



*Bicyclists in the City
Source: Provided by the City of Monroe*



4 TRANSPORTATION

Introduction

The City of Monroe’s network of highways, roads, sidewalks, trails, railroads, and transit services move residents, visitors, and goods into, around and through the community. Today’s circulation routes and infrastructure reflect the incremental development patterns of the past. Changes have occurred as transportation travel modes have evolved, as demands on the system have expanded, and as Monroe has grown and integrated with regional highway and trail systems. Optimizing existing infrastructure and planning for future needs is necessary to maintain an efficient system that will serve the City into the future. A comprehensive, well-planned, American with Disabilities Act (ADA) compliant, and efficiently functioning transportation system is essential to Monroe’s long-term growth and vitality.

The Transportation Element provides the framework to guide growth and development of Monroe’s transportation infrastructure. It integrates land use and the transportation system, responding to current needs and ensuring that future development is adequately served. The Transportation Element also addresses the need for a balanced, multimodal transportation system for Monroe and adjacent unincorporated portions of the Monroe Urban Growth Area



*Puget Sound Region Highways
Source: Puget Sound Regional Council, Regional Transportation Plan, 2022*

(UGA) and recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

This Transportation Element is based on a study of Monroe’s existing transportation network, combined with a 20-year (2044) projection of future growth and transportation needs. The Transportation Plan (**Appendix 4-A**) implements the Transportation Element of the Comprehensive Plan, which are hereby incorporated by reference.

The Transportation Element establishes a policy framework for making decisions consistent with Imagine Monroe, the guiding principles, and describes a strategy for accomplishing this vision over the 20-year planning horizon.



Relationship to Other Plans

Growth Management Act

Under GMA (RCW 36.70A.070), a transportation element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. Recent amendments to GMA now require jurisdictions to develop and implement a multimodal level of service (MMLoS) for pedestrian, bicycle and transit travel in addition to vehicular level of service (LOS). The Transportation Element must contain:

- Inventory of existing multimodal facilities
- Assessment of future multimodal facility needs to meet current and future demands
- Multi-year plan for financing proposed vehicular and multimodal transportation improvements
- Forecasts of traffic for at least 10 years based on the adopted land use plan
- Level of service (LOS) standards for arterials, active transportation facilities, and public transportation, including actions to bring deficient facilities into compliance
- Transportation Demand Management (TDM) strategies
- Identification of intergovernmental coordination efforts

Under GMA, development may not occur if the development will cause the transportation

facility to decline below the City's adopted level of service standard unless strategies are identified and implemented within six years of the development to accommodate the development's impact to the transportation system. To accommodate the impacts of the development, local governments may change the phasing or timing of new development, provide transportation facilities or services to serve the new development, reduce the LOS standard, or revise the land use element. Finally, the transportation element must include a reassessment strategy to address how the City will respond to potential funding shortfalls.

Monroe's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Element is consistent with and supportive of the objectives identified in the Washington Statewide Transportation Plan, The Puget Sound Regional Council's (PSRC) regional plan, Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. The transportation element must comply with the ADA Transition Plan, adopted by the City in 2021. According to US Census data (2022), 6.5 percent of the population in Monroe have a disability. The ADA Transition Plan (2021) aims to address the barriers residents may be facing and how Monroe intends to tackle them.



Roadway Network

The roadway network provides mobility and access for a range of travel modes and users. The following sections describe the number of lanes and existing traffic controls, traffic volumes and operations, transportation safety conditions, and the freight system. Active transportation and transit facilities and services that use the roadway system are also described in the next sections.

Functional Classification

Roadways are classified by their intended function and traffic volumes to provide for a hierarchy of roadways. The City of Monroe Functional Classifications defines the characteristics of individual roadways to accommodate the travel needs of all roadway users. The design of cross-sections for existing and planned roadways is tied to the functional classification of City roadways, as summarized in Monroe's Street Design Standard. The City's

roadway functional classification map is shown in **Figure 4.1**.

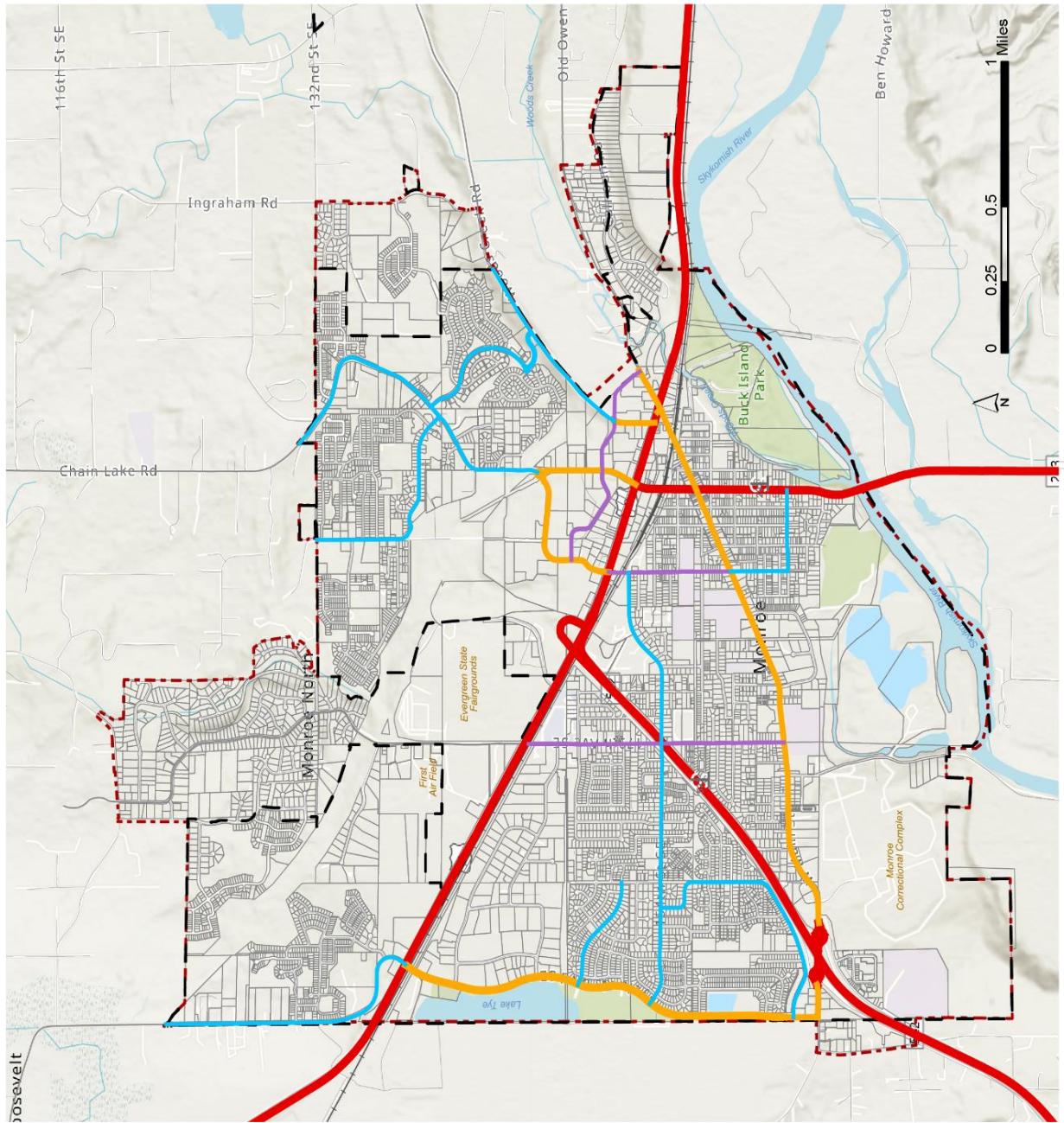
Traffic Volumes

Traffic counts were collected at several locations on State Highways, County facilities, and City roadways in June 2022. Traffic counts were collected at intersections by installing video cameras to monitor traffic flows, and on roadways by installing pneumatic tube counters which count the number of vehicle axles, and vehicle speed. Traffic volumes in urban areas are typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities that result in travel between 4 and 6 p.m., Monday through Friday. Therefore, the weekday PM peak hour was used to evaluate transportation system needs. Existing weekday daily traffic volumes along key roadways are shown in **Figure 4.2**.


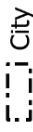


Railways and roadways intersect in the city
Source: Provided by the City of Monroe

Figure 4.1 - Functional Classification



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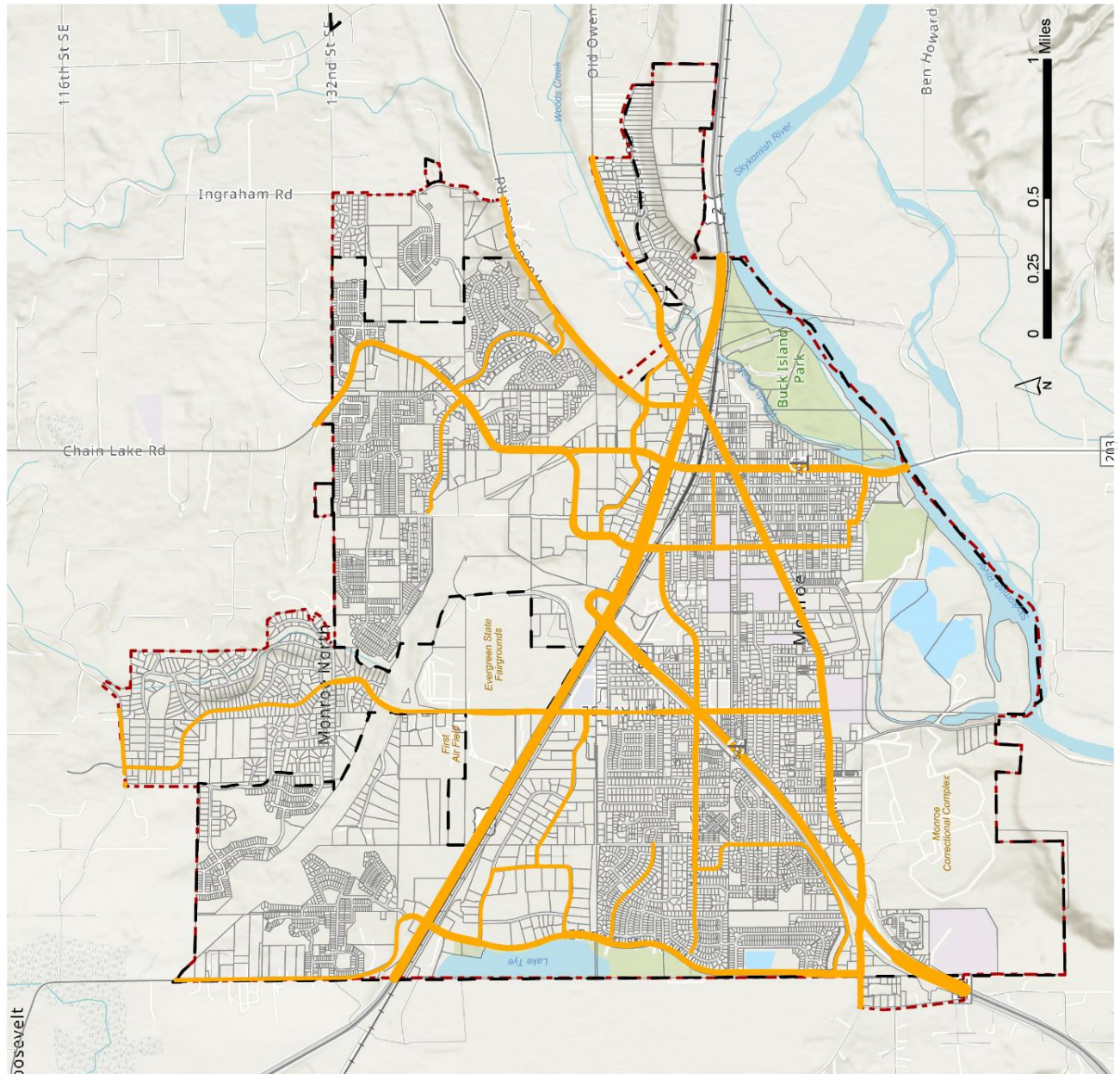
-  UGA
-  City Limits

Functional Classifications

- Principal Arterial
- Arterial
- Residential Collector
- Collector



Figure 4.2 - Existing Daily Traffic Volumes



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- UGA
- City Limits

Daily Traffic Volumes

- 0 - 4,000
- 4,001 - 9,000
- 9,001 - 17,000
- 17,001 - 28,000
- 28,001 - 41,000

Source: Data generated by Transpo Group



Vehicle Level of Service (LOS) Standards

Vehicle level of service is both a qualitative and quantitative measure of roadway operations. Vehicle level of service uses an “A” to “F” scale to define the operation of roadways described as follows:

Monroe Level of Service Standards

Previously, the City of Monroe had based their roadway LOS standard on intersection-based operations. However, as part of the 2024 comprehensive plan update, the City of Monroe adopted an updated LOS based on roadway travel speed. This updated roadway LOS standards maintains a LOS C standard for collectors, and LOS D for arterials (see Figure 4.3). The roadway LOS values are based on percent of posted speed limit, as summarized in Table 4.1.

State Highway Level of Service Standards

There are three Washington state routes located within the city (as shown in Table 4.1) where WSDOT sets the LOS standard.

- US 2 runs generally east-west, starting in Everett, Washington at I-5 and continues east, through Monroe terminating in the Upper Peninsula in Michigan.
- SR 522 connects Monroe with Seattle through the northeastern suburbs of Woodinville, Bothell, and Kenmore. It runs generally east-west, connecting I-5 to I-405, SR 9, and terminates in Monroe at US 2.
- SR 203 runs generally north south through the Snoqualmie Valley connecting Monroe with Duvall, Carnation, and Fall City. SR 203 provides connectivity between US 2 and I-90 in North Bend.

Portions of US 2 and SR 522 have been designated as Highways of Statewide Significance. The LOS standards for Highways of Statewide Significance are set by WSDOT. Within Monroe, both SR 522 and US 2 are considered Urban Highways of Statewide Significance and have an LOS standard of D.

Table 4.1 - MONROE ROADWAY LOS BASED ON POSTED SPEED LIMIT

Roadway Type	Percent of Posted Speed	Example Speed Threshold for 25 mph-signed Roadway
LOS A	> 85%	> 21.3 mph
LOS B	67 - 85%	16.8 mph - 21.3 mph
LOS C	50 - 67 %	12.5 mph - 16.8 mph
LOS D	40 - 50 %	10 mph - 12.5 mph
LOS E	30 - 40 %	7.5 mph - 10 mph
LOS F	< 30 %	< 7.5 mph

Note: Based on Exhibit 16-4 in Highway Capacity Manual



SR 203 is classified within the City of Monroe as a Tier 2 Highway of Regional Significance and has an LOS standard of D.

Cities and counties are required to include the LOS standards for all state routes in the transportation element of their local comprehensive plan. The PSRC certifies the transportation elements of the city and county plans and ensures that the regional LOS standards are included. PSRC notes that state law is silent on whether agencies include or exempt non-HSS facilities from local concurrency requirements.

The Washington State Department of Transportation (WSDOT) applies these standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment of intersection where the level of service is already below the state’s adopted standard, then the pre-development level of service is used as the standard.

When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the Washington State Environmental Protection Act (SEPA) process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints, construction improvements, right-of-way dedication, or contribution of funding to needed improvements.

Snohomish County Level of Service Standards

Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based primarily on arterial classification, number of lanes, average daily traffic (ADT) and average travel speed. In rural areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.

Existing (2024) Roadway LOS

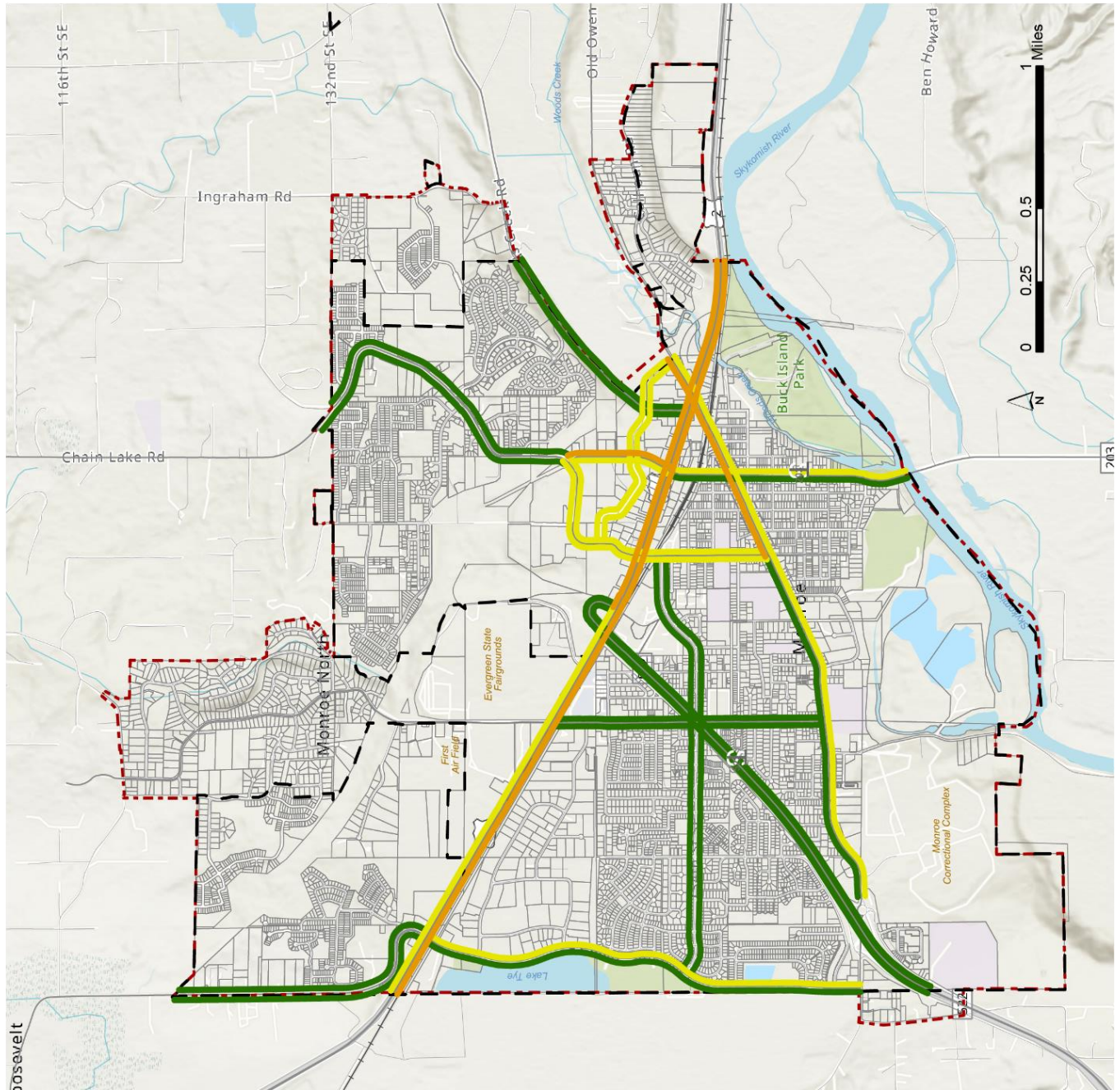
Existing roadway LOS was calculated by gathering roadway traffic speed data from INRIX, a third-party traffic data source that captures travel time data using connected vehicle, location-based service (cell phone application) data, and private trucking fleet GPS data. Data was summarized during the weekday PM peak hour for Tuesday, Wednesday and Thursdays during Spring 2024. Existing roadway LOS is summarized in

Figure 4.3.



Main Street
Source: Provided by the City of Monroe

Figure 4.3 – Existing Roadway Level of Service (LOS) – Peak PM Hours



**City of Monroe
2024 Comprehensive Plan Update**

- UGA
- City Limits

Corridor Level of Service

- A
- B
- C

Source: Data generated by Transpo Group



Active Transportation

The active transportation network consists of facilities for residents and visitors to participate in active transportation modes and recreational activities in the City of Monroe. A combination of on-street facilities and off-street pathways/trails provide the core network for walkers, cyclists, and other active transportation users to travel. These facilities can be used for many of the same purposes as personal vehicles and transit, including commuter travel, grocery store trips, and other errands within the city. Active transportation facilities, particularly off-street pathways, are also used for recreational trips or access to parks and other recreational destinations.

Pedestrian Level of Service Standard

Pedestrian LOS standards were developed based on the future primary and secondary on-sidewalk, pathway, and trail system, as defined in the companion Transportation Master Plan document. This pedestrian system was first identified in coordination with the City and emphasizes the completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

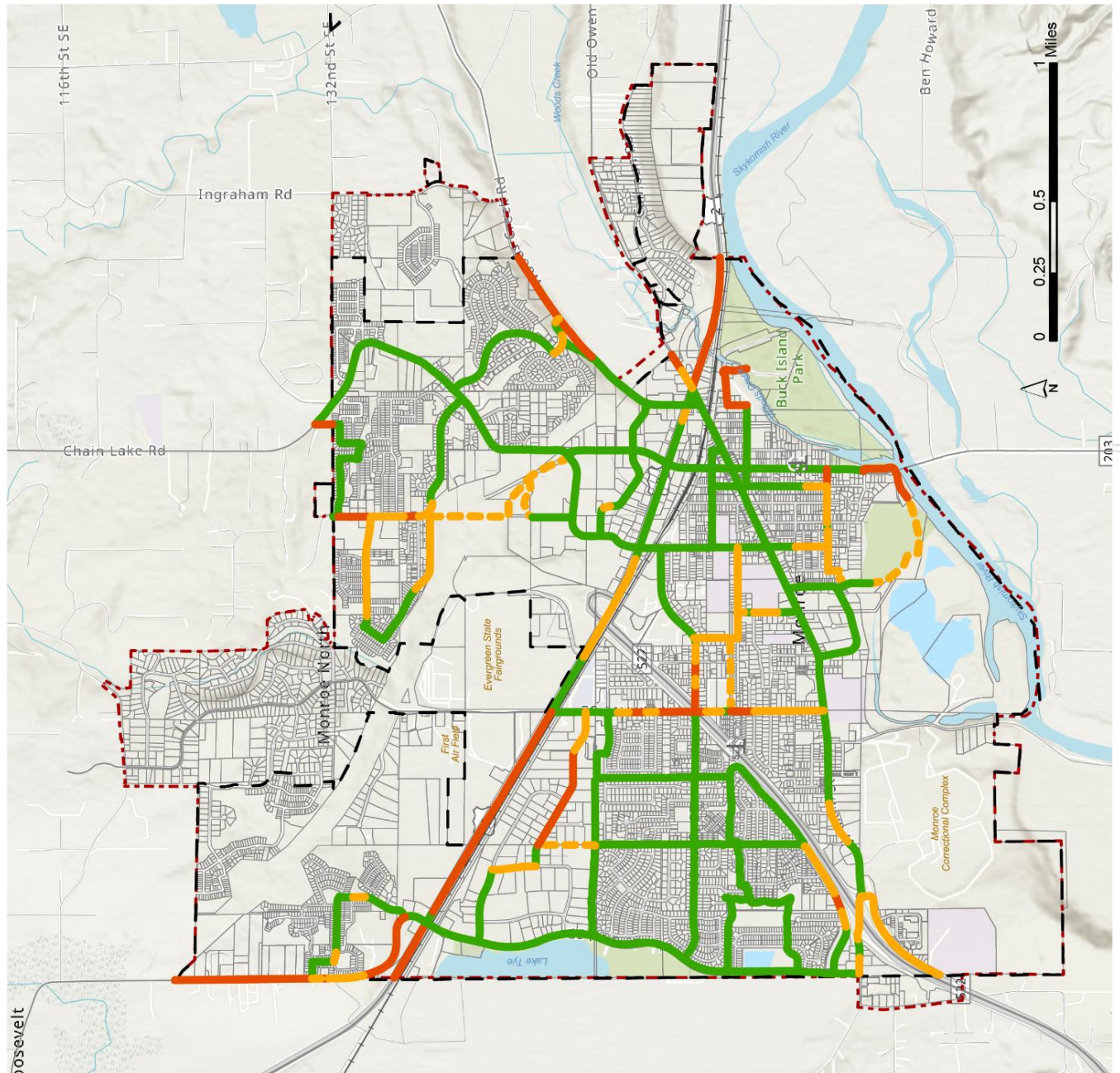
A green LOS (the standard) indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. An orange LOS (acceptable) indicates a primary route has facilities on only one side of the

roadway, when both sides or a shared use path would be preferred. A red LOS indicates no designated facilities are provided for pedestrians and is considered unacceptable. The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the green LOS for primary and, at a minimum, orange LOS for secondary routes. **Figure 4.4** shows the resulting pedestrian LOS within Monroe.







Bicycle Level of Service Standard

The bicycle LOS standards are based on the presence of bike facilities on primary or secondary corridors within the designated bicycle network within Monroe, as defined in the companion Transportation Master Plan document. Bike facilities include dedicated bike lanes, protected bike lanes, or multiuse paths within the roadway right of way (ROW). A green LOS (the standard) means bike facilities that meet City design standards are present. An orange LOS (acceptable) is exclusively for off-road trails where a current unpaved path is planned for being paved. A red LOS (poor) indicates a lack of dedicated bicycle facility. Monroe utilizes these bike LOS standards to prioritize investments in the bicycle transportation network and identify where significant gaps in the system need to be addressed to serve the City's plans. The resultant bicycle LOS map is shown in **Figure 4.5**.

Figure 4.4 - Pedestrian Network Level of Service



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-  UGA
 -  City Limits
- Pedestrian Level of Service**
-  Sidewalks on Both Sides or Multiuse Path Present
 -  Sidewalks on Only One Side
 -  Proposed Multiuse Path
 -  No Sidewalks Present


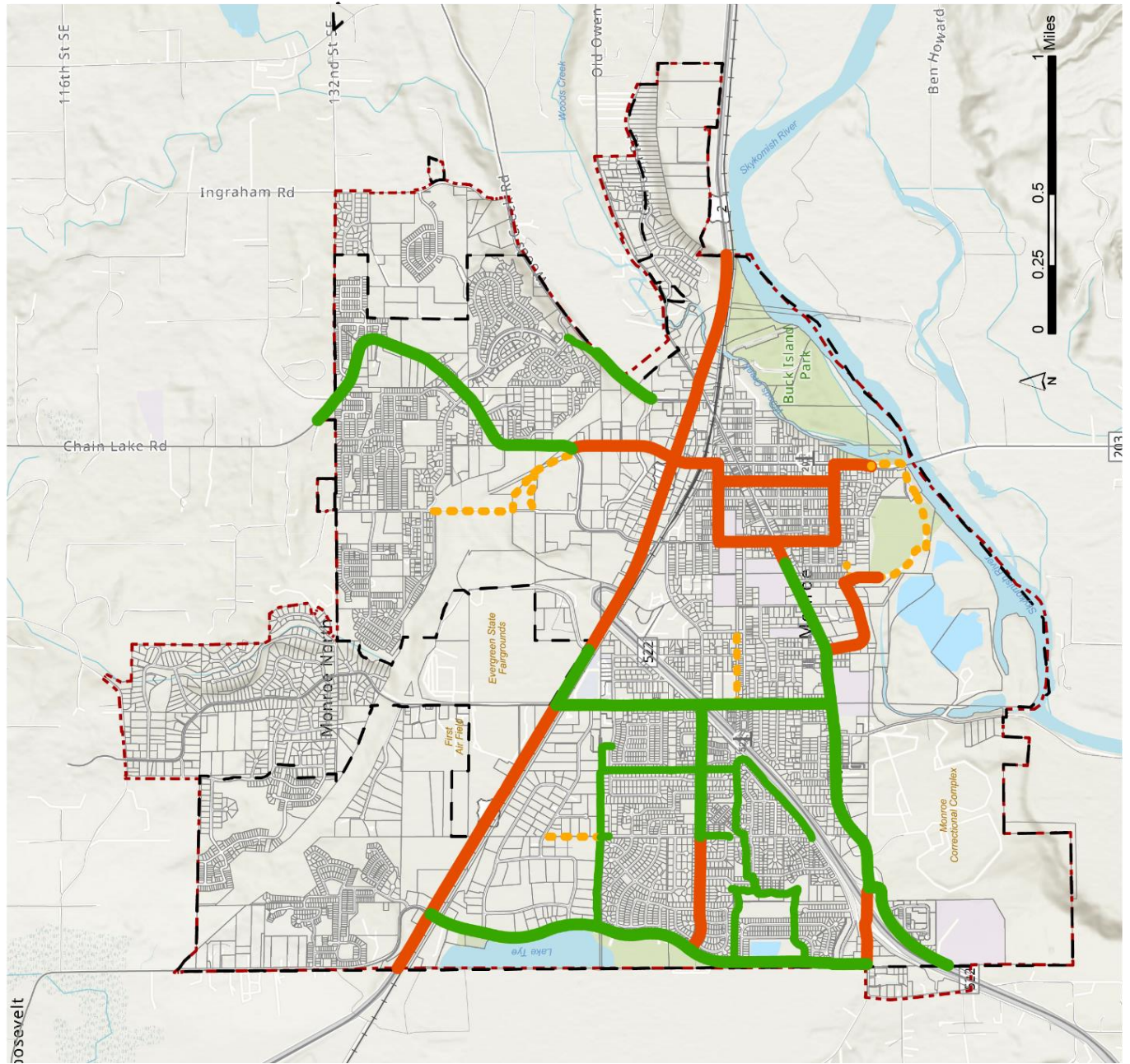
 Source: Data generated by Transpo Group

Figure 4.5 - Bicycle Network Level of Service



**City of Monroe
2024 Comprehensive Plan Update**

- UGA
- City Limits

Bicycle Network Level of Service

- In ROW Primary - Bike Lane or Multiuse Path Present
- In ROW Primary - Bike Lane or Multiuse Path Absent
- Off-Street Multiuse Path Present
- Off-Street Multiuse Path Proposed

Source: Data generated by Transpo Group





Other Transportation Services

Several other transportation services are found in Monroe. Those services include transportation demand management program, air transportation, and freight rail services. Those components are described in the following sections.

Transit and Transportation Demand Management Program

The City of Monroe recognizes the importance of transit and travel demand management programs as key elements of a multimodal transportation system. These programs build on regional programs and plans with some refinements to reflect the specific needs of the City. The Transportation Demand Management (TDM) strategy is multi-pronged and will reduce both local and regional vehicle trips. Projects recently or currently under way in the City include:

- **New Active Transportation Facilities.** The buildout of the City's active transportation facilities will provide Monroe residents and visitors with the increased ability to travel safely on foot, by bicycle, or by bus. Build out of the active transportation network will reduce vehicle demand on roadways within the city.
- **Transit.** Transit service in Monroe is provided by Community Transit, which provides three routes in Monroe. Improvements planned by 2026 include a new route with increased frequency to



Monroe Community Senior Center Van
Source: Monroe Community Senior Center

Link light rail stations. Snoqualmie Valley Transportation also provides door-to-door services and may soon be re-opening a shuttle service between Duvall and Monroe.

- **Park & Ride Facilities.** Park & ride facilities provide regional benefits as commuters can transfer to public transit or carpool from this location to destinations further west or south along SR 522 and US 2. Monroe currently has one park & ride facility located at 17433 Highway 2.

Air Transportation

Aviation in Monroe is accommodated by First Air Field, a privately owned airport adjacent to the Evergreen State Fairgrounds that is available for public use. First Air Field is not listed in the National Plan of Integrated Airport Systems (NPIAS) and according to WSDOT it is classified as a community airport.



Regional and national air travel for Monroe is provided via Paine Field in Everett, located approximately 24 miles west of Monroe. Regional, national, and international travel is provided by Sea-Tac International Airport, located approximately 40 miles southwest of Monroe. There are no changes to air transportation as part of this Plan.

Freight Rail Services

The City of Monroe is bisected by a railroad line that runs east-west through the city, just south of US 2. This railroad line is used by Burlington Northern Santa Fe (BNSF) for freight services and by Amtrak for east-west passenger service. There are no changes to freight rail as part of this plan.

Land Use and Transportation

Monroe's Transportation Element is developed based on the evaluation of the existing transportation system and future transportation system needs based on planned future growth to year 2044. The 2044 forecasts of land use growth throughout the City and its Urban Growth Area (UGA) were developed based on the land use growth estimates from the Land Use Element (Chapter 3).

According to adopted growth targets in the Snohomish County Countywide Planning Policies, by 2044 the number of jobs in the City and UGA is anticipated to increase by approximately 23 percent, while the number of housing units is anticipated to increase by approximately 36 percent.

As the population continues to grow in Monroe over the next 20 years, it is important to also consider how development and the supporting transportation system affects the natural environment. The Monroe 2044 Comprehensive Plan includes policies that inform how future development should occur and identifies ways to reduce impacts to the environment that address housing and employment density and make the transportation systems serving the growth efficient and accessible.

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. Monroe's active transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activity.

Maintenance and Preservation

Citywide programs include annual transportation maintenance and operations costs within the city. This program includes a general budget for performing pothole repairs, pavement patching, shoulder restoration and mowing, crack sealing, sign replacements, striping and other maintenance tasks. Without maintenance at regular intervals, pavement will fall into disrepair, eventually requiring more costly replacement of road sections.

General Fund costs for pavement maintenance and preservation are significantly supported by the sales tax revenue stream of the Transportation Benefit



District (TBD), established by the city's voters in 2014 (and reestablished in November 2023).

Transportation Projects and Programs

The existing and future transportation needs analysis and the proposed modal plans for the components were used to develop a list of multimodal transportation improvement projects to support growth in Monroe. Project improvements address safety, capacity, connectivity, and expanded active transportation facilities. Improvements also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the city.

Table 4.2 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Monroe capital improvements, maintenance and operations. The costs are summarized for the life of the Plan. Improvements under the responsibility of WSDOT or Snohomish County are not included in the summary table. However, the City may choose to include a share of the costs of WSDOT improvements in its transportation impact fee or other funding options.

The estimated capital cost of the Transportation Plan is approximately \$99.2 million (in 2024 dollars). Approximately 77 percent of the capital costs are associated with completion of the active transportation network in the city. These costs cover upgrading roadways to provide expanded options for pedestrians and bicyclists, along with construction of urban features such as crosswalks and sidewalks. The remaining 23 percent of capital costs are for intersection improvement projects.



Transportation Improvement Project
Source: Provided by the City of Monroe Website



Table 4.2 - TRANSPORTATION PROJECT AND PROGRAM COSTS (2024 - 2044)

Improvement Type	(2024 – 2044) Total Costs ¹	Percent of Total Costs
Transportation Capital Projects²		
Intersection Improvements	\$22,400,000	22.6%
Bike Lanes	\$1,800,000	1.8%
Multiuse Paths	\$13,800,000	13.9%
Sidewalk Projects	\$61,200,000	61.7%
Subtotal Capital Projects	\$99,200,000	100.0%
Transportation Maintenance and Operations (M & O) Programs		
Maintenance & Operations	\$22,800,000	100.0%
Subtotal M & O Programs	\$22,800,000	100.0%
Total Costs	\$122,000,000	

¹ All costs in 2044 dollars, rounded to \$1,000

² Does not include other agency improvements

³ Includes annual projects as identified in the TIP

Maintenance and operations costs were projected based on historic expenditures from 2019 through the 2024 budget. Maintenance and operations costs cover general administration, roadway and storm drainage maintenance, street lighting, traffic signal and street signs, street sweeping, and other miscellaneous safety improvement programs. To reduce the need for extensive capital reconstruction projects, the maintenance and operations program to preserve the existing street system is estimated to be nearly \$30 million of the total \$122 million Transportation Plan cost.

Although the financing plan in the Transportation Master Plan identifies the potential for a total revenue shortfall of approximately \$16 million (in 2014 dollars) over the life of the Plan, the City is committed to reassessing their transportation needs and

funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short-term improvement projects and funding. To implement the Transportation Plan, the City will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year TIP
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund improvements or require developer improvements as they



become necessary to maintain LOS standards

- Explore ways to obtain more developer contributions to fund improvements
- Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the state routes within Monroe
- Vigorously pursue grant funds from state and federal sources
- Work with Snohomish County to develop multiagency grant applications for projects that serve growth in the city and its UGA
- Review and update the traffic impact fee program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations
- Consider changes in the City's level of service standards and/or limit the growth potential in the city and UGA as part of future updates to its Comprehensive Plan
- Fund improvements as identified in the ADA Transition Plan, Right-of-Way, Phase I

Some lower priority improvements may be deferred or removed from the Transportation Plan. The City will use the annual update of the six-year TIP to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed and priorities revised. This will be accomplished by annually reviewing traffic growth and the

location and intensity of land use growth in the City and its UGA. The City will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the City's level of service standards. Development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Transportation Master Plan

The City's Transportation Master Plan is a companion document to this Transportation Element. The Master Plan is based on and guided by the Transportation Element goals and policies. The Master Plan, as approved by the City Council, is incorporated herein by reference to provide detail and analysis on current and future transportation needs and implementation measures and to support the conclusions of this Element and the list of transportation project priorities in the Capital Facilities Element.



*Design and construction in Monroe
Source: Provided by the City of Monroe*



Goals, Policies, and Action Items

These initiatives aim to preserve Monroe's unique story and character, while fostering economic resilience, and enhancing the City's livability. Equitable investments in transportation infrastructure and programs that contribute to vibrant neighborhoods, environmental protection, and transparent governance are all essential elements for implementing the Imagine Monroe Vision.



Tester Road Roundabout - Reid Middleton Award

Source: Reid Middleton (<https://www.reidmiddleton.com/awards/silver-award-2/>)



Photo Source: Provided by the City of Monroe

Goal 4.1

Provide and promote multimodal transportation infrastructure that meets the needs, growth, and long-term objectives.



Policy	Action Item	
4.1.1		Coordinate active transportation and transit connections in areas of higher density land use and mixed-use development.
4.1.2		Promote transportation system improvements that support efficient transport of goods and convenient access to businesses.
4.1.3		Prioritize the preservation and maintenance of existing facilities over the construction of new ones.
4.1.4		Encourage and promote new and redeveloped land uses that include mixed uses and higher density infill housing near retail, health-care services, parks, and transportation routes, which facilitates multipurpose trips and reduces the quantity and length of trips by single-occupancy vehicles.



4.1.5		Develop and maintain an emergency response plan and other related policies to assure continued public safety and quality of life in the event of a natural or human-caused disaster.
4.1.6		Ensure that natural hazard mitigation planning considers improvements to the resiliency of the transportation system including the restoration of transportation systems in case of disaster.
4.1.7		Implement Transportation System Management (TSM) improvements as an economical alternative to traditional capacity-increasing investments and explore application of emerging transportation technologies.



Photo Source: Provided by the City of Monroe

Goal 4.2

Plan for the types, quality, and quantities of housing and commercial development to assure land use compatibility, enhance neighborhood character, and facilitate Monroe's long-term sustainability.



Policy	Action Item	
4.2.1		Encourage new development and redevelopment in neighborhood centers, downtown, and along Main Street, including related investment in streetscape improvements, transportation infrastructure and public, civic, and cultural facilities to promote them as a regional draw/destination.
4.2.2		Direct new development to those areas where adequate multimodal transportation facilities exist or will be provided as defined in City-adopted facilities plans.
4.2.3		Improve street and pedestrian connections between the Highway 2/North Kelsey commercial district and downtown to improve pedestrian and bicycle accessibility.
4.2.4		Identify and promote multimodal accessibility to support development of neighborhood commercial and mixed-use centers, such as Main Street between Kelsey and 179th Avenue.



4.2.5		Promote development and infill along the west Main Street corridor with improved multimodal connectivity along the corridor.
4.2.6		Stimulate continued development of a health services district and commercial node along 179th Avenue with improved multimodal connectivity.
4.2.7		<p>Promote alternative modes of transportation by providing:</p> <ul style="list-style-type: none"> a. sidewalks b. walking and biking paths c. interconnected street networks d. improved transit systems e. safer crossings for pedestrians and bicyclists where need has been identified.
4.2.8		<p>Prepare a citywide active transportation connectivity study, identifying and evaluating short and long-term projects and strategies to:</p> <ul style="list-style-type: none"> a. Create alternative routes, improve walkability and crossing conditions at US 2, SR 203, SR 522, and the BNSF rail line b. Connect public and private trails c. Make Monroe a safer and more welcoming place for active modes of travel d. Implement based on the results of the study and review and update at four-year intervals
4.2.9		Develop a grid-style street system, where feasible, that encourages the use of local streets as the primary routes from one location in the city to another with separation of vehicle lanes from sidewalks using landscape strips, stormwater management systems or on-street parking and scaled lighting along sidewalks and median strips.



4.2.10		Develop compatible land use strategies that require new development to include site and building features that support alternative modes of transportation including walking, bicycle, carpool and transit, promote alternative modes of transportation. Develop public education programs that encourage public transportation use in cooperation with surrounding communities.
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Photo Source: City of Monroe, Trails Master Plan, 2024

Goal 4.3

Provide multimodal means of transportation in a safe, compatible and efficient manner for people of all ages and abilities.



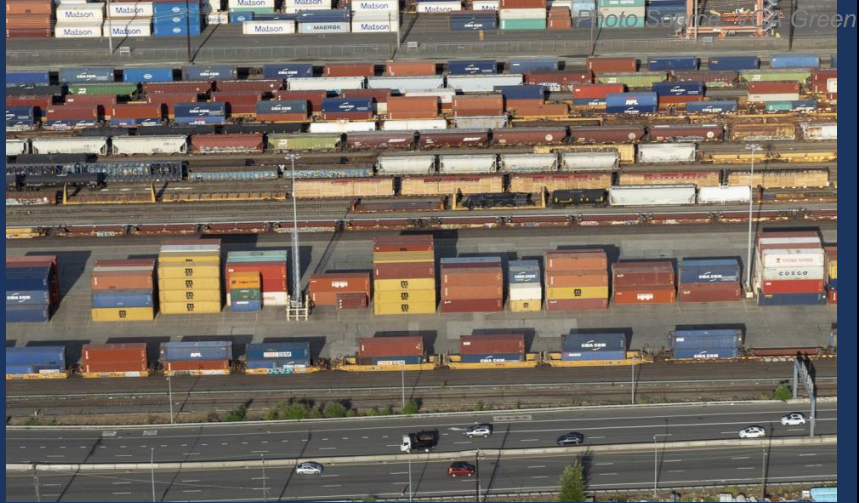
Policy	Action Item	
4.3.1		Include racial and social equity, as well as environmental justice, as key criteria in the planning, funding, and construction of transportation system improvements, programs, and services.
4.3.2		Provide for the needs of special populations in transportation and capital facilities planning, design and program services to include but not limited to: <ul style="list-style-type: none"> a. Economically disadvantaged b. Physically challenged c. Developmentally disabled
4.3.3		Include "Americans with Disabilities Act" compliant access in the design of all new public facilities. Modify existing facilities where readily achievable.
4.3.4		Minimize noise generated by transportation, construction and commerce near residential areas using current technology and engineering practices.



Photo Source: Puget Sound Regional Council, Regional Transportation Plan, 2022

Goal 4.4

Support the local and regional economy with timely transportation system investments.



Policy	Action Item	
4.4.1		Provide safe, convenient, reliable, and efficient movement of people, goods and freight for maintaining and growing the local and regional economies.
4.4.2		Recognize the key transportation connections to intermodal transportation hubs and facilities, such as airports, seaports, railroads, etc.
4.4.3		Coordinate intermodal transportation system planning and encourage BNSF to have trains pass each other in such a manner as to minimize the amount of time crossings are blocked in the City of Monroe.



Photo Source: Provided by the City of Monroe

Goal 4.5

Protect Monroe's environment and natural resources, while supporting the health, safety, welfare, recreational needs and economic well-being of current and future generations.



Policy	Action Item	
4.5.1		Support renewable energy, alternative energy, greenhouse gas reduction, and water reclamation, as applicable, related to multimodal transportation facilities development and management.
4.5.2		Encourage street design that incorporates best practices for low-impact development and localized stormwater management, reducing the need for stormwater collection and remote treatment.
4.5.3		Identify, inventory, classify and protect fish and wildlife habitats, providing special consideration to fish which migrate for spawning and require passage improvement to culverts beneath roadways.
4.5.4		Minimize the number of roads that cross critical areas, park areas, and significant cultural resources, with special attention focused on minimizing impacts to public health and safety.



Photo Source: City of Monroe

Goal 4.6

Provide and maintain an inventory of locally owned multimodal transportation facilities and identify regional transportation service needs.



Policy	Action Item	
4.6.1		Identify the existing conditions and needs of the traveling public of all ages and abilities in planning, programming, design, construction, retrofit, operations, and maintenance of the City's transportation system.
4.6.2		<p>Vehicular LOS standards for the State routes running through Monroe (US 2, US 203, and SR 522) are established through an interlocal agreement between WSDOT and the City. Where the vehicular LOS standards for State routes are:</p> <ul style="list-style-type: none"> a. D or better prior to development, attempts to maintain LOS D shall be undertaken b. E prior to development, the state will request that LOS E be maintained after development c. F prior to development, the state will request mitigation measures so that either: <ul style="list-style-type: none"> 1. the estimated delay for signalized intersections 2. or the reserve capacity for non-signalized intersections 3. or the volume-to-capacity ratio for segments is no worse than pre-development conditions.



4.6.3		<p>Multimodal LOS standards are:</p> <ul style="list-style-type: none"> • Pedestrian: Annual degree of completeness of the planned pedestrian network • Bicycle: Annual degree of completeness of the planned bicycle network • Transit: Partner with Community Transit and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park-and-ride facilities.
4.6.4		<p>Maintain multimodal level of service standards for highway, non-highway, pedestrian, bicycle, and transit transportation facilities in Monroe.</p>
4.6.5		<p>Work with PSRC and Snohomish County to coordinate travel demand forecasting to identify state, regional, and local transportation system improvements deemed necessary to meet future demand as well as improve health and safety for users of all ages and abilities.</p>
4.6.6		<p>Preserve and extend the service life and utility of transportation investments by identifying maintenance and preservation projects and programs to ensure the long-term use and safety for all travelers.</p>



Photo Source: Community Transit

Goal 4.7

Secure funding to ensure an adequate multimodal transportation network that meets the City's LOS policy.



Policy	Action Item	
4.7.1		Use grants, local taxes, impact fees, and other stable funding sources to implement capital projects identified in the City's six-year transportation improvement program.
4.7.2		Consider using special assessment (local improvement districts), revenue and other self-supporting bonds and impact fees to finance public facilities instead of tax-supported general obligation bonds.
4.7.3		Balance the 20-year financing plan for transportation improvements deemed necessary to serve planned growth between stable and reliable funding sources, and proportional share funding from new development.



4.7.4		Maintain at least a six-year Capital Facilities Plan to finance needed capital facilities as determined within projected funding capacities.
4.7.5		<p>Prepare and present an annual report to the City Council regarding:</p> <ul style="list-style-type: none"> • Progress implementing comprehensive plan policies and programs Land consumption, Development patterns and activities • Available land inventory, by land use category • Planned and recently implemented capital projects • Capital facilities inventory, identified needs and finance plan • Level-of-Service (LOS) reporting on City services • City-wide employment to household ratios • Conflicts between policies and code, identifying issues for resolution
4.7.6		Work with Snohomish County, PSRC, WSDOT, and other jurisdictions to coordinate facility and transportation improvements, corridor beautification and appropriate mitigation for development/redevelopment.
4.7.7		Reassess the City of Monroe’s Transportation Plan periodically to ensure that transportation needs and financing levels are consistent.
	4.7.7.1	<i>Review and update the Transportation Element and the Land Use Element (as required) if probable funding falls short of meeting the identified needs, including a reassessment of the improvement needs, priorities, level of service standards, and revenue sources.</i>



Photo Source: Google Maps

Goal 4.8

Provide long term planning support to ensure successful operation of First Air Field.



Policy	Action Item	
4.8.1		Evaluate existing and potential future alternative uses of First Air Field.
4.8.2		Use inter-jurisdictional planning to identify goals, policies and development regulations that promote significant regional transportation linkages and multimodal connections between aviation facilities and employment centers, while discouraging incompatible uses around airports.
4.8.3		While First Air Field remains an airport, encourage economic development opportunities and aviation related uses adjacent to airports and promote the efficient mobility of goods and services region-wide while minimizing health, air quality, and noise impacts to communities.



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Trip Origin

My Location	Snohomish County
North King County	Seattle Area
East King County	Snoqualmie Valley
South King County	Pierce County

Accessibility Needs

-Any- [dropdown arrow]

Medical Trip? [No] [Yes]

Find a Ride



Photo Source: FindARide.org