomish County.

The Plan attempts to support and integrate the differing spatial needs of two modes—walking and bicycling—into a connected network of trails. Where space is adequate, such as the Lake Tye trail, people walking and biking can share trails. But where space is limited or the volumes of people using a trail excessive, people walking and biking should be separated. Most sidewalks in the City are not wide enough to safely accommodate people walking and biking, so many of the network connections proposed in the Trails Master Plan seek to supplement the existing sidewalk network with safe and comfortable bicycle facilities within an already constrained public right of way. More often than not, the


HISTORIC
DOWNTOWN
Choose
MONROE
Bike
HERE
CHOOSEMONROE.COM
Take Safe Steps to Prevent the Spread
Don't Go Viral

only way to integrate bike facilities into the older, denser parts of the City is to locate them along the edge of the vehicle lanes or, on slower streets with less traffic, within the vehicle lanes.

The Plan vision and goals guide development of the trail network, programs, and policies that support walking and biking in Monroe.

## Planning Process

The Trails Master Plan process involved an iterative process of understanding the existing trail network and walking and biking patterns through extensive field work, review of existing plans, and polling the community through an initial open house and online survey. This analysis and community input informed the development of the draft trail "study network" and preliminary trail standards, which were presented to the community for review and comment at a second open house. Based on community input on the draft study network, a final trail network was developed, analyzed, refined, and aligned with the Comprehensive Plan Transportation Element.

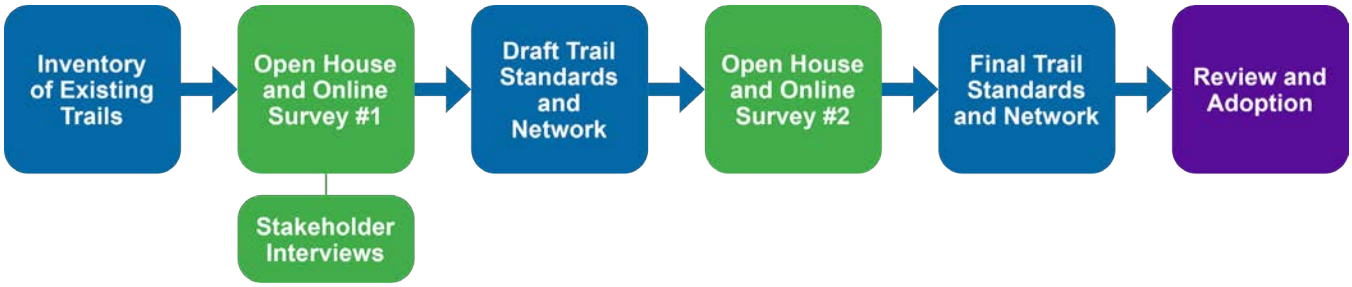



*Figure 1. The Planning Process*

- **Inventory of Existing Trails:** Existing trails were identified through review of existing plans, maps, field work, and community input at the first open house and compiled on a map. The map of existing trails served as the starting point for development of the draft study network.
- **Existing Plan Review:** Existing plans relevant to the Trails Master Plan were reviewed to establish precedent trail concepts, open space plans, equity considerations, and goals and policies.
- **Phase 1 Community Engagement:** The community was engaged at two points in the planning process. At the first open house, the community was asked to provide information on how they used the City's trails and where they would like new trails. The first online survey mirrored the questions asked in the open house.
- **Draft Trail Network and Standards:** Based on the community's comments from the first open house and survey, a draft trail network and trail standards were developed.
- **Phase 2 Community Engagement:** At the Second open house and through the online survey, the community was asked to review and comment on the draft trail network.
- **Final Trail Network:** Based on the community's comments from the second open house and survey, a final trail network and was developed.
- **Review and Adoption:** The final trail network and prioritized project list were reviewed by City staff and leadership for adoption.

## Community Engagement

Community engagement was essential in the development of Trails Master Plan to ensure that the proposed trail network meets the community's needs and reflects its values. The community was engaged in a number of different ways including online surveys, stakeholder interviews, and open house events. Materials for all these engagement opportunities were offered in Spanish as well as English, and Spanish interpretation was offered at the two in-person open houses.


PLAN MAESTRO DE SENDEROS

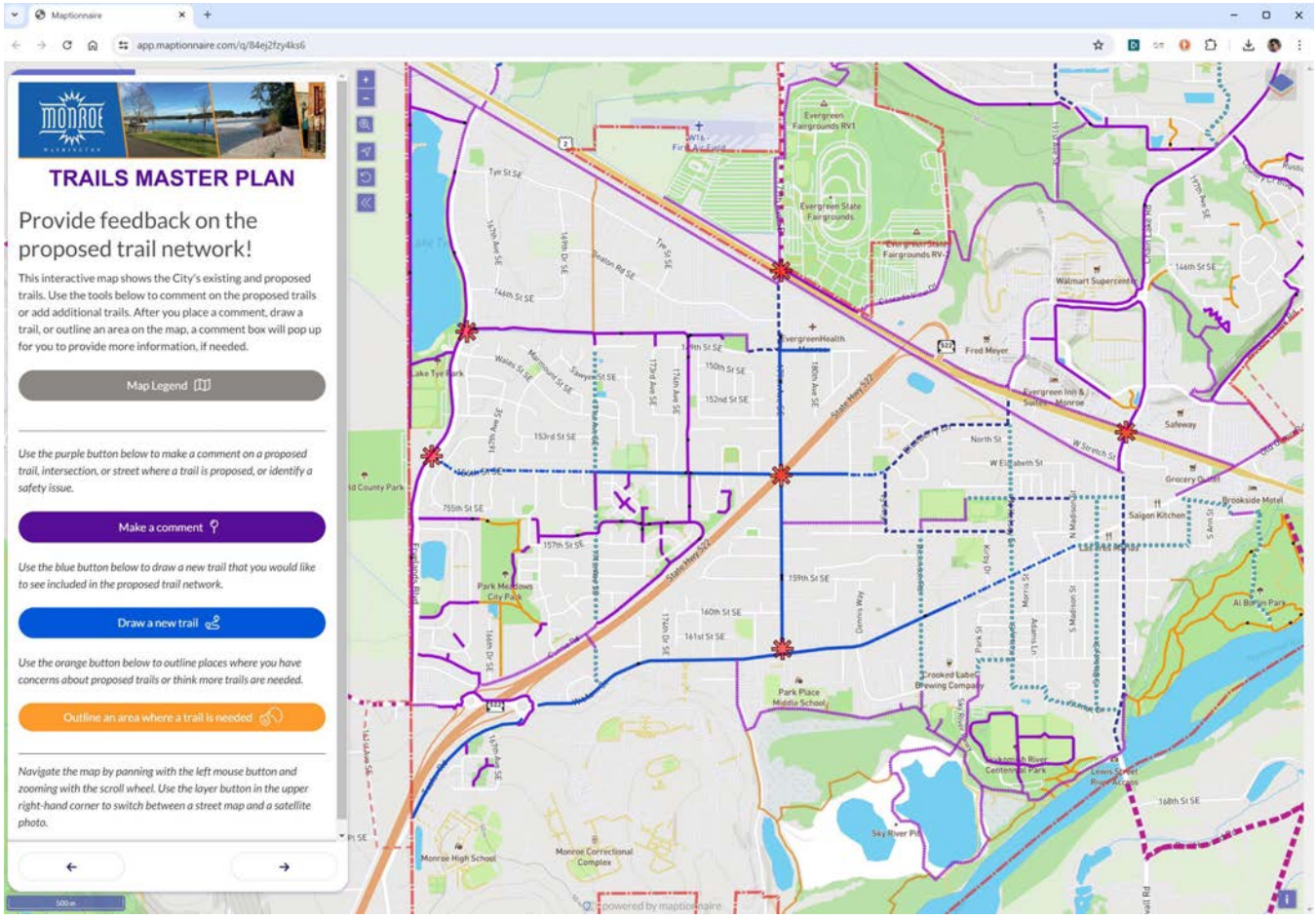

TRAILS MASTER PLAN

### Community Open Houses

The City hosted two community open house events—one in the Fall of 2023 and one in the Spring of 2024 (See Appendix A for summaries of both events). These events were hosted in-person at Park Place Middle School and offered the opportunity for community members to review concepts and components on visual boards and engage with the project team in small groups to ask questions and provide feedback. Comments were collected at both events and incorporated as the Plan was developed.

Invitations to the open houses were extended to the community through email, social media, mailed postcards and the City's website. Combined, a total of 63 people attended in person and participated in the events. Themes identified in the comments provided by participants included enhanced safety for pedestrians and cyclists, more connectivity throughout the City, and a focus on safety at high traffic crossing points.

## Online Surveys




The City hosted two surveys for community members and had a total of 191 responses (See Appendix A for survey responses). The surveys were offered as a way for community members who couldn't attend the open houses to weigh in at their convenience. The surveys allowed respondents to identify and comment locations of concern and draw trails they would like to see developed. Key takeaways from the survey included:

- Residents appreciate Monroe's trails and parks and see them as a valuable asset.
- The community desires greater trail connectivity throughout the city (i.e., through the downtown area and between different neighborhoods and parks) and the greater region (i.e., to neighboring cities such as Snohomish and regional trails such as Centennial Trail and Snohomish Valley Trail).
- The community prioritizes the health of the environment and hopes to maintain and protect trees, natural areas, and open green spaces.

## Stakeholder Interviews

The City interviewed 11 stakeholders (see Appendix A for participants list) representing a cross-section of community interests including elected officials, families, business owners, tourists, cyclists, community-based organizations, youths, and local schools. Interviews took place between October 30 and November 20, 2023. Stakeholders shared their insights on the current trails system and priorities for future trail corridors and connections.

These interviews gave the City an opportunity for one-on-one conversations to learn more context to community feedback and also help guide future outreach. (See Appendix A for a summary of the interviews). Overall, stakeholders shared an appreciation of Monroe's trails and parks and appreciated city staff's efforts to maintain and improve the trails. The most common themes from the interviews were a call to increase the connectivity of the trails and trail systems within Monroe so users could visit various neighborhoods and important destinations, and to neighboring areas, especially to Duvall, Snohomish, the Centennial Trail, and Snoqualmie Valley Trail; improving accessibility, inclusivity, and safety; and continual planning for the future of the trails to serve the diverse uses and users of the trails.

### Incorporation of Public Input

The community showed a great deal of interest in this process and their feedback was extremely helpful in guiding the development of the final plan. The community provided a wide range of comments, some of which, while important for the City, were beyond the scope of the Plan. All relevant trail suggestions, comments and wishes were considered and those deemed feasible were included in the Plan. Highlights of areas that were directly impacted by community input include:

- **Project 10: The River Trail.** Paved and unpaved trails throughout the Cadman site (as part of the Cadman Park Master Plan).
- **Project 11: The River Trail.** Paved trail connecting Skykomish River Park to Lewis Street.
- **Project 14: Blakeley Street Shared Roadway.** Shared roadway on Blakeley Street to create a safe and comfortable north-south route and discourage cut-through car traffic.
- **Project 22: Village Way Shared Roadway.** A shared roadway along Village Way to connect Park Place Middle School with the Civic Center, library, Skykomish River Park, and the Boys & Girls Club.
- **Project 32: 179th Avenue Fairgrounds Trail.** Combination of sidepath and shared-use path connecting the North Hill neighborhood to SR-2 and the Park and Ride.
- **Project 40: North Kelsey Street Connector.** Project to complete a missing link in the network of wide sidewalks in the commercial area.
- **Project 44: Foothills Preserve Nature Trails.** Project to develop a network of unpaved trails and boardwalks within the Foothills Wetland Preserve.
- **Project 47: SR-2 Intersection Improvements.** Various safety improvements wanted by the community at key trail intersections along SR-2.

## Planning Context

The Trails Master Plan planning process includes an inventory of existing trails in the City and review of past and current plans that relate to the Trails Master Plan to ensure they are consistent with each other. The relationship of these plans to the Trails Master Plan is more fully discussed in “Appendix B: Planning Context” on page B-2. They include:

- **Imagine Monroe (2020-21):** Key themes emerging from the Imagine Monroe community survey that relate to the Trails Master Plan include:
  - A family-friendly city: More activities and spaces for families and youth.
  - Parks: Improved and well-maintained parks, trails, and open spaces to gather and recreate.
  - Nature: Access to healthy and protected natural areas and waterways.

  Developing a Trails Master Plan closely aligns with the above themes, as well as some of the other values and desires identified in the community survey.


- **The Parks Recreation and Open Space Plan (2020-22):** The Parks Recreation and Open Space Plan (PROS) guides the City’s future investment in parks, trails, and recreation facilities and programs. Along with parks, the PROS Plan establishes goals and provides a framework for the Trails Master Plan. One of the key goals from the PROS Plan that applies to the Trails Master Plan is:
  - Connectivity: Provide an interconnected network of multi-use trails, walkways, and bikeways connecting city and regional destinations.

# Parks, Recreation, & Open Space Plan

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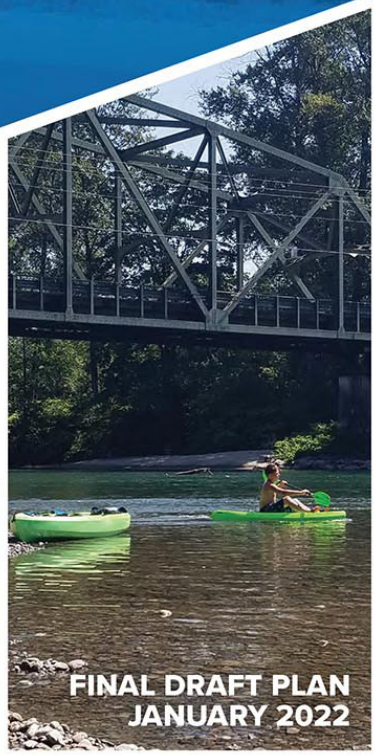


FINAL DRAFT PLAN
JANUARY 2022

The PROS Plan found that the community has a strong desire for trails to support walking and biking. The conceptual trail connections proposed in the PROS Plan are valid but face significant impediments that need more in-depth study to be resolved.

- **2044 Comprehensive Plan (2022-24):** The Monroe Comprehensive Plan is in the process of being updated and has an adoption target of Fall 2024. The parts of the Comprehensive Plan most relevant to the Trails Master Plan are the Transportation Element, which guides development of public rights of way to support growth, and the Land Use Element, which dictates which parts of the City can accommodate higher density development.
- **ADA Transition Plan (2023):** An ADA Transition Plan was recently completed and comprises an inventory and evaluation of all sidewalks. The Trails Master Plan focuses on shared-use paths and sidepaths that accommodate both people walking and biking, but in some locations where the right of way is constrained, sidewalks may be the only viable option for completing a safe connection in the non-motorized network. Sidewalks can also work in conjunction with dedicated on-street bicycle facilities to provide non-motorized connections through constrained urbanized areas of the City. The ADA transition plan prioritized removal of barriers or gaps in the sidewalk network in locations throughout the City with higher proportions of vulnerable users, such as near schools and facilities serving the disabled communities.
- **Lake Tye and Cadman Park Master Plans (2018):** The Lake Tye Park and Cadman Park Master Plans (also known as the Monroe Parks Master Plan) provide concept designs for two large undeveloped park sites in Monroe.
- **Snohomish County Trail Planning (2023):** The Snohomish County Comprehensive Plan has a county-wide Bicycle Facility System Map that shows existing and proposed bicycle facilities connecting to and through Monroe. Significant regional trails connections that are planned in the vicinity of Monroe include:
  - The Snohomish to Monroe Trail
  - The Monroe to Snoqualmie Valley Trail

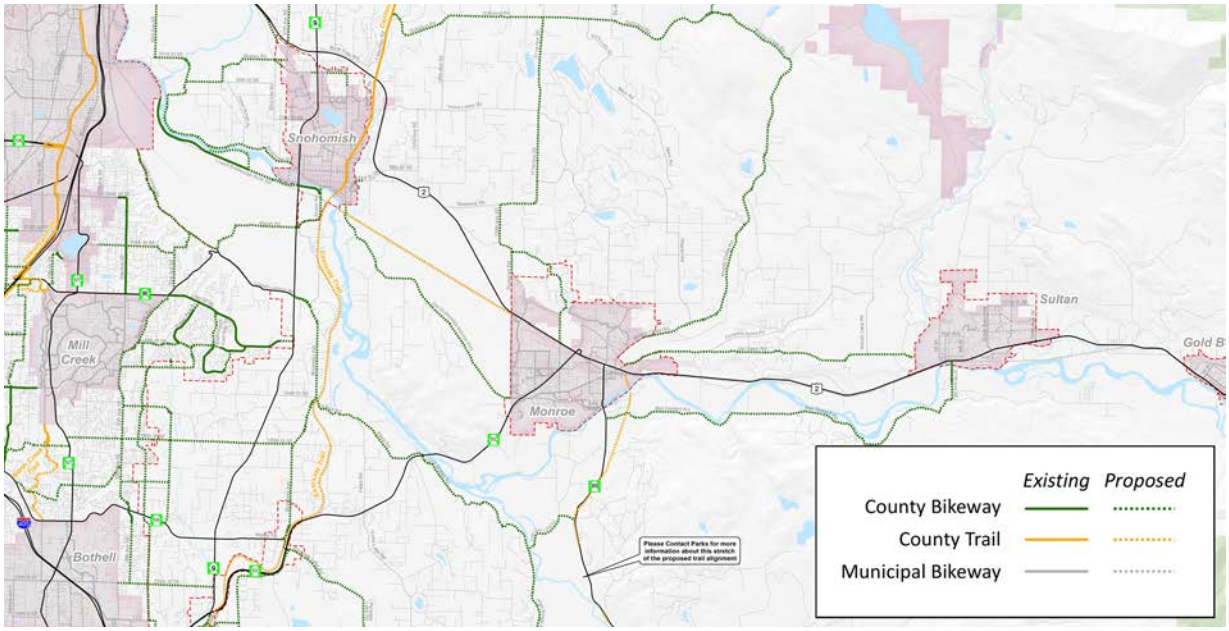
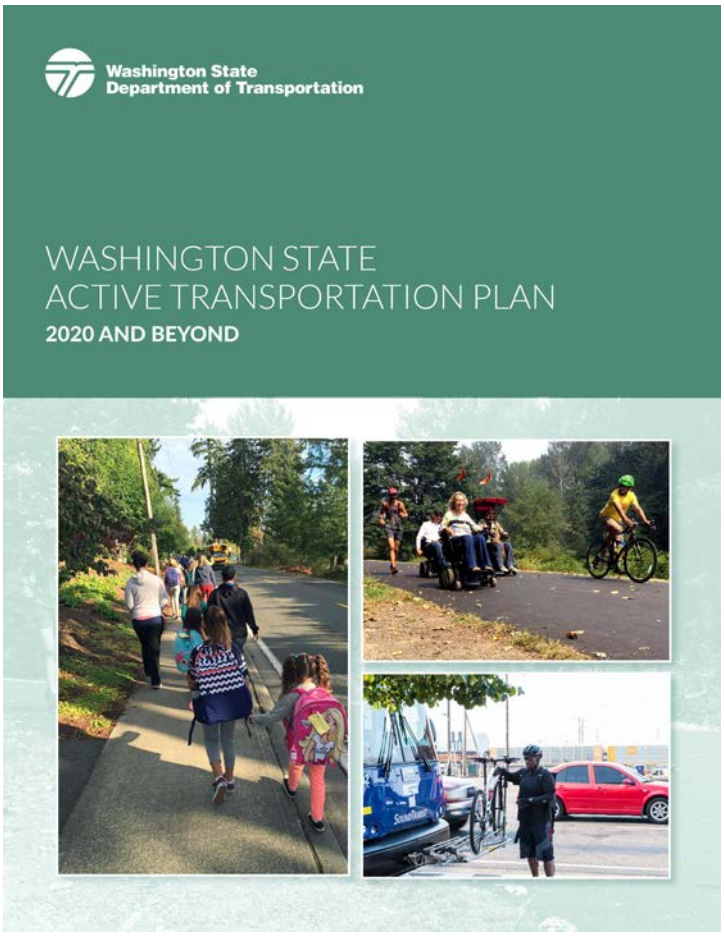



*Figure 2. Snohomish County Regional Trail Planning*

- **Skykomish-Snohomish Rivers Recreation Concept Plan (2018):** Skykomish-Snohomish Rivers Recreation Concept Plan includes recommendations for developing the Skykomish River as a water trail. The proposed trail network developed in the Trails Master Plan should acknowledge and provide connections to this water trail, such as boat ramps or access points.
- **Downtown Master Plan (2008):** The Downtown Master Plan is a subarea plan based on the 2005-2025 Comprehensive Plan, the 2007 Transportation Plan, and the 2006 Visitor/Assessment Plan. The master plan serves as a framework for investment for both the public sector and the private sector. Chapter 6 of the Downtown Master Plan covers pedestrian and bicycle circulation. Among the five key principles, the following relate to the Trails Master Plan:
  - Strengthen the functionality of pedestrian and bicycle circulation systems.
  - Provide trail connections to and from the downtown core for pedestrians and bicyclists.
- **Monroe Complete Streets Ordinance:** Monroe's Complete Streets ordinance is a policy that ensures that any new or upgraded streets in the City are planned and designed to accommodate all users, as feasible and appropriate. This includes pedestrians, bicyclists, motorists, public transportation users, and people of all ages and abilities.
- **Monroe Transportation Improvement Program (TIP):** Monroe's Transportation Improvement Program (TIP) is required by Washington State law and must be submitted to WSDOT annually. The TIP identifies costs and sources of funding for transportation improvement projects planned for the upcoming six-year period.
- **WSDOT Active Transportation Plan (2020):** The Washington State Department of Transportation (WSDOT) Active Transportation Plan aims to enhance the safety and accessibility of the state's transportation system for all users, including pedestrians, cyclists, and other non-motorized travelers. The goals of the WSDOT Active Transportation closely align with the goals of the Trails Master Plan.



## Existing Circulation Context

The City is generally divided by SR-522 and SR-2 into three distinct parts:

- Central Monroe, which includes the historic downtown, the civic center, and riverfront and adjacent parks.
- West Monroe, which includes the Fryelands Neighborhood, Lake Tye Park, and the industrial park.
- North Hill, including the newer northern neighborhoods, the auto-oriented commercial area, WSDOT right of way, and the State Fairgrounds, which is technically not part of the City.

SR-522 is elevated 10 to 20 feet above the level of the surrounding neighborhoods and only has one connection (154th Street SE/179th Ave SE) under it between the Fryelands neighborhood and the Downtown.

SR-2 is a busy highway flanked by higher volume arterials and auto-oriented land uses. While SR-2 has sidewalks and signalized crossings, the highway and adjoining streets lack any bike infrastructure. SR-2 is neither a comfortable place to walk or bike.

A key challenge of the Trails Master Plan is to improve the connections between these three isolated areas of the City.

Central Monroe and the Downtown have a fine-grained, interconnected street grid that provides many potential on-street non-motorized routes, however space is at a premium with higher demand for parking.

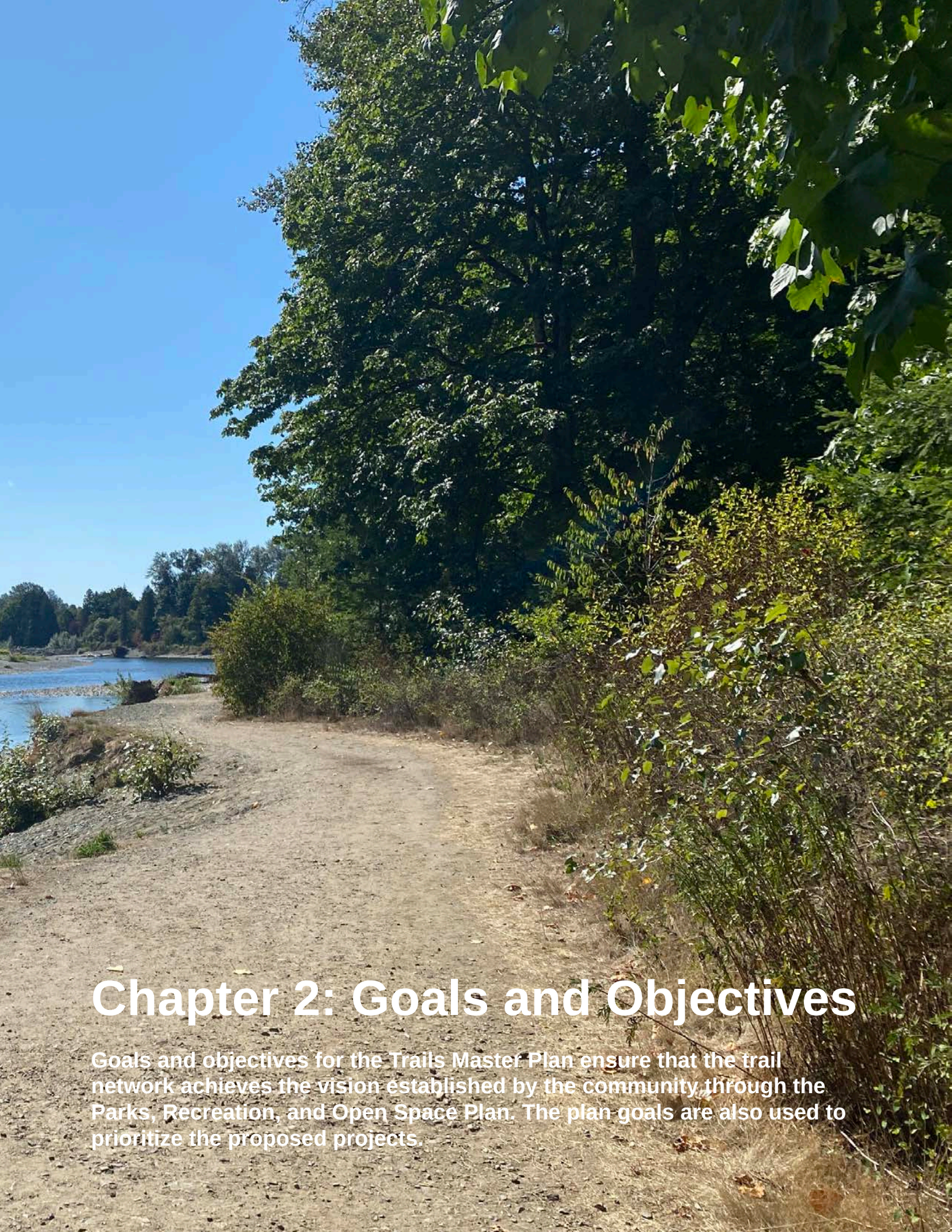
West Monroe and North Hill developed more recently and exhibit a more suburban street network with fewer through streets, which limits the number of potential non-motorized connections. Steep topography between the downtown and North Hill may be a deterrent to biking for North Hill residents, but e-bikes make it possible for a wider range of people to bike.

Exiting Trails

The existing asphalt trails in the Fryelands Neighborhood in West Monroe form an extensive but isolated network of trails that pass through pleasant common interest open space corridors.

The newer developments in North Monroe also have newer paved trails, but they form an isolated and somewhat disjointed network on the hill with the only connection to Central Monroe being the sidepath along Chain Lake Road.

Many of the existing paved trails were constructed as part of master planned developments and are currently under the purview of homeowners associations (HOAs). Many of these trails have sections exhibiting extensive root heave that has buckled the asphalt surface creating a significant hazard for people walking and biking.



# Chapter 2: Goals and Objectives

**Goals and objectives for the Trails Master Plan ensure that the trail network achieves the vision established by the community through the Parks, Recreation, and Open Space Plan. The plan goals are also used to prioritize the proposed projects.**

# Chapter 2: Goals and Objectives

## Plan Goals and Objectives

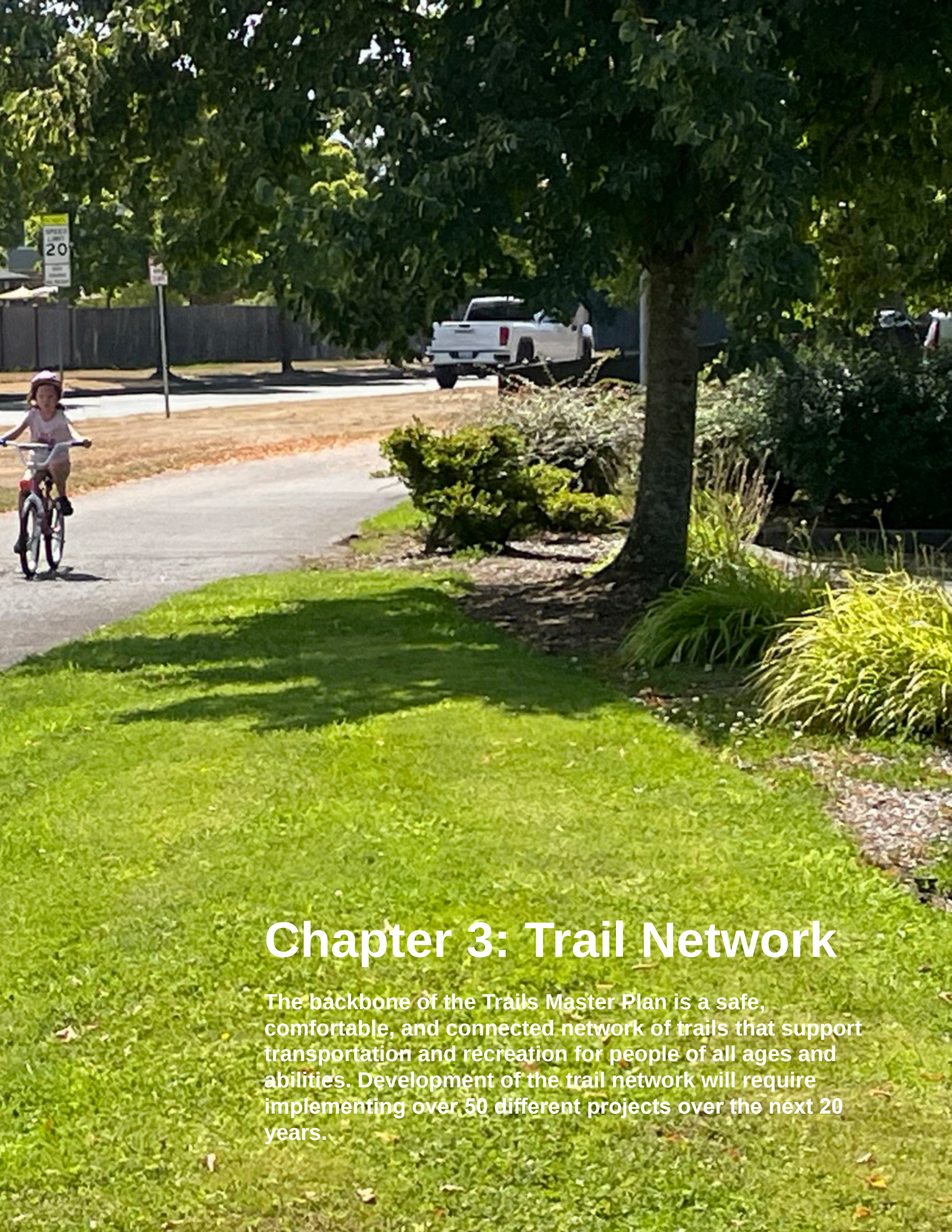
The Monroe PROS Plan established overall goals for the development of recreation facilities. The Transportation Element of the Comprehensive Plan also established goals for the provision of multimodal transportation corridors that support walking and biking. Specific goals for the Trails Master Plan are derived from the PROS Plan and the Comprehensive Plan.

*"Would love to see more connectivity to other trails."*


*Source: www.pedbikeimages.org / Adam Coppola Photography*

*Table 1. Goals and Objectives*

| Goal | | Objectives |
|---|---|---|
| **Safety** | Improve safety for people walking, biking, *and* driving by encouraging prudent behaviors through well-designed facilities. | • Reduce the number and severity of crashes for people walking and biking.<br>• Design and install state-of-the-art non-motorized infrastructure that benefits all users.<br>• Redesign existing intersections and new street crossings with proven safety countermeasures.<br>• Implement sustainable bicycle education and enforcement programs. |
| **Connectivity** | Develop a connected network of off-street trails and on-street bike facilities and sidewalks throughout the City. | • Eliminate gaps in the trail network and maximize its continuity through installation of a range of non-motorized facilities.<br>• Prioritize non-motorized projects that provide high value connection to the downtown, residential neighborhoods, schools, parks, regional trails, and transit.<br>• Consider low cost "quick-build" projects to build support for more permanent facilities. |
| **Equity** | Ensure that implementation of and access to the trail network is consistent and equitable throughout the whole City. | • Identify under-served populations within the City and prioritize non-motorized projects in those neighborhoods.<br>• Implement inclusive active transportation encouragement and educational programs for under-served neighborhoods. |
| **Health** | Improve community health and the environment by increasing access to recreation and active transportation opportunities. | • Develop safe and comfortable connections between neighborhoods, schools, parks and commercial areas to make active transportation easy, attractive, and efficient.<br>• Establish education programs, incentives, and promotional campaigns that promote walking and bicycling. |
| **Community** | Improve the livability, sociability, and economic vitality of the City by investing in low-cost transportation alternatives that benefit the whole community. | • Integrate active transportation imagery into City marketing imagery, social media, and public signage.<br>• Establish education programs, incentives, and promotional campaigns that promote walking and bicycling.<br>• Work with businesses to provide accommodations for people who bike, such as bike racks and bike storage rooms. |




# Chapter 3: Trail Network

**The backbone of the Trails Master Plan is a safe, comfortable, and connected network of trails that support transportation and recreation for people of all ages and abilities. Development of the trail network will require implementing over 50 different projects over the next 20 years.**

# Chapter 3: Trail Network

Providing a trail network that is safe, comfortable, convenient, and connected will encourage people of all ages and abilities to walk and bike in Monroe. The Trails Master Plan primarily addresses trails and routes that safely support walking, bicycling, and other forms of micromobility. This Plan *does not* address the City's network of sidewalks, which primarily supports walking. Development and maintenance of the City's sidewalk network is addressed by the Transportation Element of the Comprehensive Plan (and the ADA Transition Plan). However, in constrained locations where shared-use trails are not feasible, dedicated on-street bike facilities are supplemented by sidewalks to create routes that support all users.

This chapter presents an overview of the opportunities and constraints for developing a trail network in Monroe, an explanation of the network development process, definition of the types of user the trail network should support, the different kinds of facilities needed to ensure safety and comfort, and maps illustrating full build-out of the trail network and the types of facilities needed for each route.

## Trail Network Opportunities and Constraints

The City of Monroe exhibits a street pattern that reflects the evolution of different modes of transportation in North America. The City was founded in 1864 and incorporated in its current location in 1902 along the Great Northern Railway line (now BNSF). The downtown evolved on the south side of the BNSF railroad tracks and is comprised of a relatively compact and interconnected rectilinear street grid typical of historic downtowns. Although these older streets are more interconnected, they tend to be narrower, more developed, and have higher parking demand so don't have any extra space for dedicated bike facilities. Neighborhoods that were developed more recently, such as Fryelands and North Hill, have a more spread out street network with fewer interconnected streets limiting potential trail connections to a handful of through streets.

*"There are three distinct walking communities in Monroe: Downtown, the Fryelands, and the other side of Highway 2. We need trails connecting all these communities."*

In addition to the BNSF railroad tracks, three different state highways converge in and bisect Monroe: State Routes 2, 203, and 522. Parallel to the BNSF railroad tracks, State Route 2 divides the downtown and Fryelands neighborhoods from the North Hill neighborhood and the highway/big box commercial area to the north. State Route 522 is a limited access highway elevated on an embankment, so creates a major barrier between the west and central parts of the City. Within the city limits, State Route 203 is a surface street so is less of a barrier, but still has relatively high traffic volumes. State Route 2 is particularly detrimental for people walking and biking due to traffic speeds and volumes, auto-oriented land uses, and unpleasant crossing conditions.

Many existing trails are on land owned in-common by the surrounding planned developments and administered by Homeowners Associations (HOAs), which are responsible for their maintenance but often do not have the resources to maintain them. Considerations for addressing acquisition and ongoing maintenance of HOA-owned trails is discussed in more detail in "Homeowners Association Trails" on page 111.

Planning for non-motorized facilities in Monroe's less developed Urban Growth Areas (UGAs) also requires proactive planning to ensure facilities are incorporated into development projects and connect to adjacent developments in a rational way.

## Types of Bicyclists

The confidence and ability of bicyclists and people interested in bicycling varies widely. Children also lack the discipline and impulse control to safely bicycle near traffic. Surveys of the general population in urban areas have found that only a small percentage of bicyclists (identified as "Strong and Fearless" and "Enthused and Confident") are comfortable biking near car traffic and will bicycle despite a lack of dedicated bike facilities. Almost two-thirds of the overall population (identified as "interested but concerned") would consider bicycling more if they could ride on facilities that provided at least some separation from car traffic, and another third of the population (identified as "no way, no how") will never bike regardless of how safe it is. While these percentages likely differ from city to city, providing a safe and comfortable bicycle network with facilities that support this "interested but concerned" population by providing separation from car traffic will increase bicycling in Monroe.

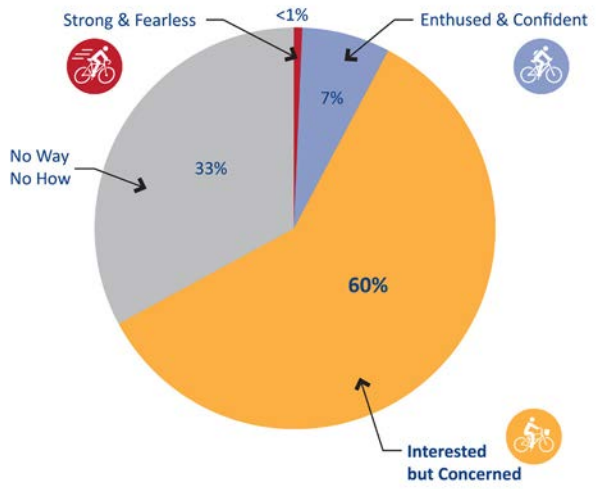



*Figure 3. Four Types of Transportation Cyclists*

## Target Trail User

The Trails Master Plan supports both the small percentage of existing strong and confident bicyclists as well as the two-thirds of the population that bike occasionally or will start biking if they are provided a connected network of bike trails and routes that are separated from car traffic or on streets with low traffic volumes and speeds. The proposed trail network supports people of all ages, abilities, and backgrounds.

*"Kids should be able to walk or bike to school safely."*

## Micromobility

While the trails and bicycle facilities in this Plan are intended primarily for people walking and riding traditional bicycles, they also support micromobility, which comprises a range of small, lightweight devices operating at speeds typically below 15 MPH. Micromobility devices include e-bikes, electric scooters and skateboards, shared bicycle fleets, and electric pedal-assisted ("Pedelec") bicycles. Micromobility is discussed in more detail in "Micromobility Policies" on page 121.

## Bicycle Level of Traffic Stress

Level of Traffic Stress (LTS) is a method of evaluating the suitability of streets for bicycling. Though mainly used for bicycling, LTS can also be used to assess infrastructure that supports walking. LTS is used by WSDOT for state routes in urban areas, and widely used on municipal non-motorized transportation planning projects. The LTS approach is described in detail in the WSDOT Active Transportation Plan.

For the Trails Master Plan, LTS is mainly applied to existing and proposed bicycle facilities on streets since the City's sidewalk network is being addressed separately by the Transportation Element of the Comprehensive Plan and the City's ADA Transition Plan. Paved trails that are separated from vehicular traffic are considered low-stress facilities by default since they do not have car traffic.

The Trails Master Plan did not perform a system wide LTS analysis because the existing street network in Monroe has relatively few viable connecting routes, and alternatives to those routes were not practicable. Rather, LTS was used to evaluate existing and proposed routes to determine the facility type that will be required to attain an LTS 2 or better network connection, and to assess the feasibility of such facility given the current geometry of and competing demands on the right of way.

## Trail Facility Design

Where space is available, paved shared-use paths or sidepaths that are separated from or adjacent to streets are proposed. Shared-use paths and sidepaths are the lowest stress facilities for people walking and biking since they are removed from vehicular traffic. Where separated shared-use paths or sidepaths cannot be accommodated, routes in the proposed trail network follow city streets.

The streets in Monroe range widely in traffic speeds and volumes, right of way widths, distance between curbs, lane configurations, parking accommodation, and business access requirements. The Trails Master Plan proposes a number of different on-street bike facilities to fit the unique characteristics of each street that is part of the trail network.

Streets with higher traffic speeds and volumes can often be modified to accommodate dedicated bike facilities, such as protected bike lanes, without significantly sacrificing the existing functions of the street. Existing streets with low traffic speeds and volumes can be safely shared by people biking and driving by providing modest modifications to the street that ensure people drive slowly and discourage cut-through traffic (i.e. maintain low traffic volumes). The Trail Master Plan strategically utilizes existing low-stress streets to create a connected network, accessible to people of all abilities, throughout the City.

All trails proposed in the plan should meet ADA guidelines for longitudinal and cross slopes, street crossing treatments, such as detectable warning plates and audible signals.

## Paved Trails: Shared-Use Path

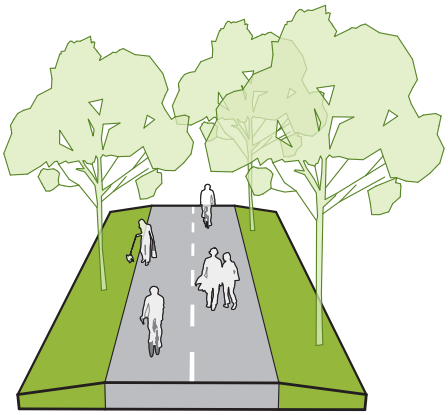


*Figure 4. Shared-Use Path*

- Paved path separated from the roadway.
- Shared by pedestrians, bicyclists and joggers.
- Physically separated from the street network.
- Can have an adjacent sidewalk to separate walking and biking in congested locations.
- Can include a gravel shoulder for equestrian use.
- Low stress for bicycles, though potential for conflicts between modes.
- Supports all ages and abilities.

## Paved Trails: Sidepath

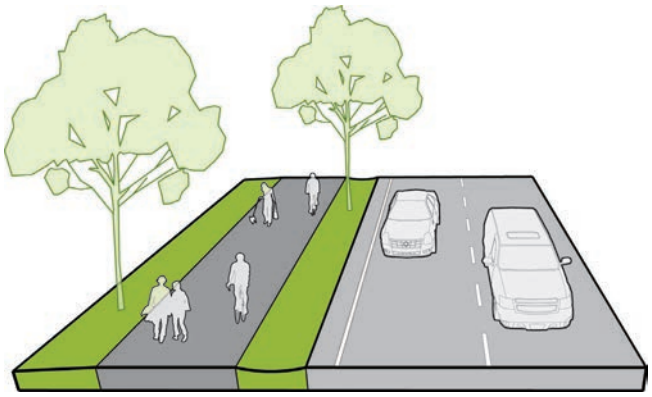
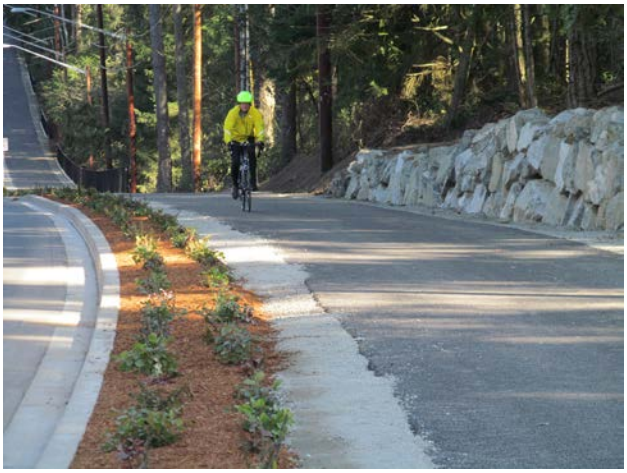


*Figure 5. Sidepath*

- Paved path adjacent to the roadway (minimum 5-foot wide setback from curb).
- Similar to a shared-use path but can be narrower (minimum 10 feet wide).
- Can include a gravel shoulder for equestrian use.
- Physically separated from vehicle traffic.
- Supports all ages and abilities.



## Shared Roadway

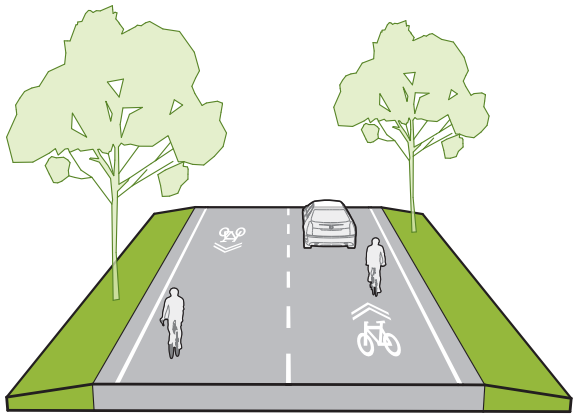


*Figure 6. Shared Roadway*


- Bicycles share the travel lane with vehicles.
- Also called "Bicycle Boulevards" or "Neighborhood Greenways".
- Only appropriate where vehicle volumes and speeds are low (20 MPH speed limit).
- Speed humps to calm traffic.
- Stop signs for side streets crossing the route.
- Wayfinding signs and pavement markings.
- Crossing improvements at busy cross-streets (e.g. crosswalks, flashing beacons, crossing islands, or traffic signals).


## Bike Lane

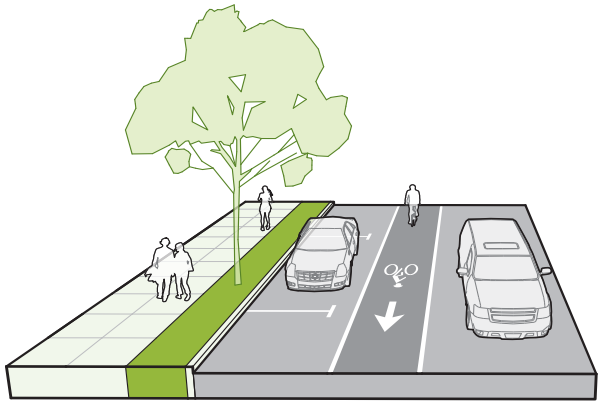
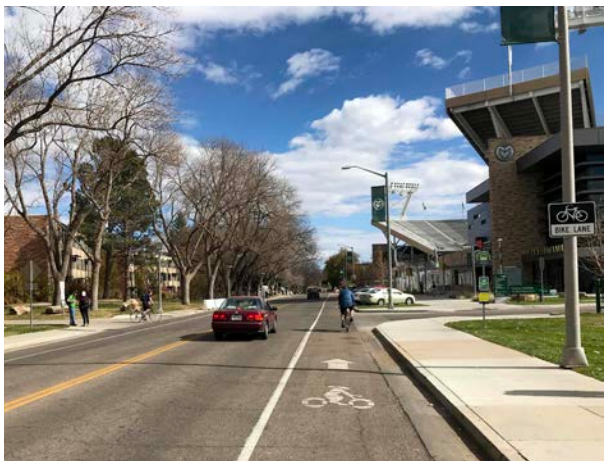


*Figure 7. Bike Lane*

- Exclusive lane for bicyclists.
- Only appropriate where vehicle volumes and speeds are moderate to low.



## Protected Bike Lane

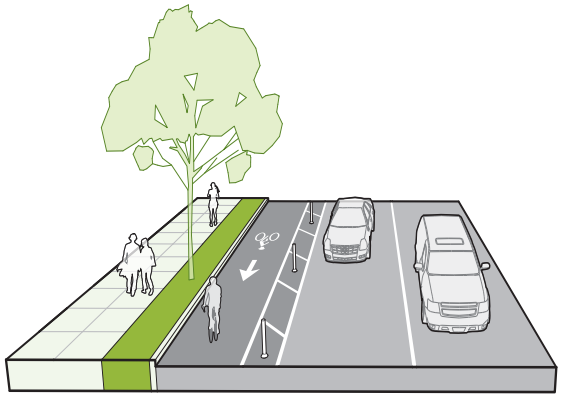


*Figure 8. Protected Bike Lane*

- Exclusive lane for bicyclists located within the roadway.
- Physically separated from vehicle traffic with a vertical element (e.g. flexposts).
- Accommodates all ages and abilities (low stress).

## Two-Way Protected Bike Lane

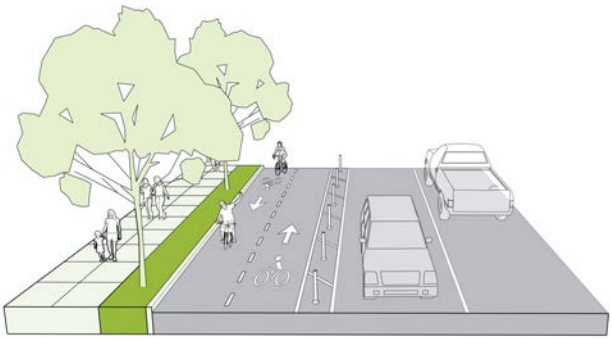


*Figure 9. Two-Way Protected Bike Lane*


- Exclusive lanes for bicyclists located within the roadway.
- Physically separated from vehicle traffic with a vertical element (e.g. flexposts).
- Requires dedicated signal phase at busy intersections.
- Higher visibility and feels more like a shared-use path than one-way bike lanes.
- Accommodates all ages and abilities (low stress).
- Also called cycletracks or separated bike lanes.
- Can be raised to sidewalk level.

## Unpaved Trail

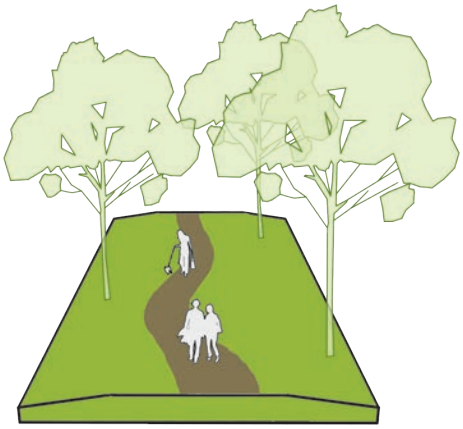


*Figure 10. Unpaved Trail*

- Physically separated from the paved road and trail network.
- Gravel or earthen surface.
- Can be shared by hikers, runners, mountain bikers, horseback riders or be exclusive to some modes.
- Ranges from ADA accessible to narrow wildland trail.

## Sidewalk Connection


*Figure 11. Sidewalk Connection*

- A trail connection using a sidewalk or substandard path in situations where another facility is not feasible.
- People walking have priority.
- Supports all ages and abilities.

## Street Crossings

*Figure 12. Basic Trail Crossing*

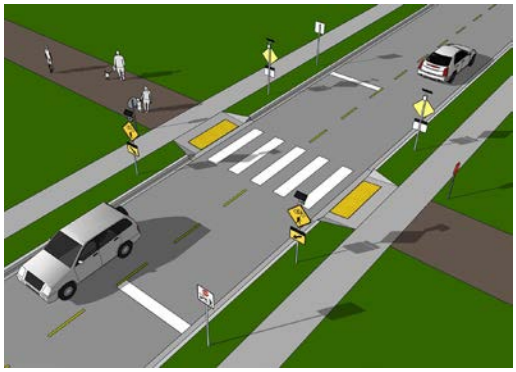


*Figure 13. Trail Crossing with Flashing Beacon (RRFB)*

*Figure 14. Trail Crossing with Flashing Beacon (RRFB) and Island*

*Figure 15. Signalized Trail Crossing with Island*

## Trail Network Development

The proposed trail network was developed through an iterative process comprising analysis of existing local and regional plans, review of digital data, such as satellite imagery and topographic information, extensive field work, both in-person and online community input, one-on-one stakeholder interviews, and City staff review.

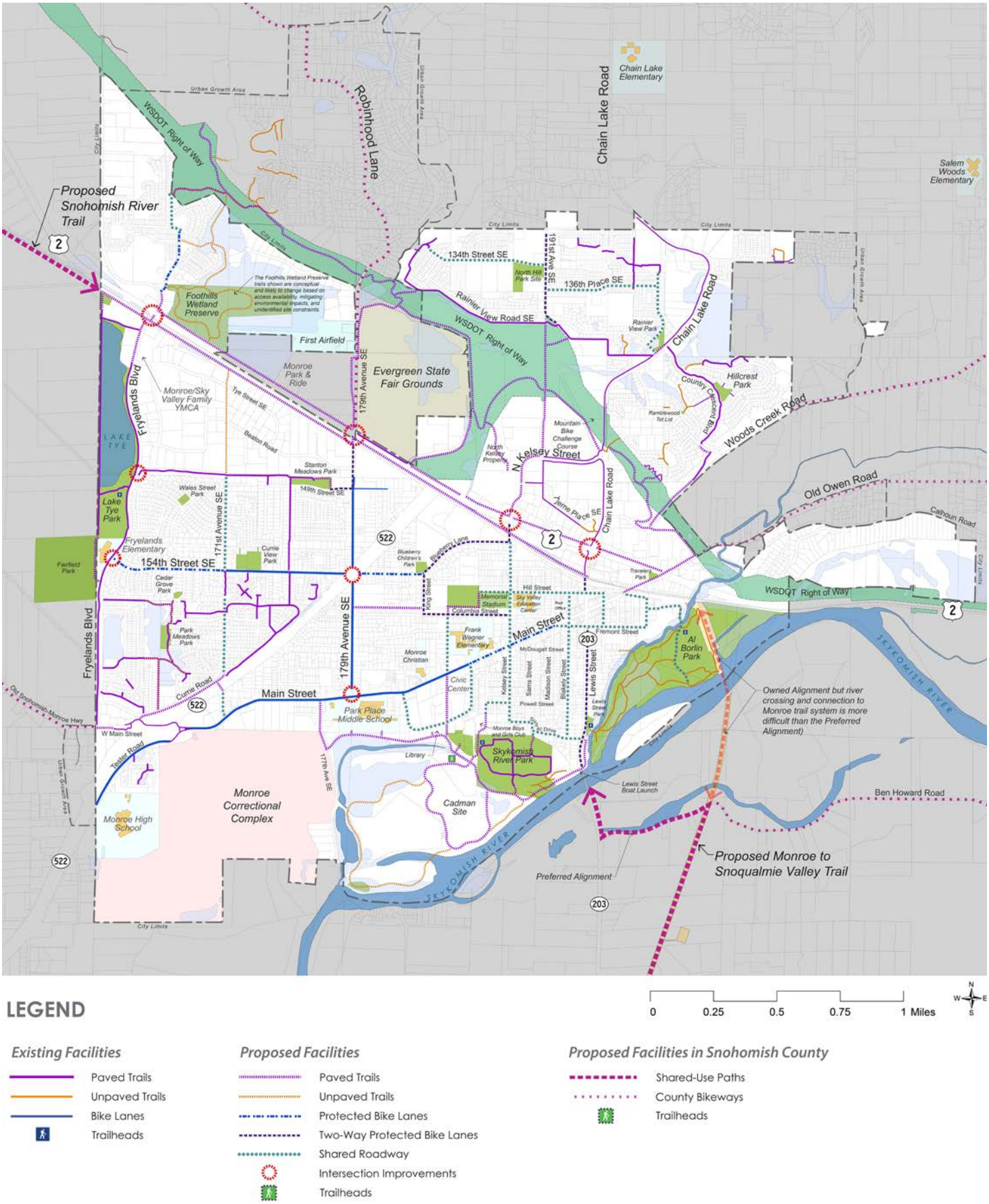
The initial trail network development was illustrated as a working graphic or “Study Network” showing existing and proposed routes and their potential facility types based on the characteristics of the right of way or trail corridor. The Study Network also shows locations in the network where two alternative routes are possible that need further study to resolve. The Study Network was reviewed by community members in the in-person open houses and the online survey. At the first open house and for the initial online survey, community members were presented with maps of only the existing facilities and asked where they thought new trails should go, which resulted in the study network. Based on input from the first open house, the study network was refined and presented back to the community at the second open house and through the follow-up online survey.

The Full-Build Trail Network map simplifies the Study Network map into existing and proposed trails without showing facility types.

*Table 2. Proposed Facility Mileage*

| Facility Type | Build-Out Network Mileage |
|---|---|
| Shared Roadways | 6.1 |
| Paved Trails | 13.6 |
| Protected Bike Lanes | 3.5 |
| Two-Way Protected Bike Lanes | 2.1 |
| Unpaved Trails | 3.6 |
| **TOTAL** | **28.9** |

*Map 2. Study Network*




## LEGEND

0 0.25 0.5 0.75 1 Miles

N W E S

### *Existing Facilities*

- Paved Trails
- Unpaved Trails
- Bike Lanes
- Trailheads

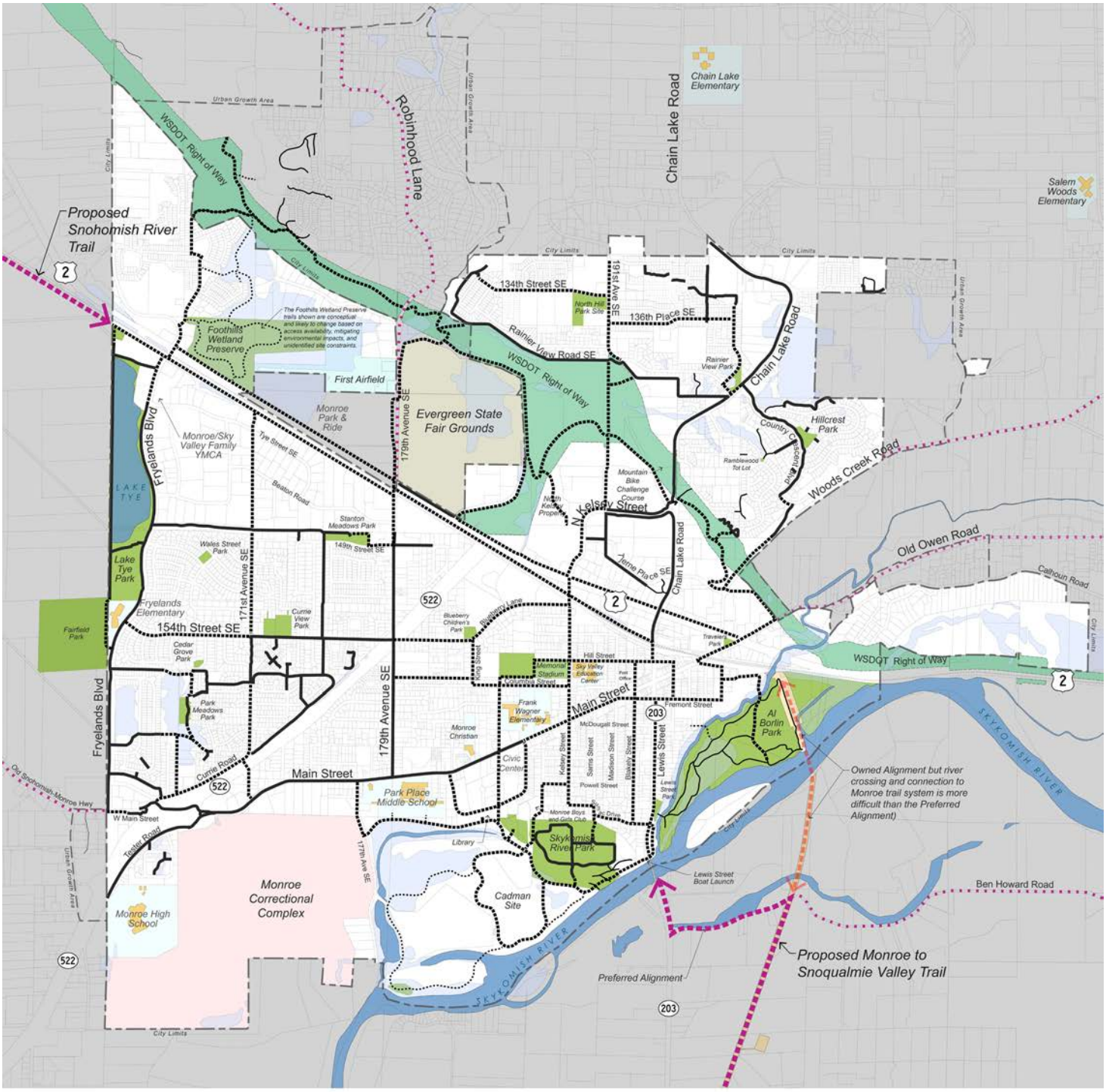
### *Proposed Facilities*

- Paved Trails
- Unpaved Trails
- Protected Bike Lanes
- Two-Way Protected Bike Lanes
- Shared Roadway
- Intersection Improvements
- Trailheads

### *Proposed Facilities in Snohomish County*

- Shared-Use Paths
- County Bikeways
- Trailheads

*Map 3. Full-Build Trail Network*




## LEGEND

0 0.25 0.5 0.75 1 Miles

N W E S

**Existing Non-Motorized Routes**
- Paved
- Unpaved

**Proposed Non-Motorized Routes**
- Paved
- Unpaved

**Proposed Non-Motorized Facilities in Snohomish County**
- Shared-Use Paths
- County Bikeways

## Regional Trail Connection Alternatives

Snohomish County is planning two regional trails that will eventually connect through Monroe: the Snohomish River Trail from the north and the Monroe to Snoqualmie Valley Trail from the south. These two regional trails offer an incredible opportunity for the City to connect to the regional trail network, which will vastly expand active transportation and recreation opportunities for residents and benefit businesses by increasing recreational tourism.

*"The ultimate dream is to have a trail system through Monroe that connects the Centennial Trail to the Snoqualmie Valley Trail."*

The proposed Snohomish River Trail alignment follows the south side of the BNSF railroad tracks between Snohomish and Monroe and will enter the City near the north end of Lake Tye. The proposed Monroe to Snoqualmie Valley Trail alignment follows the abandoned railroad bed to the east of SR-203, connects to SR-203 via Ben Howard Road, and then crosses over the Skykomish River into Monroe on the Lewis Street bridge.

The regional trail connection through the City of Monroe should be a shared-use facility to the extent possible and designed to a higher standard than other trails in the City so that it has a strong identity and appears and feels like part of the regional trail network. The regional trail connection could have a wider surface, additional lighting and site furnishings, unique paving patterns, wayfinding signs, and art. New trailheads to serve the regional trail network should also be incorporated where feasible.

Threading a regional trail through an established city is challenging due to the limited amount of vacant land and streets constrained by myriad competing demands. Two regional trail connection alternative arose during the Trails Master Plan planning process:

Alternative A

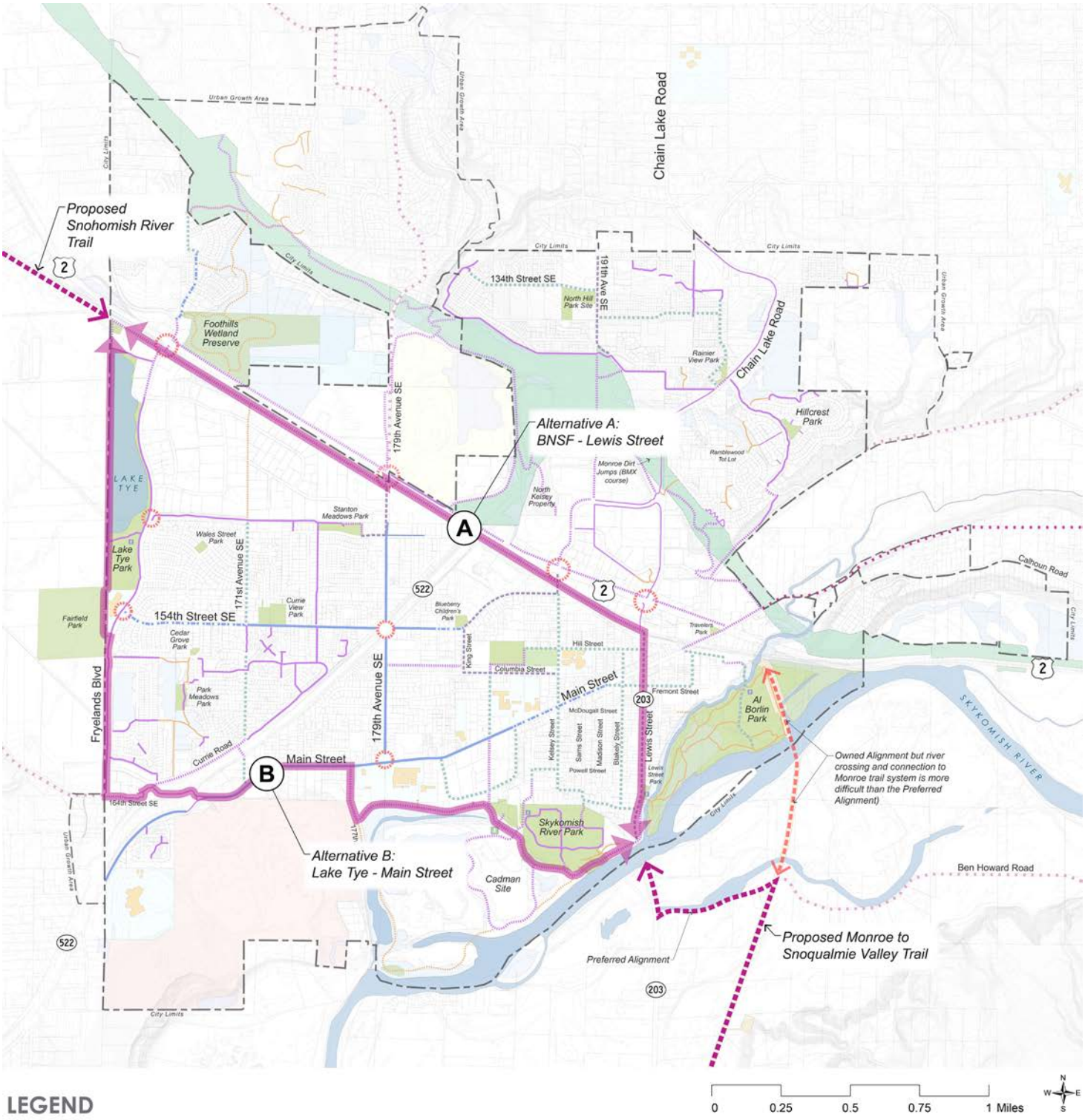
The preferred alignment follows the Snohomish PUD corridor to the southwest of the BNSF railroad tracks from the west city limits to 179th Avenue, jogs over to the east side of the BNSF right of way from 179th Avenue to Lewis Street/SR-203, and then continues south along Lewis Street/SR-203 to the Lewis Street bridge at the south city limits. Along the PUD corridor and the BNSF right of way, the facility type would be a shared-use path. Along Lewis Street/SR-203, the facility type would be a two-way protected bike lane along the east side of the street.

Alternative A could also follow the northeast side of SR-2 from 179th Avenue to Lewis Street to avoid the BNSF right of way. This variation takes advantage of the existing shared-use path at the fair grounds and provides better access to Foothills Wetland Preserve, the Park & Ride, and the commercial area on the north side of SR-2.

Alternative B

This alignment follows the existing Lake Tye trail along the west edge of Lake Tye, continues south on the Lake Tye trail paralleling Fryelands Boulevard, follows 164th Street SE through the SR-522 interchange roundabouts as a sidepath, and then follows the existing bike lanes on Main Street. The alignment heads south on 177th Avenue SE as a sidepath, and then follows the proposed shared-use path (referred to as the "Centennial Trail" in the Cadman Park Master Plan) around the north edge of the Cadman site, past the library, around the south edge of Rotary Field and Skykomish River Park, past the boat launch, and up to the Lewis Street bridge.

*Map 4. Regional Trail Connection Alternatives*




## LEGEND

**Existing Facilities**
- Paved Trails
- Unpaved Trails
- Bike Lanes
- Trailheads

**Proposed Facilities**
- Paved Trails
- Unpaved Trails
- Protected Bike Lanes
- Two-Way Protected Bike Lanes
- Shared Roadway
- Intersection Improvements
- Trailheads

**Proposed Facilities in Snohomish County**
- Shared-Use Paths
- County Bikeways
- Trailheads

## Regional Trail Connection Pros and Cons

*Table 3. Regional Trail Connection Pros and Cons*

| | Alternative A: BNSF - Lewis Street | Alternative B: Lake Tye - Main Street |
|---|---|---|
| **Directness** | • Creates a direct and efficient connection between the two proposed county trails.<br>• Few street crossings | • The overall alignment is not as direct as Alternative A.<br>• The portion through the SR-522 roundabouts is circuitous with busy street crossings.<br>• The portion from Main Street through the Cadman site to the Lewis Street bridge has few street crossings and is somewhat circuitous. |
| **Connections** | • Lake Tye Park<br>• Monroe/Sky Valley YMCA<br>• Evergreen State Fairgrounds<br>• Downtown<br>• Lewis Street Park<br>• Al Borlin Park<br>• Evenly bisects the City, providing more equal access. | • Lake Tye Park<br>• Fryelands Elementary School<br>• Fairfield Park (county)<br>• Monroe High School<br>• Park Place Middle School<br>• Library<br>• Civic Center<br>• Boys & Girls Club<br>• Cadman Park Site<br>• Rotary Park<br>• Skykomish River Park<br>• Lewis Street Park<br>• Al Borlin Park<br>• Is much more accessible from south part of the City than from the north part of the City. |
| **Challenges** | • Requires coordination with and trail easement acquisition from BNSF, which may not be supportive of the trail.<br>• Requires a short segment of shared roadway through the downtown, since the Lewis Street right of way is highly constrained.<br>• Requires removal of parallel parking along the east side of Lewis Street/ SR-203 south of Fremont Street and would require approval from WSDOT. | • The portion through the SR-522 roundabouts is constrained, may not accommodate a sidepath, and would not feel like a regional trail.<br>• Protected bike lanes may not be possible on Main Street, and would not feel like a regional trail.<br>• Construction of a shared-use path around the north side of the Cadman site may have significant critical area impacts. |

*Table 3. Regional Trail Connection Pros and Cons*

| | **Alternative A: BNSF - Lewis Street** | **Alternative B: Lake Tye - Main Street** |
|---|---|---|
| **Facility Type** | • Shared-use path - 75%<br>• Shared roadway - 8%<br>• Two-way protected bike lane - 17% | • Shared-use path - 73%<br>• Sidepath - 13%<br>• Protected bike lanes (if possible on Main St.) - 14% |
| **Community** | • Goes right through the heart of the downtown, so maximizes potential economic benefits for businesses.<br>• Evenly bisects the City, providing better access for more residents.<br>• Visibility of the regional trail connection would be higher. | • Connects the City's major parks.<br>• Has better exposure to water features.<br>• Connects to the Civic Center, schools, library, and Boys & Girls Club. |

## Project Definition

The trail network is broken down into smaller manageable “projects” based on constructibility, which is dictated by the cost of the proposed facility or cross section, the length of the trail connection, and the anticipated limit of funding at any given time. Along with the need to have rational start and end points for each trail segment, the combination of these factors results in projects of various lengths and conceptual costs. Where intersection or street crossing improvements are needed along a trail, they are included in the scope of the trail project.

Projects in public right of way are subordinate to those identified in the Transportation Plan.

### Project Descriptions

The proposed trail network comprises individual routes or segments that connect at intersections to form the network. Most of the routes follow streets and are within the public right of way. Some existing and proposed segments are within private or quasi-public property, such as utility company property, and require agreements and/or easements to be implemented. Other network segments are within City of Monroe property.

Projects are defined as contiguous segments of a route serving a neighborhood or connecting important destinations, such as schools or transit stops. They are generally scaled to implementable in one or two phases. Most projects have one contiguous non-motorized facility type, but some have two or more facility types due to differing right of way characteristics or property constraints.

### Conceptual Cost Estimates

Project costs for bicycle and pedestrian facilities will vary greatly depending on right of way characteristics, cost of materials, the specific facility design and scope of the improvements. An order of magnitude cost range is provided for each project.

Intersection improvements are undetermined, need additional evaluation, and are not included in the cost estimate at this time.

### Existing Cross-Section

The existing cross-section description for each project includes the lane configuration, but not the dimensions of the lanes or curb-to-curb distance. The number of travel lanes is one factor that affects the level of traffic stress for a route. Wider vehicle travel lanes can also lead to higher speeds, which increase bicycle level of traffic stress, but lane widths were not inventoried and are not documented on the project sheets. Cross-section information is for typical street segments and does not take into account turn lanes and additional through lanes that often occur at intersections.

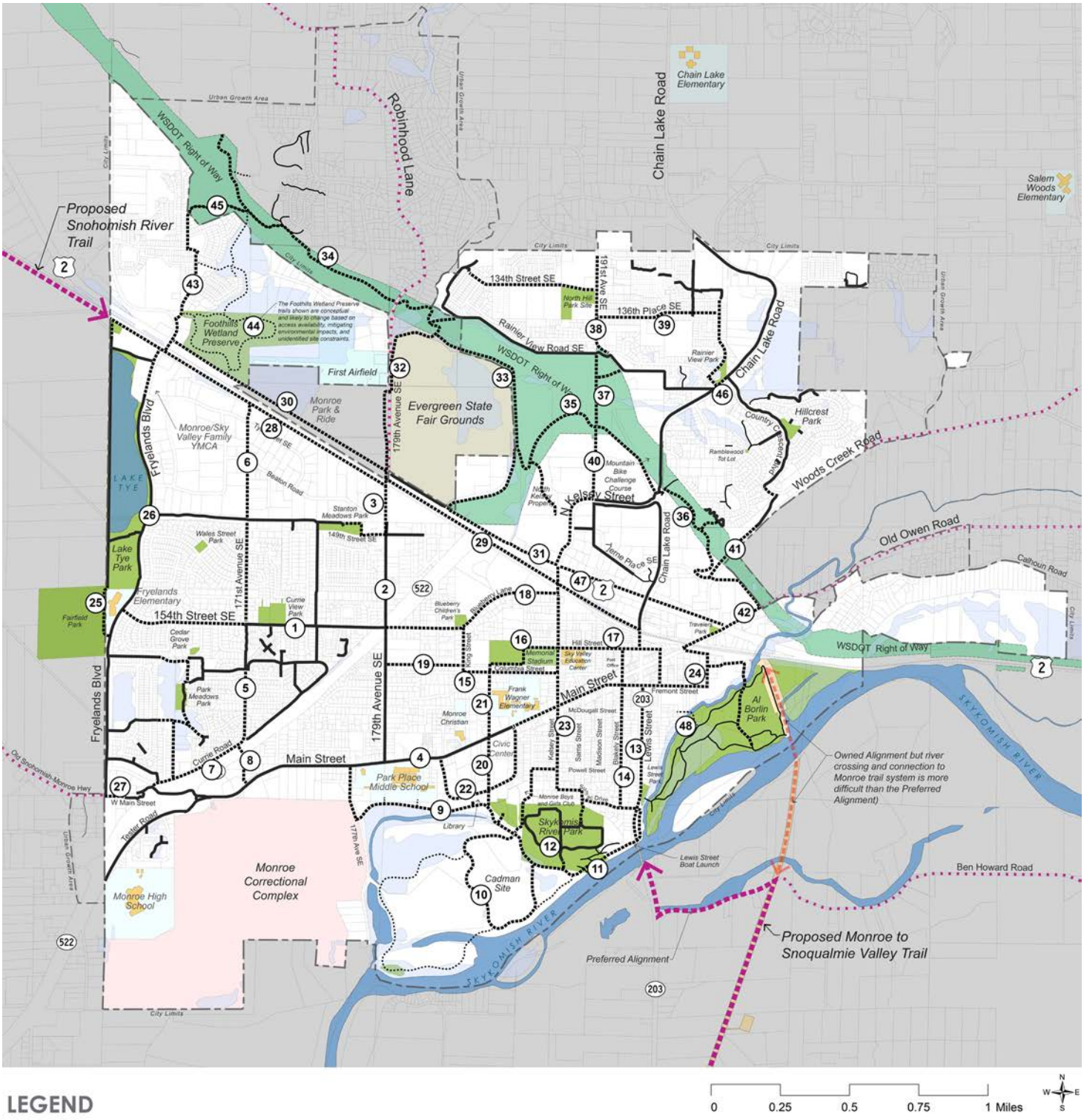
### Speed Limit

Vehicle speeds are also one of the factors used to determine the existing level of traffic stress of a route. Where relevant, existing posted speed limits are provided for each project.

### Facility Types

A range of facility types to achieve a low-stress trails and bicycle network are proposed in this plan. The facility types assigned to different projects are conceptual design guidelines and not specific to the exact dimensions and condition of each right of way or easement. In some cases, one or more

*Map 5. Projects*



alternate facility types are suggested that may provide more separation from traffic and result in a safer, more comfortable facility. Additional feasibility studies will be required to verify the suitability of each facility prior to project implementation. These studies may address property acquisition, roadway channelization or widening, and on-street parking modification, among other issues.

Each facility type also has design variations that will need to be considered upon design development of the project. For example, protected bike lanes can have a range of treatments for the barrier separating the bicycle facility from the vehicle travel lanes, such as delineator posts,  planter boxes, or concrete barriers. Selection of a variant will generally depend on the safety, cost, and return on investment of the project.

## Location Maps

Each location map shows the proposed project segment or segments. Any existing facilities on the route are also shown.


*Figure 16. Project Sheet Location Map Legend*

## Project 1: 154th Street Bike Lanes

**Description** Install new protected bike lanes from Fryelands Boulevard to 171st Ave. SE and 179th Ave SE and King Street. Add painted buffers with delineators to existing bike lanes between 171st Avenue SE and 179th Avenue SE. Incorporate multi-modal improvements to the intersection of 154th Street SE and 179th Avenue SE at the SR 522 underpass.

**Limits** Fryelands Boulevard
King Street

**Length** 1.23 miles

**Connections**
- Fryelands Neighborhood
- Currie View Park
- Fryelands Elementary School
- Lake Tye Park and Trail
- Fairfield County Park

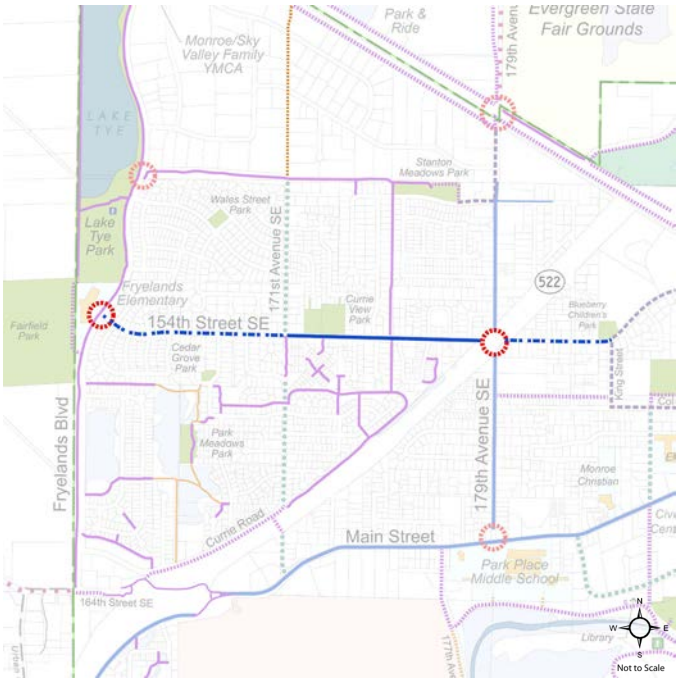
**Cost** $925,500

**Existing Cross-Section** One lane in each direction, bike lanes between 171st Ave SE and 179th Ave SE

**Speed Limit** 25 MPH

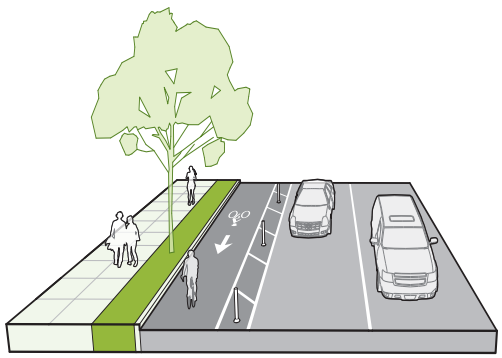
**Notes** Requires intersection improvements at Fryelands Blvd. and 179th Avenue SE

### Location Map




### Existing ROW

### Proposed Facility



## Project 2: 179th Avenue Bike Lanes

**Description** Upgrade the existing bike lanes to protected bike lanes by adding a buffer and delineators. Incorporate multi-modal intersection improvements at 154th Street SE and Main Street.

**Limits** 149th Street SE
Main Street

**Length** 0.8 miles

**Connections**

- Evergreen Health Medical Center
- Stanton Meadows Park
- Drainage Channel Trail
- 154th Street bike lanes
- Main Street bike lanes
- Park Place Middle School

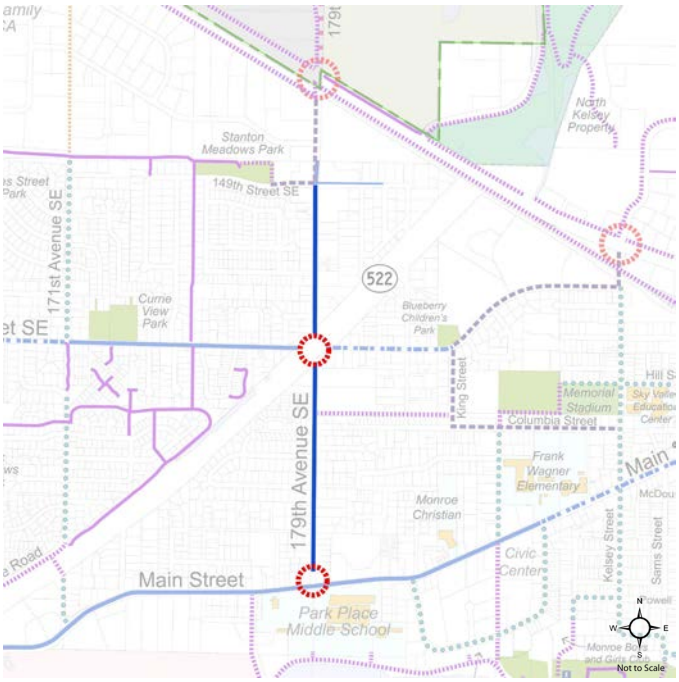
**Cost** $821,000

**Existing Cross-Section** One lane in each direction, existing bike lanes

**Speed Limit** 25 MPH

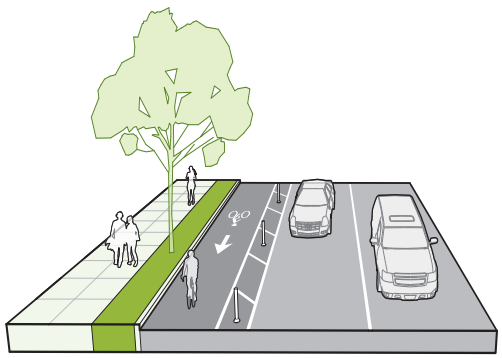
**Notes** Multimodal intersection improvements at 154th Street SE and Main Street. At 149th Street, requires a cross-over to the two-way protected bike lanes (149th Street Connector) on the west side of 179th Avenue.

### Location Map




### Existing ROW

### Proposed Facility



## Project 3: 149th Street Connector

**Description**
Shared-use path and two-way protected bike lanes connecting the terminus of the drainage channel trail in Stanton Meadows Park to the 179th Avenue SE bike lanes and SR-2.

**Limits**
SR-2
Stanton Meadows Park

**Length**
0.4 miles

**Connections**
- Evergreen State Fairgrounds
- Evergreen Health Medical Center
- Stanton Meadows Park
- Drainage Channel Trail
- Main Street bike lanes

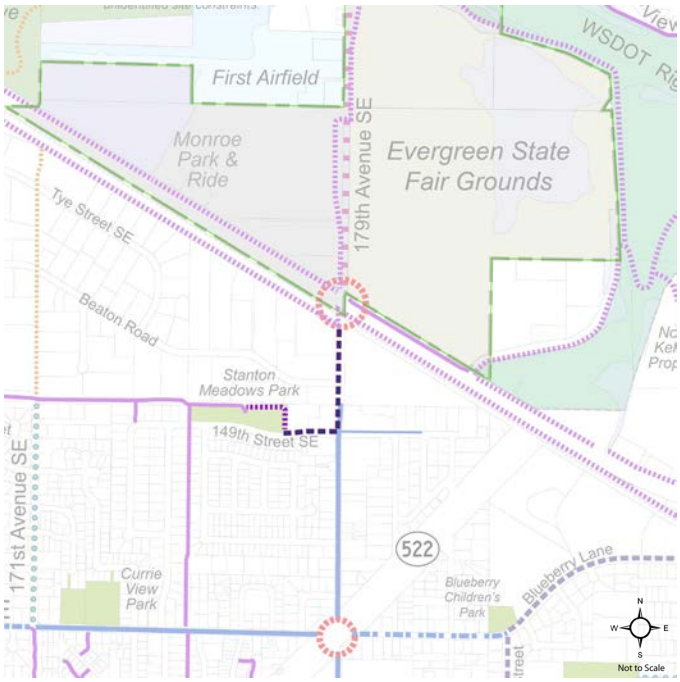
**Cost**
$692,500

**Existing Cross-Section**
Stanton Meadows Park.
179th Avenue: 2 travel/turn lanes northbound, 1 wide travel lane southbound.
149th Street: 1 travel lane each direction.

**Speed Limit**
25 MPH

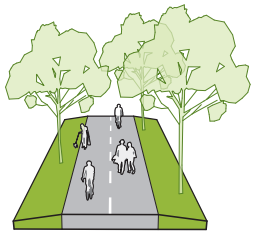
**Notes**
The southbound travel lane on 179th Avenue between SR-2 and 174th Street is excessively wide and can accommodate the proposed two-way protected bike lane without any significant impact to traffic flow. Requires removal of some parking on the north side of 149th Street near Stanton Meadows Park.

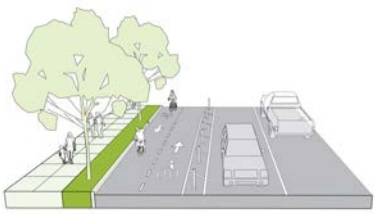
### Location Map




### Existing ROW


### Proposed Facilities





## Project 4: Main Street Bike Lanes

**Description** Protected bike lanes connecting the roundabout at SR-522 with the downtown.

**Limits** SR-522 Roundabout
W Fremont Street

**Length** 1.6 miles

**Connections**
- Monroe High School
- Monroe Correctional Complex
- Park Place Middle School
- Civic Center
- Frank Wagner Elementary
- Downtown

**Cost** $1,728,300

**Existing Cross-Section** West end: 1 travel each direction, two-way left turn lanes, bike lanes.

East end: 1 travel lane each direction, two-way left turn lanes, planted median, parallel parking.

**Speed Limit** 25 MPH

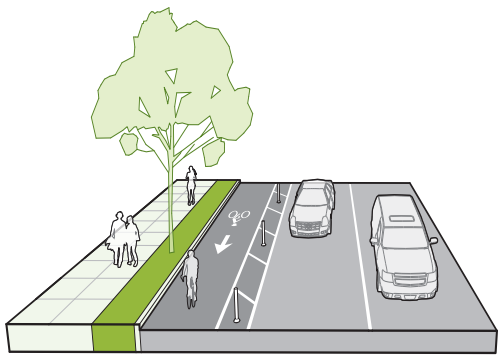
**Notes** Along the western section, a buffer can be added to the existing bike lanes, if the travel lanes and TWLTL can be narrowed to 10'-wide.

Along the eastern section, new protected bikes lane can be added adjacent to the sidewalks if the travel lanes are narrowed from 14 to 11 feet and the parking lanes are moved toward the center of the street. Where obstacles exist in the planter strips, the parallel parking can be grouped to allow the bike lanes to jog around the obstacle.

### Location Map


### Existing ROW

### Proposed Facilities



## Project 5: 171st Avenue Shared Roadway

**Description** Shared roadway with existing paved trail section providing a north-south connection through the middle of the Fryelands neighborhood.

**Limits** Drainage Channel Trail
Currie Road

**Length** 0.7 miles

**Connections**
- Industrial Area and regional trail connection via power line trail.
- Drainage Channel Trail
- Currie Road
- Potential connection under SR-522 to Main Street bike lanes

**Cost** $388,600

**Existing Cross-Section** One travel lane each direction with parallel parking.

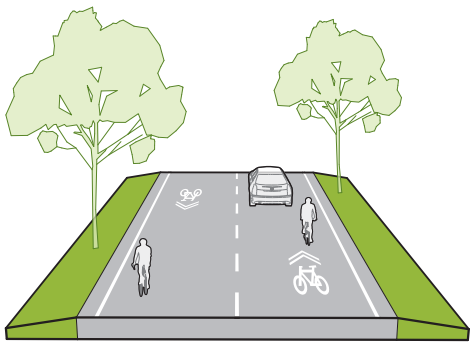
**Speed Limit** 25 MPH

**Notes** 171st Avenue is a low speed and volume street that can accommodate simple shared roadway treatment. This project would connect to the drainage channel trail and potentially regional trail connection alternative A to the north and the Main Street bike lanes via the SR-522 underpass to the south.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 6: Industrial District Trail

**Description** Unpaved trail following the powerline corridor through the industrial district.

**Limits** Regional trail connection
Drainage channel trail

**Length** 0.4 miles

**Connections**
- Regional trail connection
- Industrial district
- Drainage channel trail

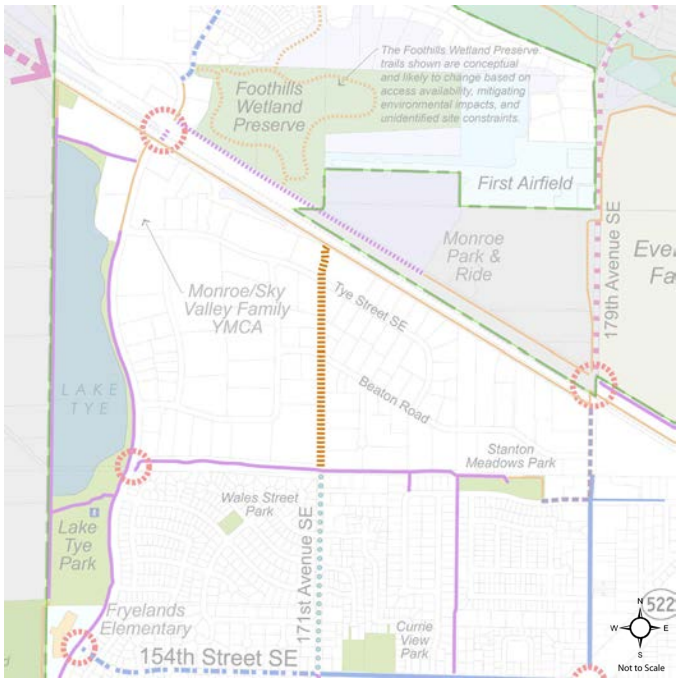
**Cost** $522,100

**Existing Cross-Section** Informal unpaved path adjacent to a drainage channel.

**Speed Limit** n/a

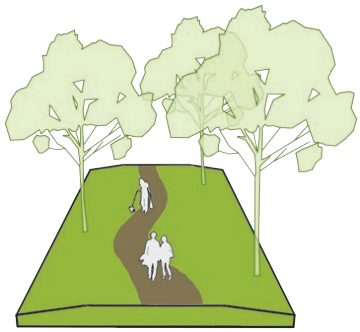
**Notes** This is a constrained utility corridor that is unlikely to accommodate a standard width paved path, therefore a 6 to 8-foot wide gravel trail is recommended. Requires additional study.

### Location Map




### Existing ROW

### Proposed Facilities



## Project 7: Currie Road Connector

**Description** Sidepath on south side of street.

**Limits** 171st Avenue and existing path
SR-522 Roundabout (west)

**Length** 0.4 miles

**Connections**
- 171st Avenue shared roadway
- Existing neighborhood trail
- Potential connection under SR-522 to Main Street bike lanes
- 164th Street SE

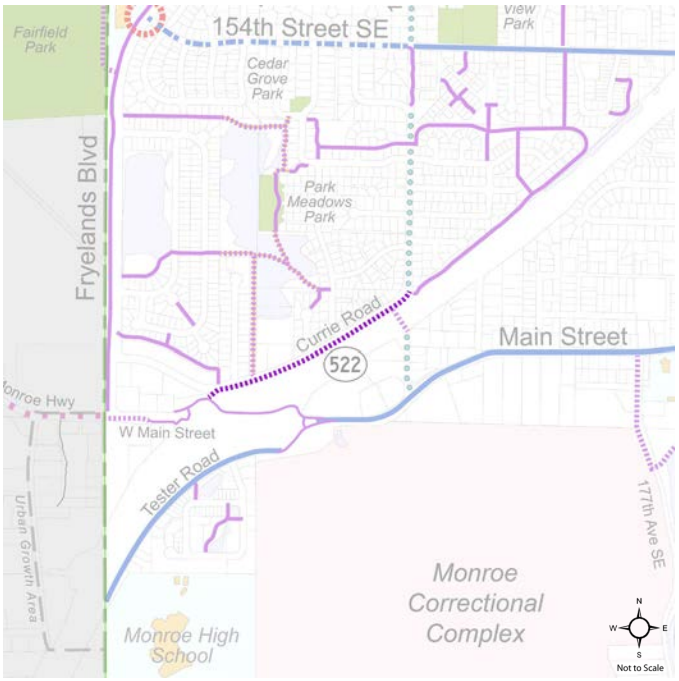
**Cost** $577,700

**Existing Cross-Section** One travel lane each direction, parallel parking on both sides.

**Speed Limit** 25 MPH

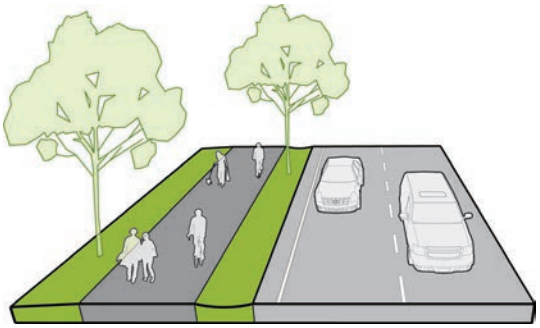
**Notes** Provides a connection between the existing Fryelands neighborhood trails and the SR-522 underpass to the south via a connection across the WSDOT right of way immediately north of the roundabout. Parking loss for this facility would be minimal.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 8: SR 522 Underpass

**Description** Underpass under SR-522 and shared roadway on 171st Avenue and 170th Drive.

**Limits** Currie Road
Main Street

**Length** 0.16 miles

**Connections**
- Fryelands neighborhood
- Central Monroe
- 171st Ave Shared Roadway
- Main Street PBLs

**Cost** $2,015,400

**Existing Cross-Section** SR-522 roadbed
1 travel lane each direction.

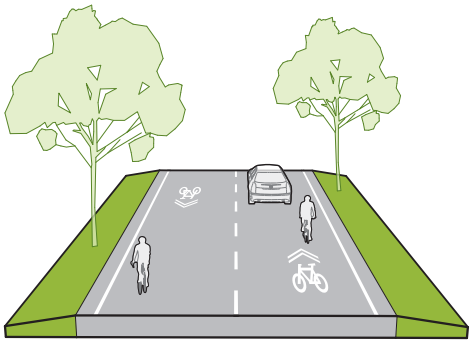
**Speed Limit** Low

**Notes** Requires additional study. This project provides a valuable connection across SR-522 but at a very high cost. The Currie Road Connector (project #7) provides a less direct connection across SR-522, but at a fraction of the cost. An overpass may be more feasible than an underpass.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 9: Cadman Connector

**Description** Sidepath along 177th Avenue and shared-use path along the north edge of the Cadman site.

**Limits** Main Street
Skykomish River Park

**Length** 0.87 miles

**Connections**
- Main Street bike lanes
- Park Place Middle School
- Library
- Civic Center
- Cadman Site Trails
- Skykomish River Park
- Skykomish River

**Cost** $2,383,900

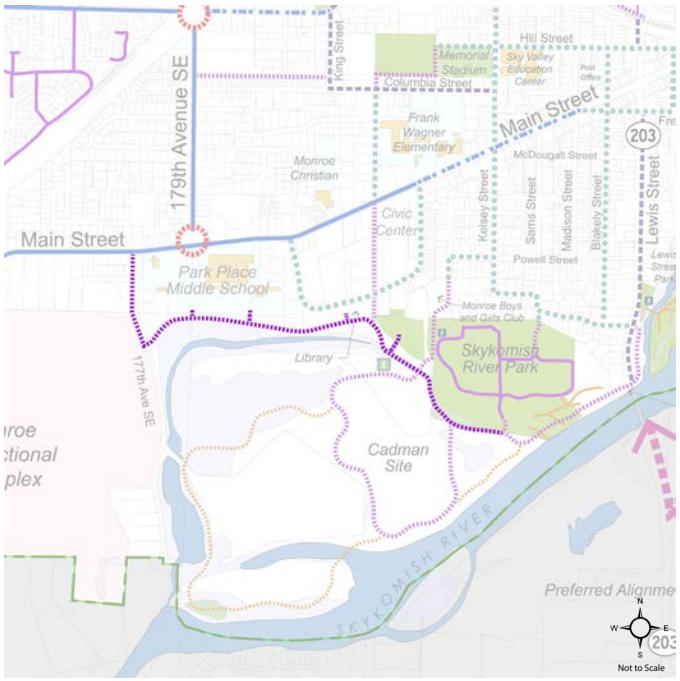
**Existing Cross-Section** 177th Avenue: 1 travel lane each direction, no sidewalks or shoulders.

**Speed Limit** 25 MPH (177th Avenue)

**Notes** Provides a connection between the Main Street bike lanes and the Skykomish River. Needs feasibility study to determine topographic constraints, critical area impacts, and geotechnical conditions. The shared-use path can be 10 feet wide to reduce critical area impacts.

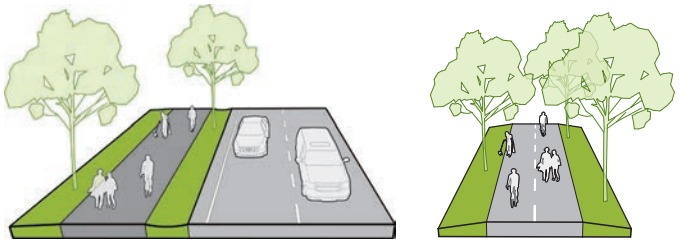
The 177th Avenue ROW is highly constrained but narrowing the travel lanes to create space on the west side of the street may be possible. Boundary survey needed to determine the extents of the public right of way adjacent to the correctional facility.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 10: Cadman Park Master Plan Trails

**Description** Paved and unpaved trails proposed in the Cadman Park Master Plan.

**Limits**

**Length** 1.68 miles

**Connections**
- Skykomish River Park
- Cadman Connector

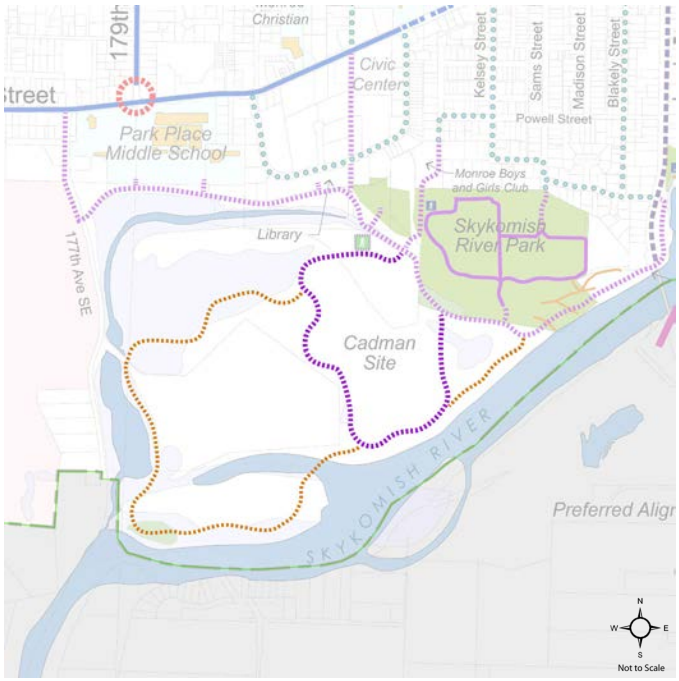
**Cost** $2,631,800

**Existing Cross-Section** n/a

**Speed Limit** n/a

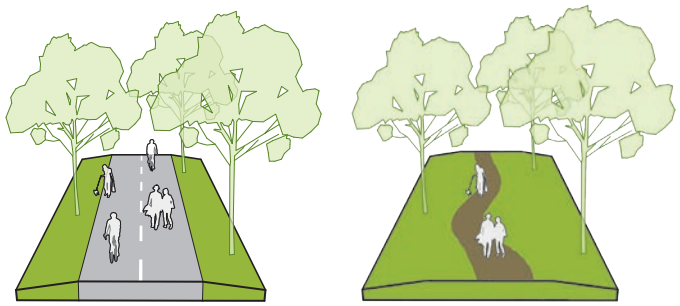
**Notes** Trail alignment to be determined by Cadman Park Master Plan.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 11: River Trail

**Description** Paved trail connecting Skykomish River Park to Lewis Street.

**Limits** Skykomish River Park
Lewis Street Park

**Length** 0.63 miles

**Connections**
- Cadman Connector
- Skykomish River Park
- Lewis Street Park
- Al Borlin Park
- Lewis Street 2-Way PBL
- Proposed Monroe to Snoqualmie Valley Trail

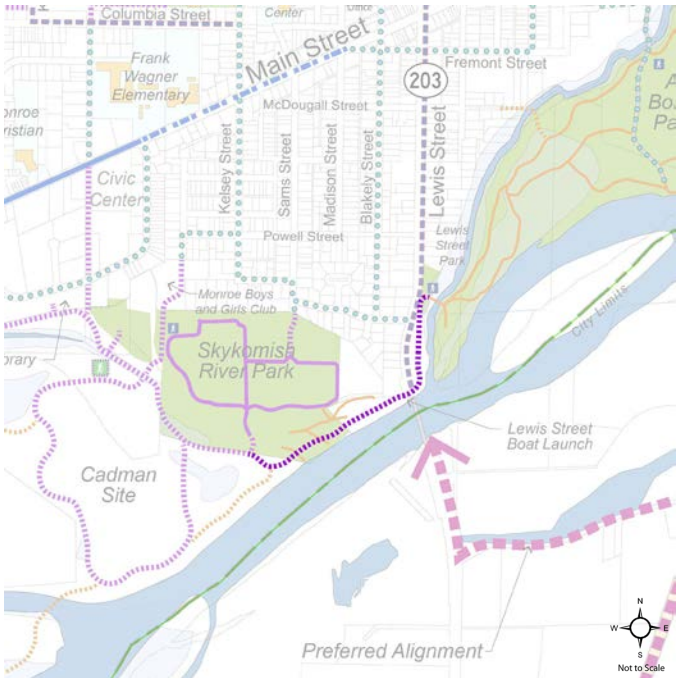
**Cost** $1,710,400

**Existing Cross-Section** n/a

**Speed Limit** n/a

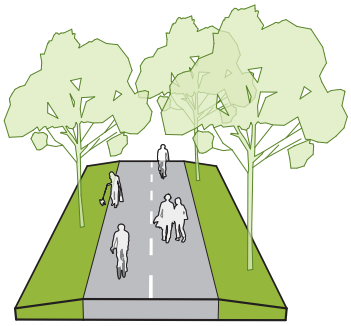
**Notes** This project is one of the two potential regional trail routes through Monroe, but also provides riverfront trail. May be treated as a shared roadway through the Lewis Street boat ramp parking lot.

### Location Map




### Existing ROW

### Proposed Facilities



## Project 12: Skykomish River Park Connections

**Description** Various improvements to the existing paved trails in and around Skykomish River Park.

**Limits** —

—

**Length** 0.35 miles

**Connections**
- Monroe Boys & Girls Club
- Sumac Drive shared roadway
- River Trail
- Cadman Levee Trail
- Cadman Site

**Cost** $955,900

**Existing Cross-Section** n/a

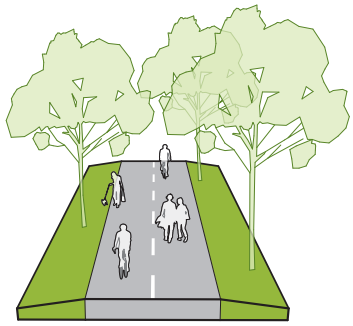
**Speed Limit** n/a

**Notes** This project comprises a group of spot improvements to better connect the existing trails within Skykomish River Park to proposed trails surrounding it. These paved trail connections do not need to meet a shared use path standard (i.e. can be less than 12 feet wide).

### Location Map


### Existing ROW


### Proposed Facilities



## Project 13: SR-203/Lewis Street PBL

**Description** Two-way protected bike lanes on the east side of Lewis Street.

**Limits** Fremont Street
Lewis Street Bridge

**Length** 0.5 miles

**Connections**
- Downtown Monroe
- Lewis Street Park
- Sumac Drive shared roadway
- River Trail
- Proposed Monroe to Snoqualmie Valley Trail

**Cost** $717,100

**Existing Cross-Section** One lane in each direction, center turn lane with planted median, parallel parking on both sides.

**Speed Limit** 25 MPH

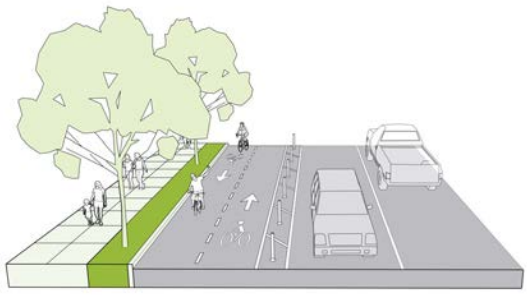
**Notes** Additional study required. This project requires removal of the existing parallel parking along the east side of the street between Lewis Street Park and Fremont Street. All of the residences along this segment have off-street parking.

This project is the preferred option for the regional trail connection through Monroe (see pages “Regional Trail Connection Alternatives” on page 40), since it connects through the downtown, has higher visibility and more of a shared-use path feeling than the Blakeley Street shared roadway option. This project requires coordination with WSDOT.

### Location Map


### Existing ROW

### Proposed Facilities



## Project 14: Blakeley Street Shared Roadway

**Description** Shared roadway on Blakeley Street.

**Limits** Hill Street
Sumac Drive

**Length** 0.56 miles

**Connections**
- Downtown Monroe
- Post office
- Fremont Street shared roadway
- Sumac Drive and Kelsey Street shared roadway
- Skykomish River Park
- Lewis Street Park
- Al Borlin Park

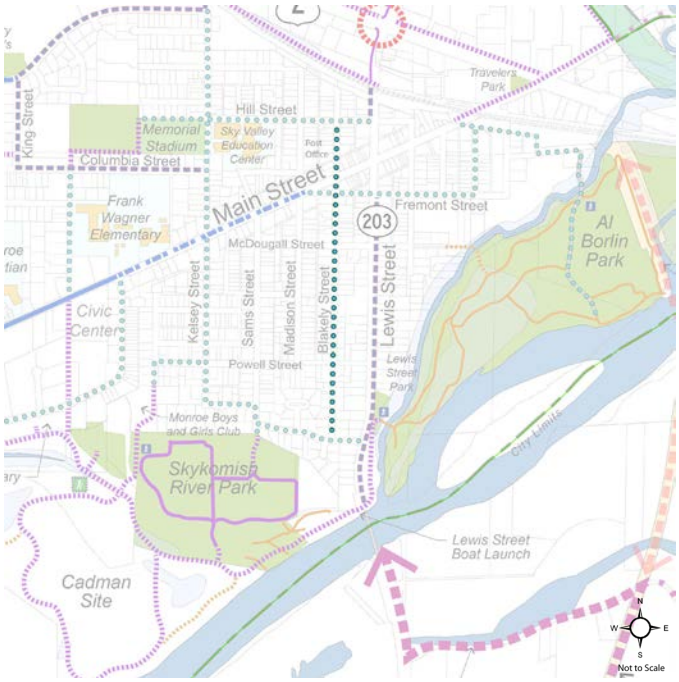
**Cost** $354,600

**Existing Cross-Section** Varies. One travel lane each direction, parallel parking, no sidewalks in places.

**Speed Limit** 25 MPH

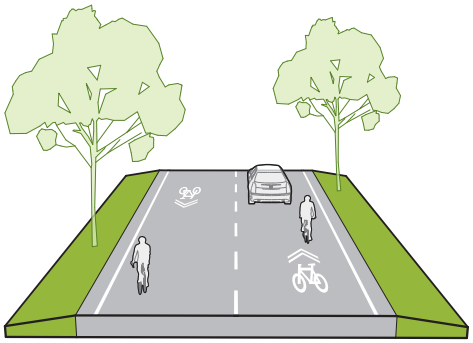
**Notes** This route is the alternative to the SR-203/Lewis Street protected bike lanes, and provides a continuous north-south connection through central Monroe. This could be a segment in the regional trail connection through the City. This provides traffic calming on Blakeley Street discouraging cut-through traffic from SR-203.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 15: King & Columbia Street PBL

**Description** Two-way protected bike lanes on the east side of King Street and the north side of Columbia Street.

**Limits** Blueberry Lane
Kelsey Street

**Length** 0.5 miles

**Connections**
- 154th Street bike lanes
- Blueberry Children's Park
- Memorial Stadium
- Frank Wagner Elementary School and park
- Civic Center trail
- Kelsey Street shared roadway

**Cost** $699,300

**Existing Cross-Section** Varies. One travel lane each direction, parallel parking, no sidewalks on the east side of King Street and the north side of Columbia Street.

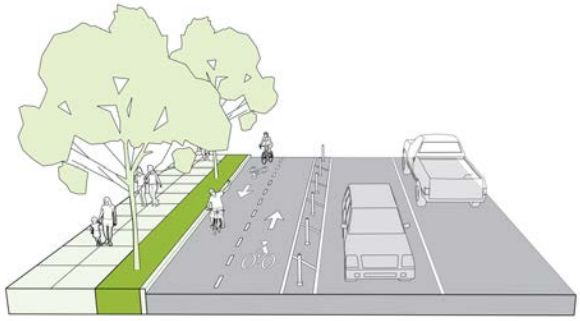
**Speed Limit** 25 MPH

**Notes** This project provides a connection between the 154th Street bike lanes and the downtown.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 16: Memorial Stadium Trail

**Description** Paved Trail and shared roadway through the Memorial Stadium site.

**Limits** Columbia Street
Kelsey Street

**Length** 0.21 miles

**Connections**
- Civic Center trail
- Memorial Stadium
- Kelsey Street shared roadway
- Hill Street shared roadway
- Sky Valley Education Center

**Cost** $593,300

**Existing Cross-Section** n/a

**Speed Limit** n/a

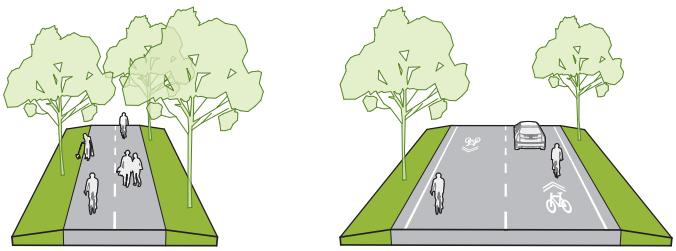
**Notes** This project provides a connection into and around Memorial Stadium and the adjoining park. This can be an alternative to the east end of the Columbia Street two-way protected bike lanes.

Utilizes the currently an unpaved dead-end Hill Street alley that provides residential access. Would only require paving and signing the alley. No traffic calming needed.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 17: Hill Street Shared Roadway

**Description** Shared Roadway

**Limits** Kelsey Street
Lewis Street

**Length** 0.49 miles

**Connections**
- Memorial Stadium
- Kelsey Street shared roadway
- Sky Valley Education Center
- Downtown
- Lewis Street PBL

**Cost** $307,500

**Existing Cross-Section** One travel lane each direction, parallel parking.

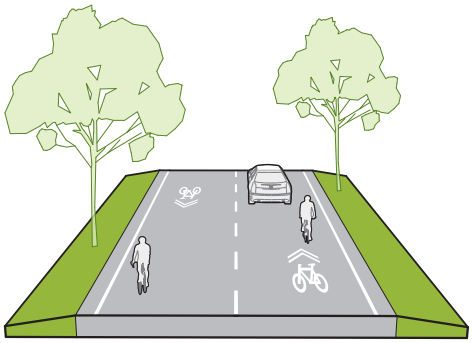
**Speed Limit** 25 MPH

**Notes** This project is part of the connection between the 154th Street bike lanes and the downtown.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 18: Blueberry Lane PBL

**Description** Two-way protected bike lanes.

**Limits** King Street
SR-2

**Length** 0.39 miles

**Connections**
- 154th Street bike lanes
- Blueberry Children's Park
- Kelsey Street shared roadway
- Potential regional trail connection
- Kelsey Street

**Cost** $541,000

**Existing Cross-Section** One travel lane each direction, parallel parking.

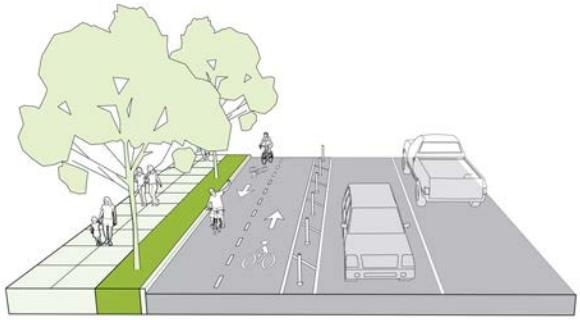
**Speed Limit** 25 MPH

**Notes** This project requires removal of the parallel parking on the north side of Blueberry Lane.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 19: PUD Trail

**Description** Paved trail following the Snohomish PUD power line corridor.

**Limits** 179th Avenue
King Street

**Length** 0.27 miles

**Connections**
- 179th Avenue bike lanes
- King Street

**Cost** $738,100

**Existing Cross-Section** n/a

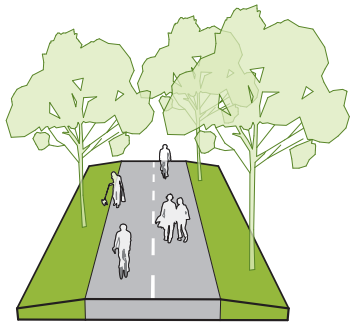
**Speed Limit** n/a

**Notes** This project takes advantage of the existing Snohomish PUD utility corridor. Requires PUD approval.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 20: Civic Center Trail

**Description** Paved trail through the middle of the Civic Center.

**Limits** Main Street

Rotary Field and the Cadman Levee Trail

**Length** 0.23 miles

**Connections**

- Main Street bike lanes
- Civic Center
- Library
- Rotary Field
- Skykomish River Park
- Cadman Levee Trail

**Cost** $624,100

**Existing Cross-Section** n/a

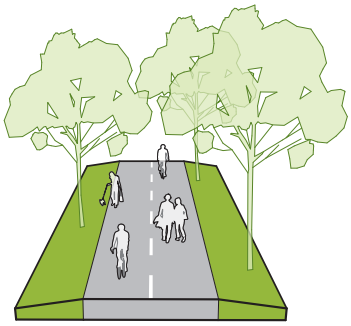
**Speed Limit** n/a

**Notes** Requires modification of fire department parking and public works yard. This project would create a public open space right in the middle of the Civic Center and could be designed as a linear Civic Green, with seating and other amenities.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 21: Dickinson Road Shared Roadway

**Description** Shared roadway connecting the Civic Center Trail with Memorial Stadium and other points north.

**Limits** Columbia Street
Main Street

**Length** 0.21 miles

**Connections**
- King and Columbia Street PBL
- Memorial Stadium
- Frank Wagner Elementary School
- Main Street bike lanes
- Civic Center

**Cost** $134,100

**Existing Cross-Section** Varies. One travel lane each direction, parallel parking and sidewalks in some locations.

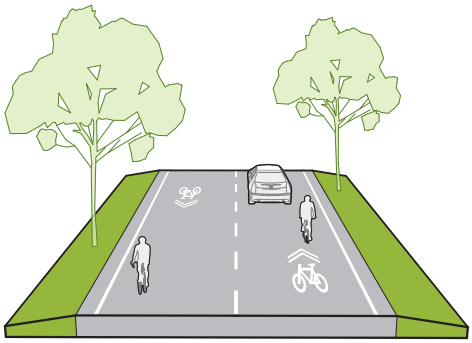
**Speed Limit** 25 MPH

**Notes** This project completes a connection from the Civic Center to Memorial Stadium.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 22: Village Way Shared Roadway

**Description** Creates a shared roadway along Village Way.

**Limits** Main Street (loop)

**Length** 0.56 miles

**Connections**

- Park Place Middle School
- Main Street bike lanes
- Library
- Civic Center
- Rotary Park
- Cadman Connector

**Cost** $354,300

**Existing Cross-Section** One travel lane each direction, parallel parking on the south side, sidewalks both sides.

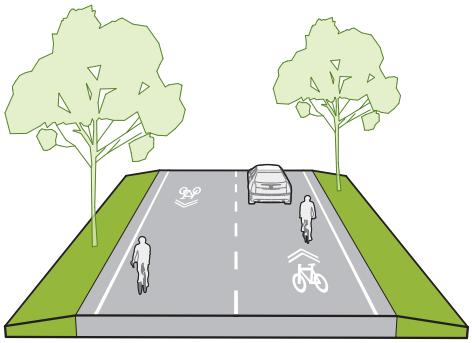
**Speed Limit** 25 MPH

**Notes**

### Location Map


### Existing ROW


### Proposed Facilities



## Project 23: Kelsey Street Shared Roadways

**Description** This project creates shared roadways along Sumac Drive and Kelsey Street.

**Limits** Blueberry Lane
SR-203/Lewis Street

**Length** 1.15 miles

**Connections**

- Memorial Stadium
- Sky Valley Education Center
- Main Street bike lanes
- Monroe Boys & Girls Club
- Skykomish River Park
- Lewis Street park
- Al Borlin Park
- Proposed Monroe to Snoqualmie Valley Regional Trail

**Cost** $724,300

**Existing Cross-Section** One travel lane each direction, parallel parking on both sides, sidewalks in most locations.

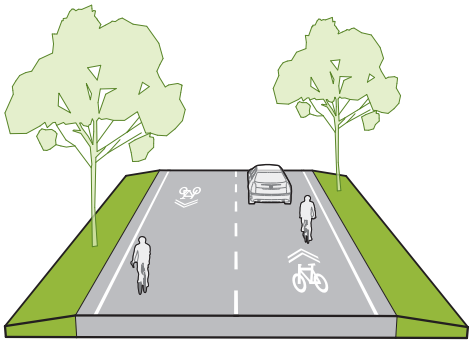
**Speed Limit** 25 MPH

**Notes** This project connects a number of popular destinations and provides traffic calming, which will reduce cut-through traffic on these neighborhood streets.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 24: Fremont Street Shared Roadways

**Description** Shared roadway project connecting the downtown with Al Borlin Park.

**Limits** Blakeley Street
Al Borlin Park

**Length** 0.98 miles

**Connections**
- Main Street bike lanes
- Blakeley Street shared roadway
- SR-203/Lewis Street PBLs
- Downtown
- Main Street Extension
- Al Borlin Park

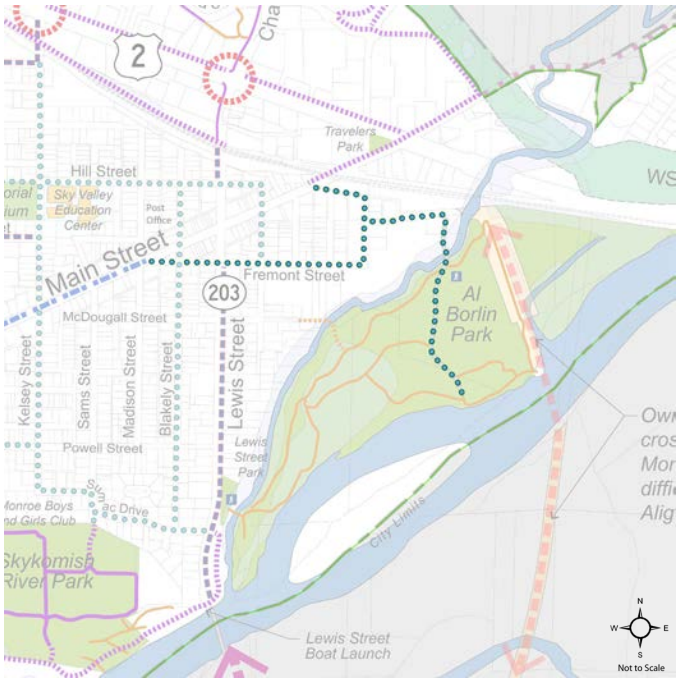
**Cost** $142,400

**Existing Cross-Section** Varies. One travel lane each direction, parallel parking on both sides, sidewalks in most locations.

**Speed Limit** 25 MPH

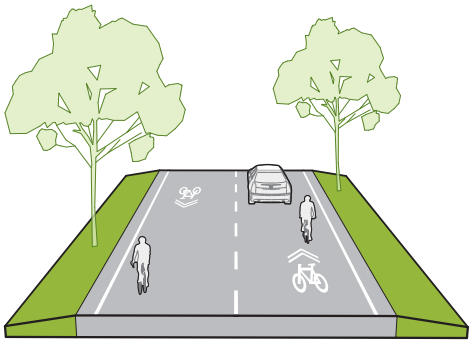
**Notes** Creates an east-west connection around the south side of the downtown and provides a link to north Monroe across SR-2 via the Main Street extension project.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 25: Fairfield Park Connector

**Description** Paved Trail along the west edge of Fairfield Park

**Limits** Lake Tye Park (ballfields)
Lake Tye Trail

**Length** 0.2 miles

**Connections**
- Lake Tye Trail
- Fairfield Park
- Fryelands Elementary
- Potential Regional Trail Connection

**Cost** $533,100

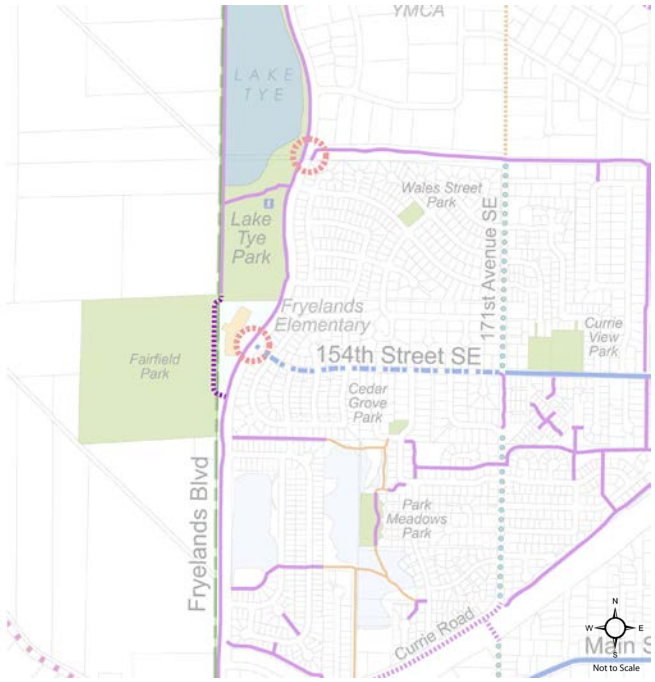
**Existing Cross-Section** n/a

**Speed Limit** n/a

**Notes** This project fills a gap in the Lake Tye Trail at Fryelands Elementary School creating a much more direct connection. It also creates an expanded continuous trail loop around Lake Tye.

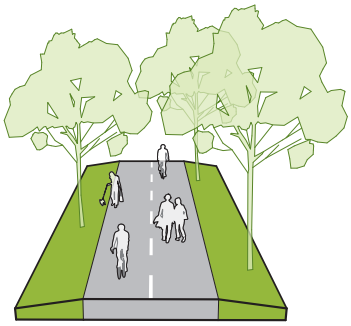
This alignment is on Snohomish County park property, so would require coordination with the county. In the event the Lake Tye trail becomes the main regional trail connection through Monroe, the park parking lot may be used as a trailhead.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 26: Drainage Canal Trail Crossing

**Description** Signalized crossing where drainage canal meets Fryelands Boulevard.

**Limits** n/a

**Length** n/a

**Connections**
- Lake Tye trail
- Drainage channel trail
- Lake Tye Park

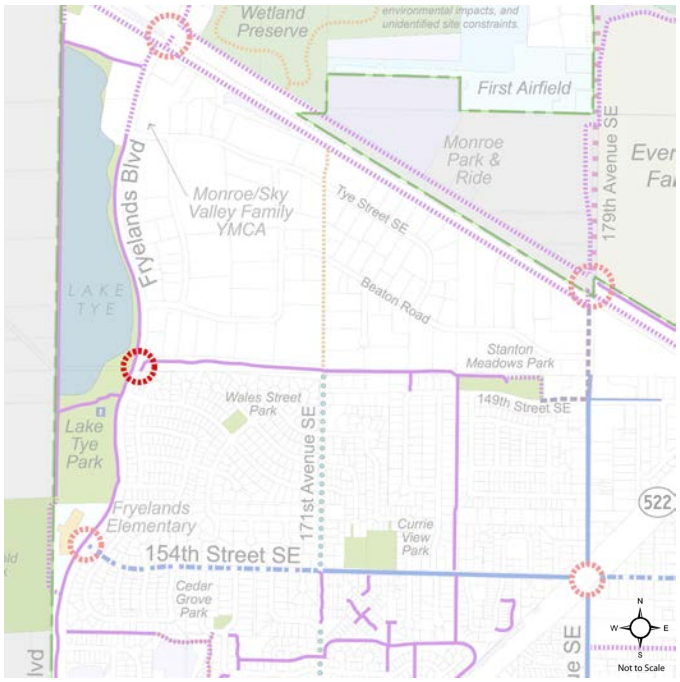
**Cost** Needs additional study

**Existing Cross-Section** Two travel lanes each direction with planted median, sidewalk east side, sidepath west side.

**Speed Limit** 35 MPH

**Notes** Needs additional study or reconsider this project, as this crossing may too close to the 154th Street intersection (400'). Low ROI.

### Location Map




### Existing ROW


### Proposed Facilities

## Project 27: W Main Street Connector

**Description** Sidepath on the south side of W Main Street

**Limits** Fryelands Boulevard
SR-522 on-ramp

**Length** 0.07 miles

**Connections**
- Lake Tye Trail
- Main Street bike lanes
- Currie Road Connector
- Possible regional trail connection

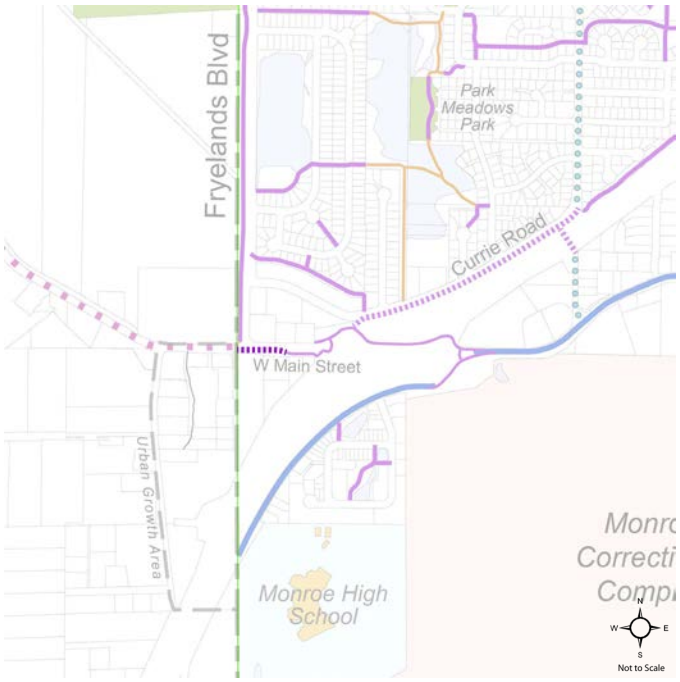
**Cost** $207,600

**Existing Cross-Section** Varies. One lane each direction with westbound turn lane, southbound SR-522 on-ramp.

**Speed Limit** 25 MPH

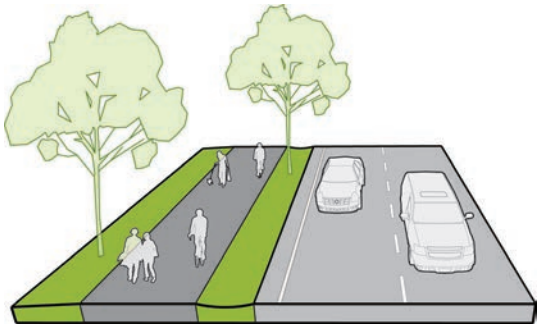
**Notes** This is a short but important connection between the Lake Tye Trail and the sidewalk system at the SR-522 roundabouts. One of the alternatives for the regional trail connection through Monroe.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 28: Regional Trail Connector - West Segment

**Description** West half of the regional trail connection south of SR-2 and the BNSF railroad right of way.

**Limits** West city limits
179th Avenue

**Length** 1.24 miles

**Connections**
- Planned Snohomish River Regional Trail
- Lake Tye Trail
- Lake Tye Park
- Industrial District Trail
- 179th Avenue bike lanes
- Evergreen State Fairgrounds

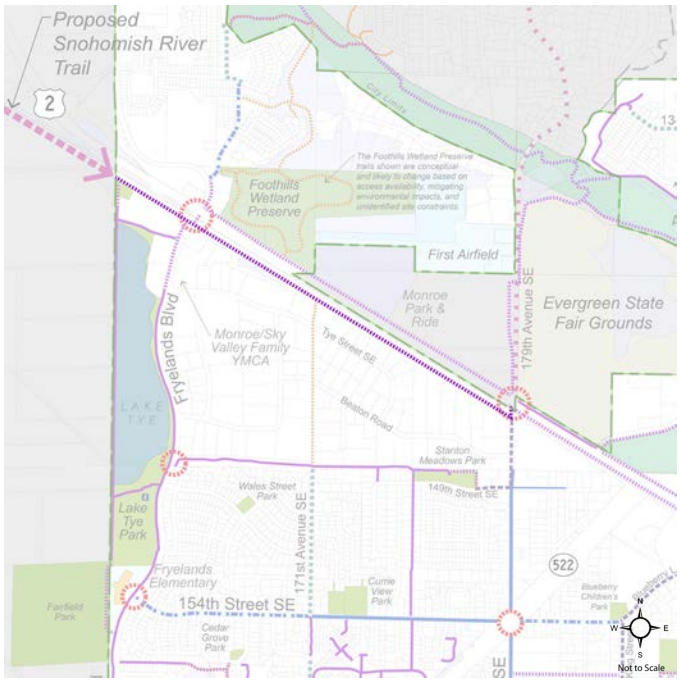
**Cost** $3,354,500

**Existing Cross-Section** n/a

**Speed Limit** n/a

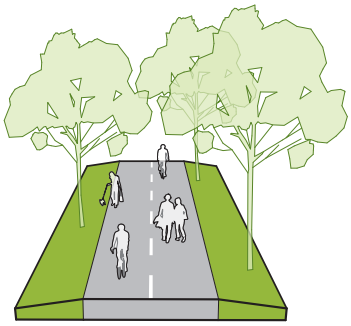
**Notes** Needs further study. Preferred alternative for the regional trail connection through the City. This segment of the trail alignment follows the PSE utility corridor south of the railroad tracks.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 29: Regional Trail Connector - East Segment

**Description** East half of the regional trail connection south of SR-2 following the BNSF railroad right of way.

**Limits** 179th Avenue
SR-203/Lewis Street

**Length** 1.09 miles

**Connections**
- 179th Avenue bike lanes
- Evergreen State Fair Grounds
- Park and Ride
- Kelsey Street shared roadway
- SR-203/Lewis Street PBLs

**Cost** $2,953,400

**Existing Cross-Section** BNSF Railroad ROW

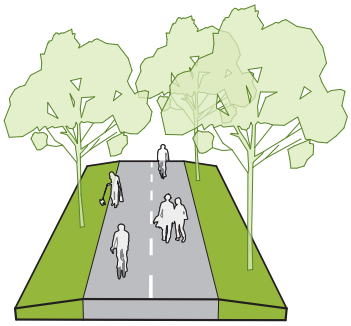
**Speed Limit** n/a

**Notes** Needs further study. Preferred alternative for the regional trail connection through the City. This segment of the trail alignment follows the BNSF railroad ROW.

### Location Map


### Existing ROW


### Proposed Facilities



## Project 30: SR-2 Trail - Park & Ride Connector

**Description** Shared-use path completing the west half of a regional trail connection alternative along the north side of SR-2.

**Limits** Roosevelt Road
179th Avenue

**Length** 0.78 miles

**Connections**
- Foothills Neighborhood Connector
- Foothills Wetland Preserve
- Potential regional trail connection
- Park and Ride
- Evergreen State Fair Grounds
- 179th Avenue bike lanes

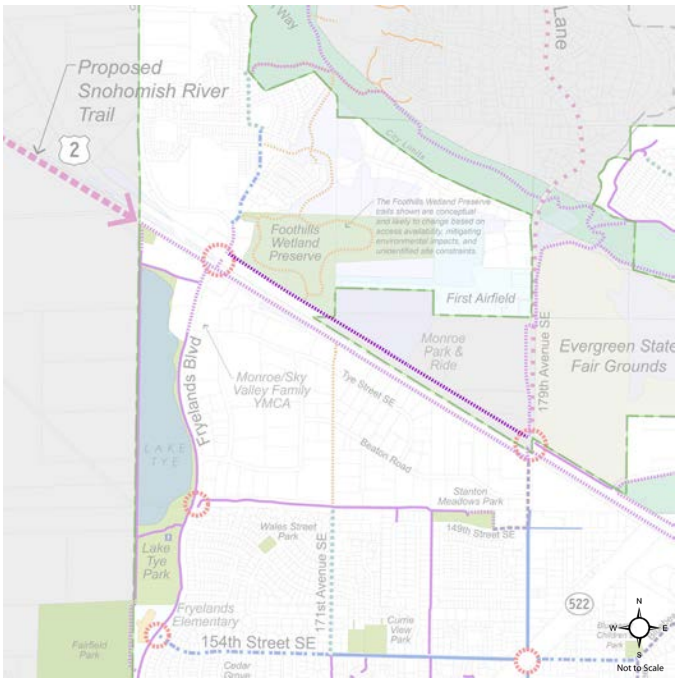
**Cost** $2,111,000

**Existing Cross-Section** Existing abandoned road

**Speed Limit** n/a

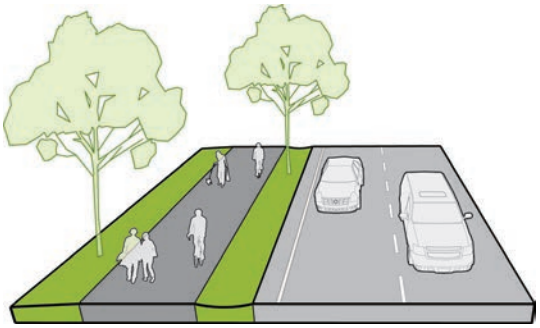
**Notes** Needs further study. Likely critical area impacts at the west end of this alignment.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 31: SR-2 Trail - East Segment

**Description** Shared-use path completing the east half of a regional trail connection alternative along the north side of SR-2.

**Limits** 179th Avenue
Main Street

**Length** 1.05 miles

**Connections**
- Evergreen State Fair Grounds
- Cascade View Drive
- Kelsey Street Connector
- Monroe Co-op
- SR-203/Lewis Street PBLs
- Traveler's Park
- Main Street Extension

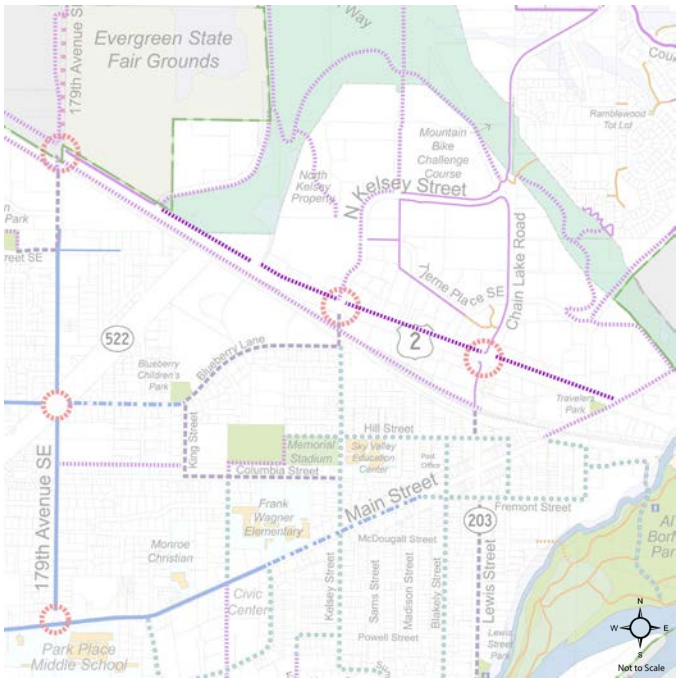
**Cost** $2,960,395

**Existing Cross-Section** n/a

**Speed Limit** n/a

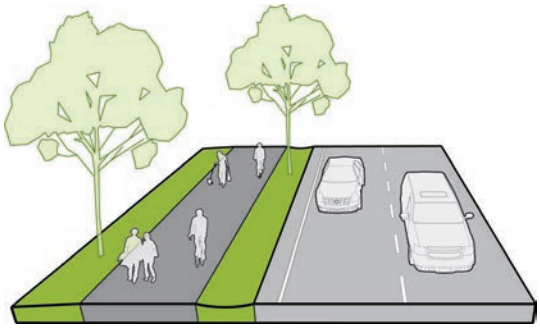
**Notes** Needs further study. This project widens the existing sidewalks to the width of a sidepath to accommodate people biking. Highly constrained at SR-522 underpass, with likely critical area impacts near WSDOT ROW.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 32: 179th Avenue Fairgrounds Trail

**Description** Combination of sidepath and shared-use path connecting the SR-2 trail segments with the North Hill neighborhood.

**Limits** Rainier View Trail (existing)
SR-2

**Length** 0.85 miles

**Connections**
- North Hill neighborhood
- Rainier View Trail
- WSDOT ROW Trails
- 179th Avenue bike lanes
- Evergreen State Fair Grounds
- Cascade View Drive Connector

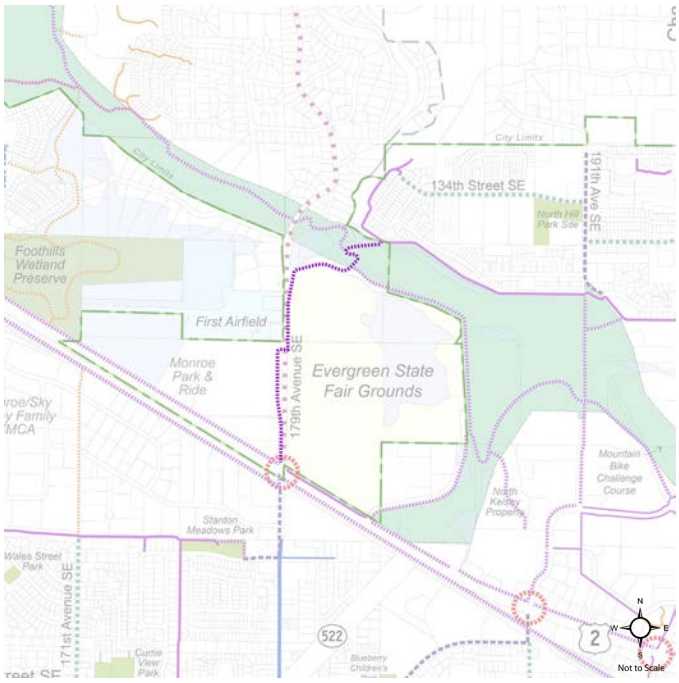
**Cost** $2,311,300

**Existing Cross-Section** Varies. Two travel lanes in each direction.

**Speed Limit** 25 MPH

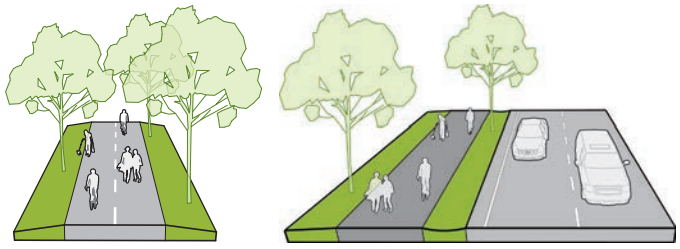
**Notes** This project is outside the Monroe city limits in Snohomish County and partially on Evergreen State Fairgrounds (state) property.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 33: Cascade View Drive Connector

**Description** Sidepath and shared-use path connection from the SR-2 Trail to the 179th Avenue Fair Grounds Trail.

**Limits** 179th Ave Fairgrounds Trail
SR-2

**Length** 0.96 miles

**Connections**
- 179th Avenue Fairgrounds Trail
- Evergreen State Fair Grounds
- WSDOT ROW Trails
- SR-2 Trail

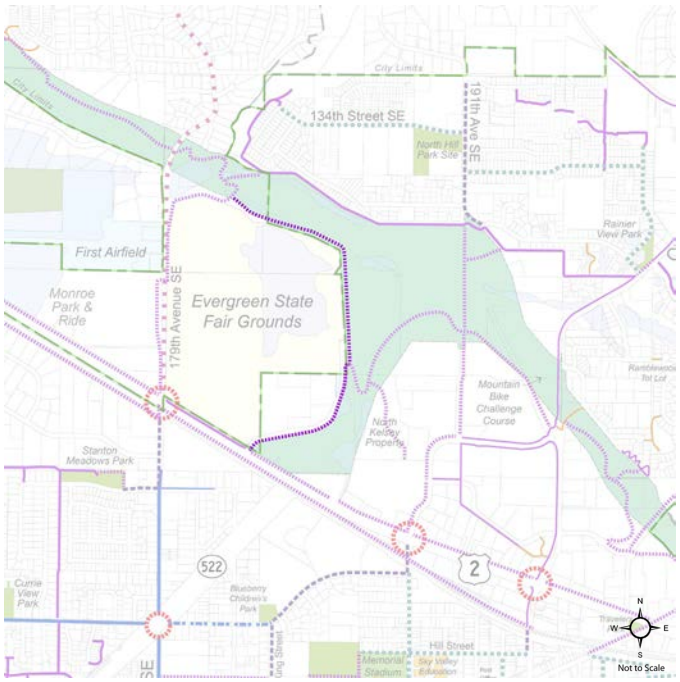
**Cost** $2,655,800

**Existing Cross-Section** n/a

**Speed Limit** n/a

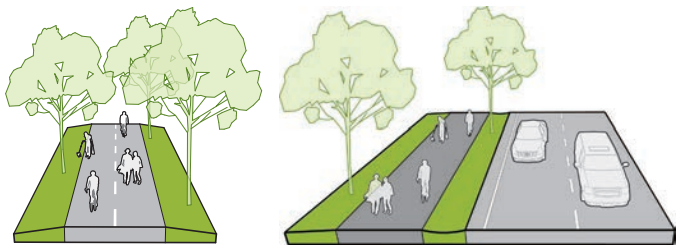
**Notes** The north end of this alignment is outside of the city limits.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 34: WSDOT ROW Trail - West Segment

**Description** North third of the shared-use path alignment through the WSDOT ROW.

**Limits** 168th Avenue SE
Robinhood Lane

**Length** 1.04 miles

**Connections**
- Harry's Trail
- 179th Avenue Fairgrounds Trail
- North Hill neighborhood

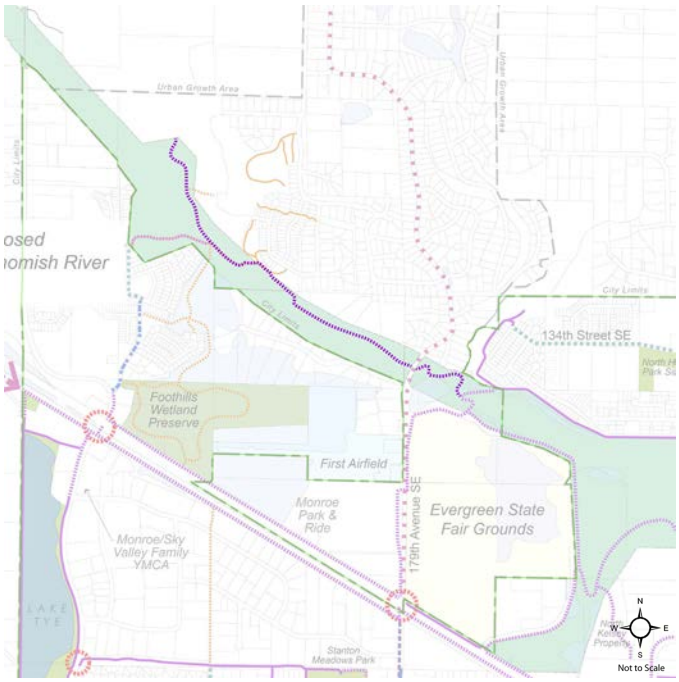
**Cost** $2,807,000

**Existing Cross-Section** n/a

**Speed Limit** n/a

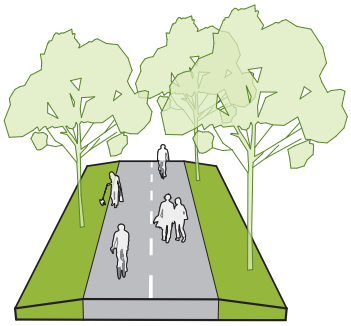
**Notes**

### Location Map




### Existing ROW


### Proposed Facilities



## Project 35: WSDOT ROW Trail - Central Segment

**Description** Middle third of the shared-use path alignment through the WSDOT ROW.

**Limits** Cascade View Drive Connector
Chain Lake Road

**Length** 0.74 miles

**Connections**
- Cascade View Drive Connector
- North Kelsey Street Connector
- Mountain Bike Challenge Course

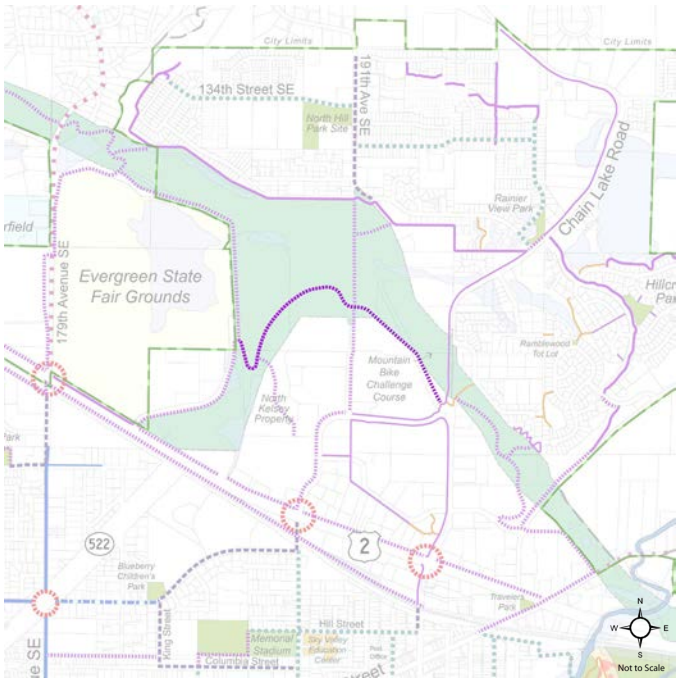
**Cost** $2,003,100

**Existing Cross-Section** n/a

**Speed Limit** n/a

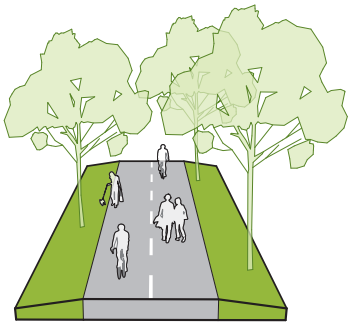
**Notes**

### Location Map




### Existing ROW


### Proposed Facilities



## Project 36: WSDOT ROW Trail - East Segment

**Description** South third of the shared-use path alignment through the WSDOT ROW.

**Limits** Chain Lake Road
Woods Creek Road

**Length** 0.57 miles

**Connections**
- WSDOT ROW Trail
- Main Street Extension
- Farm Hill Connector

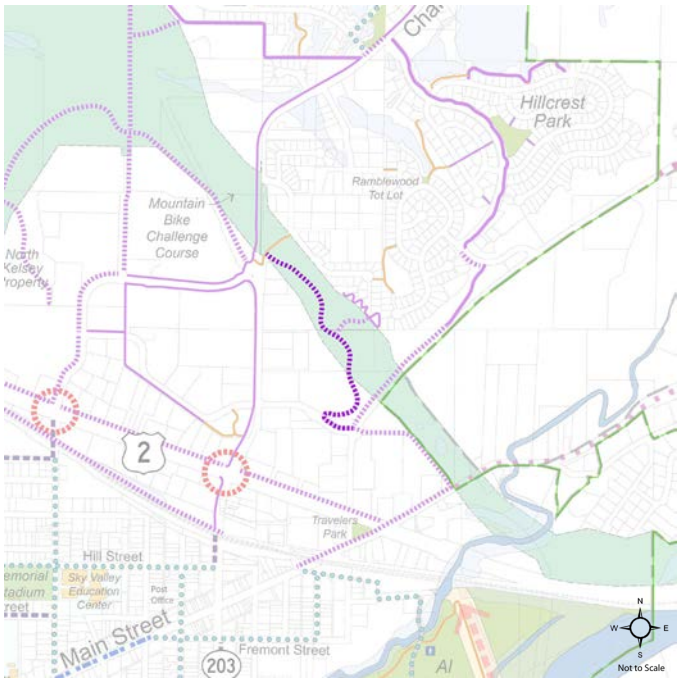
**Cost** $1,539,800

**Existing Cross-Section** n/a

**Speed Limit** n/a

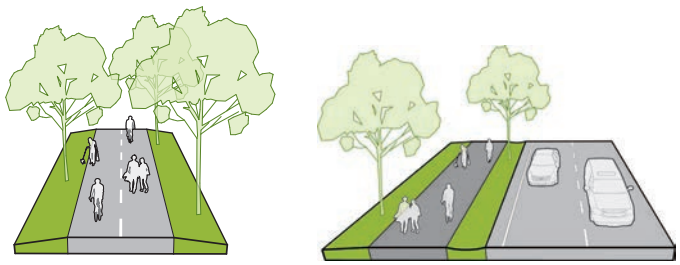
**Notes** The south end of this project requires crossing through PUD property. Needs further study.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 37: 191st Avenue Connector - South Segment

**Description** Sidepath along Galaxy Way and shared-use path through the WSDOT ROW.

**Limits** Rainier View Road SE
N Kelsey Street

**Length** 0.34 miles

**Connections**
- Rainier View Trail (existing)
- WSDOT ROW Trail
- Kelsey Street

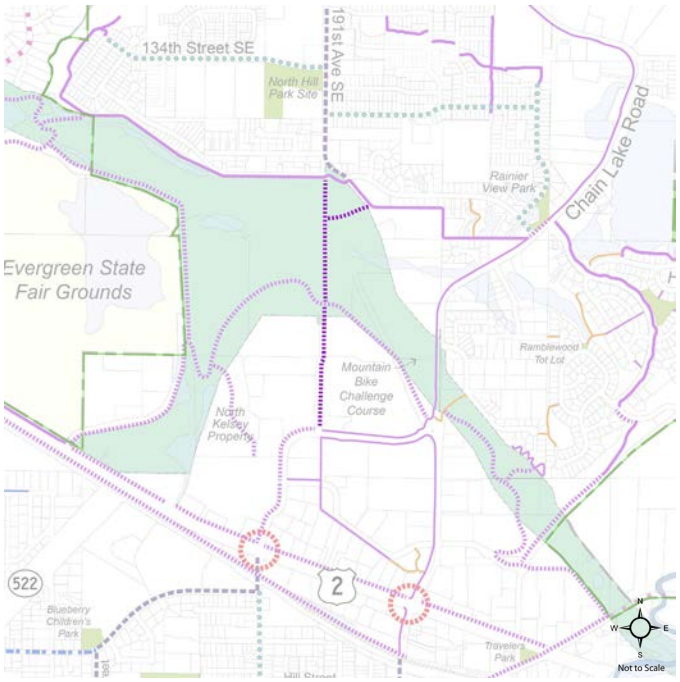
**Cost** $925,000

**Existing Cross-Section** n/a

**Speed Limit** 25 MPH (Galaxy Way)

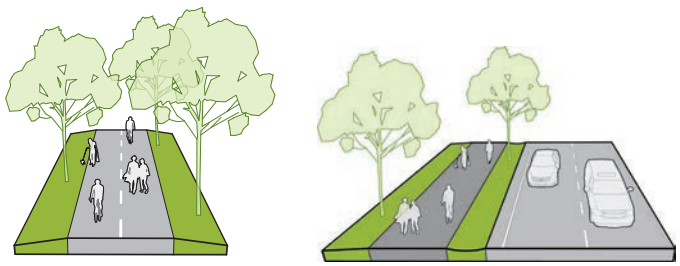
**Notes** This project connects the commercial area to the North Hill neighborhood. Needs further study to determine if a sidepath is feasible along Galaxy Way in the commercial area.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 38: 191st Avenue Connector - North Segment

**Description** Two-way protected bike lane on the east side of 191st Avenue.

**Limits** 132nd Street
Rainier View Road

**Length** 0.38 miles

**Connections**
- North Hill Park
- North Hill Shared Roadways
- Existing Rainier View Trail
- WSDOT ROW Trail
- 191st Avenue Connector - South Segment

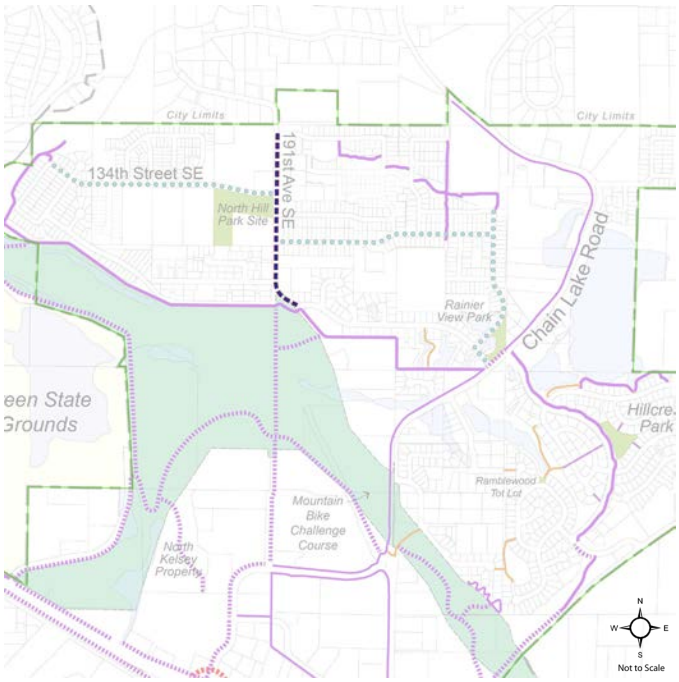
**Cost** $496,500

**Existing Cross-Section** One travel lane each direction, parallel parking east side, undeveloped west side.

**Speed Limit** 25 MPH

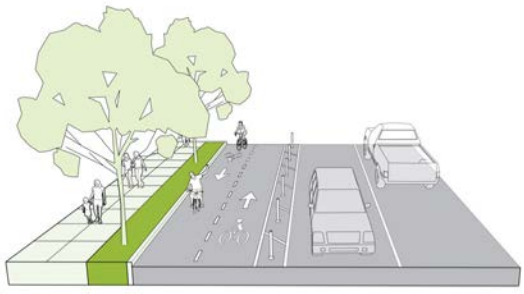
**Notes** The two-way PBLs can be installed in the existing parking lane on the east side of the street.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 39: North Hill Shared Roadways

**Description** Network of shared roadways leveraging the existing trails on North Hill.

**Limits**
134th Street SE
136th Place SE
199th Avenue SE

**Length** 1.29 miles

**Connections**
- North Hill Park
- 191st Avenue PBL
- Existing Rainier View Trail
- Chain Lake Road sidepath
- Rainier View Park

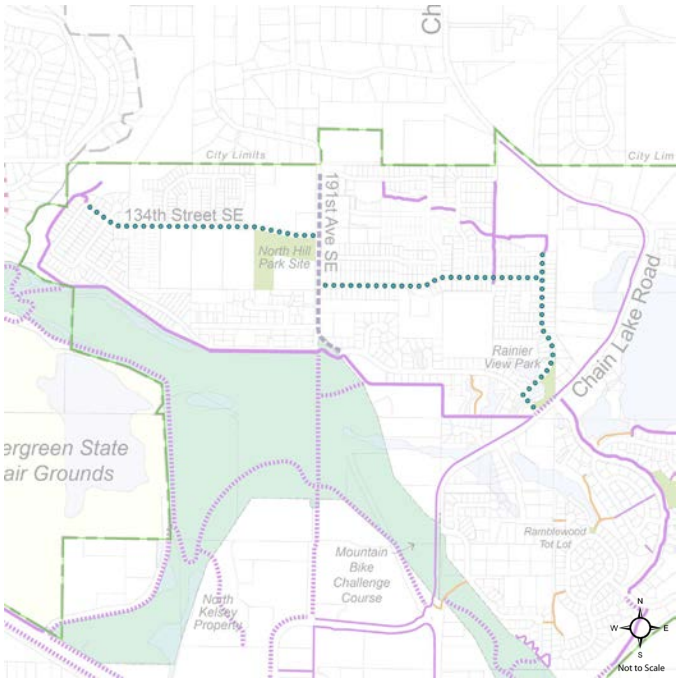
**Cost** $187,500

**Existing Cross-Section** One lane each direction, parallel parking varies

**Speed Limit** 25 MPH

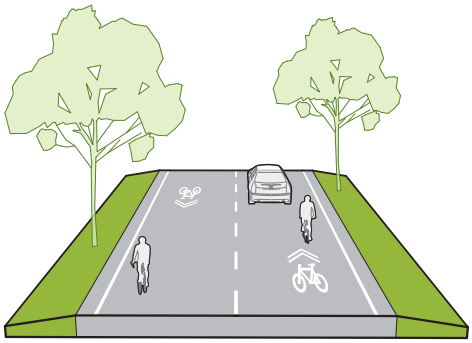
**Notes** The streets identified for these routes are already relatively constrained and slow, so minimal shared roadway treatment is required.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 40: North Kelsey Street Connector

**Description** Widen the existing sidewalk to support both walking and biking.

**Limits** Galaxy Way
SR-2

**Length** 0.25 miles

**Connections**
- 191st Avenue Connector
- SR-2 Trail Alternatives
- Kelsey Street Shared Roadway

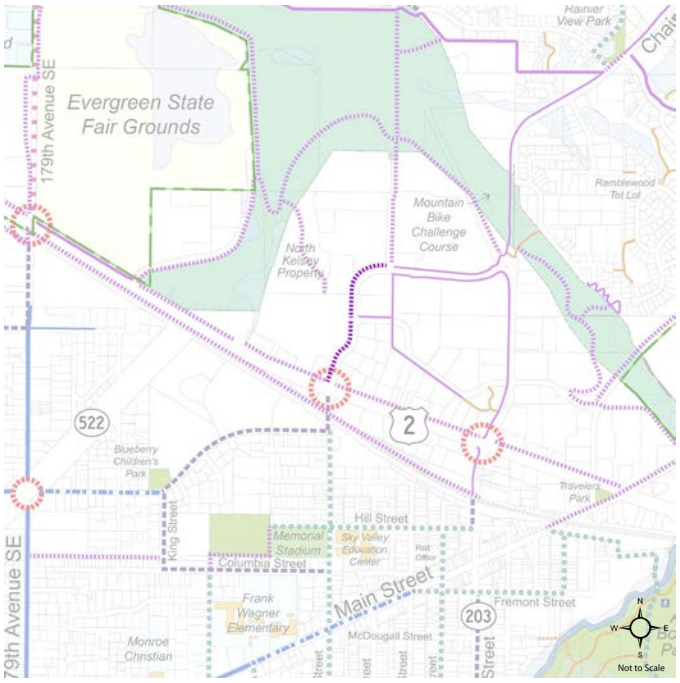
**Cost** $698,500

**Existing Cross-Section** n/a

**Speed Limit** n/a

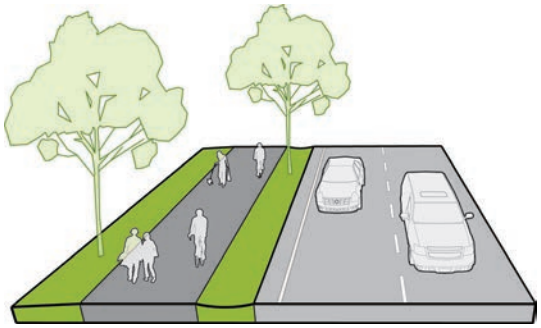
**Notes** Needs further study. This project completes a missing link in the network of wide sidewalks in this commercial area. However, the existing ROW is highly constrained by existing landscaping making widening the sidewalk prohibitive. Consider a barrier-protected sidepath next to the outside travel lane.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 41: Farm Hill Connector

**Description** Widen the existing sidewalk along the north side of Woods Creek Road to support walking and biking.

**Limits** Existing Farm Hill Trail
Tjerne Place

**Length** 0.29 miles

**Connections**
- Farm Hill Development
- Hillcrest Park
- WSDOT ROW Trails
- Main Street Extension

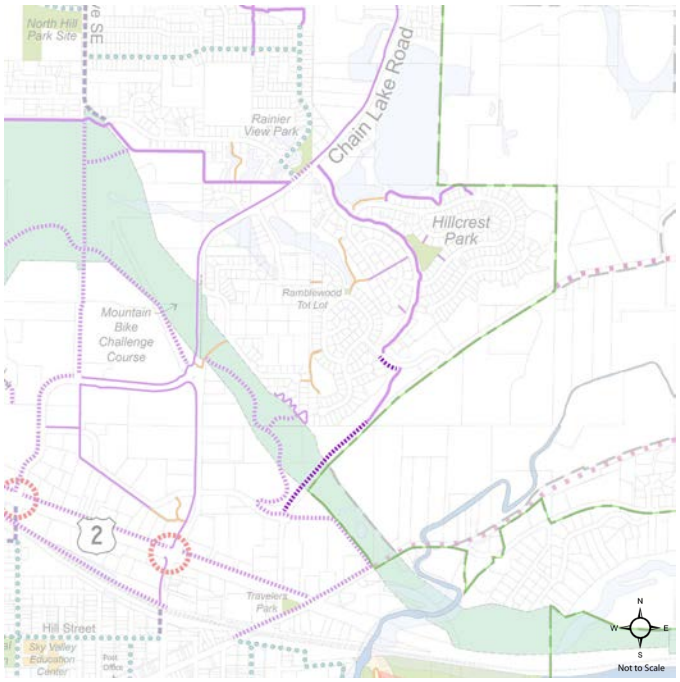
**Cost** $828,500

**Existing Cross-Section**

**Speed Limit** 35 MPH

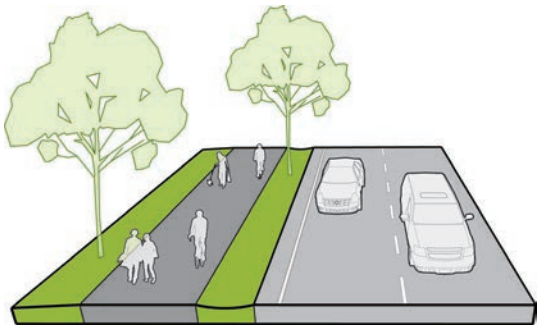
**Notes** Needs further study. The right of way and existing sidewalk on the north side of the road is constrained by retaining walls and steep slopes. Consider locating a sidepath on the south side of the road.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 42: Main Street Extension

**Description** Widened sidewalk or sidepath connection from downtown across SR-2 to the WSDOT ROW.

**Limits** Woods Creek Road
Railroad Avenue

**Length** 0.55 miles

**Connections**
- Farm Hill Connector
- WSDOT ROW Trails
- SR-2 Trail
- Travelers Park
- Fremont Street Shared Roadways and Al Borlin Park
- Downtown

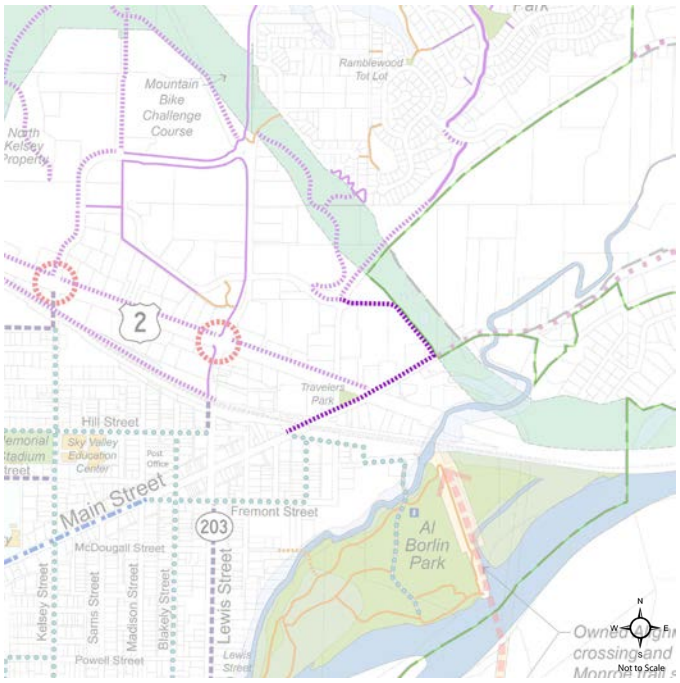
**Cost** $1,551,100

**Existing Cross-Section** Varies

**Speed Limit** 25 MPH

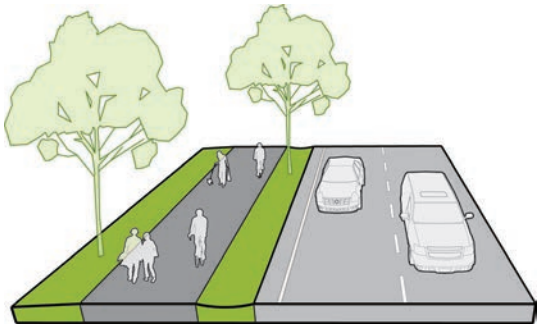
**Notes** Needs further study. Consider rechannelizing the this part of Main Street to accommodate a sidepath on the north side of the ROW. Oak Street ROW needs definition.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 43: Foothills Neighborhood Connector

**Description** Connection to the Foothills Neighborhood with bike lanes and shared roadway.

**Limits** Harry's Trail
SR-2

**Length** 0.53 miles

**Connections**
- WSDOT ROW Trails
- Harry's Trail
- Foothills Wetland Preserve
- SR-2 Trail
- Lake Tye Park

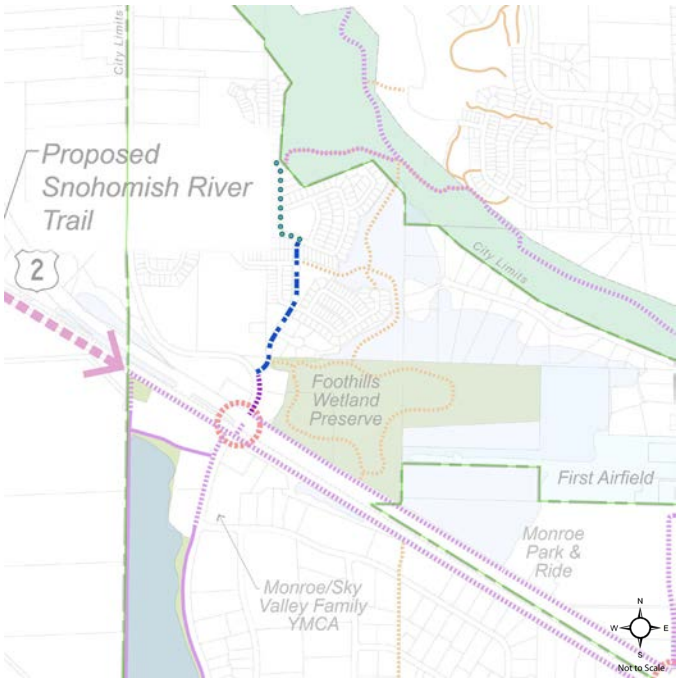
**Cost** $606,600

**Existing Cross-Section** Varies. Foothills Road: one travel lane each direction. Bear Mountain Road: one travel lane each direction, parallel parking both sides.

**Speed Limit** 25 MPH

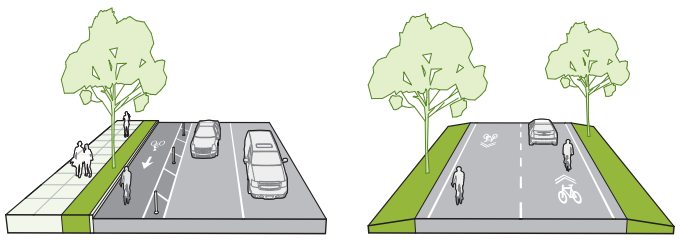
**Notes** This project must use the sidewalk on the east side of Roosevelt Road to connect from SR-2 to Foothills Road. Foothills road is wide enough to accommodate PBLs up to White Mountain Road.

### Location Map




### Existing ROW


### Proposed Facilities



## Project 44: Foothills Preserve Nature Trails

**Description** Develop a network of unpaved trails and boardwalks within the Foothills Wetland Preserve.

**Limits** Foothills Wetland Preserve and adjacent open space.

**Length** 1.59 miles

**Connections**

**Cost** $4,734,300

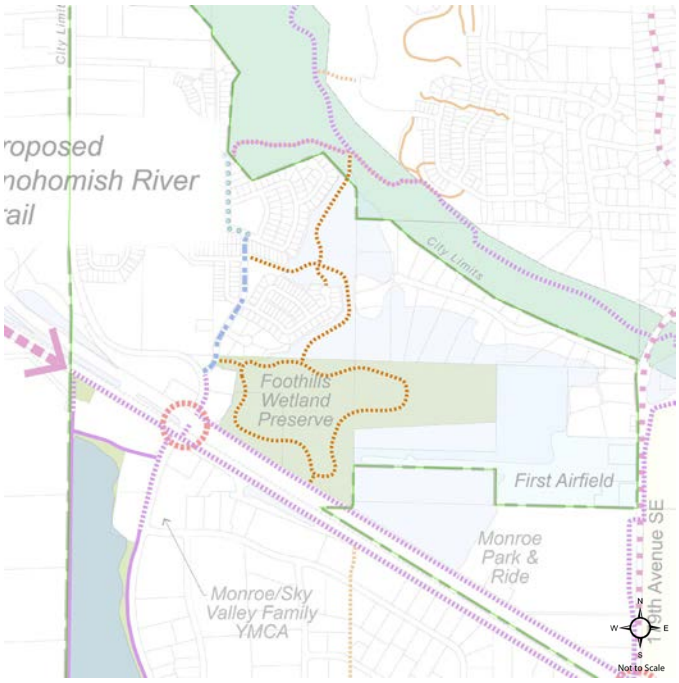
**Existing Cross-Section** n/a

**Speed Limit** n/a

**Notes** Addition study needed to determine critical area extents and impacts. The trails shown in the location map are conceptual and likely to change based on access availability, mitigating environmental impacts, and unidentified site constraints.

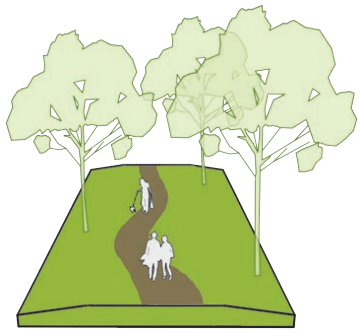
The planning level cost estimate assumes 25% of this trail network is elevated (i.e. boardwalk above wetlands).

### Location Map




### Existing ROW


### Proposed Facilities



## Project 45: Harry's Trail Improvements

**Description** Pave and widen Harry's Trail.

**Limits** Bear Mountain Road
WSDOT ROW Trail

**Length** 0.23 miles

**Connections**
- WSDOT ROW Trail
- Foothills Neighborhood Connector

**Cost** $625,600

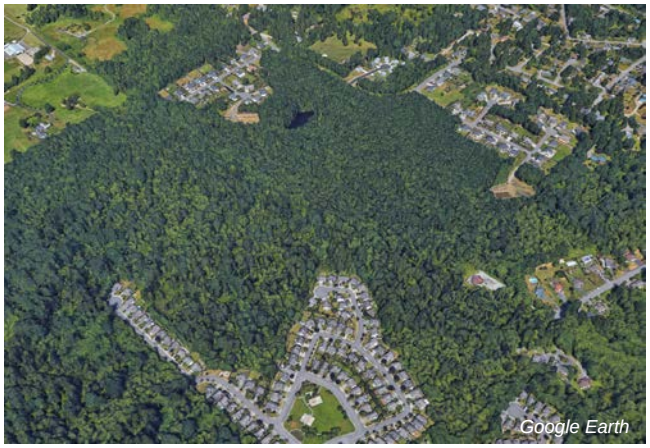
**Existing Cross-Section** n/a

**Speed Limit** n/a

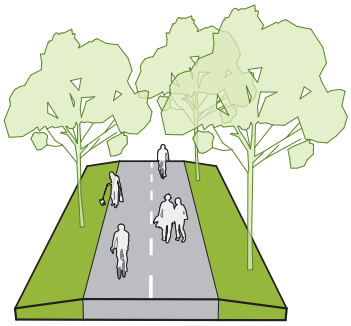
**Notes** Needs further study to determine feasibility and potential environmental impacts.

### Location Map


### Existing ROW




### Proposed Facilities



## Project 46: Rainier View Park Gap

**Description** Fill in the gap in the Chain Lake Road sidepath at Rainier View Park.

**Limits** Rainier View Road
Country Crescent Boulevard

**Length** 0.23 miles

**Connections**
- Chain Lake Road Sidepath
- Rainier View Park
- North Hill Shared Roadways
- Existing Rainier View Trail

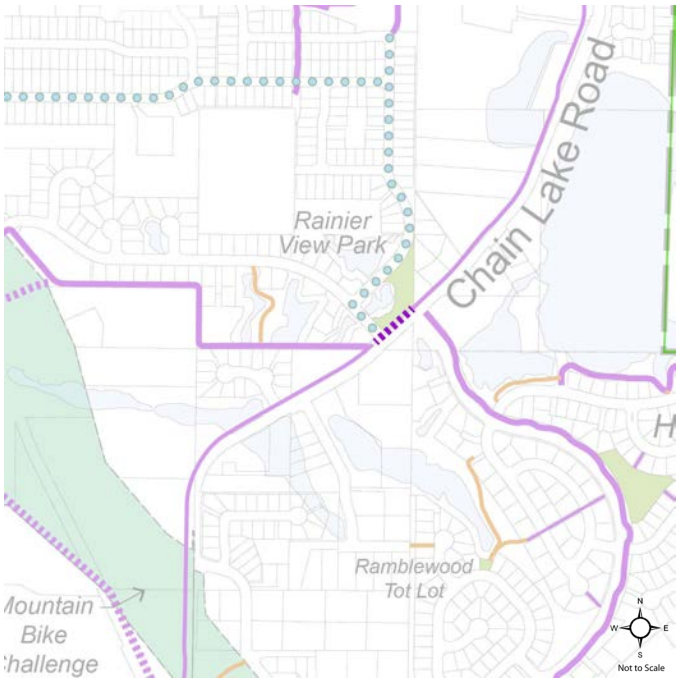
**Cost** $161,600

**Existing Cross-Section** n/a

**Speed Limit** n/a

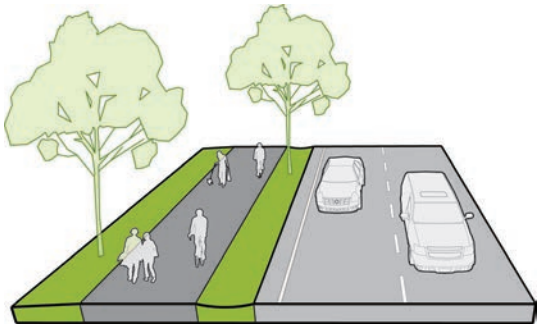
**Notes**

**Location Map**




**Existing ROW**

**Proposed Facilities**



## Project 47: SR-2 Intersection Improvements

**Description** Various safety improvements at key trail intersections along SR-2.

**Limits** City limits

**Length** n/a

**Connections**
- Various

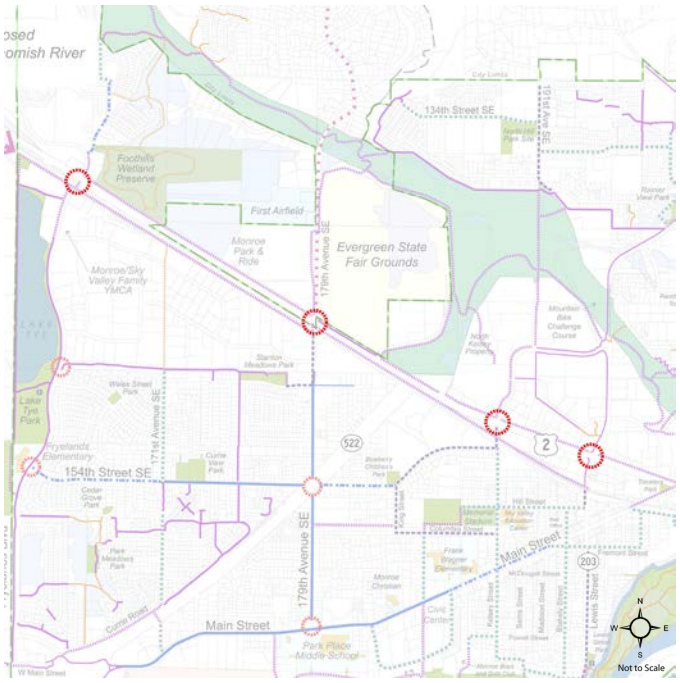
**Cost** Needs additional study

**Existing Cross-Section** Varies along SR-2

**Speed Limit** 35 MPH

**Notes** Requires coordination with WSDOT.

### Location Map




### Existing ROW

### Proposed Facilities

## Project 48: Al Borlin Park Connector Trail

**Description** Short unpaved trail and bridge over Woods Creek to provide more direct access to Al Borlin Park from downtown.

**Limits** McDougall Street ROW
Al Borlin Park Trail

**Length** 0.11 miles

**Connections**
- Downtown
- Al Borlin Park

**Cost** Needs additional study

**Existing Cross-Section** n/a

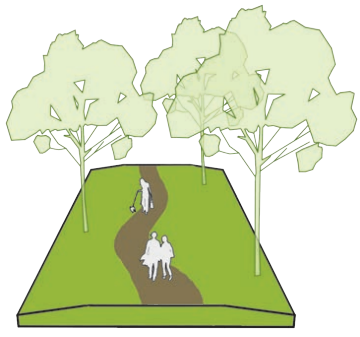
**Speed Limit** n/a

**Notes** Needs further study to confirm McDougall Street ROW is public and determine critical area impacts for foot bridge installation.

### Location Map


### Existing ROW


### Proposed Facilities



# Chapter 4: Project List

**This chapter provides a prioritized list of projects to be implemented over the 20-plus-year planning horizon. The project list serves as a starting point for determining which projects to select for each CIP cycle. Numerous factors, such as availability of funding, political preference, and project synergies, will ultimately determine which projects are most important to pursue.**

# Chapter 4: Project List

The Project Lists starting on page 103 present all projects proposed in the study area. These represent all projects required to complete the Trails Master Plan network but do not necessarily correlate to the City's 20-year Capital Improvement Plan as full build out of all facilities most likely will extend beyond a 20-year horizon. Projects are organized in priority groupings based first on whether the projects are identified as Primary or Secondary in the Transportation Element of the Comprehensive Plan, and second on how well they meet evaluation criteria as described under the goals of the Plan.

## Project Evaluation and Prioritization

Projects are shown listed by their identifying number that correlates to the project numbering on Map 4 Projects. Each project is then identified by street location with extents indicated. The current condition and recommended improvement are described, and the length and total cost shown. The goals are listed and for each project the extent to which the project meets the objectives of those goals is indicated by number and by color. The final score for each project is tallied with the final priority ranking indicated as "high", "medium", or "low" priority.

It should be noted that projects were identified in this (high/medium/low) manner to avoid the assumption that prioritized projects should only be built consecutively. There are many variables that affect constructability on a given schedule or sequence and not all those can be quantified in this planning process or at a single point in time.

Referencing back to Chapter 2, Goals and Objectives, the objectives identified in "Table 1. Goals and Objectives" on page 19 are tied directly to project prioritization. Summarized:

- **Safety:** How well does the facility provide for reduction in number or severity of crashes involving people walking or biking? Does the facility provide safe connections or crossings where none previously existed? Does the project improve safety at a known crash hotspot?
- **Connectivity:** How successfully does the facility eliminate gaps in the overall network and maximize connection to high value destinations? How much value does the project add to the existing trail network (i.e. how much longer does the project make the continuous network?
- **Equity:** How well does the facility serve under-served populations in the community? Does the project provide facilities in under-served neighborhoods where none, or few, existing previously?
- **Health:** How successfully does the facility contribute to enhancing the health and safety of the community by making connections that will encourage more non-motorized travel? Does the project provide access to other recreation sites, such as parks and the river?
- **Community:** How well does the facility enhance the livability, sociability, and economic vitality of the City? How much synergy does the project have with other trail or development projects? Are the project's environmental impacts outweighed by its community benefit? Does the project have support from a wide array of community groups?

*Table 4. Project Evaluation Criteria*

| Project Evaluation Criteria | |
|---|---|
| **Safety** | How much does the project resolve or improve a known safety problem? Do the trail project improvements improve the safety for other modes? |
| **Connectivity** | To what degree does the project connect important destinations? To what degree does the project extend the connectivity of existing trails? |
| **Equity** | How well does the project serve underserved parts of the City? Will people of all ages, abilities, and backgrounds benefit from the project? |
| **Health** | Improve community health and the environment by increasing access to recreation and active transportation opportunities. |
| **Community** | To what degree does the project improve the livability, sociability, and economic vitality of the City? |

## Opportunity Projects

Opportunity Projects may be lower on the priority list but are those which should be constructed if and when a special opportunity arises. Special opportunities could include widening/reconstruction of the adjacent roadway; widening or replacement of an existing bridge along the alignment; utility upgrades that necessitate acquisition of additional right of way or restoration that might be modified to accommodate the project facility type; availability of a special or unanticipated funding source; and similar. These are projects that may not rise to the medium or high priority status but may be constructed early, and out of sequence, as a way to most efficiently and effectively complete the overall network.

## Project Cost Assumptions

The “Table 5. Planning Level Cost Estimate - Unit Costs” on page 101 includes the full array of facility types identified in the Project List and shows a rough order of magnitude cost for each facility type by linear foot. These costs represent an aggregate of several different per unit or percentage based costs. Cost estimates are based on rough order of magnitude costs to inform the planning and evaluation for consideration in the City’s capital improvement planning process. Costs are in 2024 dollars and do not account for inflation. The unit costs include the information noted below. The percentages match those calculated for the projects identified in the Transportation Element of the Comprehensive Plan.

Costs of walking and biking infrastructure can vary widely based on location, subgrade condition, right of way constraints, design specifications, existing and required utilities and stormwater facilities, property acquisition costs, environmental impacts and mitigation requirements, cost of structures, and whether the project is included as part of a larger infrastructure improvement project. It should be noted these are planning level cost estimates and subject to change as more information is made available through the design and engineering process.

- **Base Cost for Construction:** The basic cost of facility construction, including demolition, as recommended in the Trails Master Plan is considered a base cost. Added to that are several other items as noted below. These are shown as percentage cost increases and, in total, represent the Total Cost as shown in the Project List.
- **Mobilization 10%:** Includes Contractor costs before work begins; bond and insurance costs; mobilization of personnel, materials, and equipment to the site; overall preparation for construction.
- **Miscellaneous 25%:** Planning level estimates rely on incomplete base survey, geotechnical, utility, and environmental information. This percentage increase is intended to cover elements in construction that are not specifically identified in this breakdown.
- T**emporary Erosion and Sediment Control 3%:** Percentage of total cost assigned for TESC measures throughout the life of the project.
- **Stormwater 20%:** New or retrofitted stormwater facilities as required for the project.
- **Utility Adjustments 5%:** Anticipates a moderate level of utility adjustment and does not include major retrofit, relocation, or overhauls of utility systems.
- **Temporary Traffic Control 12%:** As required for the life of the project. This figure is reduced or excluded from projects that are not built in the public right of way as they typically result in significantly less traffic control.
- **Estimating Contingency 35%:** Percentage increase built into the cost of construction to account for unknown conditions, potential supply chain issues, and/or a year of escalated costs between bidding and final construction.
- **Design and Engineering through Permit Approval 20%:** Fees associated with consultant design, engineering, and support through the permit application and approval process.
- **Construction Engineering and Administration Fees 15%:** Fees associated with consultant services to support the project through construction.
- **Right of Way Acquisition Costs:** These costs do not include an assumption of additional right of way acquisition for full build out of any of the projects. There is inadequate base survey/GIS information to inform whether that is required. Most projects can be built through rechannelization of existing roadways and/or elimination of parking.

*Table 5. Planning Level Cost Estimate - Unit Costs*

| Trail Facility Type | Unit Cost/LF | Comments/Assumptions |
|---|---|---|
| **Paved Trail** | | |
| Shared-Use Path | $514 | 12' paved with 2' shoulders both sides |
| Sidepath | $535 | Assumes demolition of existing sidewalk (may not exist in all conditions); 12' paved width w 5' clear to travel lane |
| **Shared Roadway** | | |
| Basic Improvements | $28 | No changes to curbline; signing, pavement markings |
| Deluxe Improvements | $119 | No changes to curbline; signing, pavement markings, speed humps, diverters, traffic circles; some site conditions may warrant minor curb adjustments or rechannelization at diverters |
| **Protected Bike Lanes** | | |
| Conversion from Standard Bike Lanes to Protected Bike Lanes | $198 | No changes to curbline; changes to striping and addition of flex posts; higher cost option could be a raised curb |
| New Protected Bike Lanes | $248 | No changes to curbline; full rechannelization may be required and addition of flex posts; may eliminate parking |
| **Two-Way Protected Bike Lake** | | |
| New Two-Way Protected Bike Lanes | $266 | No changes to curbline; full width rechannelization required and addition of flex posts; will eliminate parking |
| **Unpaved Trail** | | |
| Narrow Tread Nature Trail | $176 | Assumes 5' width stable soft surface |
| Wide Tread Park Trail | $235 | Assumes 10' width stable soft surface |
| Elevated Trail at Wetland | $1,732 | 12' width with railings; assumes elevation above surrounding grade is between 30" and 6' |
| Narrow Tread Trail with Walls | $1,051 | 5' width trail with wall one side; assumes max wall height of 4' above trail grade |
| **Crossing Improvements** | | |
| Varies | | More study required to determine crossing treatment |

## Transportation Plan Projects - Primary Routes

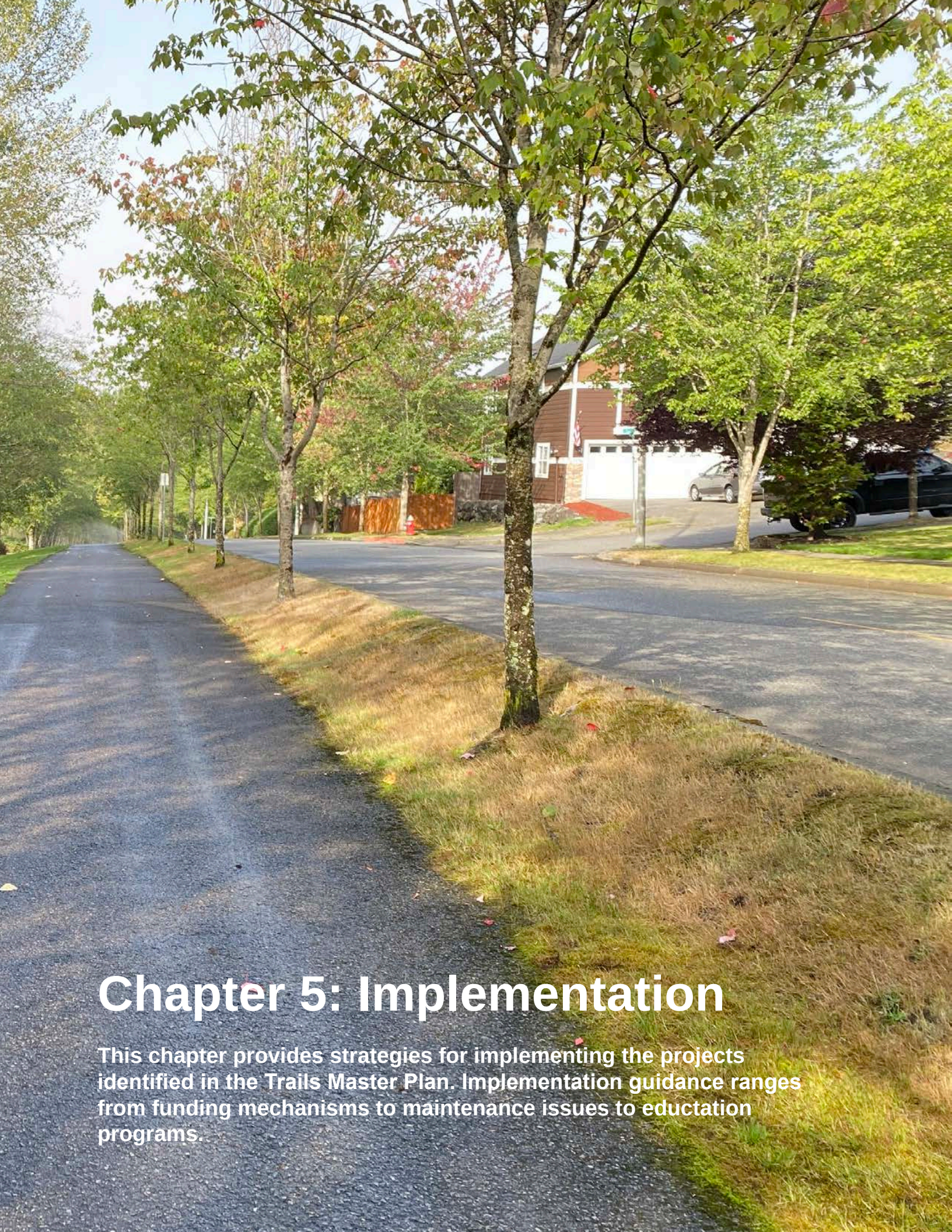
| Project # | Street | From | To | Current Condition | Recommended Improvement | Facility Type | Length (ft) | Cost | Safety | Connectivity | Equity | Health | Community | Score | Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 179th Avenue Bike Lanes | 149th Street SE | Main Street | Bike lanes (149th Street SE to Main Street) | Intersection improvements required, not incl in cost. | Convert existing bike lanes to Protected Bike Lanes (PBLs) | 4,142 | $821,000 | 5 | 5 | 5 | 5 | 5 | 5.0 | High |
| 4 | Main Street Bike Lanes | SR-522 | Madison Street | Bike lanes (Tester Road roundabout to Village Way) | Conversion from Tester Road roundabout to Village Way; balance is new PBLs | Convert existing bike lanes to PBLs; and New PBLs | 8,224 | $1,728,300 | 5 | 5 | 5 | 5 | 5 | 5.0 | High |
| 1 | 154th Street Bike Lanes | Fryelands Blvd. | King Street | Bike lanes (171st Avenue SE to 179th Avenue SE) | Conversion from 171st Ave SE to 179th Ave SE; balance is new PBLs. Intersection improvements required, not incl in cost. | Convert existing bike lanes to PBLs; and New PBLs | 6,237 | $925,500 | 5 | 5 | 4 | 5 | 5 | 4.8 | High |
| 13 | SR-203/Lewis Street PBL | Fremont Street | Lewis Street Bridge | One travel lane each direction, parallel parking both sides, planted median. | On east side of the street. | Two-Way PBL | 2,700 | $717,100 | 5 | 5 | 4 | 5 | 5 | 4.8 | High |
| 14 | Blakeley Street Shared Roadway | Hill Street | Sumac Drive | One travel lane each direction, parallel parking and sidewalks in some locations. | Alternate to SR 203/Lewis Street | Shared Roadway - Deluxe | 2,969 | $354,600 | 4 | 5 | 4 | 5 | 5 | 4.6 | High |
| 23 | Kelsey Street Shared Roadways | Blueberry Lane | Sumac Drive | | | Shared Roadway - Deluxe | 6,065 | $724,300 | 4 | 5 | 5 | 4 | 4 | 4.4 | High |
| 11 | River Trail | Skykomish River Park | Lewis Street Park | | | Shared-Use Path | 3,330 | $1,710,400 | 1 | 5 | 5 | 5 | 5 | 4.2 | Medium |
| 30 | SR-2 Trail - Park & Ride Connector | Roosevelt Road | 179th Avenue SE | | Alternate regional trail connection to Regional Trail Connector - West Segment | Shared-Use Path | 4,110 | $2,111,000 | 3 | 5 | 2 | 5 | 5 | 4.0 | Medium |
| 31 | SR-2 Trail - East Segment | Cascade View Drive | Main Street | | Alt regional trail connection to Regional Trail Connector - East Segment, requires widening or replacing the existing sidewalk. | Shared-Use Path | 5,535 | $2,311,400 | 3 | 5 | 2 | 5 | 5 | 4.0 | Medium |
| 28 | Regional Trail Connector - West Segment | West City Limits | 179th Avenue SE | | Includes connections to Lake Tye Trail. | Shared-Use Path | 6,531 | $3,354,500 | 3 | 5 | 1 | 5 | 5 | 3.8 | Medium |
| 29 | Regional Trail Connector - East Segment | 179th Avenue SE | SR-203/Lewis Street | | Requires partial BNSF easement or acquisition. | Shared-Use Path | 5,750 | $2,953,400 | 3 | 5 | 1 | 5 | 5 | 3.8 | Medium |
| 22 | Village Way Shared Roadway | Main Street | Main Street | One travel lane each direction, parallel parking on south side, and sidewalks both sides. | | Shared Roadway - Deluxe | 2,967 | $354,300 | 2 | 3 | 3 | 3 | 4 | 3.0 | Low |
| 46 | Rainier View Park Gap | Rainier Park View Frontage | | | Sidepath. Complete gap in Chain Lake Road sidepath. | Sidepath | 302 | $161,600 | 3 | 3 | 1 | 4 | 4 | 3.0 | Low |
| 17 | Hill Street Shared Roadway | Kelsey Street | SR-203/Lewis Street | One travel lane each direction, parallel parking both sides. Sidewalk on north side. | | Shared Roadway - Deluxe | 2,575 | $307,500 | 2 | 4 | 2 | 3 | 3 | 2.8 | Low |
| 27 | W Main Street Connector | Fryelands Blvd. | SR-522 Roundabout | | Connection to the Lake Tye Trail | Sidepath | 388 | $207,600 | 3 | 3 | 1 | 3 | 2 | 2.4 | Low |

## Transportation Plan Projects - Secondary Routes

| Project # | Street | From | To | Current Condition | Recommended Improvement | Facility Type | Length (ft) | Cost | Safety | Connectivity | Equity | Health | Community | Score | Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | King & Columbia Street PBL | 154th Street SE | Kelsey Street | One travel lane each direction, some parallel parking, sidewalks on west and south sides. | Two-Way Protected Bike Lanes on east and north sides of street. Req. removal of parking. | Two-Way PBL | 2,633 | $699,300 | 3 | 5 | 3 | 3 | 3 | 3.4 | High |
| 21 | Dickinson Road Shared Roadway | Columbia Street | Main Street | One travel lane each direction, parallel parking and sidewalks east side (varies). | | Shared Roadway - Deluxe | 1,123 | $134,100 | 3 | 4 | 3 | 3 | 4 | 3.4 | High |
| 24 | Fremont Street Shared Roadways | Main Street | Al Borlin Park | | | Shared Roadway - Basic | 5,167 | $142,400 | 3 | 3 | 3 | 4 | 4 | 3.4 | High |
| 7 | Currie Road Connector | 171st Avenue SE | Existing trail at 166th Drive SE | One travel lane each direction, parallel parking both sides. Sidewalk on north side. | Shared Use Path is connection to roundabout | Two-Way PBL; and Shared Use Path | 2,035 | $577,700 | 4 | 4 | 2 | 3 | 3 | 3.2 | Medium |
| 37 | 191st Avenue Connector - South Segment | Rainier View Road SE | N Kelsey Street | | Includes spur to existing Rainier View Trail. | Shared-Use Path | 1,801 | $925,000 | 1 | 5 | 2 | 4 | 4 | 3.2 | Medium |
| 38 | 191st Avenue Connector - North Segment | 132nd Street SE | Rainier View Road SE | | Two-Way Protected Bike Lanes on east side of street. | Two-Way PBL | 2,000 | $496,500 | 3 | 4 | 2 | 4 | 3 | 3.2 | Medium |
| 5 | 171st Avenue Shared Roadway | 149th Place SE | Currie Road SE | One travel lane each direction, parallel parking both sides, existing trail between 155th Street SE and 154th Street SE | | Shared Roadway - Deluxe | 3,254 | $388,600 | 3 | 3 | 3 | 3 | 3 | 3.0 | Medium |
| 43 | Foothills Neighborhood Connector | SR-2 | Harry's Trail | | Connection to the Foothills neighborhood from SR 2 and the regional trail connector. | Sidepath; and PBLs; and Shared Roadway - Basic | 2,786 | $606,600 | 3 | 4 | 2 | 3 | 3 | 3.0 | Medium |
| 3 | 149th Street Connector | Stanton Meadows Park | SR-2 | Stanton Meadows Park, parallel parking on 149th Street SE, bike lanes on 179th Avenue SE | Shared-Use Path in Stanton Meadows Park, Two-Way Protected Bike Lanes on 149th Street SE and 179th Avenue SE. | Two-Way PBL; and Shared Use Path | 2,018 | $692,500 | 3 | 3 | 2 | 2 | 2 | 2.4 | Low |
| 41 | Farm Hill Connector | Tjerne Place | Existing Farm Hill Trail | | May be too constrained by retaining walls. Consider sharing the exist sidewalk. | Sidepath | 1,549 | $828,500 | 2 | 2 | 2 | 2 | 2 | 2.0 | Low |
| 6 | Industrial District Trail | BNSF ROW | Drainage Canal Trail | Unpaved trail adjacent to drainage channel. | Follows PUD power line corridor through the Industrial District. | Wide Tread Park Trail | 2,218 | $522,100 | 1 | 2 | 1 | 1 | 2 | 1.4 | Low |

# Trails Master Plan Projects

| Project # | Street | From | To | Current Condition | Recommended Improvement | Facility Type | Length (ft) | Cost | Safety | Connectivity | Equity | Health | Community | Score | Priority |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47 | SR 2 Intersection Improvements | SR-2 | | | Work with WSDOT to improve non-motorized safety at high priority intersections along SR 2. | undetermined and requires further study | | | 5 | 5 | 5 | 5 | 5 | 5.0 | High |
| 9 | Cadman Connector | Main Street | Skykomish River Park | | Path around north perimeter of the slough at Park Place MS, Rotary Field, and Skykomish River Park. | Sidepath; and Shared Use Path | 4,600 | $2,383,900 | 2 | 4 | 5 | 5 | 5 | 4.2 | High |
| 36 | WSDOT ROW Trail - East Segment | Chain Lake Road | Woods Creek Road | | Includes spur to Golden Lane SE. | Shared-Use Path | 2,998 | $1,539,800 | 1 | 4 | 3 | 5 | 5 | 3.6 | High |
| 42 | Main Street Extension | Oakes Street | Woods Creek Road | | | Sidepath | 2,900 | $1,551,100 | 4 | 4 | 3 | 3 | 4 | 3.6 | High |
| 12 | Skykomish River Park Connections | Skykomish River Park environs | | | Various trail connections in and around Skykomish River Park. | Shared-Use Path | 1,861 | $955,900 | 1 | 4 | 4 | 4 | 4 | 3.4 | High |
| 35 | WSDOT ROW Trail - Central Segment | Cascade View Drive Connector | Chain Lake Road | | Includes connection to North Kelsey Property | Shared-Use Path | 3,900 | $2,003,100 | 1 | 4 | 2 | 5 | 5 | 3.4 | High |
| 33 | Cascade View Drive Connector | 179th Avenue SE Fairgrounds Trail | SR-2 | | Connection along the east edge of the fairgrounds. | Sidepath; and Shared Use Path | 5,088 | $2,655,800 | 1 | 4 | 2 | 4 | 5 | 3.2 | High |
| 34 | WSDOT ROW Trail - West Segment | 168th Avenue SE | Robinhood Lane | | Includes spurs to neighborhoods. | Shared-Use Path | 5,465 | $2,807,000 | 1 | 4 | 1 | 5 | 5 | 3.2 | High |
| 39 | North Hill Shared Roadways | 134th Street SE, 136th Place SE, 199th Avenue SE | | | Minor additions to existing roads. | Shared Roadway - Basic | 6,806 | $187,500 | 3 | 4 | 2 | 4 | 3 | 3.2 | High |
| 16 | Memorial Stadium Trail | Columbia Street | Kelsey Street | | Alternate to Columbia Street 2-way PBL | Shared-Use Path; and Shared Roadway - Basic | 1,774 | $593,300 | 2 | 3 | 2 | 3 | 4 | 2.8 | Medium |
| 18 | Blueberry Lane PBL | King Street | Kelsey Street | One travel lane each direction, parallel parking and sidewalks both sides. | On the north side of the street. Requires removal of parking. | Two-Way PBL | 2,037 | $541,000 | 2 | 4 | 2 | 3 | 3 | 2.8 | Medium |
| 26 | Drainage Canal Trail Crossing | Lake Tye Park | | | RRFB or HAWK at Fryelands Blvd at drainage canal trail crossing. | Undetermined and requires further study | | | 5 | 5 | 1 | 1 | 2 | 2.8 | Medium |
| 32 | 179th Avenue Fairgrounds Trail | Rainier View Trail | SR-2 | | Connection from North Hill to SR 2 and Park & Ride. Excessive grades likely in WSDOT ROW. | Shared-Use Path | 4,500 | $2,311,300 | 2 | 4 | 2 | 3 | 3 | 2.8 | Medium |
| 40 | North Kelsey Street Connector | Galaxy Way | SR-2 | | Widen existing sidewalk to sidepath standard (prohibitive) or shared sidewalk. | Sidepath | 1,306 | $698,500 | 3 | 3 | 2 | 3 | 3 | 2.8 | Medium |
| 48 | Al Borlin Park Connector Trail | E MacDougal Street | Al Borlin Park | | Short Trail and bridge over Woods Creek | Wide Tread Park Trail; Prefabricated Pedestrian Bridge | 592 | $500,000 | 0 | 4 | 2 | 4 | 4 | 2.8 | Medium |
| 19 | PUD Trail | 179th Ave SE | King Street | Power line corridor | Doubles as maintenance access in PUD corridor | Shared Use Path | 1,437 | $738,100 | 1 | 3 | 1 | 4 | 4 | 2.6 | Medium |
| 20 | Civic Center Trail | Main Street | Rotary Field | Various | Requires modification of fire department parking and public works yard. | Shared Use Path | 1,215 | $624,100 | 1 | 3 | 2 | 2 | 5 | 2.6 | Medium |
| 8 | SR 522 Underpass | Currie Road SE | Main Street | SR-522 ROW | Connects downtown with the Fryelands neighborhood. Box culvert under SR 522 cost not included. | Shared Roadway - Basic; and Box Culvert | 810 | $2,015,400 | 2 | 4 | 2 | 2 | 2 | 2.4 | Low |
| 10 | Cadman Park Master Plan Trails | Cadman Site | | | Dictated by Cadman Park Master Plan | Shared-Use Path | 5,124 | $2,631,800 | 1 | 1 | 1 | 4 | 5 | 2.4 | Low |
| 45 | Harry's Trail Improvements | Existing Harry's Trail | | | Pave Harry's Trail to create a paved connection to the proposed WSDOT ROW Trail. | Shared-Use Path | 1,218 | $625,600 | 0 | 3 | 1 | 4 | 4 | 2.4 | Low |
| 44 | Foothills Preserve Nature Trails | Foothills Wetland Preserve and Open Space | | | Will require sections of elevated trail and wetland mitigation. | Narrow Tread Nature Trail; and Elevated Trail | 6,287 | $4,734,300 | 0 | 1 | 1 | 4 | 5 | 2.2 | Low |
| 25 | Fairfield Park Connector | West edge of Fryelands Elementary | | | | Shared-Use Path | 1,038 | $533,100 | 1 | 3 | 1 | 3 | 1 | 1.8 | Low |



# Chapter 5: Implementation

**This chapter provides strategies for implementing the projects identified in the Trails Master Plan. Implementation guidance ranges from funding mechanisms to maintenance issues to eductation programs.**

# Chapter 5: Implementation

## Incorporating Projects into the Capital Facilities Plan

In compliance with the State Growth Management Act the City of Monroe develops a 6-year Capital Facilities Plan (CFP) that coincides with the City's adopted budget. The CFP is reviewed, updated, and adopted by resolution annually.

The City identifies funding from a variety of sources to support the projects identified in the CFP. The projects identified in the Trails Master Plan vary in terms of being (1) recreation or transportation-based projects, (2) located in public right of way or across public or private easement corridors, and (3) on-road or off-road facilities. These variables make the projects listed in the Trails Master Plan suitable for a wide range of funding opportunities from local Real Estate Excise Tax and Park Impact Fees to state and federal grants for recreation and transportation-related improvements.

## Implementation Strategies

The first strategy would be to proactively include a project or projects on the CFP and dedicate adequate City funding on an annual basis. The purpose of the prioritized list of projects is to inform which, and how many, of those projects can reasonably be included in the 6-year CFP.

Other strategies to implement projects may include:

- Pursue local, state, and federal grant funding.
- Integrate the Trail Master Plan recommendations into existing City plans and policies to ensure consistency and efficient implementation.
- Use network level of service/performance measures to chart the progress of Plan implementation. Tie performance measures to Plan goals.
- Establish counters on key routes to measure increases in non-motorized use to support funding applications.
- Incorporate trail network facilities and conditions into the City's GIS system to facilitate asset management and coordination with other City plans and services.
- City endorsement of National Association of City Traffic Officials (NACTO) design guides. This allows for greater flexibility in facility type implementation.

## Funding

The Trails Master Plan prioritizes projects based on their value to the overall network, equity achieved, and available funding. Having a comprehensive funding strategy is essential for realizing full build-out of the trail network within the Plan's 20-year horizon. Projects and supporting programs can comprise a combination of federal, state, and local funding sources, with different types of grants available for different types of facilities and modes. The following funding opportunities should be considered for project implementation:

## Federal Funding

Carbon Reduction Program (CRP)
Part of the Bipartisan Infrastructure Law , the Carbon Reduction Program (CRP) is intended to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. The Federal CRP will provide about $110 million to Washington over the course of federal fiscal years 2022-2026

Surface Transportation Block Grant (STBG)
The Surface Transportation Block Grant (STBG) was continued under the Part of the Bipartisan Infrastructure Law and can be used for maintenance and restoration of existing recreational trails.

Transportation Alternatives (TA)
The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of smaller-scale transportation projects including as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.

Recreational Trails Program (RTP)
The Recreational Trails Program (RTP) provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA) and supports activities including hiking, bicycling, in-line skating, and equestrian use.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
RAISE is a discretionary grant program for investments in surface transportation infrastructure that will have a significant local or regional impact. RAISE grants will be awarded on a competitive basis for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.

Reconnecting Communities Pilot Program (RCP)
The Reconnecting Communities Pilot Program (RCP) can be used for infrastructure projects that reconnect communities across barriers created by major transportation infrastructure, such as highways and railroad corridors. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Safe Streets and Roads for All (SS4A)
The Safe Streets and Roads for All (SS4A) discretionary grant program supports local initiatives to prevent death and serious injury on roads and streets (commonly referred to as "Vision Zero"). Under this program, projects qualifying for Implementation Grants include Complete Streets projects, pedestrian safety enhancements, and development of bikeway networks with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a federal program that allows states, and the local governments within them, to target safety funds to their most critical safety needs. This includes funding to local agencies through the County Safety Program, City Safety Program, and Rail-Highway Safety Program. The goal of the Highway Safety Improvement Program (HSIP) is to reduce fatal and serious injury crashes, following Washington state's Strategic Highway Safety Plan (Target Zero) and each agency's local road safety plan (PDF 276KB). WSDOT's programs for local governments include the County Safety program, the City Safety program, and the Railway-Highway Crossing program.

## State Funding

Safe Routes to Schools

The purpose of the Safe Routes to Schools Program (SRTS) is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle, and high schools (K-12). The Safe Routes to School Program is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs and improving public health. The SRTS program is also supported by the multimodal transportation account-state appropriation and the motor vehicle account – federal appropriation, which is part of the Infrastructure Investment and Jobs Act.

WSDOT Pedestrian and Bicycle Program

The Pedestrian and Bicycle program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. The Pedestrian and Bicyclist Program is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs and improving public health.

**Washington State Recreation and Conservation Office (RCO) Grants**

The Washington State Recreation and Conservation Office (RCO) provides matching grants for trail projects. Funds that are open to cities include:

Aquatic Lands Enhancement Account (ALEA)

This grant program uses money generated from aquatic lands to protect and enhance those lands. Grants may be used for the acquisition, improvement, or protection of aquatic lands for public purposes. They also may be used to provide or improve public access to the waterfront. Aquatic lands are all tidelands, shore lands, harbor areas, and the beds of navigable waters.

Land and Water Conservation Fund (LWCF), Legacy Program

This grant program provides funding to preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands. The Outdoor Recreation Legacy Partnership provides grants to help urban communities with 30,000 or more people buy or develop land to create or reinvigorate public parks and other outdoor recreation spaces. Priority is given to projects in economically disadvantaged areas that lack outdoor recreation opportunities.

Washington Wildlife and Recreation Program, Trails Category (WWRP)

Provides funding to acquire, develop, or improve pedestrian, bicycle, or equestrian trails. This program is for non-motorized trails that provide connections to neighborhoods, communities, or regional trails.

## Homeowners Association Trails

There are a significant number of Homeowners Associations (HOA) that have been established throughout the City. These are self-governing organizations in "common-interest" communities in which homeowners collectively pay fees to maintain selected improvements in their neighborhood. HOAs are typically run by resident homeowners who are elected to a board of directors to oversee the HOA's management.

*"Issues with bumpy trails from roots all through Fryelands Trail stem is a major issue for my elderly mother who lives there and walks daily."*

Several of these HOAs in the City have common areas with developed trails, park features, stormwater facilities, parking, community centers, and the like that are held collectively. These are private lands, not typically open to the public. Trails in HOAs often connect to public streets making them vital corridors that expand the overall network of trails in the larger community. There is however significant cost involved in maintaining these trails and, over time, redevelopment of trails that require resurfacing or repair due to root upheaval, flooding, or simply age can be burdensome to the HOA.

Numerous existing trails on HOA properties have maintenance issues that need to be addressed to ensure the trail is safe to use and meets accessibility requirements. Root heave of asphalt trails, which creates tripping hazards and make routes inaccessible, is the most common problem observed in the field.

As the City works to expand the network of trails there may be opportunity to work with HOAs to turn some of these corridors from private to public, and in shifting ownership also shift the responsibility for maintenance. This transaction typically requires a majority vote of the HOA board, plat amendment, and negotiated conditions of use before the trails can be dedicated to the City and used by the public.

This is an approach that will require further discussion and a formal policy adopted by the City and should be done in discussion with selected HOAs. There are advantages and disadvantages in these transactions that will need to be weighed for each trail segment.

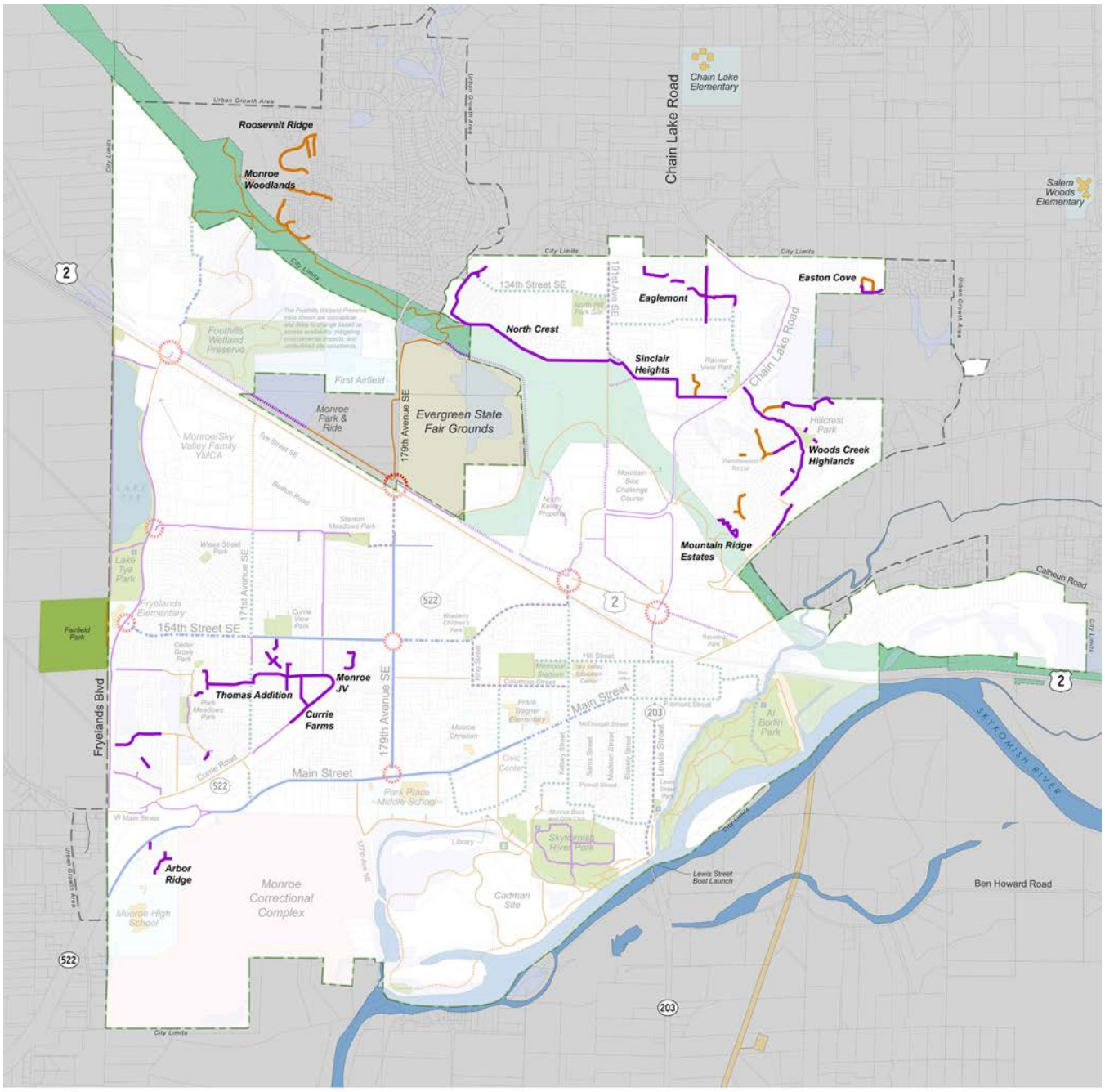
Pros and cons for the full range of potential approaches for addressing maintenance needs of HOA owned trails are listed in "Table 6. Pros and Cons of Approach to Homeowners Association Trails" on page 112.

HOA trails, as currently known or mapped by the City, are shown in "Map 6. Existing Homeowners Association Trails" on page 113.

*Table 6. Pros and Cons of Approach to Homeowners Association Trails*

| Approach | Pros | Cons |
|---|---|---|
| **Easement** | • Less expensive than purchase.<br>• HOA retains underlying ownership and the survey and CCR's- Covenants, Conditions & Restrictions, would not need amendments. | • City has limited control over the trail's use and maintenance.<br>• May require negotiations or eminent domain (legal process to acquire land). |
| **Purchase** | • City gains full control over the trail's use and maintenance.<br>• Long-term security for the trail's existence. | • Most expensive option.<br>• May need to pay to amend the survey and CCR's for the HOA.<br>• May require a vote or consent of all property owners in HOA.<br>• May require negotiations or eminent domain (legal process to acquire land). |
| **Dedication** | • Similar to purchase in terms of control, but potentially lower cost if the HOA donates the land.<br>• Permanent solution, the trail becomes public property. | • Requires the HOA's willingness to donate the land.<br>• May need to pay to amend the survey and CCR's for the HOA.<br>• May require a vote or consent of all property owners in HOA. |
| **Maintenance Agreement** | • More flexible than an easement, allowing for specific terms on use and maintenance.<br>• Potentially no cost to the City. | • City is using public dollars to maintain a private trail that could be closed to the public at any time.<br>• Less secure than a purchase, could be renegotiated or terminated in the future.<br>• Relies on ongoing cooperation with the HOA. |

*Map 6. Existing Homeowners Association Trails*

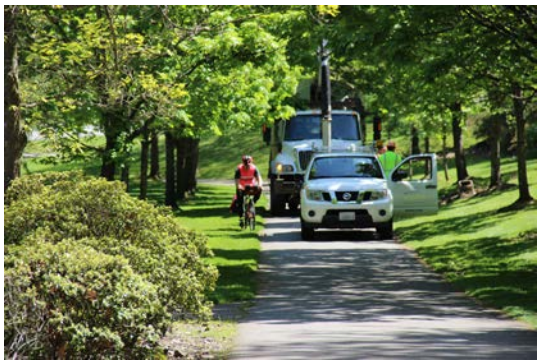



*Note: The map above shows known or assumed HOA trails based on existing trail inventory and City GIS subdivision data. Additional study is needed to identify all HOA-owned trails.*

## Maintenance

Like roadways, the condition of walking and bicycling facilities is constantly changing. Deteriorating pavement can pose serious safety concerns for non-motorized users. Overgrown vegetation can affect people walking and biking in the public right of way or on Shared Use Paths.

The City has indicated the limited availability of maintenance staff, even including seasonal maintenance workers, to address the City's responsibilities for maintenance of its parks. There are similar challenges with maintenance and upkeep of City roadways and sidewalks. Trails represent a hybrid facility in which maintenance will likely fall to both Parks and Recreation Department and the Public Works Department, depending on location and proximity to the public right of way. As the Trails Master Plan is implemented, the maintenance responsibilities should be identified and budget allocated for personnel to address the increase in facilities.



Reporting by the community can oftentimes be especially valuable to direct even limited staffing to address maintenance in a prioritized way. The City currently has a maintenance hotline for after-hours reporting of water, sewer, flooding, and stormwater and there may be value in adding a line for trails and roadside non-motorized facilities to report hazards. This reference hotline could be included on all the City's published non-motorized materials.

## Monitoring and Evaluation

### Performance Measures

Performance measures are specific measures that can be used to evaluate the progress and effectiveness of the Trails Master Plan over time. These measures should be based on available sources of data, relatively easy to conduct and generated every few years. City tracking of performance measures can be helpful to future planning efforts and quantitatively supports grant applications. Establishing pre-project baseline measures can help illustrate the impact of a project and justify funding on future projects. At this time the City does not systematically collect non-motorized data or track performance measures.

Network Length and Percent Complete

The total length of the proposed network represents 100% of the system and includes existing facilities that are already built to standard. As projects are implemented, the increase is accounted for and recorded on an annual basis. The percent complete of the total network is then reported to determine if goals are being met.

Number of Intersections in the Network

Similar to network length calculations, the number of improved intersections in the trail network is an indication of the degree of connectivity within the network. Non-motorized networks tend to have better

access and shorter travel distances to desired destinations. A lower number of improved intersections indicates a less efficient network that has limited route choice and longer travel distances.

Equity

There are a variety of performance measures that can be implemented to evaluate how well the network serves diverse communities including:

- Identify percentage of the population that has accessibility to trails within a given distance.
- Assess geographic distribution of trails across different neighborhoods ensuring underserved areas have adequate access.
- Conduct environmental justice assessments to ensure trail development does not disproportionately impact marginalized communities.
- Develop usage surveys to understand who is using trails and identify underrepresented groups.
- These same usage surveys might include questions regarding safety and perception of safety along the system.
- Assess ADA compliance particularly at connection points between facility types and at intersections.
- Assess the availability of features such as benches, shade, and multi-language signs to accommodate various needs.
- Identify whether trails connect to the full range of desirable destinations and community resources.
- Implementing and regularly reviewing these performance measures can help keep implementation goals on target, identify quantifiable success to inform grant funding requires, and ensure equitable access to all community members.

Bicycle Counts

As technology advances, there are greater and more effective ways to provide counts of trail users. A count program can help justify and prioritize non-motorized improvements, reveal trends in use of the non-motorized network, and put crash data in context. The City could identify a few permanent counting locations and supplement them with short duration automated counting locations as facilities evolve. Factors could be developed that account for weather and seasons, but also provide a basis for extrapolating the Snohomish County Strava data. Bicycle counts can also provide quantitative data to support grant applications.

Possible locations for bicycle counters include:

- Lake Tye Trail (existing)
- Future Snohomish River Trail at City limits
- Future Snoqualmie Valley Trail at City limits

## Education

There is considerable value in establishing not only a forum for community review of the implementation of the Trails Master Plan but also on-going education programs and promotional events to ensure the momentum for building the network continues as the community grows and the leadership changes. Successful implementation of the Trails Master Plan depends not only on the initiative of elected officials and city staff but also on a supportive and informed populace.

Education Programs

Bicycle and pedestrian safety education programs should be designed to improve skills and observance of traffic laws and to promote overall safety for bicyclists and pedestrians of all ages and abilities. A cooperative effort through a blend of agencies and interest groups, including schools and libraries; cycling, walking, and hiking clubs; community liaison groups; and city departments of Public Works, Police, and Parks and Recreation may be the most effective way to reach out to a broad spectrum of the population.

Education programs for the cycling community should address the particular needs of targeted groups, specifically young bicyclists, parents of young bicyclists, adult bicyclists, and motorists with a primary focus being to learn the basic rules of the road. This is particularly important as the need for blended and shared on-road facilities for bicyclists and motorists expands.

Adult Bicycle Education

The City should encourage local bicycle clubs or instructors to offer classes covering basic mechanics (especially flat tire repair) and cycling skills. Class curricula could be geared toward urban and suburban cycling to address specific conditions and some of the challenges inherent in mixing with motor vehicle traffic in the city.

Safe Routes to Schools Program (SRTS)

Safe Routes to School (SRTS) is a national movement to encourage students to walk and bike to school. The goal of Safe Routes to School Programs is to increase the number of children walking and biking to school, with a key component being education about walking and biking safety skills. The City, in coordination with local school districts, might identify volunteers and potentially a Safe Routes to School Coordinator to pursue Washington Department of Transportation (WSDOT) funding and plan educational events, such as Bike Rodeos.

The City of Monroe should prioritize safety improvements in areas around schools to encourage more kids to walk and bike to improve physical and mental health, and the capacity to learn. Improving access to schools by biking and walking was an important goal in the development of the proposed trail network. A number of trail projects address this goal and are prioritized accordingly. WSDOT has a Safe Routes to School program that offers funding for projects that align with the SRTS goal.

Driver Education / Multimodal Safety Campaigns

In partnership with WSDOT, the City might develop an informational campaign to educate drivers about the rules of the road, with a focus on pedestrian and bicycle safety. In particular, this campaign could

promote awareness of cycling on Shared Roadways and navigating crossings and intersections from Bike Lanes and Two-Way Protected Bike Lanes. These facility types are becoming more ubiquitous as the need for non-motorized facilities grows, but the available public right of way remains the same.

Information for these campaigns could be communicated on road signs and/or disseminated via public service announcements, on the City's website or through brochures and flyers placed in libraries or other public places.

## Promotional Events and Programs

Open Streets Events

Open Streets (also known as "Cyclovías") are social events held on streets that are temporarily closed to motor vehicles. The intent of an Open Streets event is to engage community members of all ages and abilities in physical activity, such as walking, dancing, jogging, in-line skating and biking. Open Streets events give people, who otherwise might not try bicycling, the opportunity to ride in a safe and comfortable environment, and hopefully encourage them to ride more often. Open Streets events can be held weekly or monthly during warmer and drier months. Candidate streets should be centrally located and offer convenient parallel routes for displaced vehicle traffic.

Running and Bicycling Events

Bicycling and running events are an effective way to get people involved in both of those activities. These events raise the profile of human powered activities, promote awareness of the need to expand network facilities, and typically will benefit the City economically. The City can partner with existing and potential event organizers to promote these events.


Move-A-Thons

Human-powered fundraising and community building events called "Move-A-Thons" are a great way to bet people out on foot and bike. Students collect per-mile or lump sum dollar pledges. The route can be an out-and-back stretch of road or trail, or a loop. Mileage is recorded on punch-cards by parent volunteers stationed at mileage checkpoints.

League of American Bicyclists' Bicycle Friendly Community Program

The Bicycle Friendly Community (BFC) program is a bicycling promotion program administered by the League of American Bicyclists. The program provides a framework for improving conditions for bicycling and provides levels of recognition to communities that meet certain standards. Currently Washington state is ranked #3 "Bicycle Friendly State" based on five categories: Infrastructure and Funding; Education and Encouragement; Legislation and Enforcement; Policies and Programs; Evaluation and Planning; and Discretionary Scoring. Attaining BFC status and recognition in the future would compliment other bicycling promotion efforts, in particular the promotion of bicycle tourism.

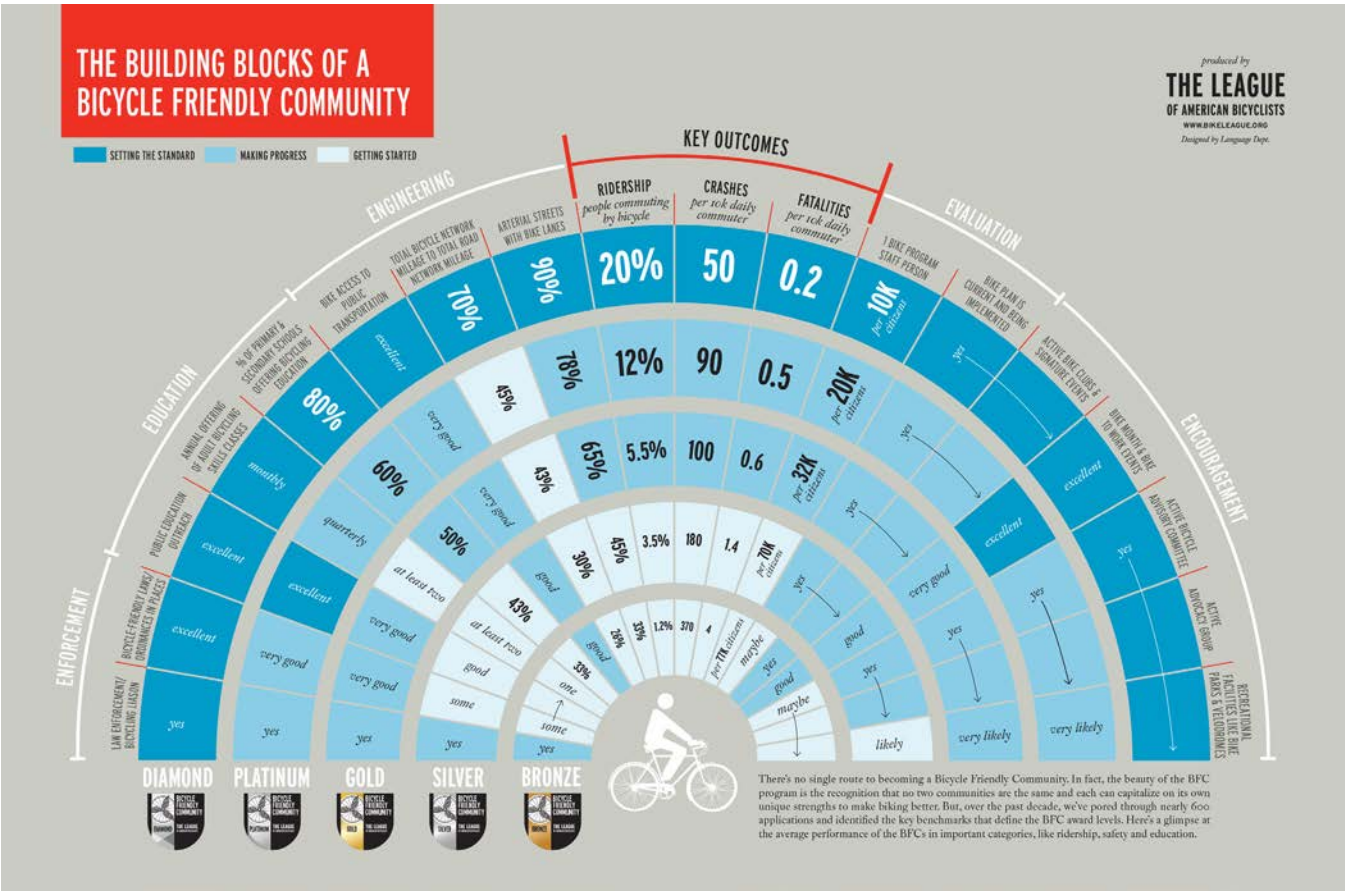



*Figure 17. League of American Bicyclists Building Blocks of a Bicycle Friendly Community*

## Partnerships

The formation of partnerships is critical to successful implementation of the Trails Master Plan. A number of local, regional, and federal agencies and organizations have a vested interest in developing these projects:

- Parks Board could serve as a de facto advisory committee for ongoing bicycle and pedestrian issues in the City. A bicycle and pedestrian sub-committee should meet periodically to focus specifically on issues related to implementation of the Trails Master Plan.
- East County Park and Recreation District
- Evergreen State Fairgrounds
- HOAs
- Monroe Boys and Girls Club
- Monroe Chamber and Visitor Center
- Monroe Mountain Bike Team
- Monroe School District
- Monroe/Sky Valley Family YMCA
- Snohomish County
- Washington State Department of Fish and Wildlife
- Washington State Department of Transportation
- Washington State Recreation and Conservation Office
- Evergreen Mountain Bike Alliance
- Cascade Bicycle Club
- Washington Student Cycling League
- Washington Trails Association
- Washington Water Trails Association

## Trail Network Wayfinding System

Wayfinding systems direct people walking and biking through the trail network, help reinforce the identity of routes, and help visitors navigate the City. As the trail network is developed, routes and distances to common destinations should be communicated using the City's new wayfinding and branding system. A simple family of signs consistent with the City's existing system but at a scale appropriate or people walking and biking should be developed and incorporated into the City's family of signs.



The wayfinding system should achieve the following:

- **Route Guidance:** Consistent Directional signage and wayfinding markers should be installed along on-street bike routes and off-street trails to communicate turns in a route, specific guidance through a pinch point or gap in the network, and distances and directions to destinations such as parks, schools, civic buildings, or other significant trails.
- **Accessibility and Inclusivity:** The City should ensure that the system includes features to accommodate different types of trail users, such as those with disabilities or special needs, or who do not speak English.
- **Integration with Other Infrastructure:** The City should ensure that the wayfinding system integrates with other infrastructure, such as street signs and traffic signals, to create a seamless experience between walking, biking, and other modes.
- **Trail Network Identity:** A well-designed wayfinding system will reinforce the identity, visibility, and public awareness of the the trail network and encourage more people to use it.
- **Safety and Efficiency:** A trail network with a well designed wayfinding system keeps users from inadvertently taking less safe and comfortable routes, increases the confidence of less experienced bicyclists, and ensures that people take the most efficient routes. Signage can also indicate which users have priority on shared-use trails.

## Bike Parking

While the focus of the Trails Master Plan is establishing a safe and comfortable trail network, providing well-designed, usable, and secure bike parking at popular destinations is vital to accommodate bicycles with a variety of sizes, shapes, and attachments.


Bike parking can generally be divided into short-term and long-term parking, which serve different needs and can have different forms. For example, bicyclists who will be parking for longer than an hour or two may prefer to lock their bikes in facilities that have additional levels of security and shelter compared to the convenience and ease of using a short-term installation, such as a rack on the sidewalk.

The City should follow the guidelines below to ensure bike parking installations are effective:

- **Location:** Short-term bike parking should be located close to building entrances (typically within 50 feet of the entrance), in highly visible, well-lit areas, and should be easily accessible from the street or trail. Providing weather protection for bike racks also encourages people to bike year-round, and can dissuade cyclists from bringing wet bicycles into buildings.
- **Security:** Racks must be sturdy and well-anchored to the pavement with tamper-proof attachments, but location is also a strong determinant of the security of short-term parking. Most bicycle riders will seek out parking that is visible to the public and can be seen from within the building.
- **Capacity:** Provide enough bike parking spaces to accommodate demand, based on the number of employees, visitors, or residents using bicycles. One approach is to allow space for additional racks to be installed should demand warrant them.
- **Spacing:** Bike racks or parking spaces should be adequately spaced to allow easy access and maneuvering for cyclists. Avoid placing racks too closely together.
- **Accessibility:** Ensure bike parking is accessible to all users, including those with disabilities. Bike racks should also be located and oriented in a way that prevents locked bikes from protruding into the sidewalk path of travel.
- **Integration:** Integrate bike parking with other transportation modes, such as transit stops or car parking facilities, to encourage multimodal commuting.
- **Maintenance:** Regularly inspect and maintain bike racks and parking facilities to ensure they remain in good condition and safe to use.

## Micromobility Policies

*"I have started to see in a increase of e-bikes and scooters. They may become more of a issue if they keep gaining in popularity."*

The trails and bicycle facilities proposed in the Trails Master Plan are intended primarily for people walking and riding traditional bicycles, but they also support micromobility, which comprises a range of small, lightweight, typically single-occupant devices designed for short-distances and operating at speeds typically below 15 MPH. Micromobility devices include e-bikes, electric scooters and skateboards, shared bicycle fleets, and electric pedal-assisted ("Pedelec") bicycles. Micromobility options can be owned and operated by a individual or offered to the general public by a micromobility company as a fleet of devices.

Effective micromobility policies balance promoting innovation and accessibility with ensuring safety. Use of micromobility within the City will almost certainly increase during the life of this plan, therefore the City should adopt policies for the various micromobility options used to ensure that conflicts between trail users are minimized and that the trail network remains safe and comfortable for everybody. Below is a range of micromobility policies the City should consider:

- **Equity Programs:** To ensure accessibility, the City may want to require micromobility operators to provide

discounted prices or access for low-income residents. This helps prevent micromobility services from exacerbating existing transportation inequalities.

- **Public Awareness and Education:** Campaigns to educate riders and the general public about safe riding practices, traffic rules, and the benefits of micromobility can help mitigate conflicts and integrate the different modes into the trail network more effectively.
- **Permitting and Licensing:** The City should require companies that want to operate shared micromobility services to obtain a permit to ensure compliance with safety standards and operational rules.
- **Geofencing:** Geofencing creates virtual boundaries using GPS to control where micromobility devices can operate, enforce speed limits, restrict usage where the City prioritizes walking, and promote safe riding practices.
- **Safety Regulations:** The City can require micromobility devices to have lights or enforce speed limits to ensure the safety of riders and people walking.
- **Data Sharing:** The City should required micromobility operators to share anonymized trip data so that the City can monitor use patterns, understand trail project prioritization, and enforce regulations.


2023 Trails Master Plan
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# Appendix A: Community Engagement

Appendix A provides summaries of the community engagement process.

# Appendix A: Community Engagement

## Community Engagement

Community engagement was essential in the development of Trails Master Plan to ensure that the proposed trail network meets the community's needs and reflects its values. The community was engaged in a number of different ways including online surveys, stakeholder interviews, and open house events. Materials for all these engagement opportunities were offered in Spanish as well as English, and Spanish interpretation was offered at the two in-person open houses.



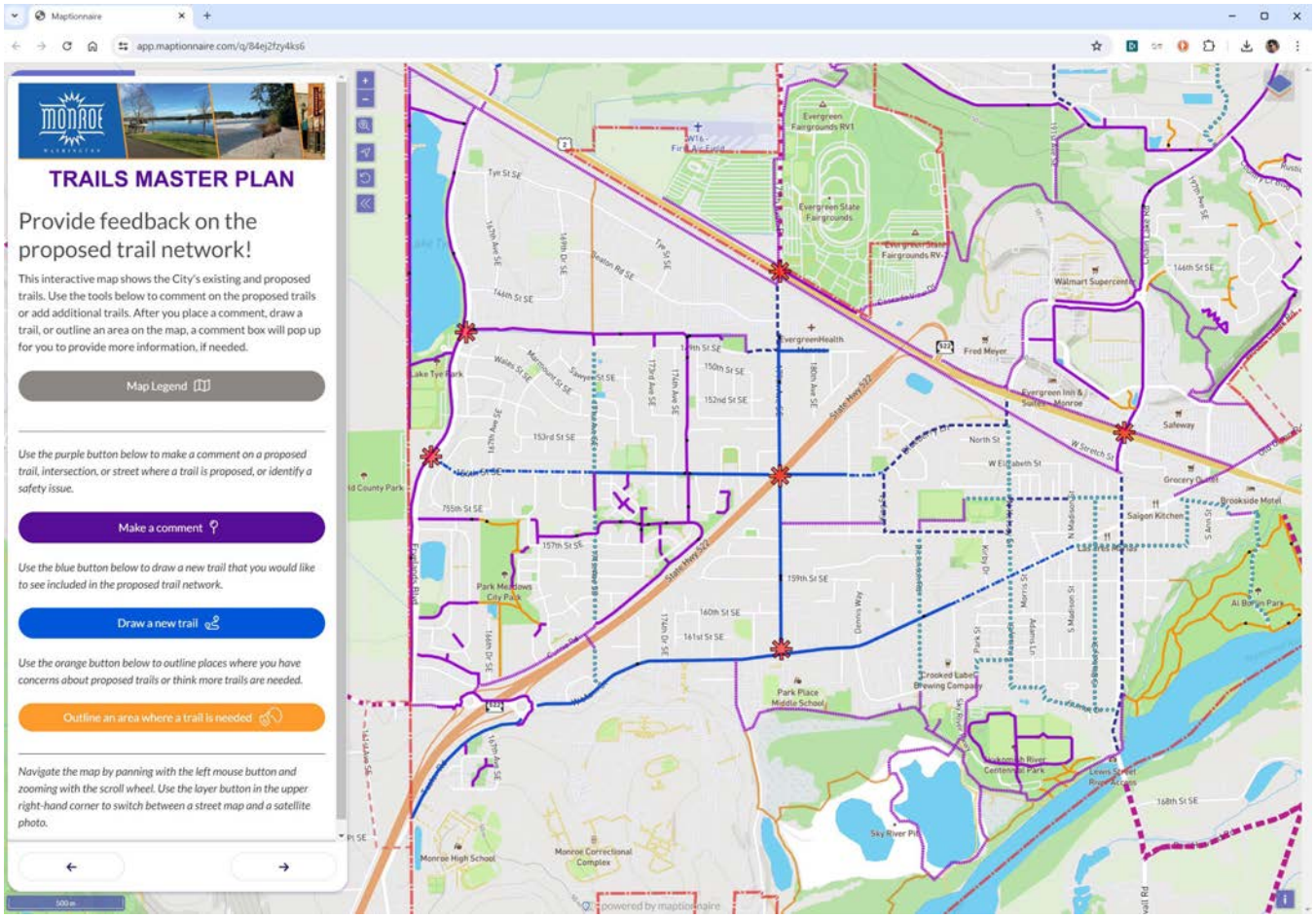


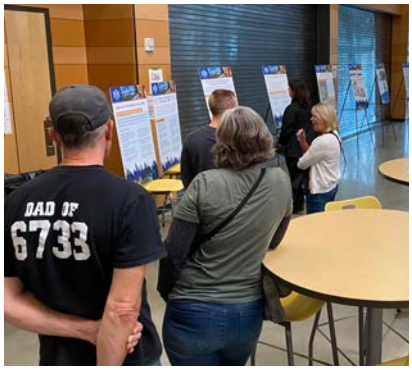

*Figure 18. Online Survey #2*

*Figure 19. Open House #1*

## Open Houses

The City hosted two community open house events—one in the Fall of 2023 and one in the Spring of 2024. These events were hosted in-person at Park Place Middle School and offered the opportunity for community members to review concepts and components on visual boards and engage with the project team in small groups to ask questions and provide feedback. Comments were collected at both events and incorporated as the plan was developed.

Invitations to the open houses were extended to the community through email, social media, mailed postcards and the City's website. Combined, a total of 63 people attended and participated in the events. Themes identified in the comments provided by participants included enhanced safety for pedestrians and cyclists, more connectivity throughout the City, and a focus on safety at high traffic crossing points.




## Online Surveys

The City hosted two surveys for community members and had a total of 191 responses. The surveys were designed to be an easy way for the community to weigh in at a time that is convenient for them and respectful of their busy schedules. Key takeaways from the survey included:

- Residents appreciate Monroe's trails and parks and see them as a valuable asset.
- The community desires greater trail connectivity throughout the city (i.e., through the downtown area and between different neighborhoods and parks) and the greater region (i.e., to neighboring cities such as Snohomish and regional trails such as Centennial Trail and Snohomish Valley Trail).
- The community prioritizes the health of the environment and hopes to maintain and protect trees, natural areas, and open green spaces.

## Stakeholder Interviews

The City interviewed 11 stakeholders representing a cross-section for community interests including elected officials, families, business owners, tourists, cyclists, community-based organizations, youth, and local schools. Interviews took place between October 30 and November 20, 2023. Stakeholders shared their insights on the current trails system and priorities for future trail corridors and connections.

These interviews gave the City an opportunity for one-on-one conversations to learn more context to community feedback and also help guide future outreach. Overall, stakeholders shared an appreciation of Monroe's trails and parks and appreciated city staff's efforts to maintain and improve the trails. The most common themes from the interviews was a call to increase the connectivity of the trails and trail systems within Monroe, so that users could visit various neighborhoods and important destinations, and to neighboring areas, especially to Duvall, Snohomish, the Centennial Trail, and Snoqualmie Valley Trail; improving accessibility, inclusivity, and safety; and continual planning for the future of the trails to serve the diverse uses and users of the trails.

# Open House #1 Summary

## Introduction and Background

The City of Monroe Parks and Recreation Department is developing the City's first comprehensive Trails Master Plan (TMP). The plan builds off the vision established in Imagine Monroe and policies identified in the City's adopted PROS Plan. The TMP is projected to be adopted as an element of the 2024 Comprehensive Plan, serving people who live, work, and recreate in Monroe for the next two decades.

The TMP will include existing trails analysis, planning for future expansion of the existing trail system, trail design standards, and robust outreach to the community. This plan will serve as a decision-making tool with a system-wide approach that helps the City prioritize the allocation of available resources to local trails. To engage the community and gather valuable input, the City of Monroe conducted an in-person open house at Park Place Middle School on September 21, 2023 from 6:00 to 8:00 p.m. This event provided an overview of the planning process, summarized and shared insights gained from public input to date, and further solicited input for prioritizing future trail corridors and connections.

## Purpose

The primary objectives were to introduce the TMP and provide the public with updates on the TMP's progress, and to invite the community to actively participate in the prioritization and improvement of potential plans and the future direction of Monroe's trail connections.

## Notifications

The project team used a variety of methods to promote the open house. These included:

- Social media posts
- Posting event information on the City website
- Promoting the event in the City's September newsletter

## Open House Overview and Format

The open house consisted of project boards, including a Spanish display board and open house packet, (see Appendix A) introducing the TMP project, detailing the goals and timeline, related City efforts and regional trail planning, trail improvement options for walking or biking, and ways to stay engaged in the project. Additionally, several stations were set up with large plotted maps where open house attendees could sit

and talk with a City or project staff member and mark on the map areas for improvements, areas of interest or concern, gaps in the trails system, and other comments.

Approximately 40 people attended the open house and enjoyed refreshments and a kid's corner with coloring sheets. While a Spanish interpreter was on-site, no participants required interpretation.

### Participant Feedback

Participants were encouraged to share their feedback through various means, including talking with the project team, providing written comments on project boards and comment forms.

**Key themes and suggestions written on the maps (see Appendix B)**

Feedback from attendees at the open house regarding **Lake Tye, Lake Tye Park, and the Fryelands area** included:


- Enhanced Safety Measures: Attendees emphasized the importance of improving safety on the east side of Fryelands Boulevard. They highlighted the need for measures that effectively slow down traffic on Fryelands Boulevard and provide safer pedestrian and bike crossings.
- Vital Fryelands-Downtown Link: Many attendees stressed the necessity of establishing a connection between Fryelands neighborhood and downtown. This connection is seen as vital for improving accessibility and facilitating smoother transportation for residents.
- Expanded Trail Network: Several suggestions were made regarding the expansion of the trail network:
    1. One attendee proposed the creation of new trails connecting the area near the Sky Valley Education Center to Fryelands, enhancing outdoor recreational opportunities.
    2. Another suggestion was to explore the possibility of connecting Fryelands to US 2, offering additional transportation options and promoting connectivity.

- Sidewalk Enhancements: Attendees expressed a strong desire to see sidewalks added on both sides of Fryelands Blvd. This infrastructure improvement would enhance pedestrian safety and accessibility for all residents.

**Trail Connections:**

Multiple attendees emphasized the need for trail connections on various streets:


- Formalize trails on 171st St SE to enhance accessibility and outdoor recreation.
- Extend the bike lane along 154th St SE to facilitate safe commuting for students traveling to and from Fryelands Elementary School.
- Establish a connection between 154th St SE and the primary Skykomish River Trail, promoting regional connectivity and outdoor exploration.

**Personal Safety and Crime Concerns:**

Some attendees expressed concerns about personal safety and crime in specific areas:

- Enhance lighting and safety measures for evening use at Lake Tye Park to create a more secure environment.
- Improve safety at Al Borlin Park to ensure a safe and welcoming atmosphere for all residents.

**Focus on Bike and Pedestrian Trails:**

Many comments and feedback revolved around the development and improvement of bike and pedestrian trails throughout the region:

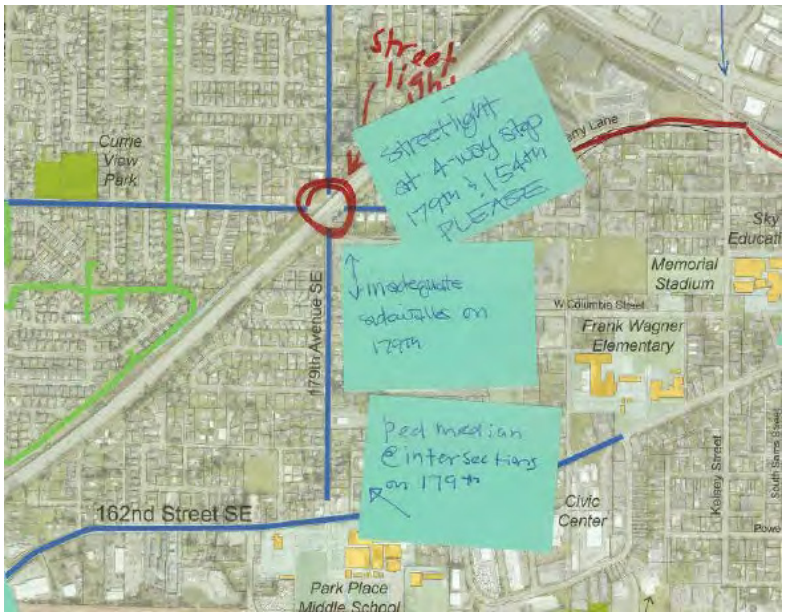
- Prioritize the completion of sidewalks and the addition of streetlights on Currie Road, enhancing safety for pedestrians and cyclists.
- Differentiate roundabouts on Tester Road to accommodate bikes and pedestrians effectively.
- Create dedicated paths for biking and pedestrian use in Blueberry Children's Park, enhancing recreational opportunities.
- Add sidewalks on 179th Ave SE to provide a safer walking route for Park Place students.
- Establish a trail connecting Monroe Library to Skykomish River Park, promoting outdoor access and connectivity.
- Develop a trail connecting Frank Wagner Elementary School to Skykomish River Park, improving accessibility for students and the community.

- Address the need for pedestrian access from Blueberry Lane to Frank Wagner Elementary School, where many people currently walk without sidewalks.
- Consider building elevated crossings across US 2 on Kelsey Street to enhance pedestrian safety and connectivity in the area.

**Crossing between SR 522 and 154th St SE:**

Several needs and suggestions were raised regarding the crossing between SR 522 and 154th St SE:

- Consider establishing a bridge at the intersection to enhance safety and convenience for pedestrians and cyclists.
- Prioritize sidewalk connections throughout the area to improve accessibility.
- Address the issue of inadequate street lighting at the intersection, particularly by adding lights at the 4-way stops, such as 179th Ave SE and 154th St SE, and improving lighting on the pedestrian routes at the intersection on 179th Ave SE.






*Participants voiced their concern about the need for improvement at the crossing, especially regarding access to shopping from Main St.*

**Chain Lake Road area:**

- Consider adding a trail to Chain Lake Elementary School.
- Build an oxygen zone (circled in yellow) by planting more trees.
- Consider continuing the existing trail (indicated as the yellow arrow) on Chain Lake Road.
- Add regional connection from the north Chain Lake Road to access Monroe downtown.



*A participant suggested opening up the HOA trails near Chain Lake Road for public use.*

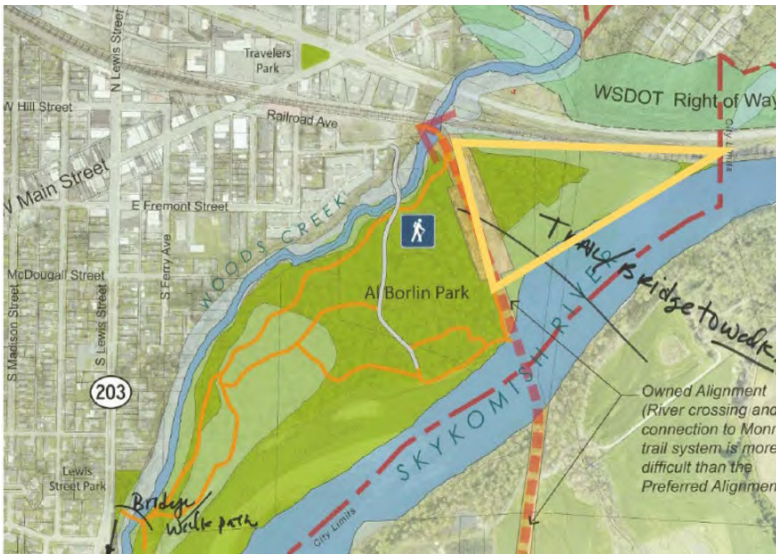
**Downtown Area & W Main Street:**

Attendees provided feedback on the downtown area and W Main Street:


- Enhance pedestrian safety when crossing Main Street to create a more secure environment.
- Increase the availability of bike parking near Main Street in the downtown area to encourage cycling as a mode of transportation.
- Plant more trees to improve the aesthetics and environmental quality of the downtown area.
- Highlight the need for walking and biking access points using red lines on maps. These improvements are crucial for enhancing mobility in the downtown area and addressing existing barriers.
- The circle on Powell Street indicates a need for a review of sewer projects, suggesting a potential infrastructure improvement.

**Al Borlin Park and Skykomish River:**

Attendees shared various comments, feedback, and concerns related to Al Borlin Park and the Skykomish River area:



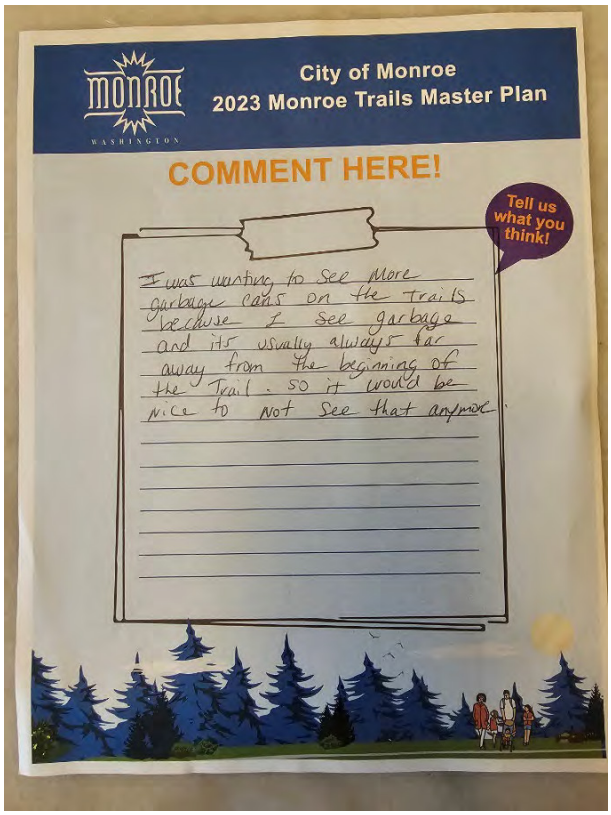

*An attendee inquired about potential development opportunities in the yellow triangle area at Al Borlin Park.*

- Restore the connection between Al Borlin Park and Skykomish River to enhance recreational opportunities.
- Add and improve bike and trail connections in the Snohomish Valley area to promote outdoor activities.
- Enhance pedestrian safety from Monroe Library to Skykomish River Park due to the growing population in the area.
- The image on the right suggests the construction of trail bridges in Al Borlin Park to provide pedestrian access.
- Consider the need for a wider bike access cross bridge at the Lewis St Boat Launch.
- Many attendees expressed concerns about safety issues in the park, indicating a need to remove encampments and make improvements.

**Key themes and suggestions shared by attendees through comment forms (see Appendix C) included:**

**Trails connections & Design preferences:**

- To develop marked downtown "trails" and an improved walking map that seamlessly connects people to parks, shopping areas, businesses, and housing on both sides of US 2. Currently people have to drive to get around and the bike and pedestrian paths don't go through.
- Expanding connectivity beyond the town's boundaries, particularly in the natural areas on the outskirts, to create comprehensive pathways that allow people to get all the way around in the area.
- One attendee emphasized the need for additional garbage cans along the trails, as they are often quite distant from the trailheads, making it inconvenient for trail users.
- Another participant called for trail designs that cater to people of all ages and abilities, ranging from 8 to 80 years old. They suggested looking to the Indianapolis Cultural Trail as a successful example that the city could draw inspiration from.
- A participant expressed enthusiasm for the concept of the Centennial Trail crossing the river and passing through Al Borlin. They recommended enhancing the experience by adding wayfinding signs, maps, historical markers along the trails, benches for resting, and scenic overlooks.
- One attendee shared several suggestions for development:
    1. There's a pipeline between Fairgrounds and an existing trail along Rainier View Road, with WSDOT approval, a temporary trail can be built along said pipeline, which would be low maintenance.
    2. Add a safe pedestrian crossing over US 2.
    3. Add a trail along Chain Lake Road up to Chain Lake Elementary School.
- A participant provided the following feedback:
    1. The participant pointed out the presence of a partially developed walking path on Brawn Road, extending from Chain Lake Road to Ingram Road. They noted that this path is easily accessible and close to Chain Lake Road.
    2. They also highlighted two specific areas that they find somewhat intimidating: the wooded area to the east of the motor raceway and riverfront parks. They believe that if these areas were made less intimidating, more people would be inclined to use them.
    3. Additionally, they expressed a desire for the creation of a beginner-level mountain bike trail system in the woods located east of the Motor Raceway and along the former freeway right-of-way. They believe that these currently underutilized spaces could easily be transformed for walking and biking.




*A comment from an open house attendee.*

4. They expressed concern that a 20-year timeline for this project is too lengthy.
5. Finally, they emphasized the importance of considering the compatibility of the trails for various types of wheeled uses, including walking with a stroller or a child on a bike, recreational biking, and connector biking.

**Non-motorized multi-modal improvements/safety:**

- One participant suggested creating a culture in Monroe that promotes respect for both cyclists and pedestrians, which may involve implementing signage for reduced speeds and enhancing crosswalks.
- Another attendee recommended investing in more intra-block crossings to enhance safety. They pointed out specific locations, such as the lack of well-marked crossings between Fred Meyer and the Chain Lake roundabout. Similar high-risk crossing points that could benefit from improved markings include those on Fryelands Blvd, Main St between Park Place and City Hall, and the crossing at Fairfield Park.
- An individual also proposed the idea of expanding bike infrastructure to within a quarter mile of 95% of all residents, aiming to make biking more accessible throughout the community.

### Next Steps

The project team will use the feedback from this open house, a second open house, two Maptionnaire surveys, and one-on-one interviews to inform the Monroe Master Trails Plan.

# Open House #2 Summary

## Introduction and Background

The City of Monroe Parks and Recreation Department is developing the City's first comprehensive Trails Master Plan (TMP). The plan builds off the vision established in Imagine Monroe and policies identified in the City's adopted PROS Plan. The TMP is projected to be adopted as an element of the 2024 Comprehensive Plan, serving people who live, work, and recreate in Monroe for the next two decades.

The TMP will include an existing trails analysis, planning for future expansion of the existing trail system, trail design standards, and robust outreach to the community. This plan will serve as a decision-making tool with a system-wide approach that helps the City prioritize the allocation of available resources to local trails. To continue engaging the community and gather valuable input, the City of Monroe conducted a second in-person open house at Park Place Middle School on April 4, 2024, from 6:00 to 8:00 p.m. This event provided an overview of the planning process, shared a proposed trail network and facility types created from the feedback gathered to date, and further solicited input for prioritizing and refining future trail corridors and connections.

## Purpose

The primary objectives were to introduce the TMP and provide the public with updates on the TMP's progress, and to invite the community to actively participate in the prioritization and improvement of potential plans and the future direction of Monroe's trail connections.

## Notifications

The project team used a variety of methods to promote the open house. These included:

- Social media posts
- Mailed postcard
- Posting event information on the City website

## Open House Overview and Format

Mayor Thomas started the open house by giving welcome remarks and then invited Chris Comeau from Transpo Group to share background information about the Growth Management Act, Vision 2050, and pedestrian and bicycle system and how other City planning projects are working in conjunction with the Trails Master Plan. Next, project leads Connie Reckord and David Saxen shared updates about the Trails Master Plan, what was heard from previous community engagement, facility types being considered, and instructions for participants to visit a city subarea or two to dive deeper into the proposed trail network in that sub area. See Appendix A for the welcome presentation.

There were three City subareas, Downtown, Fryelands, and North Hill, set up with a project team member at each station. Maps of each subarea, along with facility types, were printed on large paper so open house participants could draw and add comments directly on the maps. Materials were also translated into Spanish (see Appendix B for all materials). Each subarea had a project team member listening to and collecting feedback from participants. See Appendix C for the comments on subarea maps.

Approximately 23 people attended the open house (see Appendix D for the sign-in sheets) and enjoyed refreshments and a kid's corner with coloring sheets. While a Spanish interpreter was on-site, no participants required interpretation.

### Participant Feedback

***Downtown Subarea Map***:

- Establish a connection from Killarney Circle to the school district property, situated off Blueberry Lane.
- Enhance connectivity to Skykomish River Park by adding additional access points.
- Provide more bike racks in the commercial area north of SR 2.
- The sidewalks crossing Kelsey Street adjacent to Main Street are positioned too far back from Main Street, so drivers go too fast around the corners and can't see people crossing Kelsey Street creating a safety issue.
- Consider a connection along Madison Street and West Elizabeth Street in lieu of the shared roadway along Kelsey Street between Main Street and Blueberry Lane as shown in Figure 1.

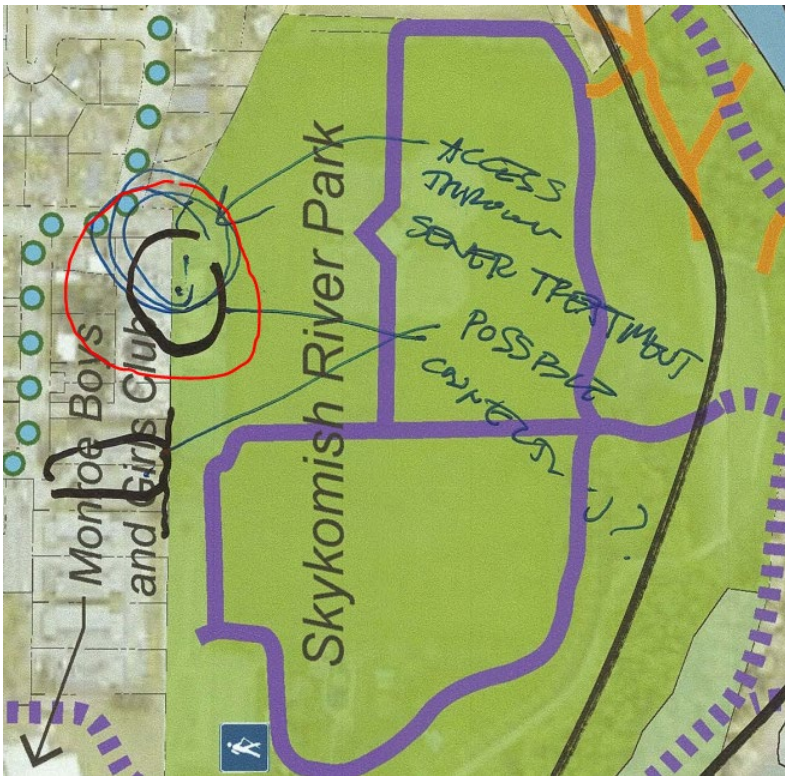

*Figure 1*

- The intersection of Main Street, Blakely Street, and Fremont Street could use more lighting to improve safety.
- Improve safety on 179th Avenue between SR 522 and Main Street by converting the existing bike lanes into protected bike lanes or a paved trail.

- An attendee advocated for a new waterfront access point at Al Borlin Park, as depicted by the red circle in Figure 2.


*Figure*

- Proposal for a new entrance to Skykomish River Park, as indicated in Figure 3.




*Figure*

***Comments from the Fryelands Subarea Map:***

- Install lighting along trails to enhance visibility and safety.
- Establish a connection between Fryelands and the industrial area, as shown in Figure 4.
- Ensure adequate access to goods and services along the highway.
- Explore collaboration with Homeowner Associations (HOAs) to address trail maintenance concerns, as suggested by an attendee.

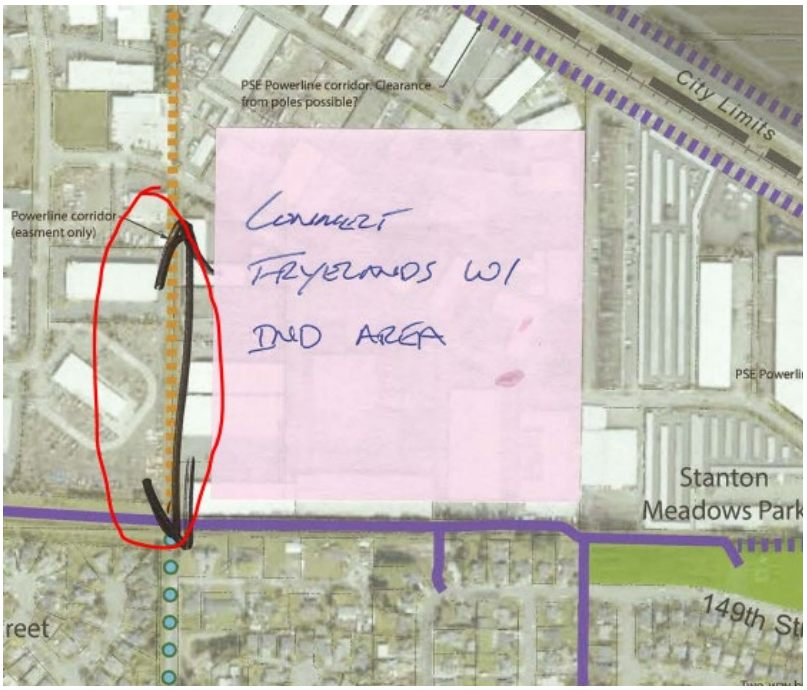



*Figure 4*

***Comments from North Hill Subarea map:***

- Evaluate truck traffic between Chain Lake Road and Kelsey Street.
- Increase connectivity within the Urban Growth Area.
- Implement a leading pedestrian interval at the intersection of Chain Lake Road and Tjerne Place SE.
- Consider allocating lanes within the red circled area in Figure 5 for the Snohomish River Trail.
- The proposed trail on N Kelsey Street needs further evaluation; truck traffic is not ideal.
- Explore additional connection opportunities within the WSDOT right of way highlighted in Figure 6.

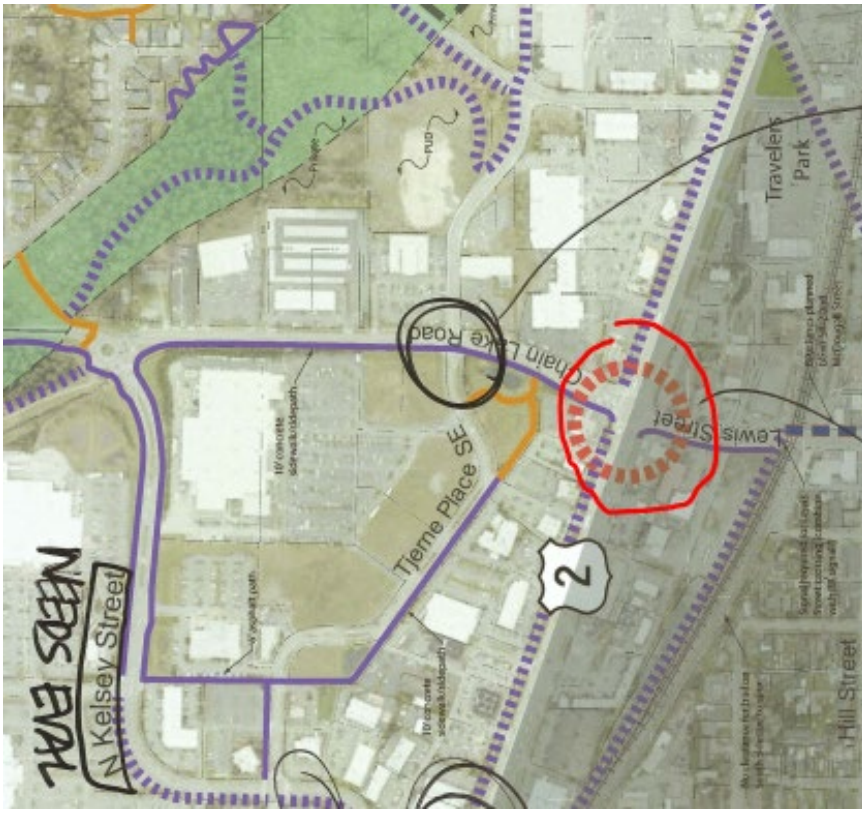



*Figure 5*

- Investigate the feasibility of establishing loop trail connections in the Woods Creek View area.
- Address inquiries regarding the potential reopening of the side path of 191st Ave SE.

Several attendees provided feedback regarding the area highlighted in Figure 7:

- Increase connectivity between Fairgrounds and Park & Ride facilities.
- Explore the possibility of adding a southwest trail to the North Hill Park Site.
- Address ongoing concerns about homelessness in the WSDOR Right-of-Way.

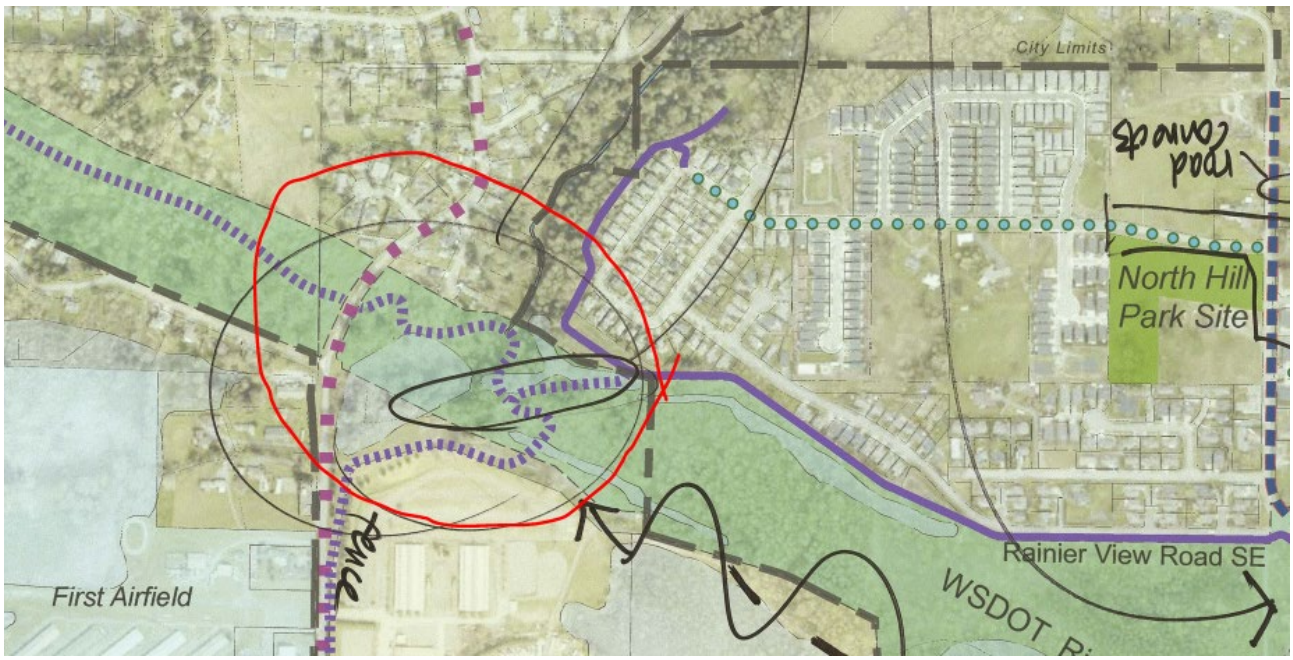



*Figure 7*

***Comments from the Study Network Map:***

- An attendee suggested illustrating the potential regional trail connections through Monroe more preeminently and showing potential trailhead locations for this regional facility.
- A participant suggested that trails be co-located over sewer, waterline, easements facilities where connections make sense in the proposed Snohomish River Trail area.
- A visitor proposed adding an elevated trail with decking in the Foothills Wetland Preserve area. Another attendee proposed creating a nature trail in this area.
- A participant suggested adding a sidewalk along the Lake Tye Trail.
- Another visitor commented on connecting the Monroe Dirt Jumps and Evergreen State Fair Grounds.
- Yes to connecting the trails to Duvall, North Bend, and beyond. Also, to Snohomish, Everett, Woodinville, Marysville, and Seattle.
- An attendee commented on improving access to Lord Hill (Figure 8).


*Figure 8*

## Next Steps

The project team will incorporate feedback from the second open house, along with feedback collected from a second Maptionnaire survey, to refine the proposed trail network. The project team will develop implementation strategies between spring and summer 2024, with the plan to draft, finalize, and adopt the final Trails Master Plan by end of fall 2024.

# Stakeholder Interviews Summary

## Introduction

The City of Monroe Parks and Recreation Department is developing the City's first comprehensive Trails Master Plan (TMP). The plan builds off the vision established in Imagine Monroe and policies identified in the City's adopted PROS Plan. The TMP is projected to be adopted as an element of the 2024 Comprehensive Plan, serving people who live, work, and recreate in Monroe for the next two decades.

The TMP will include existing trails analysis, planning for future expansion of the existing trail system, trail design standards, and robust outreach to the community. This plan will serve as a decision-making tool with a system-wide approach that helps the City prioritize the allocation of available resources to local trails. In addition to hosting an in-person open house and community-wide survey, the City interviewed 11 stakeholders (see Appendix A for participants list) between October 30 and November 20, 2023. Stakeholders shared their insights on the current trails system and priorities for future trail corridors and connections.

## Highlights

Interviewers shared a project overview to provide context to interviewees if they were not already familiar with the Trails Master Plan project. The nine interview questions included topics about community interests, what are the characteristics of a great trails network, how do people currently use the trails systems, what can be improved, and how might community needs change over the future. See Appendix B for the interview guide and questions.

Overall, stakeholders shared an appreciation of Monroe's trails and parks as a valuable asset and appreciate city staff's efforts to maintain and improve the trails. The most common themes from the interviews was a call to increase the connectivity of the trails and trail systems within Monroe, so that users could visit various neighborhoods and important destinations, and to neighboring areas, especially to Duvall, Snohomish, the Centennial Trail, and Snoqualmie Valley Trail; improving accessibility, inclusivity, and safety; and continual planning for the future of the trails to serve the diverse uses and users of the trails.

## Key Themes and Takeaways

The following section highlights the key themes and takeaways from the stakeholder interviews by question topic.

### Community interests

Stakeholders represented and were members of a broad range of Monroe community groups including:

- City Councilmembers
- The Mayor
- City staff
- High school and senior residents
- Families
- Diverse communities including the Latino and Asian communities
- Chamber of Commerce
- Business owners
- Tourists
- Various city advisory committees (e.g., Community Human Services Advisory Board, parade committee, etc.)
- Kiwanis and Rotary Club
- Cyclists
- Local cricket board
- Youth sports program
- The school district

Community interests included having trails that were accessible to people of all ages and abilities, allowed for multiple activities and uses, safely connected to multiple destinations around the city and to neighboring areas, and were welcoming to all people, especially to Monroe's diverse community.

## Top attributes or characteristics of a great trails network

Interviewees shared multiple attributes and characteristics that make a great trails network. Collectively, the themes emphasize the importance of connection, safety, accessibility, environmental design, and thoughtful design and planning.

### Connectivity

- Trails are connected to one another and to points of interests, such as grocery stores, the movie theater, and parks, to form a robust network. People can use the trails to get to all areas of Monroe and to neighboring areas, such as Duvall and Snohomish and specifically to the Centennial Trail and Snoqualmie Valley.
- Certain areas of Monroe have more robust trails and connections, such as newer developments, than other areas, such as older neighborhoods, north of U.S. 2, or the outskirts of the city. Need to identify and address gaps in the trails system so all neighborhoods connect to the trails network.
- Could use a heat map to understand popular destinations and routes to inform future trail design and development.

### Multipurpose use

- There are trails that are multipurpose use, that can accommodate walking, running, and rolling. These trails could be 10-12 feet wide, paved with asphalt, and have crushed gravel running parallel to the paved trail. Other trails in the network may be better suited for specific activities, such as walking, running, rolling, or strolling with various surfaces, but overall, the trails network has options for people to choose.
- People can use trails for recreation, exercise, or to commute.

### Accessibility and inclusivity

- Trails accommodate different user needs and interests and serve people of all ages, abilities, and backgrounds. This means trails that have different surface materials, such as asphalt, gravel, or earth, widths, lengths, amenities, etc.

### Thoughtful design and planning

- Trails are designed to be cost effective and easy to maintain so they are enjoyed for years to come. This includes considering types of plants or trees planted near trails that may break down trails with their roots, the materials used to create the trail, and the resources budgeted to maintain the trails.
- Trails are planned to connect to destinations of interest in and near Monroe and to places where people live or to new developments.
- The trail network includes little hidden gems, artwork, or pocket parks to create a sense of discovery and joy.

### Safety and comfort

- There is adequate lighting, specifically pedestrian scale lighting, along trails where it makes sense so people can safely use them when it gets dark outside.

- Trails are clean and well maintained with available trash cans so people can dispose of trash and dog waste.
- There are benches and seating along trails for people to stop and rest while they are out on trails.
- There is clear separation and protection from traffic as people use trails. This might come from using physical barriers or landscaping that can help provide that buffer.
- Trails provide safe, continuous connection between destinations so that people do not start on a trail or sidewalk and then have to navigate an unprotected gap to continue on their journey.

### Environment and green spaces

- There are plenty of trees and canopy, green spaces, and thoughtful landscaping to provide aesthetic and environmental benefits to the community.
- The trails network provides a genuine alternative to driving vehicles that people can use to get around.

## Engagement with Monroe trails and trail facilities

The community and visitors engage with trails and trail facilities in various ways. Collectively, the themes highlight the importance of connectivity and safety, and trails serving as both recreational, exercise spaces and alternative transportation routes.

### Diverse trail users

- There are diverse trail users, including people who walk, jog, cycle, walk their dog, and families with young children. People use the trails to recreate, exercise, train, and commute from destination to destination. In addition to the different ways people engage with the trails, the users themselves are diverse and have different backgrounds, needs, and interests.
- Trail users live in different parts of the city, but some have difficulty connecting to trails depending on the neighborhood they live in, especially on the north end of the city (e.g., along Chain Lake Rd).

### Recreation and exercise

- People use the trails for both casual and more intense recreation and exercising or training. With this in mind, it would be beneficial to have various lengths of trails that could be connected for longer routes to accommodate different needs.

### Commuting and alternative transportation

- People use the trails as an alternative transportation option, but face challenging commuting in certain areas, such as the more industrial area along Fryelands Blvd or missing sidewalks.
- There is a need for great connectivity on the north end of the city, north of U.S. 2 so that people can use trails to get to commercial centers and destinations of interest.
- Some businesses use trails to move goods (e.g., from farm to store). The trails serve both as commuting options and also provide space for business owners to decompress after work.
- Trails can sometimes be a quicker route to some locations when compared to driving.

### Trail maintenance and volunteering

- Community groups, such as Kiwanis, volunteer to maintain and weed the trails.

## Most important trails related issues

Interviewees emphasized several important trails-related issues, mainly around increasing connectivity, safety, trail maintenance, and accessibility and inclusivity.

### Connectivity

- Increase the City's trail system connectivity within all areas and neighborhoods in the city and also to neighboring areas and regional trails, such as Duvall and Snohomish.
- There is a particular need for more connection on the north end of the city, along Chain Lake Rd, and newer housing developments.

### Safety

- Address safety concerns such as uneven trail surfaces or trail obstacles which present a hazard to people pushing strollers or using mobility devices.
- Add more lighting, especially pedestrian scale lighting, to increase safety in the dark.
- Identify and address gaps in travel routes, particularly where there are missing sidewalks in areas young people use to get to and from school and along 154th St SE, Blueberry Ln, and 179th Ave SE.
- Adequate barriers and protection between motorized vehicles and trail users either in places where trails are next to or intersect streets and along on trails where there are multiple users.
- Protection from the elements while using the trails, for example ample shade along routes (especially the trails that run north and south around Lake Tye) and water flow causing slippery paths.
- Incompatible trail uses with dogs, such as off-leash dogs, retractable leashes causing issues, and dog waste that is left on the trails.
- Address safety concerns related to people experiencing homelessness in specific parks.

### Accessibility and inclusivity

- Maintain a system of trails that accommodates all modes of travel and various types of uses in safe and comfortable ways.
- Ensure that trails are inclusive and welcoming to all people.

### Maintenance

- Concern around the City's deferred maintenance of trails, emphasizing the need for regular upkeep.
- Uncertainty around trail ownership and responsibility for maintenance (e.g., City, an HOA, etc.).
- The importance of clear and accessible reporting channels for issues like broken glass on streets or trail obstructions.

## What is currently going well

Participants expressed an overall appreciation for the City's trails and parks as community assets.

### Current system of trails

- Positive experiences with the City's trails, including cleanliness, appealing environments, well-maintained trails and landscaping.
- Trail system does connect to many destinations of interest, including different neighborhoods, commercial areas, and parks.
- Incorporating requirement of trails connections with new developments.
- Appreciation for the presence of nature, tree canopy, balance with agricultural spaces; residents can feel close to the city while having access to nature and preserving a sense of history.
- There have been infrastructure improvements, such as the widening of bicycle lanes on Main St.

### Trail usage and maintenance

- Many residents use the trails and use them often for a variety of reasons.
- Appreciation of City staff who maintain trails, work with professionalism, and plan for trails.
- Financial responsibility in the city living within its means and allocating funds where promised and intended, for example with the Fryelands development.

### Community engagement

- Appreciation for this Trails Master Plan process and engaging with the community and gathering input from different perspectives and backgrounds.
- Encouragement from seeing the community's active participation, especially at the open house.

## What could be improved

When asked what could be improved related to the City's trails, interviewees echoed many points from what they shared from earlier questions.

### Increased trail system connectivity

- Priority to close the seven-mile gap to connect Monroe trails system to Centennial Trail.
- Expand trail connections to all Monroe neighborhoods and to the industrial areas and have trail options to visit destinations of interest, including grocery stores, schools, parks, dog parks, and businesses.
- Develop arterial trails with connector trails for improved navigation around Monroe, and to Duvall and Snohomish.

### Trail design and amenities

- Improve trail signage and wayfinding that is in the languages used by community members. Ideas include maps on the trail of the trail systems and nearby destinations, information on what wildlife, plants, or amenities people can find on certain trails, and distances of trails.
- Development of a trails guide that rates trail levels to inform users about the difficulty level of a trail or amenities available so people can choose the right trails and routes for their needs and activities.
- Incorporate amenities such as pocket parks along the trails, a boardwalk (e.g., along the riverfront at Al Borin or Sky River Park), and address the need for a park in the downtown area (Memorial Park, the school district owns about 12 acres that could be a potential option).

### Safety

- Improve safety for cyclists, including safer routes to schools and addressing the hazards of bicycles merging into traffic.
- Define regulations for motorized vehicles on trails where different trail users share the trail (e.g., electric bicycles or scooters, cyclists, and pedestrians on the same trail).
- Install more lighting along trails, especially to enhance safety for people using trails after dark.
- Create family-friendly trails that are drug-free.
- Add more landscaping, including shrubs and grasses, to enhance the aesthetic appeal of trails and provide separation from non-trail areas. Additionally, provide more sun protection for users, for example, using trees.

## What else the Trails Master Plan should achieve

Interviewees shared other considerations for the Trails Master Plan to incorporate.

### Community needs and usage

- Ensure the Trails Master Plan meets the needs of the community and is used and maintained for the benefit of everyone. This includes addressing the needs of diverse communities and efforts to continually engage with communities where they are in the community and provide language access.
- Develop options that accommodate different trail uses including multi-use trails for bird watchers, dog walkers, commuters, and people recreating or exercising.

### Trail amenities and infrastructure

- Add trail amenities such as benches, picnic tables, signage and wayfinding, bicycle racks (preferably covered) and maintenance stations, outdoor fitness equipment. Additionally, create destination nodes that also provide trash cans (which can help protect animals and fish from trash), water fountains, bathrooms, and seating areas.
- Include information on trail maps that indicate if there are nearby transit connections to promote alternative transportation.

### Long-term planning and funding

- Consider the Trails Master Plan as both an implementation plan and tool for long-term planning.
- Additionally, explore opportunities to form partnerships through rights-of-way or easements to extend trails and include funding opportunities, such as pursuing a bond or levy measures for priority projects with strong community support.

## Community needs over the next ten to twenty years

Interviewees shared how they anticipated the community's needs would change over the next ten to twenty years in regard to trails.

### Increased trail use with population growth

- Align trail use and growth with the expected population growth in Monroe over the next ten to twenty years.
- Consider resident needs, including more residents who may be immigrants, and ensure the trail systems can adequately move people around and connect them with businesses, parks, and other city amenities.
- Integrate trail planning with comprehensive land use decisions and identifying and acquiring right-of-way for future trail development, especially in areas with potential housing density increases.
- Potential changes from a shift towards more people working from home.
- Prioritize resource allocation to more popular trails over expanding unutilized ones.

### Preserving Monroe's nature and forested areas

- Preserve the natural and forested feel of the City's trails, which residents consider a special and distinct part of Monroe.
- Recognize that trails are an important resource for commuting, recreating, exercising, and mental health.

## Additional thoughts or comments

- Create an extended trail loop connecting Al Borin, Sky River Park, Lake Tye, up to the north of Monroe, and back down to Al Borin.
- Consider a trail to connect Monroe to Lord Hill Park, heading south over the Skykomish River and then west to Lord Hill Park.

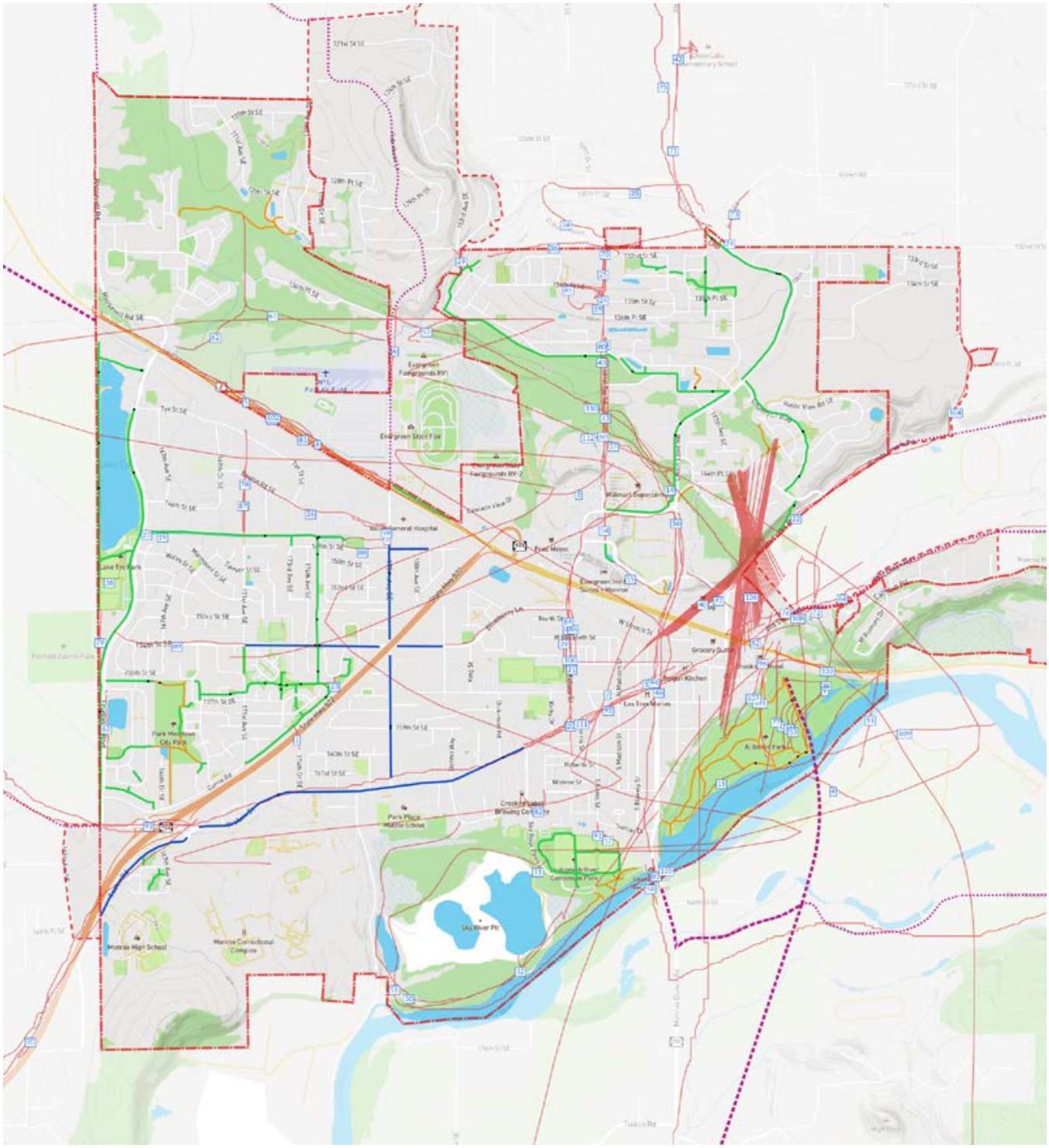
- Consider a partnership with the Fire Department to give out helmets or offer them at a discount so people can stay safe on the trails.
- Consider developing a community market space, similar to Pybus Market in Wenatchee (there is a potential three-acre spot that the school district owns behind Main St, near the administration building).

## Next Steps

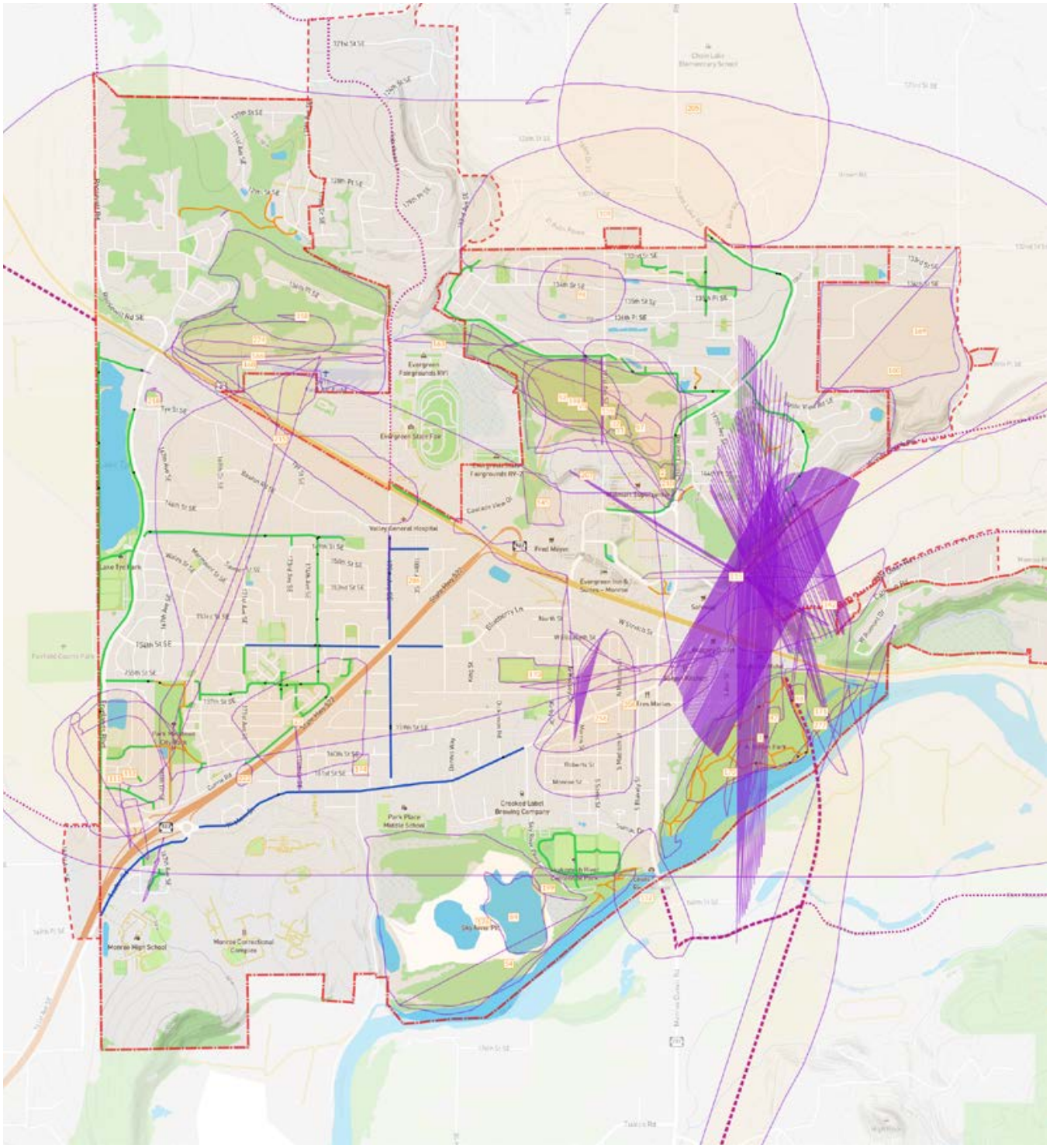
The project team will use the feedback from the stakeholder interviews to inform the Monroe Master Trails Plan.

## Survey #1 Summary

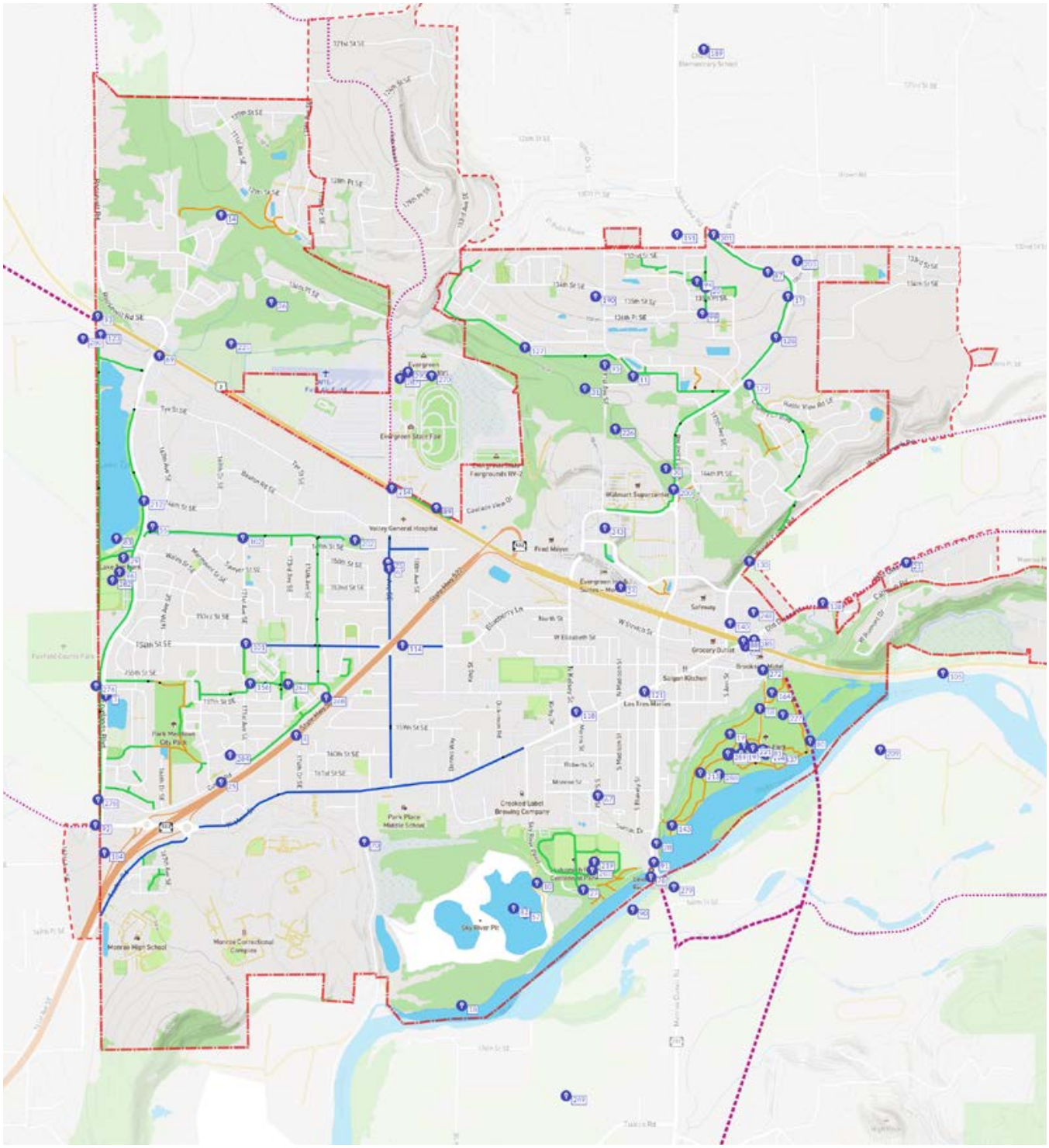
### "Draw a new trail" (112 respondents)



## “Outline where a trail is needed” (70 respondents)



## “Make a comment” (109 respondents)



## Open-Ended Comments

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| | My family of 5 loves to mountain bike multiple times a week. I enjoy running often as well. | | |
| I have lived in Monroe for 30 years. I love walking around the neighborhoods and parks. | I frequently walk and run the trails around Sky River Park and Lake Tye Park or around the Frylands. I also frequently hike out at Lord Hill from the Monroe side. I occasionally bike around town or the parks depending on the weather. | I primarily use the trails and paths to get out and exercise. | |
| | I love mountain biking. we need to increase bike use in lord hill park | | give more access to lord hill park. |
| | I'd like there to be more biking trails, specifically in Al Borlin Park. I used to take my children there, but don't anymore due to safety concerns. It seems if there were additional trails and more people from the community using the space it would create a safer/more welcoming environment. | | |
| I grew up in Duvall and now live near the county line, in Monroe on 203. Would really love a bike bath to connect the two towns and increase business to both cities | | | |
| In the area | | | To many homeless, drug user, and sketchy people for my wife and toddlers to feel safe walking the tails. Don't worry about building new trails when you can't keep these ones safe. |
| | | | Not safe |
| I walk my dog daily and would love off leash teails | | | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| I live in Fryelands area, and I'm active road bicyclist. In general I hate how hostile car/ truck drivers are towards road cyclists. Hence in general bike lanes are great, but them being few miles inside city limits are not really a solution for road cycling as we tend to do multiple tens of miles on our rides outside of city limits. | Walking neighborhood roads in Fryelands area, walk from home to Lake Tye park for events during summer.<br><br>Road cycling, sometimes starting my rides from home, but more often taking a car trip to Centennial trail or other places to avoid riding the dangerous country roads which do not really even have a shoulders to go if car/ truck drivers do not pay attention or does not patient to wait 30sec for safe spot to go around me. | | Living in Fryelands, I think this area has decent neighborhood trails and sidewalks in generally and you can connect the Fryelands Blvd trail/sidewalk to get Lake Tye etc.<br><br>I would really like to see Centennial trail connection to happen to be able to safely ride my bicycle from home to there. |
| I live on Lord Hill on the Monroe side. | I currently ride, walk and run in Lord Hill park. I would love to have a bike lane on the Snohomish Monroe Rd rather than the very narrow shoulders we currently have. | | |
| | Walking with a stroller, dog walking | | |
| Outside of city limits | | | |
| Born amd raiswd we love all the trails avaiable but vervey concerned about Alborlin park. Excessive drug use and people camping or car camping. I have stopped enjoying the trails for my safety | | | Would love more around downtown vs just sky river or lake tye |
| | Our family loves mountain biking together, would be nice for local trails | | |
| | Mainly dog walking | | |
| | walking my dogs | | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| Live outside city limits, Tester road. | Mountain Biking at the dirt jumps behind Walmart. It's the only place to find jumps of that skill level within a 45 minute drive from town.<br><br>Al Borlin is also a nice low commitment hike at certain times of the year. Great for fall color, snow days and random summer days. | Mountain biking is purely receational. Other times I'll walk the dog at Al Borlin and up to lewis and main to get baked goods. | |
| Grew up in Snohomish. Moved back after starting my career. Choose to live away from the city for access to recreation activities (snowboarding and mountain biking). Two small children who are in school in the area who love lake tye park. We find ourselves traveling to other areas such as Bellingham and Duthie Hill bike park as those facilities have great community atmosphere and utilize outdoor space phenomenally. | Mountain biking, skateboarding, rock climbing, nature walks/hikes | Being outside with family and friends. Having fun and developing physical and mental skills. | I would like to see more soft surface trails, pump track, hiking and multi use trails in natural areas. My only actual gripe with current trails are at Al Borlin and some of the wooded trails in sky valley, there are homeless and drug activity going on where I do not feel safe taking my small children. I understand this to be a challenge but it does feel like there are persistent drug deals going on at Al Borlin in the parking lot/gazebo. There were people living in the bushes near the water if the park. Recently I saw a man who appeared to be living in his van near the dog park in sky valley. |
| I grew up and now live in Maltby. I attended Monroe high school and do most of my business in Monroe. | Mostly walking the dog with my wife and child. | | Property crime is way too high. When I commit to parking somewhere, which I only do if I believe my car will be near other normal people, I stick only to trails that are in the open. I have had way too many uncomfortable encounters and I'm not incapable of taking care of myself. I never take my child to the Lewis street bridge or nearby park. |
| | Would love to see some horseback riding trails near/around the fairgrounds. | | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| Live just outside of city limits on Ingraham Rd. Would love to see more connectivity to other trails. Biking is very dangerous where we live due to no road shoulders and speeding cars | Love trails in Al Borlin (fix the river trail section that washed out) Use Lake Tye and Sky River Tails weekly | | |
| I have lived in monroe my whole life and my family has lived in the area since the 1930s. | | | |
| | | | Drug use, homeless, criminal activity rampant in Al Borlin and other areas. Don't feel safe accessing public trail areas. |
| | | | |
| We built a house in 2005 and still live in. that house. | I have MS and use two canes to walk. I like to. walk on paved surfaces that are level. | We also walk our dog on the trails. | |
| Born & raised in Monroe, now living within 4 miles of the city and do most of my shopping there. | I would love to have a trail between Snohomish & Monroe | Walking, shopping, biking | |
| | | | Birds at lake tye can be aggressive and leave messes. |
| | Mountain biking | I don't currently use the trails in Monroe because they don't meet my needs/desires | |
| | Walk 7 days a week | | There is a lady that walks a vicious dog at Lake Tye daily around 3:00-3:30, Her dog tries to attack me and my walking partner every time we walk past her. There are also a number of scary people who frequent Lake Tye park on the trail. It feels unsafe, I will not walk alone. |
| | Most people do not use Strava. Your underlying premise is false. Stop wasting OUR money. | Don't need any more trails. Sidewalks, Lake Tye, and all the excessively overbuilt and ridiculously over-signed with 1970s Era overpriced signs are enough | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| I live outside city limits but consider Monroe my town as it's where I do a majority of my business and community engagement. My kids goes to Monroe schools. | My mother is in a wheelchair and I assist her around town. | | |
| I own 3 homes in the Fryelands, | | | |
| I live outside of the city but enjoy walking the trails all around Monroe. Some of my favorites are the ones off Currie Road, Thomas farms, and what I call the slew trail by the industrial park. The trees in the Thomas farms trail is my favorite especially in the spring and summer. I enjoy all the blossoms in the spring and the shade in the summer. | | The use of the trails is purely for enjoyment and exercised. I tend to stay away from any of the trails that are by busy roads. | I have started to see in a increase of ebikes and scooters, they may become more of a issue if they keep gaining in popularity. |
| My children go to school in Monroe, but we live outside city limits. We do all our shopping and activities Monroe. | Walk lake tye or sky river park. I would like to bike from Monroe to other cities. | | |
| I live downtown | I would like to safely run on trails and sidewalks in Monroe without being chased by off-leash dogs or encountering drug addicted vagrants | | Too many off-leash dogs and homeless people |
| I live on Lord Hill and shop and eat in Monroe. | Seeing the question on wheelchairs... A few years back I spent 6 weeks in a wheelchair and noticed that most sidewalks were sloped for drainage. This made it difficult to roll through town. I see that the upgrade to Main Street has level sidewalks now. BRAVO! | | |
| We live just outside Monroe and go there often - especially to Lake Tye to exercise | walk at Lake Tye; walk on other trails throughout the city; cycle on Centennial Trail but not in Monroe due to lack of good bike trails | would use the trails to go shopping if there were good trails to do so out of the danger of traffic | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| | I currently ride 1-2 times a week in Monroe, parking at Lake Tye and riding south on 203/Tualco or west on Snohomish-Monroe road. Sometimes east on Old Owen. But rural roads are increasingly becoming less safe for riders. I would ride more in Monroe if there was a practical route from the Robin Hood area into town. | Bicycle riding | This list seems biased against bicyclists. Walkers who take up the whole trail or walk on the wrong side of the trail and and dog walkers who let their leashes cross over the trail are major hazards for cyclists. It doesn't matter how fast you are riding if the others on the trail aren't paying attention or being courteous to others. |
| I live here, have raised my two children here and work here. | My family and I bike, run and walk in town. Sharing the roads with vehicles while doing these activities is risky, especially with cars that speed and drivers who are distracted by cell phones. | | I don't use a wheelchair so I'm unsure how people who do are affected. However I would like more connection to various trails, both paved and I paved, without having to encounter cars and traffic. |
| I live in Snohomish and visit Monroe on a weekly basis for groceries and recreation. | | | I frequent Al Borlin and Sky River park on a weekly basis. Both of these parks are well taken care of with regard to trash and landscaping needs. Visitors to the dog park are well-behaved and conscientious of each other. Bravo! My only concern is with the folks who hang out at the east end of the river trail at Al Borlin, and of the various cars parked there in the evenings. I've noticed "fishermen" who do not appear to be fishing, but are up to illegal activities. Homeless are a problem in the parking lot. I commend the city for addressing this over the years by putting up the barricades at the entrance. I encourage police patrols of this area at dusk. |
| Lived here since 2004, volunteer firefighter, volunteer Downtown Monroe Association, worked for the Monroe School District, owned a business in Monroe, not work for a monroe based construction company. Very active hiker. | Very active hiker | | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| I've lived in monroe for the last 7, almost 8 years and we love it. We love recreating in and around Monroe, and we really enjoy participating in town events when they happen | I live off chain lake rd and I love walking with my daughter to the grocery stores. It's a great way to enjoy the outside, while getting exercise. The biggest issue is that I can only safely get to some places from my house walking and biking. I would love to walk my daughter to school, or bike with her to school but there's no sidewalk/trail to chain lake elementary school, or to Salem woods elementary school. I grew up in an area where I could bike or walk to the community center, pool, elementary school, middle school, high school, work, restaurants, and other recreation trails; but here in monroe the walking and biking paths aren't well connected and don't connect you throughout the whole town. There are awesome recreation trails in duvall and snohomish that connect with other towns and it would be amazing if Monroe could work with these towns to make a connecting bike/walking trail. | I love to walk to the store , and I would love to walk to various parks and schools but there aren't trails that connect me to any of the elementary schools or some some of the biggest recreation areas(lake tye) in town. We love to bike to restaurants, town events, parks and to other towns, but to do that safely in monroe is hard and limited to do. | I use a stroller, bike trailer and bikes on various trails in monroe, and some of the walking areas aren't very wide, or the wheelchair acces curb ramp is too narrow for my stroller, and some they're angled in way that pushes you into traffic(specificallythe new ones on rainier ave)! Crosswalks need to be better marked for cars and pedestrians, too many times I've been walking in the crosswalk and a car refuses to wait and tries to go around me when I'm in the crosswalk. We need signs telling cars it's the law to yield to pedestrians and to stop at stop sign lines, like others cities have done. We also need more reflective flags and even flashing crosswalk areas so cars can start slowing down and stoping for pedestrians. The traffic circle at chain lake rd is super dangerous and there needs to be a flashing light for pedestrians to press, or this intersection needs to be a traffic light because cars don't yield for other cars or pedestrians |
| Grown up in Monroe. The trails and parks have gone down hill a ton. I didn't feel safe to bring my son to the places I enjoyed so much as a child. | | | |
| | Walking with my dog | Exercise, enjoyment, being outside and walking my dog. | I would like an off leash dog walking trail. Other pedestrians ok, no bikes, fenced in to keep dogs safe. |
| | | Walking dog and with baby in stroller | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| | | I jog around Lake Tye occasionally and/or the trail that runs between the frylands and the industrial part. But mostly I bicycle from the Frylands to the Centinial trail in Shohomish and would like to see a bike lane there. | |
| | Many of the trails in my area are not in good shape for a lot of wheelchair travel, so it is rare that I use them. But...they are GREAT! Used to walk the dog all over. | | |
| | | Training for fun runs | |
| Live one block from city limits | Walk ogs on city trail almost everyday | | |
| | Love walking, take kids on their bikes, hiking, love Ty lake:) love Monroe | | The only park I feel scared at is the one by boys and girls club |
| I have lived in monroe for 40 yrs. It has changed from a small town to a town that does not have a plan. Too many developments are coming in, without any new infrastructure. | I would love to be able to walk around my neighborhood. I live on a road that has increased traffic every year. Speading, passing on a 2 lane road. No sidewalks or shoulders. Too dangerous to walk on, same with biking. | When we go for walks we leave monroe, go to centennial trail, go up the pass, Duvall. There is no convenient place to walk. | |
| Lived in the Freylands for over 20 years. Love the work parks and city has done in the last several years. | | Walking dog | Some questionable characters on bikes along the trails that boarder the industrial park. It helped clearing out the blackberry bushes and thinning trees. |
| | | | Traffic on frylands boulevard is a major problem when trying to cross the street. Cars speed and don't stop for pedestrians. |
| | The only other thing I would like to see is a water park | | |
| Business owner in Monroe Plaza | Currently walk 1-2 miles midday every M-Thurs | | |
| Love the small town feeling. | | | |
| Live in Duvall. Come to Monroe to shop, kid's activities, parks, hiking | | | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| Grew up here, raised my family here. Spend as much time as possible outdoors. | I currently go to Snohomish, maltby or Woodinville to ride bicycle and walk 1-2 times per week. Do walk the trail around lake the 1-2 times per month. Would definitely utilize trails if we had them. | Recreation, time with friends, exercise, taking grand kids to park or to ride bikes. Would also use outdoor trails for mountain biking, e-biking. | If referring to the Lord Hill trail system it is imperative that there continues to be ample access to parking and trails for the horse riders. It is wrong to make the trails more accessible for cyclists and less for horses!!! Everyone should have equal access. Walkers, cyclists and equestrians. |
| | | Biking, walking, getting away from traffic noises while walking | |
| I like to ride bikes and walk around Monroe with my kids. | | | |
| I live and work in Monroe and love the community | | | |
| | I need to be able to commute on my bike without risking my life! | Chain lake road is super dangerous<br>Very narrow and traffic is hostile | |
| | I used to hike some of the trails over the years. I'm unable to hike much these days. However, I'm an equestrian and ride a lot. There are no longer places to ride with horses. I know there will be no attempt to open trails for equestrian use. So, my input will go unanswered. Sara Jane Johnson | | |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| We've lived here for over 20 years and love all of the new trails & parks that have been added over time. We would love to see a trail system that is as robust as Snoqualmie to safely walk/bike around the city and connect to other cities. We are wonderfully close to Snohomish, Duvall, Woodinville, Sultan, & Goldbar and it would be so grrat to be able to bike/walk to the next city over on a nice weekend day for an adventure. We avoid driving highway 2 heading east on weekends and this would give Monrovians another way to enjoy our local towns without idling In heavy mountain traffic. | I bike 3 times a week on an indoor trainer because the roads & trails are not particularly safe for biking. I have trained for many triathlons (from 12 mile bike rides to 112 mile bike rides; 3 to 26 mile runs) & half and full marathons in and around Monroe. We stopped biking on the roads after way too many close calls. We now stick to paved trails and drive to another city to bike outside. We'd rather bike from Monroe. I run outdoors because with the added sidewalks & trails over the years I can now run long distances without have to run many loops over & over. I'd love to add roller blading in on occasion if we add some nice, flat, paced trails that would be good for that. | We use the existing trails primarily for exercise & walking our dogs. If we had a more direct trail into the city (191st to Galaxy Theater) we would walk down for dinner/movies/dining/shopping often. We do walk down to the farmers market in summer a few times, but a more direct trail would make that a weekly adventure. | Creating wider trails to allow biking & walking at the same time would be helpful. Some of the newer trails are a great width (Chain Lake Rd) for multi use. As both a biker & walker & dog owner, I would encourage a speed limit of 15 mph with signage for all wheeled traffic as many regional trails do. Faster than that creates problems and potential accidents with walkers/kids/dogs/etc. Dog poop pickup stations would be a good addition. I'd also encourage signs to ask faster trail users (runners passing walkers; bikes passing pedestrians, etc.) to alert with a bell or voice ("on your left") to help communicate & not startle other trail users. Knowing someone is passing keeps a pedestrian from making a sudden turn or step and gives us dog walkers a chance to pull our pups close to help us all be safe. Some dogs are just wired to chase wheeled traffic, so it's helpful to have a heads up before someone passes to avoid a bad crash for both the pup & bike/skateboard/etc. |
| We moved to Monroe from Kenmore in 2015. Our true connection is in the fact that my wife's parents and her brother and his family have lived in the area for some time. As native Northwesterners with generational history in the Puget Sound area, we feel like Monroe represents the best of what our native region has to offer. | We currently live in the Trombley Hill area and we have a path right behind or property. We love the access to peaceful and beautiful terrain that allows us to enjoy the forest and still have a safe walking area. | Exercise and recreation. | I'm not sure how well patrolled the trails are, but with the increase in homelessness and lax narcotics laws, I'd like to see a stronger police presence. |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| I live only 3 miles from Monroe but am technically in the Snohomish school district. I teach for the Monroe School district and I am one of the leaders of the Sky Valley Runners Group, a running group that meets twice a week in the evenings at businesses in Monroe to do a group run and then stay for food and beverages afterwards. This summer I helped launch a Youth Summer Running Program as a way to build fitness in our middle and high school athletes to prepare them for fall sports. | I am an avid runner and run all over Monroe, especially on Thursday evenings and on the weekends but also on other days. | I use trails and sidewalks in Monroe to cover mileage in my training. I use Strava so much of the heat map you are using has my data on there as well as other runners in our run group in Monroe. | I would love to see trails that connect to other trails such as Lord Hill Regional Park and the Centennial Trail. |
| Lived in this podunk town my whole life | | | |
| | Horseback riding 3 to 5x a week | | |
| | I am an equestrian and I don't see how we are represented here. | We ride 6 days a week. | |
| I live 2 miles from the evergreen fairgrounds | | | |
| Live just outside of Monroe | | | |
| Love in Snohomish but just in the border. Love to play eat and shop Monroe. | I love horseback riding. Use the back side of lord hill but would love more opportunities | | Great places to visit. Would be nice if more connected for walking and biking |
| | I run from Lake Tye to Al Borlin and back on a regular basis | | |
| I plan to be here for a long time and I love walking my dog daily. I'm bummed I have to go to Snohomish or Duvall to access long trails like the centennial or snoqualmie river trail. | Daily 60-90 minute walks with my dog | Daily 60-90 min walks with dog | I would love more country trails. |
| I have live and worked here for 7 years. | I can't walk from my home to any portion or downtown due to lack of sidewalk or trail off Old Owen. | | |
| Property line is city limits, so not technically in Monroe. But close enough. | | | No equestrian friendly options |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| I've lived in the Monroe area for 30 years. I love this community. I care deeply about the quality of life that is possible here. | | | |
| I walk the trails almost every day. I would love to do more biking, especially in the hills, but there are not as many safe places. | I would like to have a website with trail maps. I have lived here a long time and still not found all the trails! | I walk/run/bike for a break. I know there are some trails just above Fred Meyer and by the river but I am hesitant as I don't know about encampments and drug activity. I always walk alone. | I would love to see existing trails connected and signed, especially an online map. The trails near me have some major root issues, but I believe they are the responsibility of the homeowners' associations. |
| Snohomish resident | Monroe is a key bike connection to the foothills, skykomish valley and Snoqualmie valley | | |
| My husband and I love on Trombly Hill. | | | |
| | Walk my dog in various areas. | | |
| | Monroe is pretty great! | | |
| | | | I would like to use Al Borlin park more often, especially with my kids, but do not feel safe going in there with them due to the homeless living and traveling through there. |
| I have lived in the Monroe area since high school off and on | | | I live more in the Fryelands area so this isn't as much a concern since there are lots of options. Most issues I run into is where city trails connect to homeowner association trails. Issues are more on those other trails than the city ones. With regards to safety I always make sure I am prepared especially if I am crossing through a wet land area where homeless or even coyotes are known to be at or next to. |
| | I hike all around Washington State 2-3 times per week | | Also please stop building in homes!!!! Monroe can't continue to grow like it is and no change on how traffic flows through town |
| I live on farmland just outside of city limits | | | |

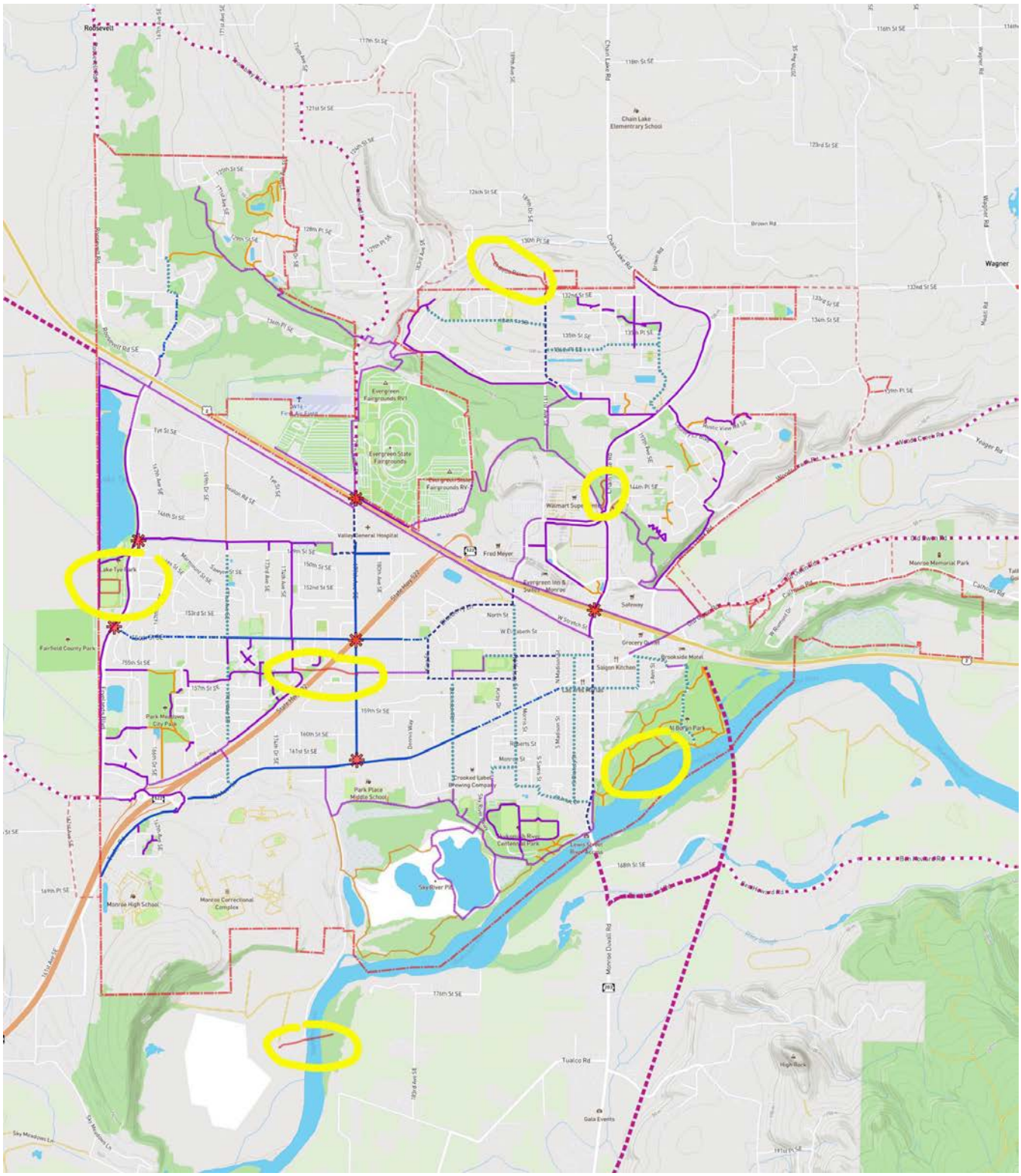
| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| | Trail running in areas that are safe. I would probably not to run in the woods at Al Borlin Park unless I was in a group. It's too bad that the community can't enjoy the park more, but due to mentally ill and homless occupying the park it appears unsafe. | | Again, trails in Al Borlin are the most adventurous, but are not safe. Neighborhood trails through the Fryelands and around the lake are great! |
| | | | Large transient populations in most parks and/or open spaces deter citizens from using our wonderful park system. Also hesitant to park car unattended with homeless milling around. |
| I work in Monroe, would like to move here | | | |
| Grew up in the Snoqualmie/ Skykomish Valley. Own property on Ben Howard, work in Monroe, live in south skagit. | | | |
| | | | It would be nice to have more bathroom spots available. I know that it could attract homeless but if you are not at the frylands blvd side there is no bathroom spots unless you use the library, hospital or the river park. |
| Move here from Sultan. Lived in Sultan 23 years. | | | |
| I live just outside of city limits and work in Monroe. | My family enjoys walking, biking and running. | | My safety concerns are along the river by Sky River Park, Lewis St Park and Al Borlin Park. I would never allow my kids to go there on their own, and as an adult I would only go there with another adult and preferably with a big dog. There are too many vagrants, drugs, needles, and personal safety concerns. |
| | | | Al Borlin park is no longer safe for a person to walk alone. |

| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| Born and raised on my family's homestead. I've been here for close to 50 years. | I'm not currently actively using the parks, but have for many years and plan to again, as I will be a grandparent soon. There are parks I would love to take my grandchildren, however, I don't feel they are currently safe with all the homeless and their garbage | | |
| I went to Monroe high school and live on the snohomish/Monroe border. | Equestrian | | Car break ins at trailheads. Theft is an issue. |
| Moved here over 6 years ago. I technically live just outside of city limits, but tell people I "Live in Monroe". I work from home almost 100% of the time (been to the office 5 times since covid started).<br><br>I attend church in Monroe, and have meet with a with a local youth group (15-18yr old boys) once a week since shortly after moving into town.<br><br>Since moving here I picked up Mountain biking. And while the PNW/Western Washington is world renouned for its excellent riding, I have been saddened by how relatively bike-unfriendly Monroe is compared to some other cities in the region. Hopefully this helps. | I would love to see a pump track added to Monroe somewhere, Perhaps in/around the Lake Tye area. | | |
| Moved here in the old town area during the pandemic. I like to walk the trails and neighborhood with my dogs and we like to frequent Al Borin park and Skykomish river park. | | | Sections of sidewalk not finished by lake tye |

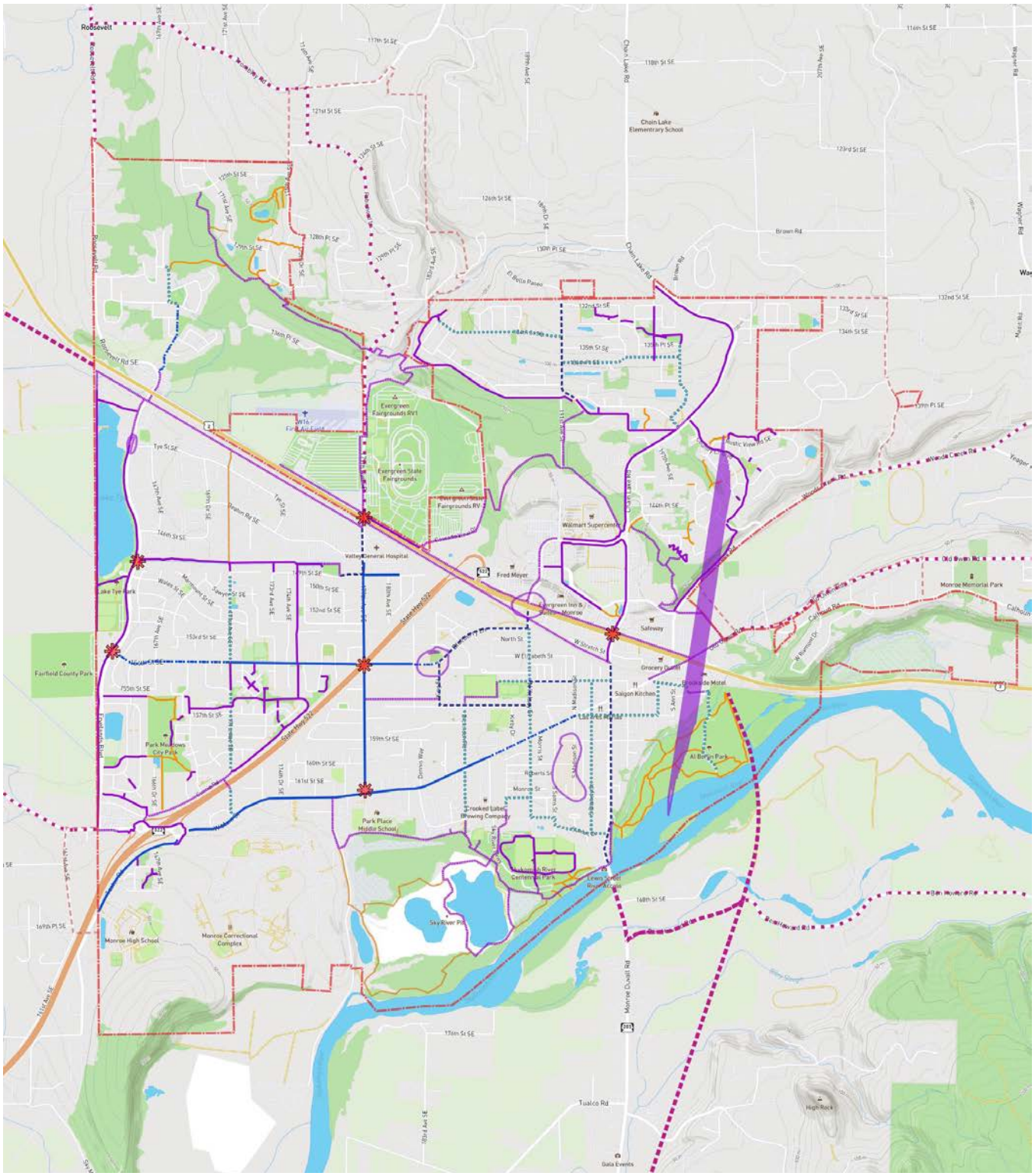
| *Tell us more about your connection to Monroe:* | *Tell us more about your current activities, or list any other activities you currently pursue or would like to pursue on trails in Monroe:* | *Please tell us more about the purpose of your activities or trips on trails in Monroe:* | *Tell us about any other concerns or problems you have using the existing trails in Monroe:* |
|---|---|---|---|
| I grew up in Monroe and have family there. I visit often and currently live In Snohomish | | | Issues with bumpy trails from roots all through Fryelands Trail stem is a major issue for my elderly mother who lives there and walks daily. Connecting centennial trail to Monroe Fryelands system and beyond would be a major improvement |
| I have lived in Monroe since 2001 and have not seen a single new horse trail developed for equestrians. Lord Hill has had nothing but turmoil and not the parking area is being taken away. | I walk my dog every day but why is horseback riding not included in this survey? | Walking the dog and riding my horse. | Horses are generally not allowed on the trails in Monroe and parking is always an issue with a horse trailer. |
| Grew up in Monrie from birth to age 21. Moved back to Monrieb5 years ago and currently live in Monroe. | Walk lake Tye trail because it is safest trail in the area. Safe meaning no vehicle traffic. Also walk/ride fairground parking lot. | | |
| Born and raised in snohomish. Visit frequently with my horses to ride the trails with family and friends. | Would love to ride horses on the trails. By excluding equine, you are excluding a huge part of snohomish county. | Enjoy time with my horses, family and friends or alone. | No horse trails. |
| | Horseback riding | | |
| | | | Motorcycle use is an issue |
| | Stroller | | |
| | | | |

# Survey #2 Summary

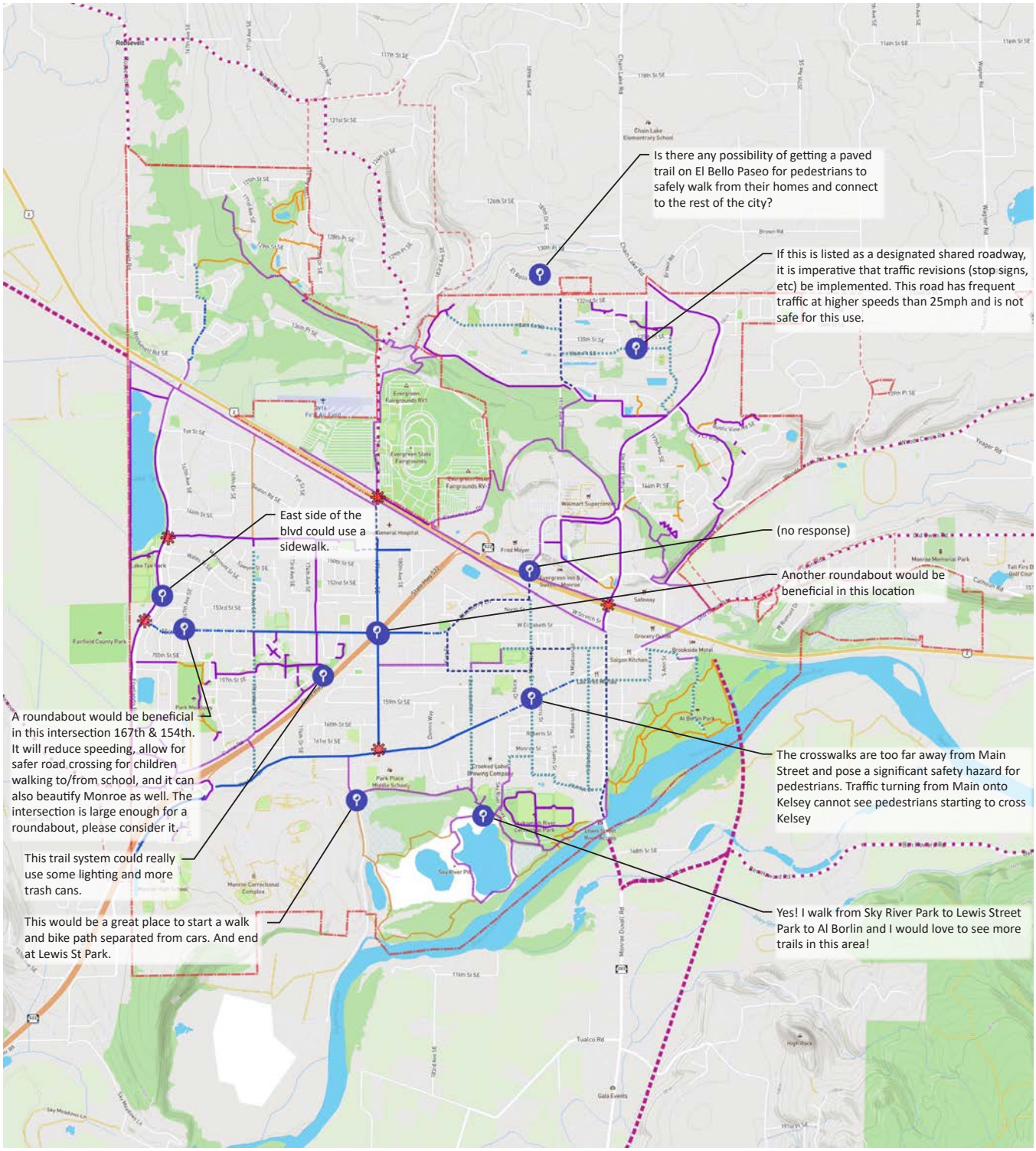
## "Draw a new trail" (7 responses)



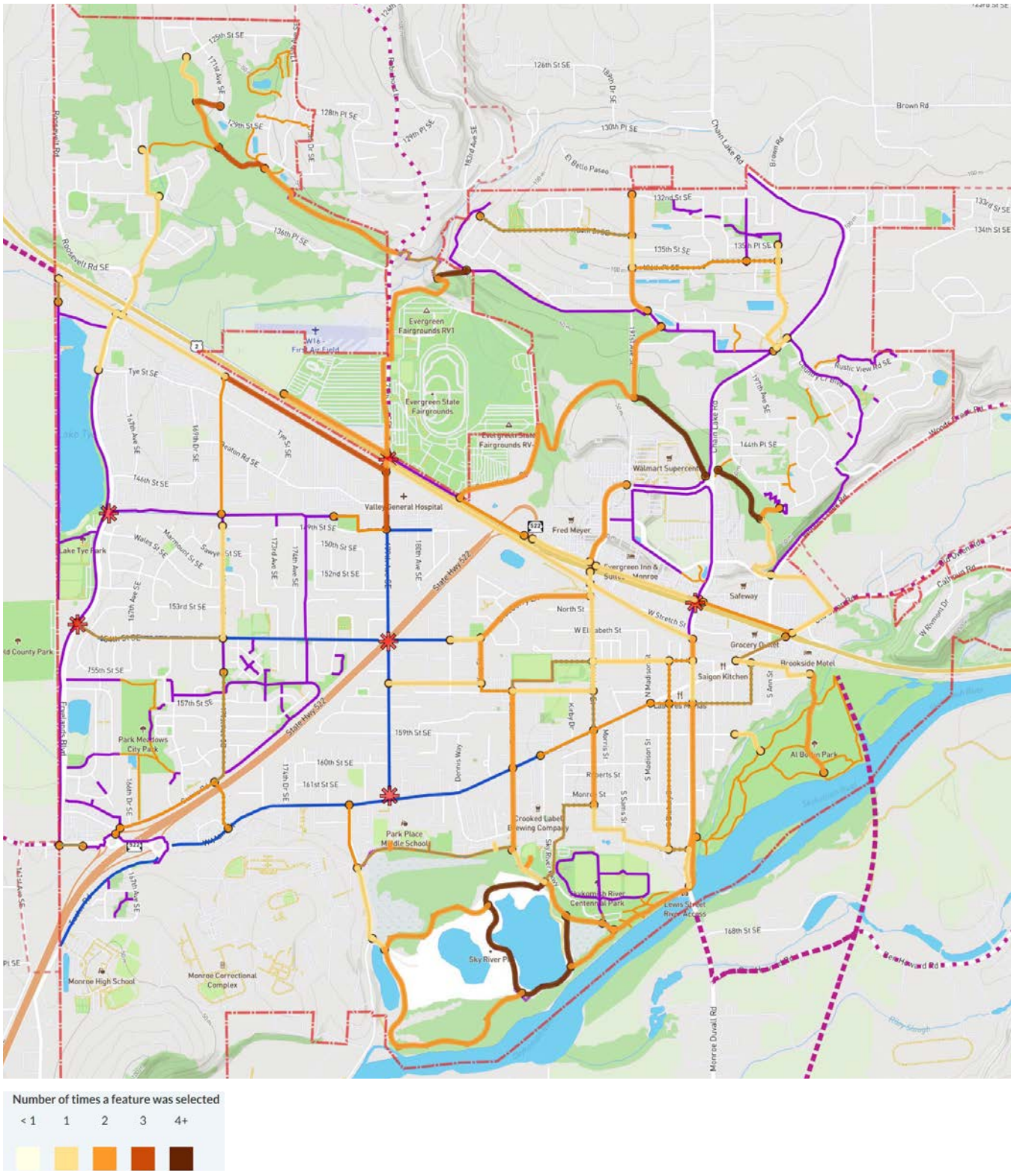
## “Outline where a trail is needed” (5 responses)



## “Make a comment” (12 responses)



## “Choose up to 10 trails” (125 responses)



# Appendix B: Planning Context

**Appendix B provides a detailed summary of the other plans that are related to the Trails Master Plan.**

# Appendix B: Planning Context

## Planning Context

The Trails Master Plan planning process includes an inventory of existing trails in the City and review of past and current plans that relate to the Trails Master Plan to ensure they are consistent with each other. Closely related plans include:

- Imagine Monroe (2020-21)
- 2044 Comprehensive Plan (2022-24)
- ADA Transition Plan (2023)
- The Parks Recreation and Open Space Plan (2020-22)
- Lake Tye and Cadman Park Master Plans (2018)
- Snohomish County Trail Planning (2023)
- Skykomish-Snohomish Rivers Recreation Concept Plan (2018)
- Downtown Master Plan (2008)

### Imagine Monroe (2020-21)

Imagine Monroe was a process to update the City's 2015 vision statement to better reflect the current needs and priorities of the community. The visioning process was informed by a broad range of community members and businesses. A survey was conducted to identify the community's core values and inform a vision for the future.

Key themes emerging from the community survey that relate to the Trails Master Plan include:

- **A family-friendly city:** More activities and spaces for families and youth.
- **Parks:** Improved and well-maintained parks, trails, and open spaces to gather and recreate.
- **Nature:** Access to healthy and protected natural areas and waterways.

Developing a Trails Master Plan closely aligns with the above themes, as well as some of the other values and desires identified in the community survey.

## 2044 Comprehensive Plan (2022-24)

The Monroe Comprehensive Plan is in the process of being updated and has an adoption target of Fall, 2024. The Comprehensive Plan provides a framework for accommodating projected growth in the City over the next 20 years. The parts of the Comprehensive Plan most relevant to the Trails Master Plan are the Transportation Element, which guides development of public rights of way to support growth, and the Land Use Element, which dictates which parts of the City can accommodate higher density development.

Transportation Element

The Transportation Element will include the development of modal system plans to support people walking and biking based on the final land use allocations approved by City Council. Areas within the City slated for higher density residential development will have greater need for multimodal corridors. The modal system plans should be developed by the end of 2023.

Traffic counts have been completed and a traffic model to forecast traffic volumes is currently being developing pending the final land use scenario approved by Council.

The Growth Management Act (GMA) now has a multimodal level of service (LOS) requirement that will be defined in the Transportation Element. The LOS established for the Trails Master Plan, which might include measures of trail network completeness and neighborhood accessibility, should dovetail with the City's overall multimodal LOS.

Land Use Element

The Land Use Element is considering various scenarios for accommodating the City's growth targets, with a bias toward increasing residential density within existing developed areas of the City to take advantage of existing infrastructure, transit service, and mix of land uses. Higher residential densities in existing urbanized areas typically enable more people to walk and bike to nearby desired destinations. At the same time, incorporating safe and comfortable non-motorized infrastructure into an older existing street network can be challenging.

Providing adequate parks and open space to meet the demand of new residential development in existing urbanized areas can also be challenging. A safe, comfortable, and connected trail network can both support recreation and active transportation, but also provide non-motorized access to existing parks, playfields, and open space.

## ADA Transition Plan (2023)

An ADA Transition Plan was recently completed and comprises an inventory and evaluation of all sidewalks (widths, cross slopes, running slope, transit stops, etc.). The Trails Master Plan focuses on shared-use paths and sidepaths that accommodate both people walking and biking, but in some locations where the right of way is constrained, sidewalks may be the only viable option for completing a safe connection in the non-motorized network. Sidewalks can also work in conjunction with dedicated on-street bicycle facilities to provide non-motorized connections through constrained urbanized areas of the City. The ADA transition plan prioritized removal of barriers or gaps in the sidewalk network in locations throughout the City with higher proportions of vulnerable users, such as near schools and facilities serving the disabled communities.

## Parks Recreation and Open Space Plan (2020-22)


The recently completed Parks Recreation and Open Space Plan (PROS) guides the City's future investment in parks, trails, and recreation facilities and programs. The PROS Plan provides strategic guidance for the entire park and recreation system for the next 20 years. It also identifies specific park improvement projects and a funding plan for the next 6 years.

Related Goals

Along with parks, the PROS Plan establishes goals and provides a framework for the Trails Master Plan. Some of the key goals from the PROS Plan that apply to the Trails Master Plan are:

- **Connectivity:** Provide an interconnected network of multi-use trails, walkways, and bikeways connecting city and regional destinations.
- **Vibrant Riverfront:** Enhance parks, recreation amenities, and trails along the Skykomish River to create a welcoming riverfront system that supports local use and recreation tourism.
- **Park Access:** Develop parks and remove barriers to ensure residents have equitable access to open spaces and recreation opportunities within walking or biking distance from home.

Rather than taking the community through another goal-setting exercise in the Trails Master Plan process, the following trail-related goals from the PROS Plan should be carried over into the Trails Master Plan:

Trail Concepts

Two significant trail-related concepts that are promoted in the PROS Plan include:

- An interconnected river greenbelt with a riverwalk trail and improved Al Borlin and Cadman parks.
- An interconnected local and regional trail system.

The PROS Plan provides an inventory and high-level assessment of existing trails, stating:

- The City of Monroe provides 23 local trails that total over 14 miles in length.
- All trails are maintained by the Parks and Recreation Department.
- Several of the existing trails are interconnected creating two separate city networks, which are divided by Highway 2 and the railroad:
  - West Network: Neighborhoods west of Highway 522 to Lake Tye Park
  - North Network: Commercial areas north of Highway 2 to the North Hill neighborhoods
- Several large parks include soft- and/or hard-surfaced walking trails.
- While Skykomish River Park and Al Borlin Park provide trails in parks along the river, the city core south of SR-2 and east of SR-522 is mostly void of trails. This leaves Monroe's historic district, most schools, and many small businesses disconnected from the City's active transportation network.

Activities and Facilities

The PROS Plan was guided by a robust public engagement process. Like most communities, the desire for trails and safe places to walk and bike consistently ranked the highest among potential park improvements. Many community engagement participants noted that they use trails frequently for recreation activities such as walking, biking, and jogging, and to a lesser extent for non-motorized transportation. Participants identified specific trails that need maintenance and safety improvements. They also suggested developing new trails and enhancing connections between neighborhoods and parks and recreation facilities.

Conceptual Trail Network

The PROS Plan developed a conceptual trail network showing logical connections, mapped local and regional multi-use trails/bikeways, the proposed new riverwalk trail, nature and mountain biking trails, and the planned water trail following the Skykomish River. This proposed trail network includes a preferred and an alternative regional bike path alignment heading south from the city, and offers the following benefits:

- A combination of local and regional trails to create a multi-use trail loop connecting seven City parks and two County parks.
- The riverwalk trail to create a new type of nature destination and open up access along the river.
- In Northeast Monroe, key needs include connecting parks by local trails.
- Easily accessible canoe/kayak put-in and take-out points (not hand carry) would provide access to the water trail in the Skykomish River.

## Lake Tye Park and Cadman Site Master Plans (2018)

The Lake Tye Park and Cadman Site Master Plans (also known as the Monroe Parks Master Plan) provide concept designs for two large undeveloped park sites in Monroe.

Lake Tye Park

Lake Type Park has a mostly complete trail loop around the lake. The west and north sides of the park have a 12-foot-wide shared use path, but the east side of the park trail loop has a few different facilities, including a wide sidewalk along a portion of Fryelands Boulevard that has no separation from the roadway. In the prioritization process for the master plan, “Trail Circuit Completion – North End” was ranked highest. There is now a complete loop, but this section at the northeast corner of the park could be more protected and comfortable.


Cadman Site

The plan for the Cadman Site calls for a network of different soft-surface trails around the pond, through the wetlands, and along the river. The river trail is a key part of the trail connecting the Cadman site to the Lewis Street boat launch and Al Borlin Park. Another trail, which could be paved, is shown going around the north perimeter of the park.

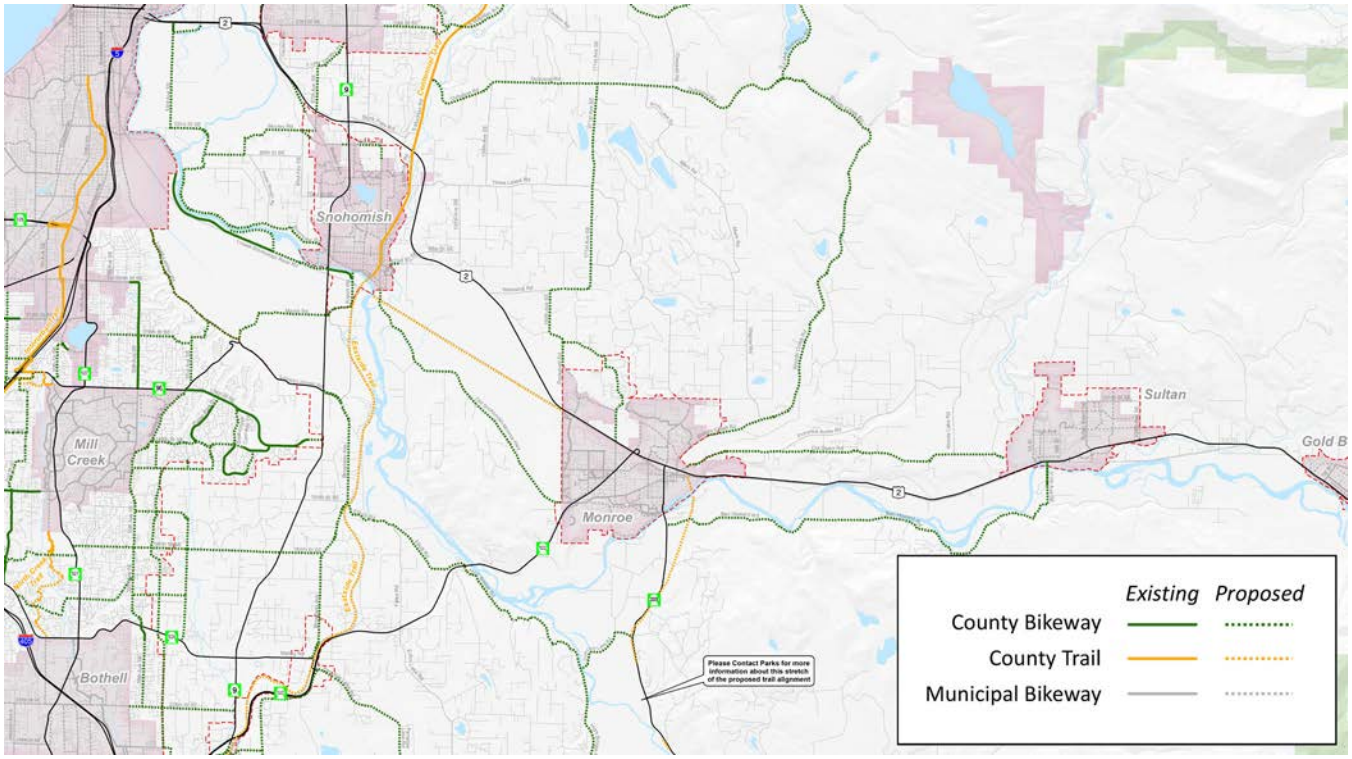
### Skykomish-Snohomish Rivers Recreation Concept Plan (2018)

Skykomish-Snohomish Rivers Recreation Concept Plan includes recommendations for developing the Skykomish River as a water trail. The proposed trail network developed in the Trails Master Plan should acknowledge and provide connections to this water trail, such as boat ramps or access points.

### Snohomish County Trail Planning (2018-23)

The Snohomish County Comprehensive Plan has a County-wide Bicycle Facility System Map that shows existing and proposed bicycle facilities connecting to and through Monroe. Proposed Snohomish County facilities in the vicinity of Monroe include:

- County Bikeways – Signed routes following roads that have been deemed suitable for biking (shared roadways):
  - Old Snohomish-Monroe Highway
  - 179th Avenue SE (at the fairgrounds) leading to Robinhood Lane
  - Woods Creek Road
  - Old Owen Road
  - Ben Howard Road
- County Trails – Shared-use paths that are separated from roadways:
  - The Snohomish to Monroe Trail
  - The Monroe to Snoqualmie Valley Trail




The proposed County Bikeways are all on rural two-lane roads that generally have moderate traffic volumes and speeds and no shoulders, so they are essentially geared toward confident, longer

distance recreational cyclists who are not afraid of taking the lane and riding with faster moving traffic. These routes have little practical transportation or recreation value for less confident and capable cyclists, such as children.

On the other hand, the two proposed regional shared-use paths being planned near Monroe have enormous potential to serve a wade range and local and regional users and connect the City to the regional trail network.

Snohomish to Monroe Trail

Between Snohomish and Monroe, the Snohomish to Monroe trail alignment would be on the south side of the BNSF railroad right of way on property owned by Snohomish County, but within the City of Monroe, the location of the alignment is not clear. The trail could follow Puget Sound Energy's (PSE) property all the way to 179th Avenue NE, but east of there would then run into the hospital property, and then several private parcels along the south side of the BNSF right of way leading into the Downtown. The trail alignment must also pass under SR-522, which will probably require encroaching on the BNSF right of way. East of 179th Avenue, the alignment could flip to the north side of the BNSF right of way, which appears to have more space (especially under the SR-522 overpass), and then cross back into the Downtown at Lewis or Main Street.

Monroe to Snoqualmie Valley Trail

The Monroe to Snoqualmie Valley Trail generally follows the abandoned railroad right of way adjacent to SR-203. South of the city limits, this right of way crosses the Skykomish River and continues into Al Borlin Park, however a new bridge span across the river would be required for this alignment, the cost and permitting requirements for which would be prohibitive. The County's preferred connection to the City follows Ben Howard Road and SR-203, using the existing WSDOT bridge to cross the river. The SR-203 bridge is also in need of repair/replacement, so could potentially be redesigned to have a wide multi-use walkway on one side.

Upon entering the City on Lewis Street/SR-203, this trail would need to be a sidepath or combination of separated bikeway and walkway, both of which pose challenges due to the limited right of way and competing demands on it.

## Downtown Master Plan (2008)

The Downtown Master Plan is a subarea plan based on the 2005-2025 Comprehensive Plan, the 2007 Transportation Plan, and the 2006 Visitor/Assessment Plan. It provides a vision for the downtown based on input from a wide variety of stakeholders. The master plan serves as a framework for investment for both the public sector and the private sector.

Chapter 6 of the Downtown Master Plan covers pedestrian and bicycle circulation. Among the five key principles, the following relate to the Trails Master Plan:

1. *Strengthen the functionality of pedestrian and bicycle circulation systems.*

   The pedestrian and bicycle circulation system are a complex network of sidewalks, trails, alleys, crosswalks, and streetscape elements. These components should be assembled in various combinations along the block, to respond to specific conditions within each neighborhood. Expanding the system's "kit of parts" throughout much of the downtown will strengthen the role pedestrians and bicyclists play in Monroe's economy.

As the pedestrian and bicycle circulation systems are developed, they should be closely coordinated with the 2007 transportation plan.

The system should include:

- Plazas, parks, and other places to rest and refresh.
- Directional signs and wayfinding devices tailored to the user.
- A series of destinations that make downtown a fun place to explore at all times during the day, week and throughout the year.
- Providing bike racks in convenient areas to safely store bicycles while cyclists are inside shops and restaurants.

2. *Provide trail connections to and from the downtown core for pedestrians and bicyclists.*

   The city has several multimodal trails, both existing and planned. Connections to these trails should be provided. The city should place a higher priority on improvements that would link downtown to nearby neighborhoods. Also of particular importance are the trails linking downtown to existing and future regional trail networks.

Recommended improvement actions:

- Provide clearly defined pedestrian links between downtown neighborhoods.
- Connect to local and regional systems, such as the Centennial Trail.
- Install signage and directories as important parts of a local regional trail system.
- Coordinate bicycle circulation as a system.

Just as streets provide different levels of service for automobiles, e.g., arterials, collectors, local streets, etc., bicycle travel-ways should be organized in a similar system. For example, bike routes may function as a part of the general circulation system, while others may serve as commuter routes or as recreational amenities.

The Downtown Master Plan calls for three different types of bicycle facilities:

- **Bike Routes:** Roads where bicyclists share the travel lane with vehicles (recommended for Fremont, Woods, or Ann Streets).
- **Bike Lanes:** Dedicated space along the edge of the vehicle lane (recommended for portions of Main Street).
- **Bike Trails:** Trails that are separated from the street and shared by people biking and walking (recommended for Al Borlin Park and along the railroad ROW).

While the range of bicycle facilities proposed in the Downtown Master Plan is a bit simplistic, the general concept is correct. However, bike lanes will be more successful if separation is provided between drivers and cyclists.

## Monroe Complete Streets Ordinance

Monroe's Complete Streets ordinance is a policy that ensures that any new or upgraded streets in the City are planned and designed to accommodate all users, as feasible and appropriate. This includes pedestrians, bicyclists, motorists, public transportation users, and people of all ages and abilities. Key goals of the complete streets policy are:

- **Safety:** Aims to reduce crashes and improve safety for all road users through features like crosswalks, bike lanes, and traffic calming measures.
- **Inclusivity:** Addresses the needs of all users including making streets accessible for people with disabilities and providing safe, convenient, and comfortable travel for pedestrians, cyclists, and transit users.
- **Equity:** Ensures that street improvements serve all neighborhoods, including under-served and economically disadvantaged communities, promoting social equity.

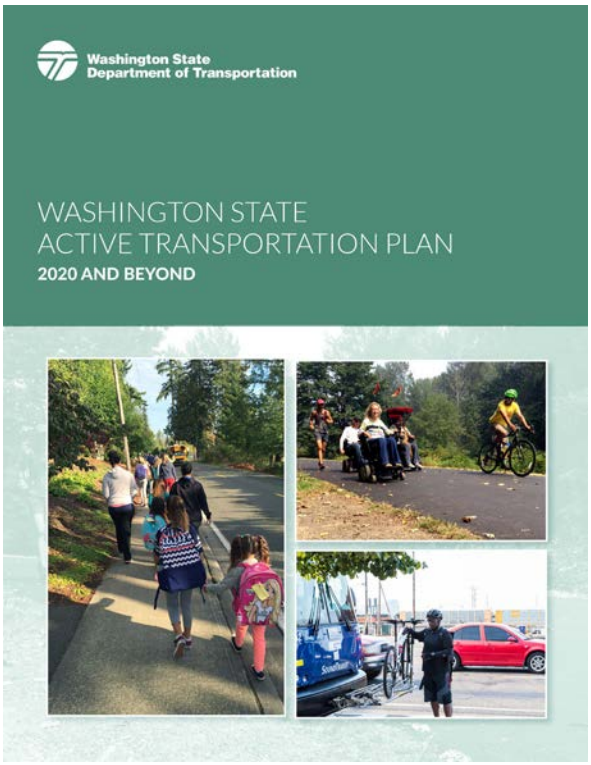
### Monroe Transportation Improvement Program (TIP)

Monroe's Transportation Improvement Program (TIP) is required by Washington State law and must be submitted to WSDOT annually. The TIP identifies costs and sources of funding for transportation improvement projects planned for the upcoming six-year period. Projects included in the TIP are usually identified in the Transportation Element of the Comprehensive Plan and are eligible for state and federal grant funding.

### WSDOT Active Transportation Plan (2020)

The Washington State Department of Transportation (WSDOT) Active Transportation Plan aims to enhance the safety and accessibility of the state's transportation system for all users, including pedestrians, cyclists, and other non-motorized travelers. Key objectives of the WSDOT Active Transportation Plan are that it:

- Defines the state's interest in **active transportation infrastructure** and the myriad benefits of increased use of active transportation for state transportation goals.
- Focuses on **multimodal network connectivity** and how level of traffic stress measures can be used to evaluate routes for future changes, particularly in population centers.
- Focuses on **improving the infrastructure** to make it safer and more convenient for people to walk, bike, or roll along and across state highways.




Given that Monroe is bisected by three state highways, two of which function as city streets, it is reassuring that the goals of the WSDOT Active Transportation closely align with the goals of the Trails Master Plan.

### United States Bicycle Route System

Established by the American Association of State Highway and Transportation Officials (AASHTO) in 1978, the U.S. Bicycle Route System (USBRS) is an evolving national network of bicycle routes across the United States. Among proposed or undeveloped "concept routes", USBRS Route 14 follows SR-2 over Stevens Pass. U.S. Bicycle Route designation would increase bicycle tourism and its associated economic benefits in Monroe.

## Conclusions from Plan Review and Trail Inventory

The recently completed PROS plan found that the community has a strong desire for trails to support walking and biking. The conceptual trail connections proposed in the PROS plan and Transportation Element are valid but face significant impediments that need more in-depth study to be resolved.

## Existing Circulation Context

The City is generally divided by SR-522 and SR-2 into three disparate parts:

- Central Monroe, which includes the historic downtown, the civic center, and riverfront and adjacent parks.
- West Monroe, which includes the Fryelands Neighborhood, Lake Tye Park, and the industrial park.
- North Hill, including the newer northern neighborhoods, the auto-oriented commercial area, WSDOT right of way, and the State Fairgrounds, which is technically not part of the City.

SR-522 is elevated 10 to 20 feet above the level of the surrounding neighborhoods and only has one connection (154th Street SE/179th Ave SE) under it between the Fryelands neighborhood and the Downtown.

SR-2 is a busy highway flanked by higher volume arterials and auto-oriented land uses. While SR-2 has sidewalks and signalized crossings, the highway and adjoining streets lack any bike infrastructure. SR-2 is neither a comfortable place to walk or bike.

A key challenge of the Trails Master Plan is to improve the connections between these three isolated areas of the City.

Central Monroe and the Downtown have a fine-grained, interconnected street grid that provides many potential on-street non-motorized routes, however space is at a premium with higher demand for parking.

West Monroe and North Hill developed more recently and exhibit a more suburban street network with fewer through streets, which limits the number of potential non-motorized connections. Steep topography between the downtown and North Hill may be a deterrent to biking for North Hill residents, but e-bikes make it possible for less capable people to bike.

Exiting Trails

The existing asphalt trails in the Fryelands Neighborhood in West Monroe form an extensive but isolated network of trails that pass through pleasant common interest open space corridors.

The newer developments in North Monroe also have newer paved trails, but they form an isolated and somewhat disjointed network on the hill with the only connection to Central Monroe being the sidepath along Chain Lake Road.

Many of the existing paved trails were constructed as part of master planned developments and are currently under the purview of homeowners associations (HOAs). Many of these trails have sections exhibiting extensive root heave that has buckled the asphalt surface creating a significant hazard for people walking and biking.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