



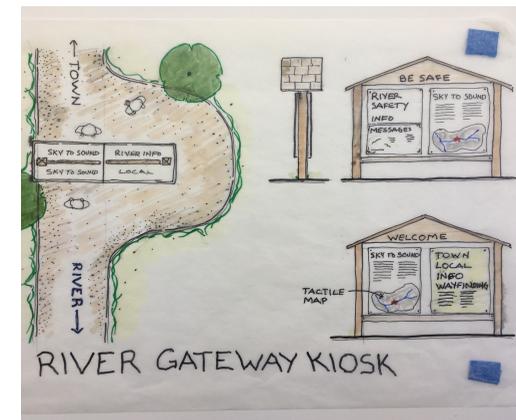
A Community Design Workshop Summary Report

Monroe & Sultan: Trail Town Connections on the Proposed Skykomish-Snohomish Water Trail

Snohomish County Parks, Recreation and Tourism

National Park Service

Washington Chapter of the American Society of Landscape Architects



The Trail Town Connections Design Workshop, sponsored by Snohomish County Parks, Recreation and Tourism, was made possible through a community assistance partnership between the National Park Service (NPS) and the American Society of Landscape Architects (ASLA) to help communities plan, design and manage their natural, cultural and recreational resources. Over the last 18-years, the NPS/ASLA partnership has assisted more than 70 community projects across the country, 14 of them in Washington State.

Inspirational in nature, the concepts presented in the report are intended to further dialogue and community engagement, to increase holistic care and respect for the Skykomish River system, its wildlife, ancient cultures and the many communities connected by it.

Table of Contents

About the Proposed Skykomish-Snohomish Water Trail.....	ii	Sultan Design Team.....	12
About the Project.....	ii	Sultan Town to Trail Connections.....	13
What is a Water Trail.....	ii	Sultan Town to Trail Design Concepts.....	14
Coalition Partners	ii	Sultan River Access Sites.....	15
Workshop Overview.....	1	1.) Sultan River Park Design Concepts.....	16
Purpose of the Design Workshop.....	1	2.) Sportsman's Park Design Concepts.....	17
Workshop Goals.....	1	3.) Steelhead County Park Design Concepts.....	19
How Workshop Results Will be Used.....	1	Scheme A.....	20
Workshop Hosts.....	1	Scheme B.....	21
For More Information.....	1	Unique to Scheme A vs. B.....	23
Workshop Participants.....	2	Trail Towns as Info Hubs.....	24
Monroe Design Team.....	3	Trail Town As Hubs Design Concepts.....	25
Monroe Town to Trail Connections.....	4	Wayfinding Signage.....	25
Monroe Town to Trail Design Concepts.....	5	Interpretation & Education.....	27
Monroe River Access Sites & Facilities.....	7	Regional Trail Identity & Recognition.....	29
1.) Lewis Street Park Design Concepts.....	8	Transforming Design into Action - Community Feedback	30
2.) Lewis Street Boat Launch Design Concepts.....	9	City of Monroe	30
3.) Al Borlin Park Design Concepts.....	10	City of Sultan	33

About the Proposed Skykomish-Snohomish Water Trail

Background on Project

The proposed water trail for the Skykomish-Snohomish Rivers stretches 84-miles from the Wild Sky Wilderness in Washington’s Cascade Mountains, to the urban shores of the Salish Sea in Everett and Marysville. The Skykomish-Snohomish Rivers flow along 11 distinct rural towns and cities, providing shared connections with the area’s unique ecosystem, geography and heritage. In 2015, under the project management of the Snohomish County Parks, Recreation and Tourism Department, an ad hoc coalition of many different public land management agencies, municipalities, residents, non-profit organizations, and local businesses formed a partnership coalition with a planning assistance grant from the National Park Service Rivers. Coalition members share information, expertise and best management practices for supporting the natural, cultural and recreational resources of a sustainable river corridor.



What is a Water Trail?

Water Trails are routes suitable for human-powered boats like canoes, rafts, paddle-boards and kayaks, as well as for recreational motorized watercraft. Like pedestrian, bicycle, and equestrian trails, water trails connect destinations.

Water trail amenities include access sites, boat launches, day-use areas, fishing accesses, and camping areas. Water trails can also serve as educational venues that create interactive educational experiences regarding the geology, pre-history, history, ecology and commerce of an area.

Water trails vary from short routes along shorelines to loops around lakes and lagoons. They may stretch hundreds of river miles through several states or they may follow the coastline and connect with maritime ports or remote islands.

Regardless of their length or configuration, water trails are valuable assets to cities and counties, providing recreational and educational opportunities for both citizens and visitors. Water trails can help people discover new perspectives about their waterways and their communities, raise awareness of watershed stewardship and contribute to the local economy.

Coalition Partners

County, State, Federally Recognized Tribes, and Federal Agencies

- Snohomish County Parks, Recreation and Tourism
- Snohomish County Surface Water Management
- King County - Department of Natural Resources and Parks
- WA Department of Natural Resources (DNR), Cascade District
- WA State Parks and Recreation, Wallace Falls State Park
- WA Department of Fish and Wildlife (WDFW) , North Puget Sound R 4
- Tulalip Tribes of Washington
- National Park Service – Rivers, Trails & Conservation Assistance
- Mount Baker-Snoqualmie National Forest, Skykomish Ranger District

Municipalities

- City of Everett
- City of Lake Stevens
- City of Marysville
- City of Monroe
- City of Snohomish
- City of Sultan
- Town of Gold Bar
- Town of Index
- Town of Skykomish

Nonprofits and Business Organizations

- American Whitewater
- Forterra
- Monroe Chamber of Commerce
- Monroe Downtown Association
- Outdoor Adventure Center
- REI
- Skykomish Chamber
- Sky Valley Arts Commission
- Sky Valley Chamber
- Washington Water Trails Association

**Monroe & Sultan: Trail Town Connections on the
Proposed Water Trail on the Skykomish Snohomish Rivers**

A Community Design Workshop: June 2-3, 2017

Workshop Overview

Purpose of the Design Workshop

To raise community awareness of the water trail, and generate ideas for creating trail town identities and connections to the river for two small towns in the heart of the Skykomish River Valley

Workshop Goals

- ▶ Explore ways to orient town visitors to the river, and connect people using the river with town amenities, services and information
- ▶ Generate ideas for making each trail town a visually vibrant gateway and a hub for river experiences
- ▶ Recommend improvements and enhancements for river access sites, camping facilities, boat storage, parking, pathways, and trail information
- ▶ Highlight the history, heritage and resources unique to each trail town while considering the shared regional landscape and stories that connect all towns along the river
- ▶ Celebrate and promote the resources and opportunities for education, stewardship and recreation along the entire river corridor

How Workshop Results Will be Used

The ideas and designs created by the design teams will be used to spark community dialogue and action; guide trail town projects and promotion; and inspire collaboration among all trail towns in the Skykomish and Snohomish river corridors.

Workshop Hosts

- Snohomish County Parks, Recreation and Tourism
- City of Sultan
- City of Monroe
- National Park Service Rivers, Trails and Conservation Assistance
- Washington Chapter of the American Society of Landscape Architects

For More Information

- Trudy Soriano, Tourism Project Assistant; Snohomish County Parks, Recreation and Tourism: trudy.soriano@snoco.org
- Sue Abbott; National Park Service Rivers, Trails and Conservation Assistance: sue_abbott@nps.gov
- Don Benson; American Society of Landscape Architects: donbenson67@yahoo.com

What is a Trail Town?

A destination along a long-distance trail or adjacent to an extensive trail system. Whether a hiking trail, water trail or rail trail, users can venture from the route to explore the unique scenery, commerce and heritage that each trail town has to offer.



MONROE TEAM

Community Experts

Mike Farrell, Monroe Parks and Recreation
Ben Swanson, Monroe Community Development
Bill Corson, Outdoor Adventure Center
Jamie Bails, Washington Department of Fish and Wildlife
Yyvone Gallardo-Van Orman, Monroe Chamber of Commerce
Jim Kamp, City of Monroe
Davi Martin, City of Gold Bar

Designers/Planners

Jan Satterthwaite, Vireo Design Studio
James Yap, Snohomish County Parks, Recreation and Tourism
Aubrey Weeks, Site Workshop
Lucas Vannice, The Watershed Company
Janele Lotzgesell, Jones and Jones
Kristina Rose, National Parks Service
Leisa Baker, Rich Landscaping Inc.

Resource Experts

Tom O'Keefe, American Whitewater
David Wilson, Snohomish County Public Works
Brett Shattuck, Tulalip Tribes
Skip Swenson, Forterra

Workshop Ambassadors/Coordinators

Annique Bennett, Snohomish County Parks, Recreation and Tourism
Trudy Soriano, Snohomish County Parks, Recreation and Tourism

Workshop Facilitators

Sue Abbott, National Park Service
Don Benson, Don Benson Consultants, WASLA Charrette Facilitator

SULTAN TEAM

Community Experts

Mike Rustay, Snohomish County Surface Water Management
Noel Higa, City of Sultan
Cyd Sparks, City of Sultan
Bob McCarty, City of Sultan
Debbie Copple, Sky Valley Chamber of Commerce
Ken Walker, City of Sultan
Blair Corson, Outdoor Adventure Center
JoAnne Menard, Skykomish Environmental Institute

Designers/Planners

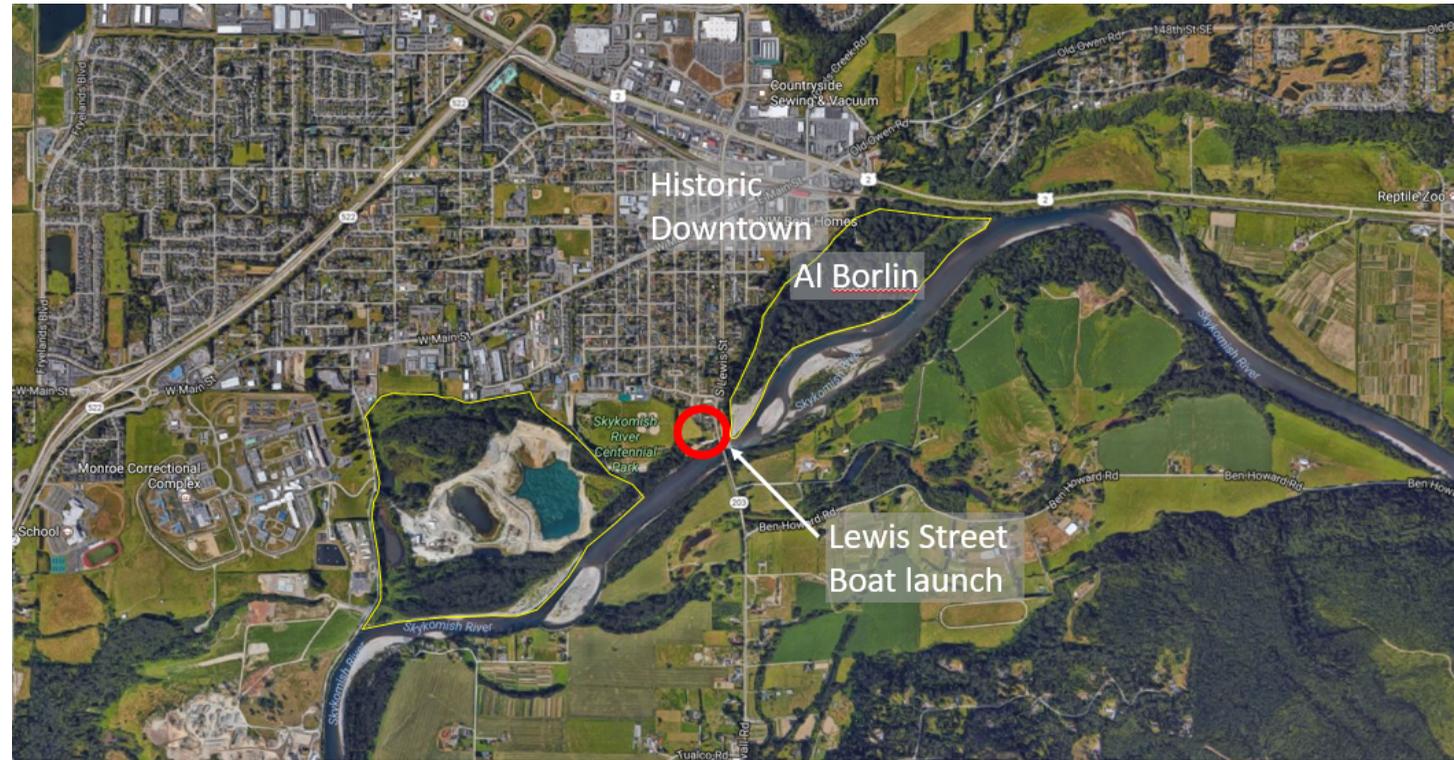
Kevin Teague, Snohomish County Parks, Recreation and Tourism
Coreen Schmidt, KPG Inc.
Jim Brennan, Jim Brennan Associates
Garrett Devier, Land Morphology
Danielle Deiver, Natural Systems Design
Jocelyn Liang, WASLA Volunteer
Stephanie Stroud, National Park Service
Louis Burwell, Rich Landscaping Inc.

Workshop Planning Team

Annique Bennett
Kevin Teague
Trudy Soriano
Sue Abbott
Don Benson
Kelly Singleterry

MONROE

Design Team



The Monroe Design Team had 14 members made up of community leaders, regional resource experts, and landscape architects from the Washington Chapter of the American Society of Landscape Architects (WASLA).

The team focused their work on Trail Town Connections and three River Access Sites:

1. Lewis Street Park
2. Lewis Street Boat Launch
3. Al Borlin Park

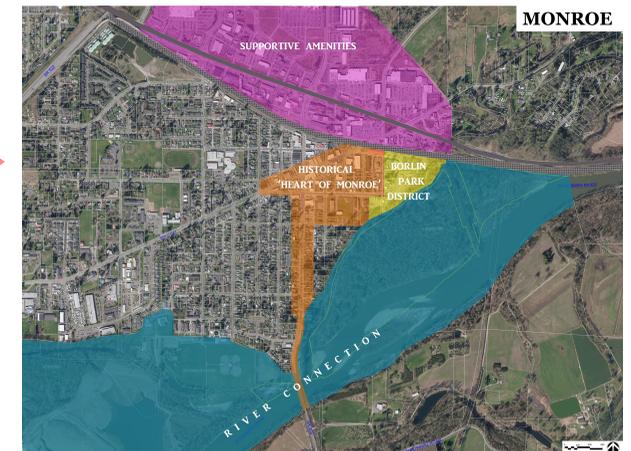
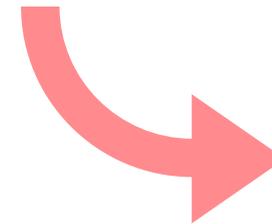
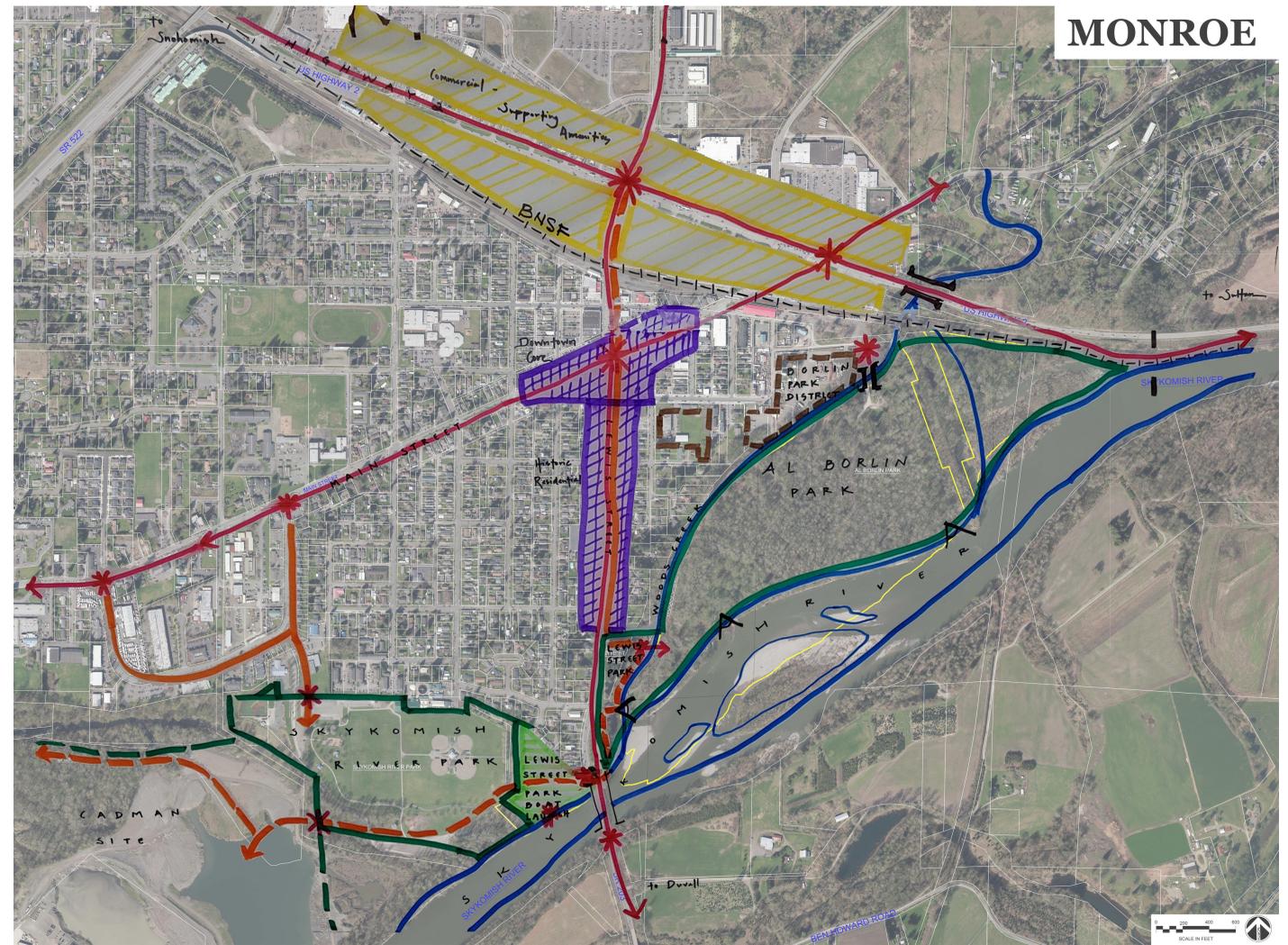


MONROE TOWN TO TRAIL CONNECTIONS

Orienting the Town to the River

The Monroe Design Team saw great opportunity in working to orient the city toward the river. They began by mapping out the different areas of the city that could be brought to visitors' attention. A Monroe Team goal was to support both the strengths of the city, as well as the effort the city is already putting toward revitalizing downtown and renovating the existing city parks.

The image at top right shows how the team outlined three main areas within Monroe: the commercial zone (yellow); historic downtown (purple); and major city parks along the riverfront (green). Existing connecting pathways were drawn between these sites (red = vehicles; orange = pedestrian). This site plan was used to generate a map of proposed districts (see bottom right and next page).

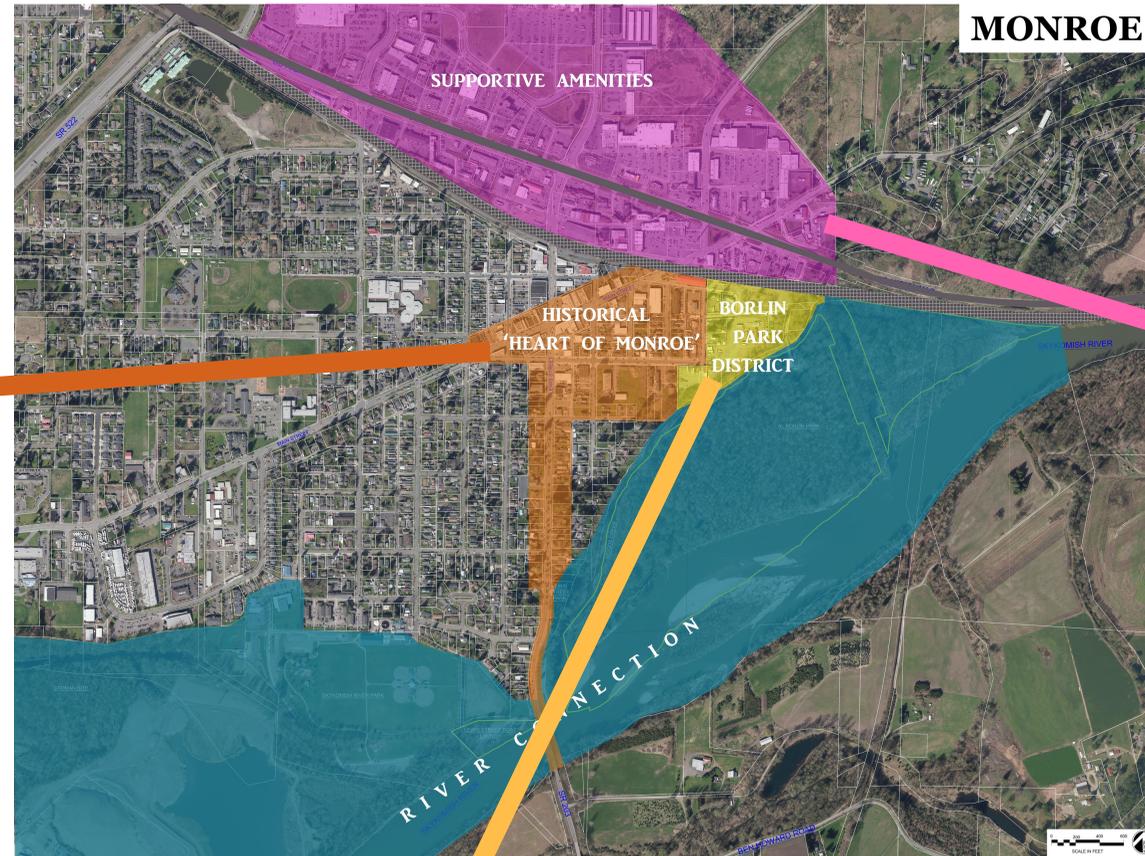


Monroe Town to Trail

DESIGN CONCEPTS

Downtown Core (Historical 'Heart of Monroe')

- Strengthen River Town identity through art, wayfinding, and landscaping
- Encourage small businesses to provide services to people using the water trail
- Develop wayfinding to river amenities
- Encourage small-scale lodging
- Strengthen pedestrian connection to parks and river



Supportive Amenities

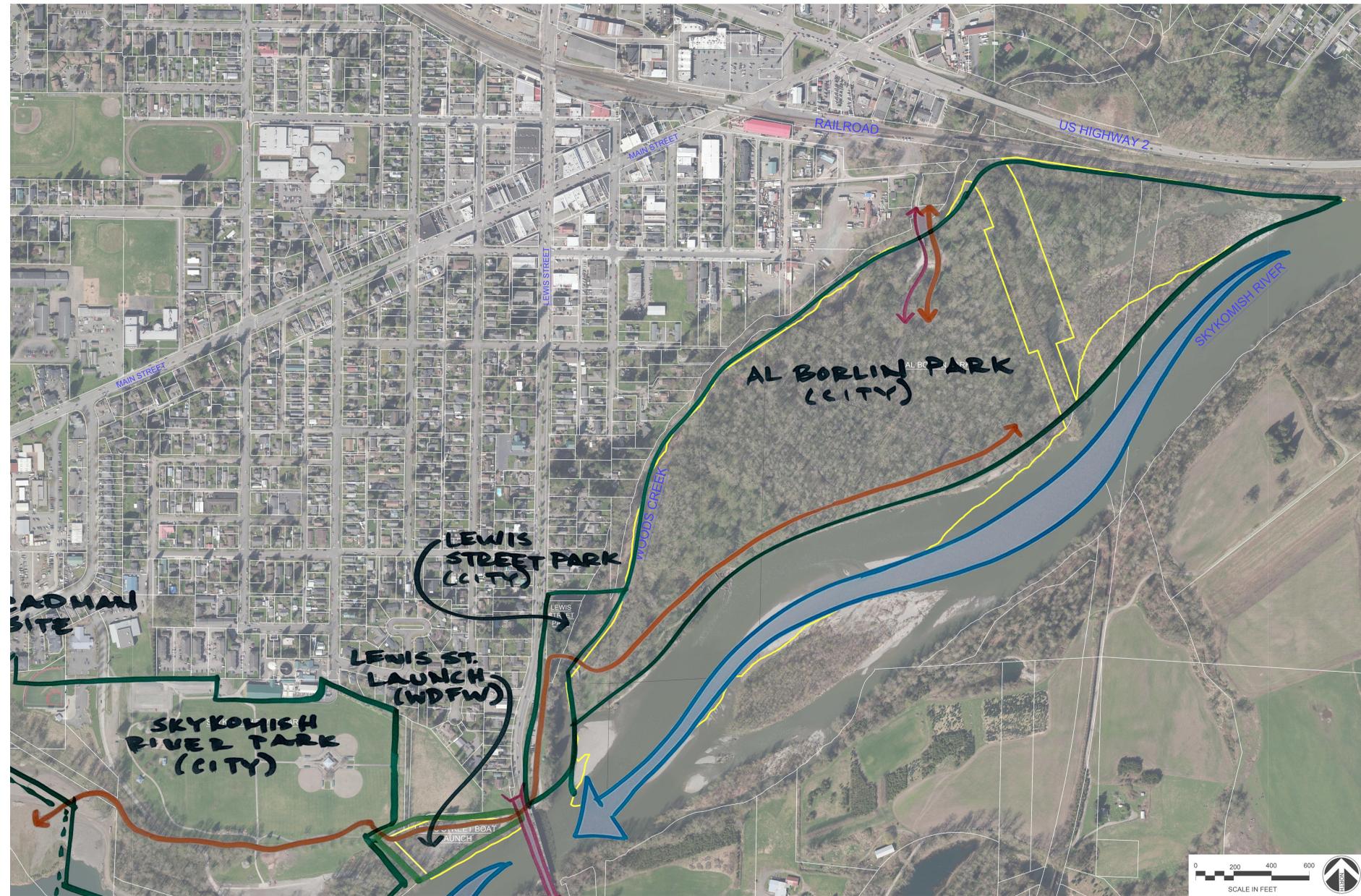
- Strengthen highway crossing to encourage pedestrian connection to the downtown core
- Encourage amenity based businesses to support the water trail

Borlin Park District

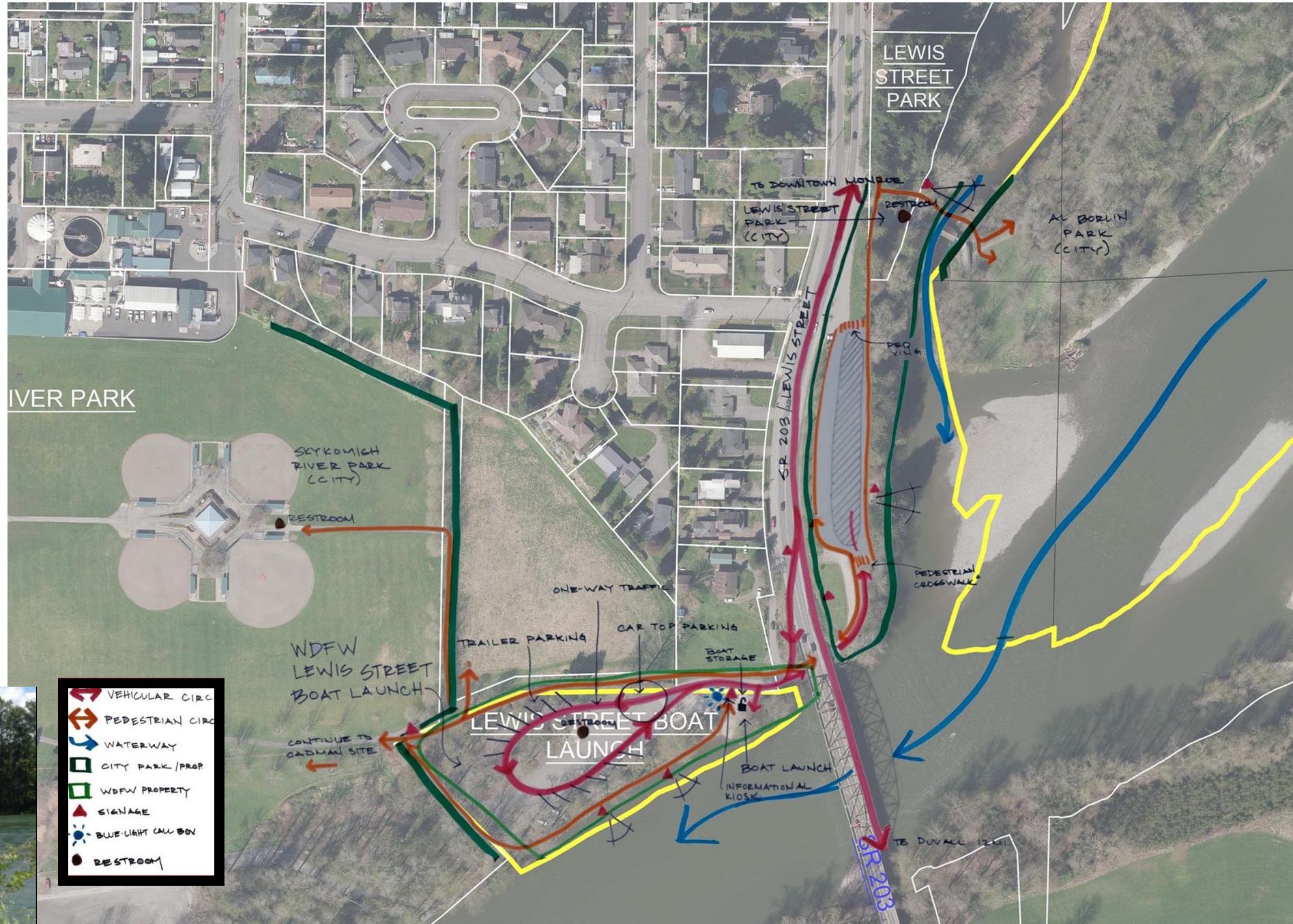
- Explore opportunities that highlight creek frontage
- Create a gateway and pedestrian connection to Al Borlin Park
- Establish a clear pedestrian focus for this district
- Emphasize LED (porous pavement) in redevelopment
- Prioritize low-impact plans due to proximity to the river
- Encourage regional partnerships with outdoor recreation based businesses to boost amenities, including lodging

Connections Between Parks

The Monroe Design Team recognized that the City of Monroe has a strong series of parks along the waterfront. With this in mind, they looked to improve the trail system between the parks. The team drew enhanced connections between the town and Al Borlin Park, along the shoreline to Lewis Street Park, then to Lewis Street Boat Launch, Skykomish River Park, and down river to the future Cadman Site.



MONROE RIVER ACCESS SITES & FACILITIES

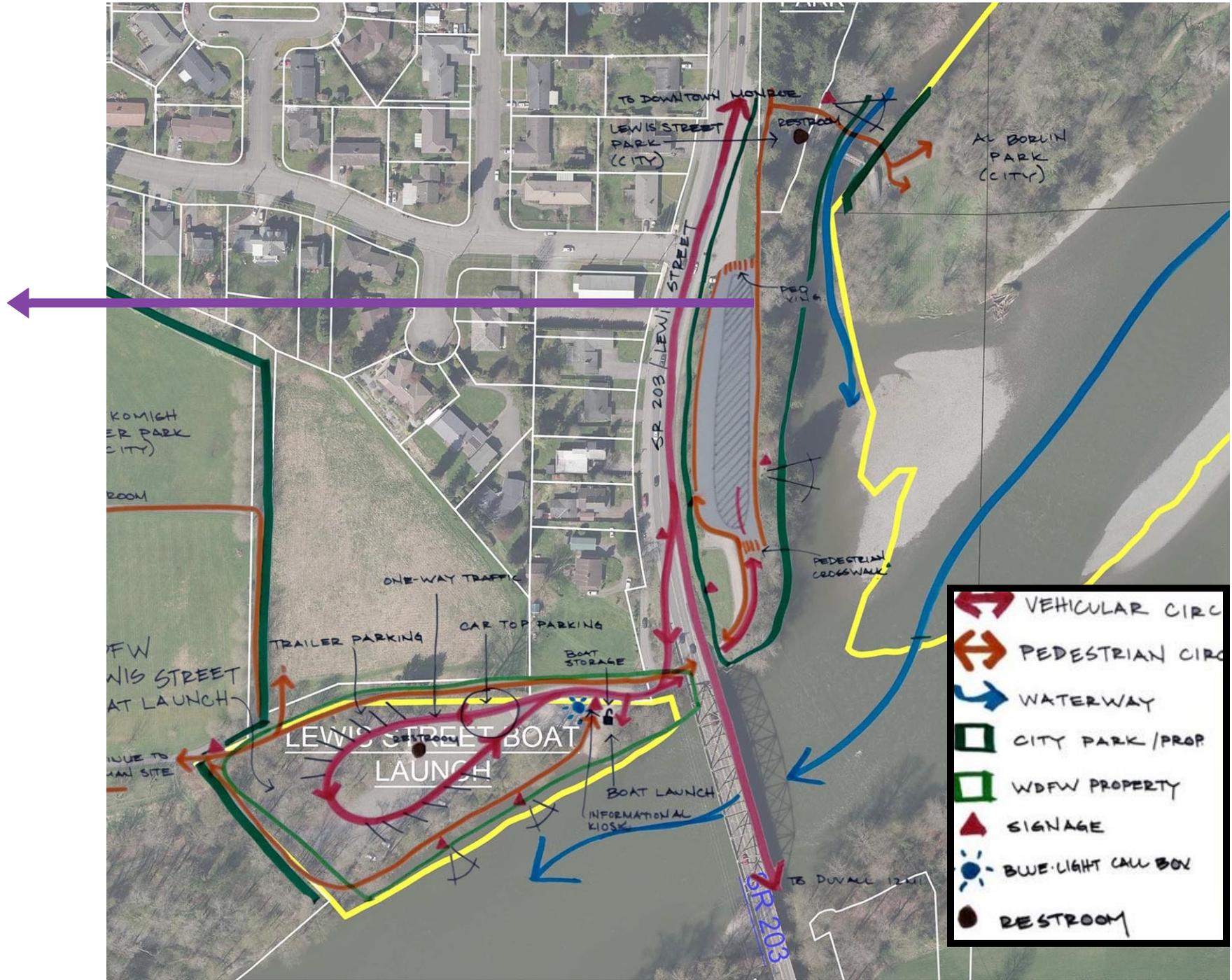


1. Lewis Street Park

DESIGN CONCEPTS

Trail System

- Create an enhanced trail that leads people from Lewis Street Park down to the river and around the parking lot at Lewis Street Boat Launch
- Make the trail more visible to visitors between Al Borlin and Lewis Street
- Improve trail maintenance between Lewis Street Park and Lewis Street Boat launch to allow more visibility of the river
- Improve the connection between Skykomish River Park and the future Cadman Site as part of the proposed trail system



2. Lewis Street Boat Launch

DESIGN CONCEPTS

Parking Enhancements

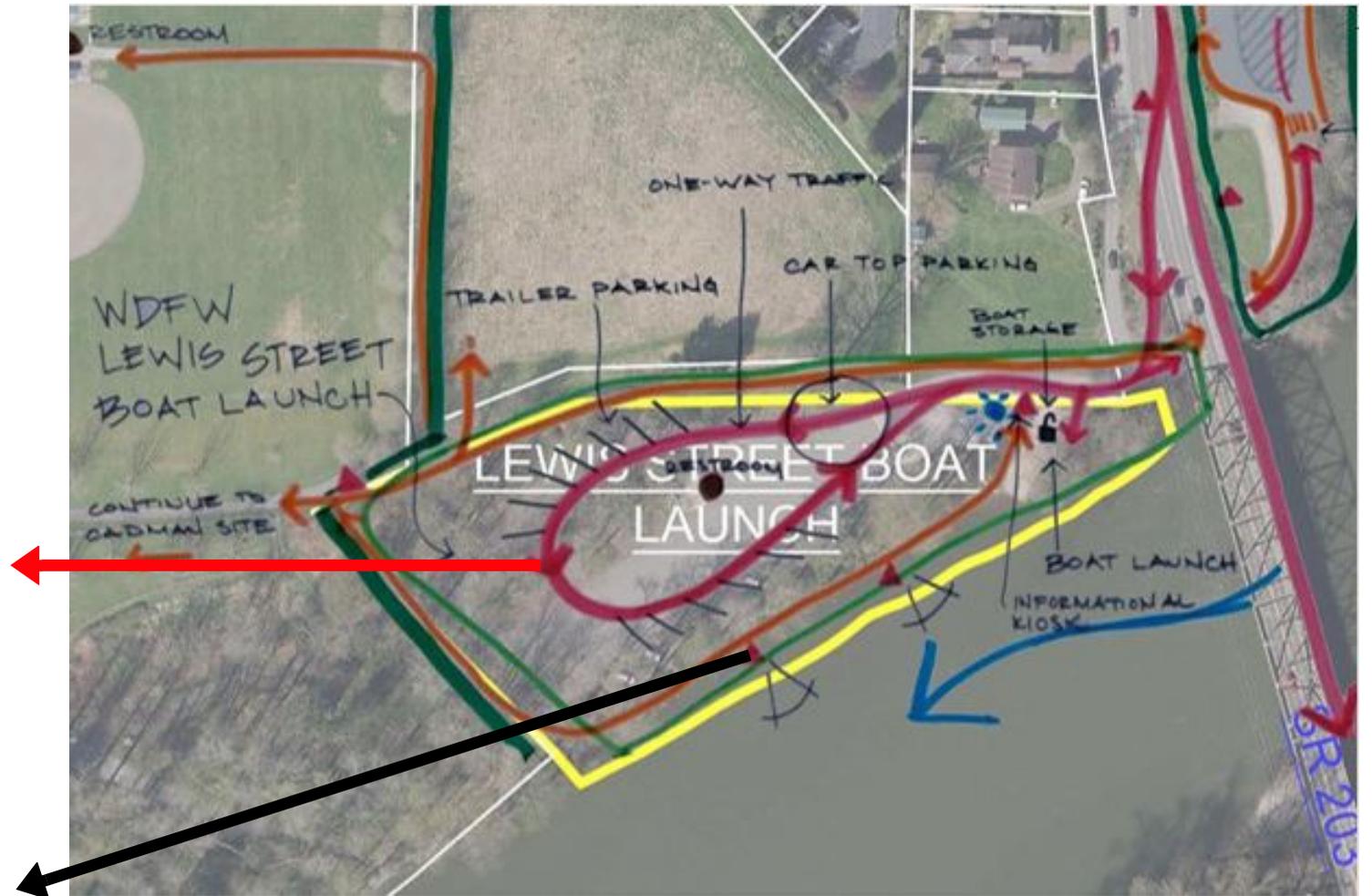
- Increase directional signage at Lewis Street Boat Launch to ease flow of cars and pedestrians so more users can use the space safely
- The parking lot could have a loop (red) toward the back of the lot where trucks and trailers park
- Car Top parking for non-trailer watercraft, such as kayaks, canoes, and SUPs, should be located close to the park entrance to allow easy access to the water
- Potential area for kayak rack at Lewis Street Boat Launch

Interpretive Signage

- Interpretive information located along the shoreline at Lewis Street Boat Launch interpretive information could include:
 - character of the landscape or river reach
 - natural resource features
 - culture and heritage stories
 - history of the area

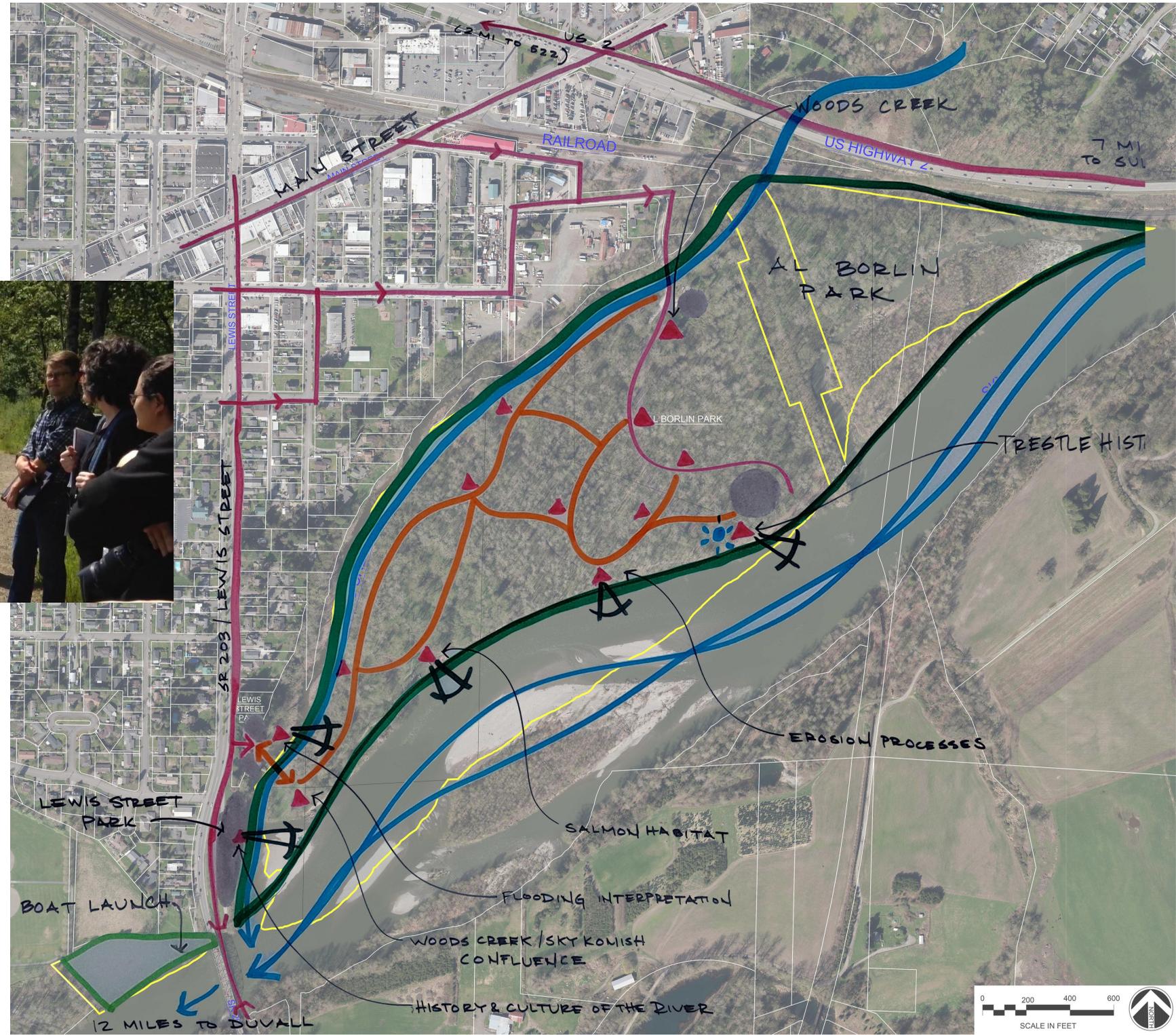
Boat Rack

- Make it easy for people using the river to lock their boats safely and walk to town for the day or overnight stay



3. Al Borlin Park

DESIGN CONCEPTS



- VEHICULAR CIRC.
- PEDESTRIAN CIRC
- WATERWAY
- CITY PARK /PROP
- WDFW PROPERTY
- SIGNAGE
- BLUE-LIGHT CALL BOX
- RESTROOM



Expanded Trail System

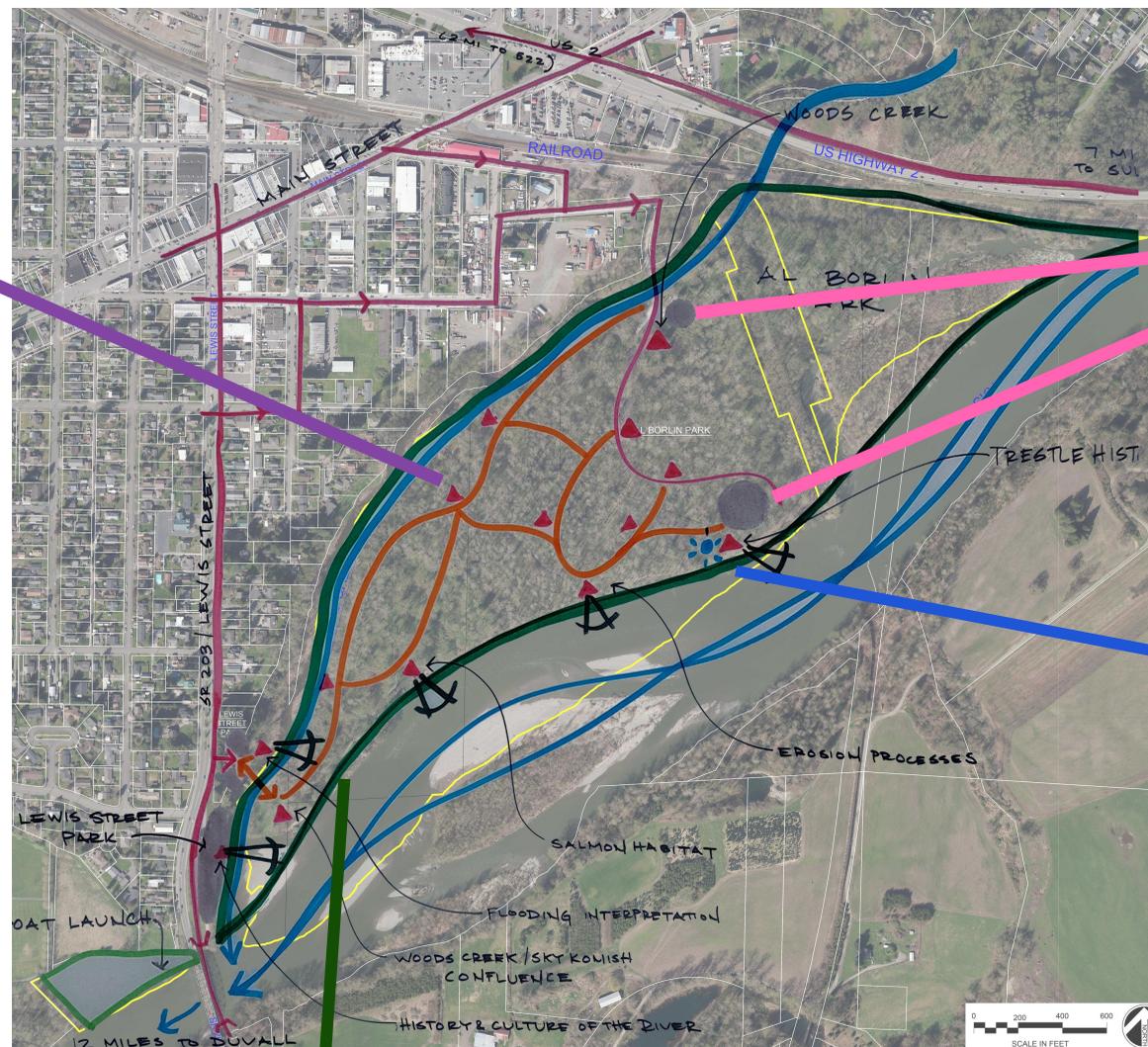
- Create a trail system through the park that feels safe and inviting
- Establish a gateway to the river

Signage Plan

- Wayfinding: Give visitors a feeling of safety and organization within the park
- Interpretive Themes:
 - At the trestle: history of a trestle
 - Inside the park: guide to native vegetation
 - Along the shore: river ecology

Retain Shorefront Ecology

- A boat launch is not recommended at Al Borlin Park
- Due to safety and habitat considerations, emphasis should be placed on the Lewis Street Boat Launch as the major non-motorized and motorized boat launch for the Monroe Riverfront. There is potential for river access for non-motorized boats down river at the future Cadman Site.



Additional Parking

- Develop two new parking areas, one at the entrance of the park, and the second closer to the river

Safety Call Box

- Install an emergency call box for people on land or those getting off the water
- Keep flood zone in mind for location of call box

SULTAN

Design Team



The Sultan Design Team had 16 members made up of community leaders, regional resource experts, and landscape architects from the Washington Chapter of the American Society of Landscape Architects (WASLA).

The team focused their work on Trail Town Connections and three River Access Sites:

1. Sultan River Park
2. Sportsman's Park
3. Future Steelhead County Park



SULTAN TOWN TO TRAIL CONNECTIONS



Sultan Town to Trail

DESIGN CONCEPTS

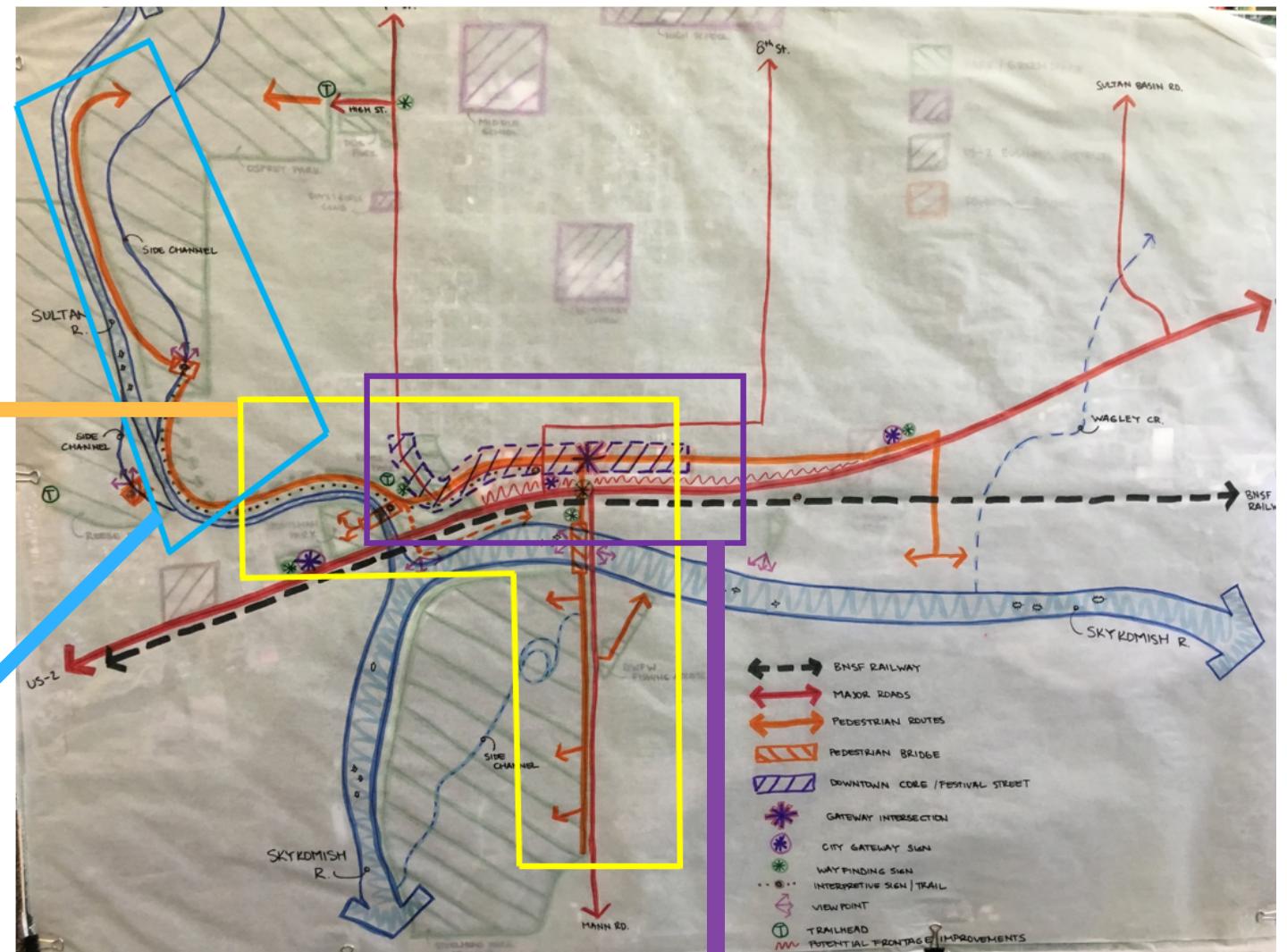
Pedestrian Spines

- A major pedestrian-only north-south pathway would run from Steelhead County Park, up Mann Road, and across a potential new pedestrian bridge over the Skykomish River, bringing people right into the heart of downtown Sultan.
- An east-west pedestrian trail would run through Sultan's revitalized downtown main street and connect to Sultan River Park and cross the proposed new pedestrian bridge into Sportman's Park.

Note: The City of Sultan is in planning stages for the pedestrian footbridge across the Sultan River

Trail to Osprey Park

- Continue the trail originating at Steelhead County Park north through a newly aquired property parcel and up, and up through Osprey Park.
Note: Steelhead County Park is in development through Snohomish County Parks



Town as a Gateway

- Sultan is ideally situated to be a Trail Town Gateway, providing a great opportunity to create downtown Sultan as portal to both the community and the river.
- Downtown Sultan sits at the intersection of both Pedestrian Spines and serves as an important hub for the water trail.
- The purple asterisk

SULTAN RIVER ACCESS SITES & FACILITIES



1. Sultan River Park

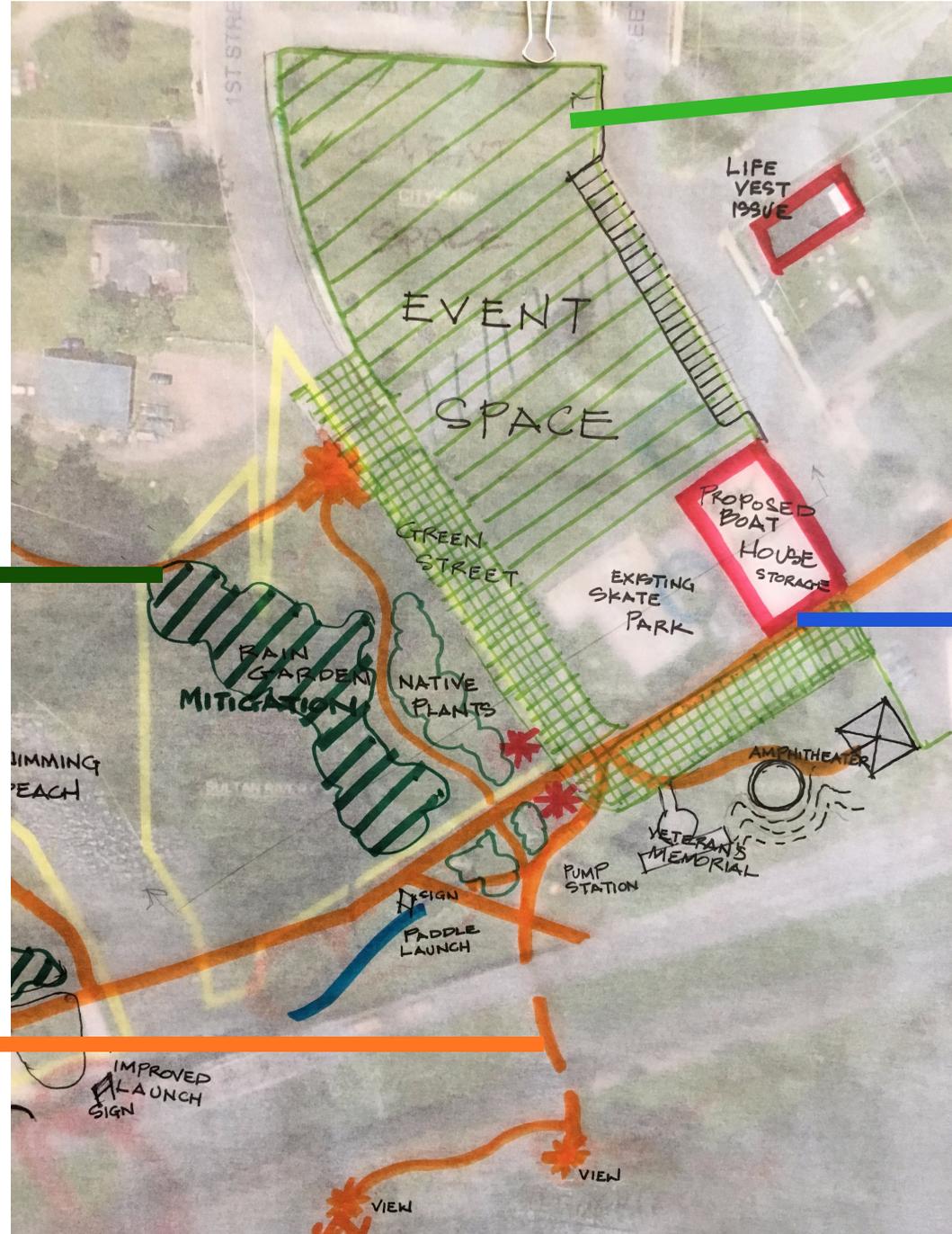
DESIGN CONCEPTS

Green Street, Rain Garden, & Interpretive Plant Garden

- Consider making the street between the proposed event space and Sultan River Park could become a “green street”
- Designated areas between the road and the river could be used for mitigation with amenities such as:
 - rain gardens
 - interpretive plant garden

Trail to the River

- Connect pathways from Sultan River Park and Sportsman's Park to a trail leading to viewpoints overlooking the Skykomish River



Event Space

- The parcel of land east of Sultan River Park is almost entirely owned by the city, making it an ideal event space

Equipment Facility

- Consider using a building near Sultan River Park for boat and equipment rentals and storage.

2. Sportsman's Park

DESIGN CONCEPTS

Park Enhancements

- Make improvements to the gazebo
- Develop an Additional non-motorized boat take-out site further up the Sultan River for white water paddlers
- Improve signage throughout the park

Link to Senior Housing

- Continue the east-west trail along the front of the park west to link to senior housing
- Encourage recreational programming for senior walks to parks and downtown



Pedestrian Foot Bridge

- The proposed footbridge across the Sultan River provides an important connection between downtown, Sultan River Park, and Sportsman's Park

Improved Circulation and Access

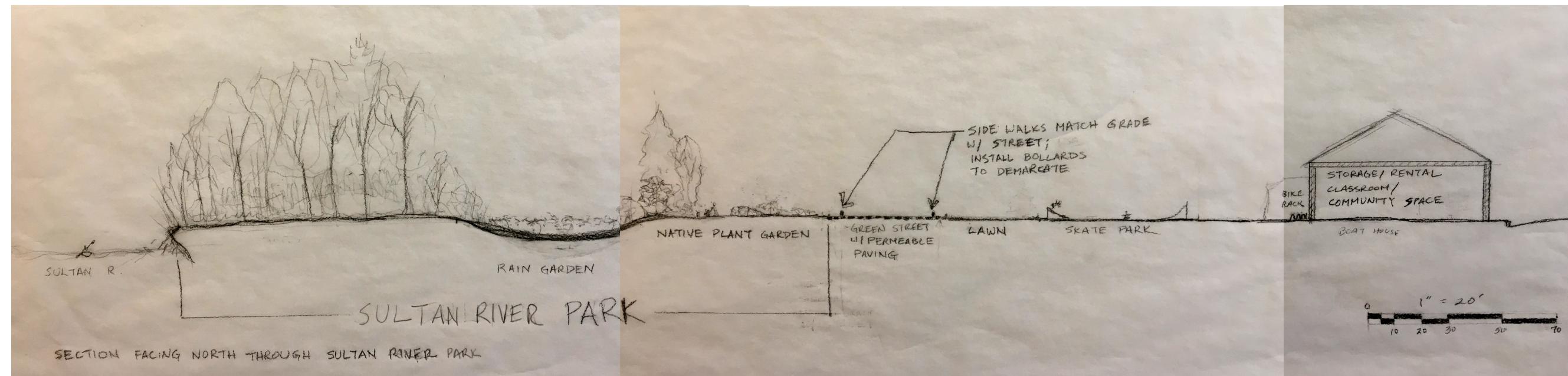
Redesign of the park could allow more visitors to use the park safely and efficiently

- Create designated areas for truck and trailer parking
- Clear pathways to the motorized boat launch
- Consider providing separate areas for motorized and non-motorized boat river access

Sultan River Park & Sportsman's Park Sketches

- A birds-eye view of Sportsman's Park showing truck and trailer parking, the white water paddlers take-out, and the proposed new pedestrian footbridge that connects to Sultan River Park

- A cross section view, facing north at Sultan River Park that illustrates the rain garden, native plant garden, and the potential green street



3. Steelhead County Park

DESIGN CONCEPTS

SCHEME A

Side Channel

- Keep roads, parking, and camp sites well away from the side channels

Park Vegetation

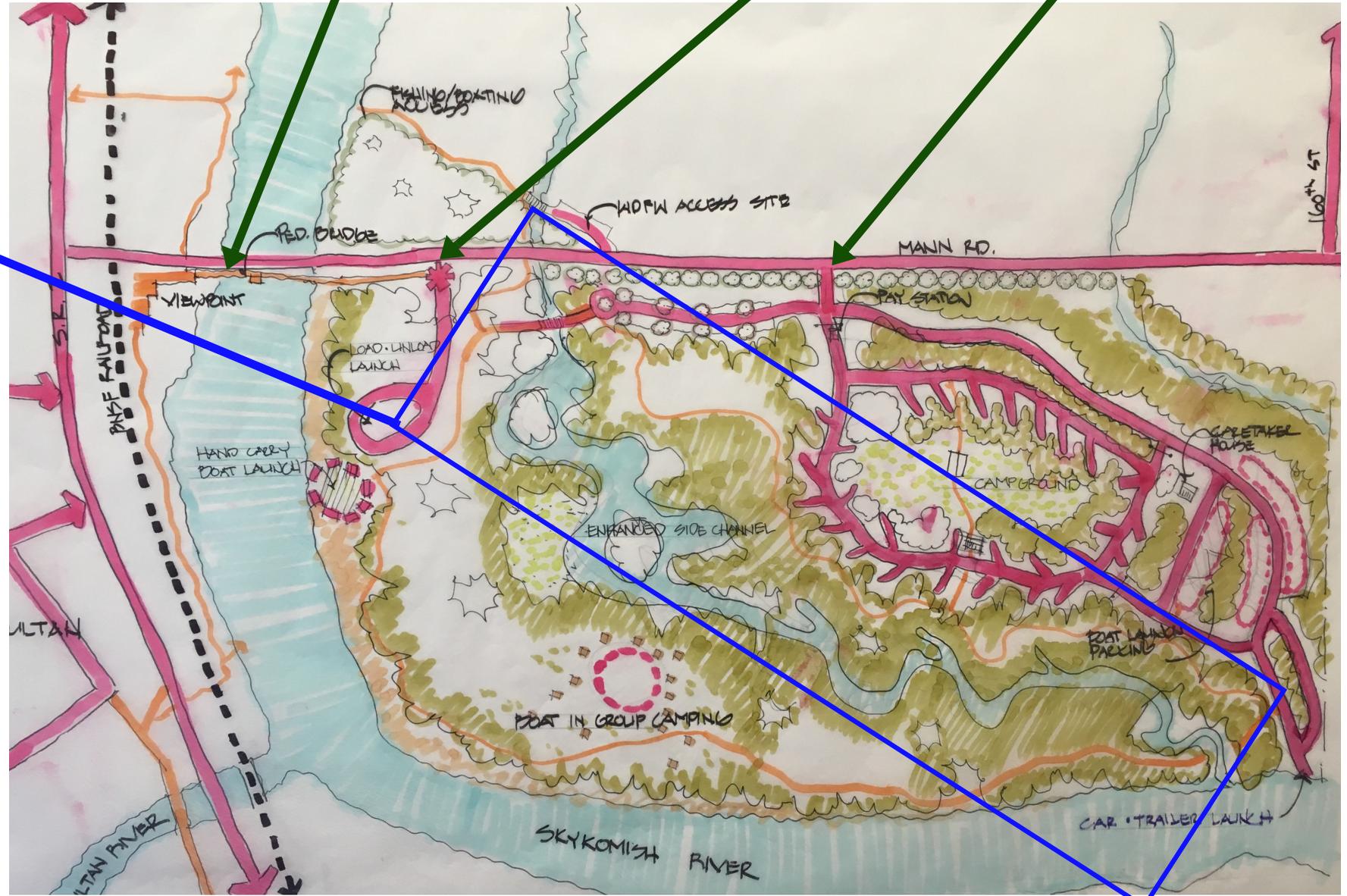
- Remove invasive weeds from existing deciduous forest and plant conifers
- Plant native trees within the campground area
- Establish a tree buffer along Mann Road and the campground

Day-use Parking

- Create day-use parking off of main park entrance parallel to Mann Road for non-motorized boaters
- Provide footbridge and trail to river access site

Park Access

- Consider a future new pedestrian footbridge across the river
- Create access to the park from Mann Road
- Create a loop road to serve a non-motorized river access site
- Utilize existing loop road for future campgrounds and access to the river.

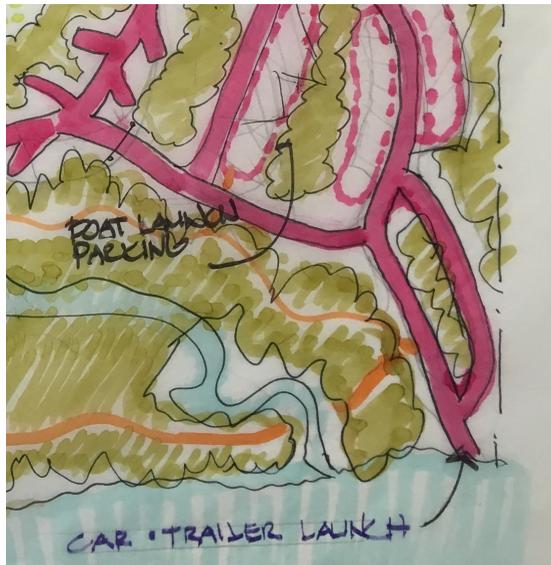


Boat Launches

(All design must consider flood zone location)



- Consider a non-motorized beach access site south of the bridge off of proposed loop road
- Boaters load and unload here and park in day use area
- Provide potable drinking water and removable restrooms



- Consider an access site for motorized boats at the end of the park road

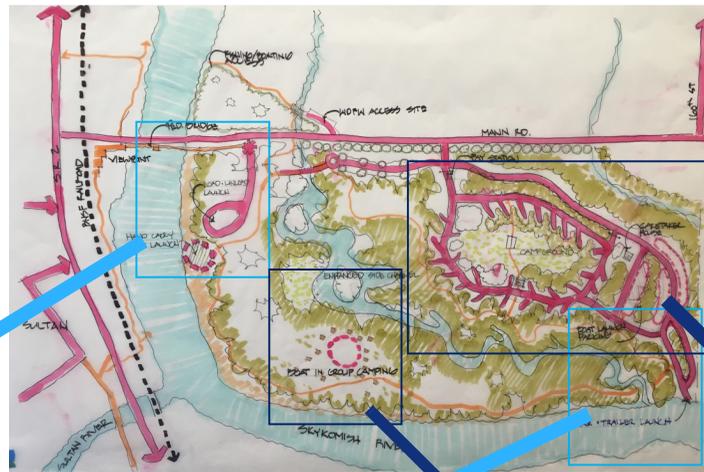


- Provide a boat-in camping area accessible from the river shoreline
- Include removable restroom facilities

Campground



- Create a loop road with approx 30 individual campsite spurs
- Include amenities such as:
 - Restroom facilities (removable)
 - Playground/pavilion
 - Picnic area and open space



3. Steelhead County Park

DESIGN CONCEPTS

SCHEME B

Side Channel

- Keep roads, parking, and camp sites well away from the side channels

Park Vegetation

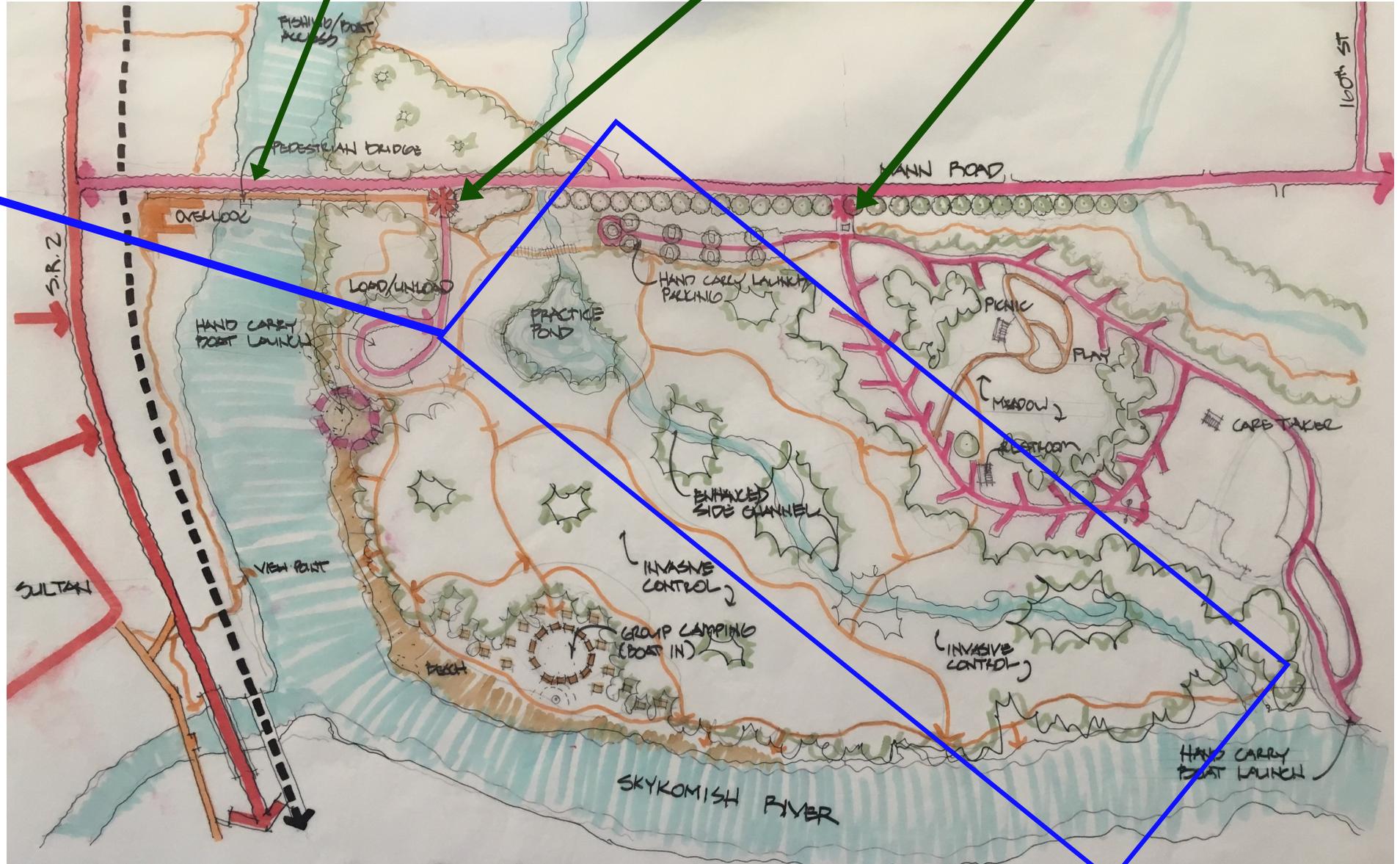
- Remove invasive weeds from existing deciduous forest and plant conifers
- Plant native trees within the campground area
- Establish a tree buffer along Mann Road and the campground

Day-use Parking

- Create day-use parking off of main park entrance parallel to Mann Road for non-motorized boaters
- Provide footbridge and trail to river access site

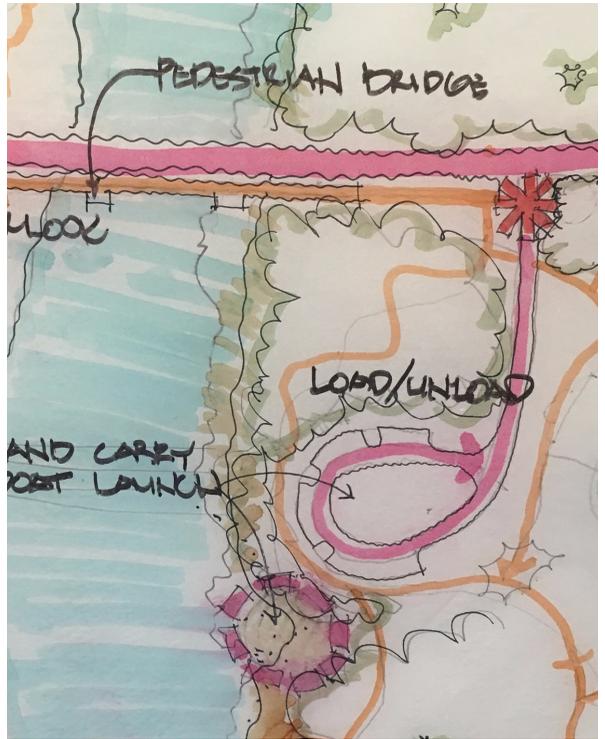
Park Access

- Consider a future new pedestrian footbridge across the river
- Create access to the park from Mann Road
- Create a loop road to serve a non-motorized river access site
- Utilize existing loop road for future campgrounds and access to the river.



Boat Launches

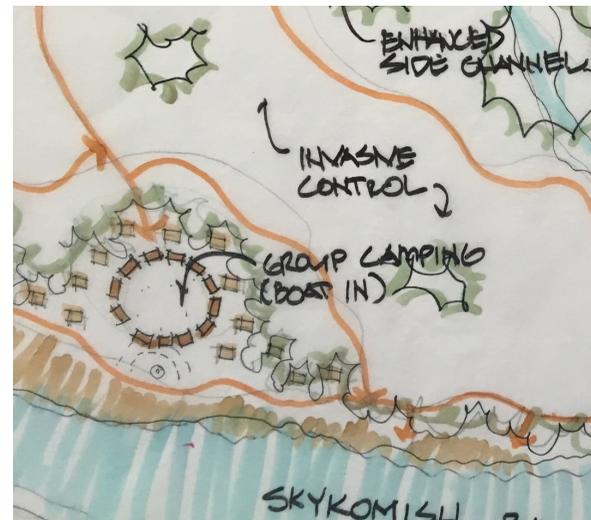
(All design must consider flood zone location)



- Consider a non-motorized beach access site south of the bridge off of proposed loop road
- Boaters load and unload here and park in day use area
- Provide potable drinking water and removable restrooms

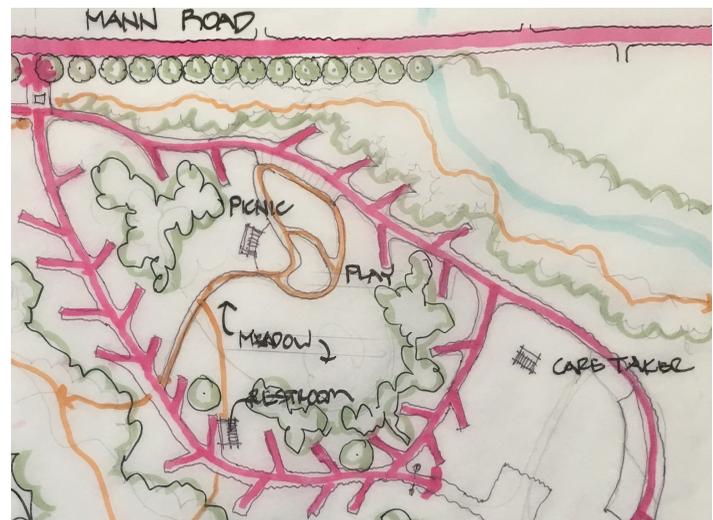


- Consider a river access site for non-motorized water craft at the end of the park road



- Provide a boat-in camping area accessible from the river shoreline
- Include removable restroom facilities

Campground



- Create a loop road with approx 30 individual campsite spurs
- Include amenities such as:
 - Restroom facilities (removable)
 - Playground/pavilion
 - Picnic area and open space



Unique to Scheme A

Camping

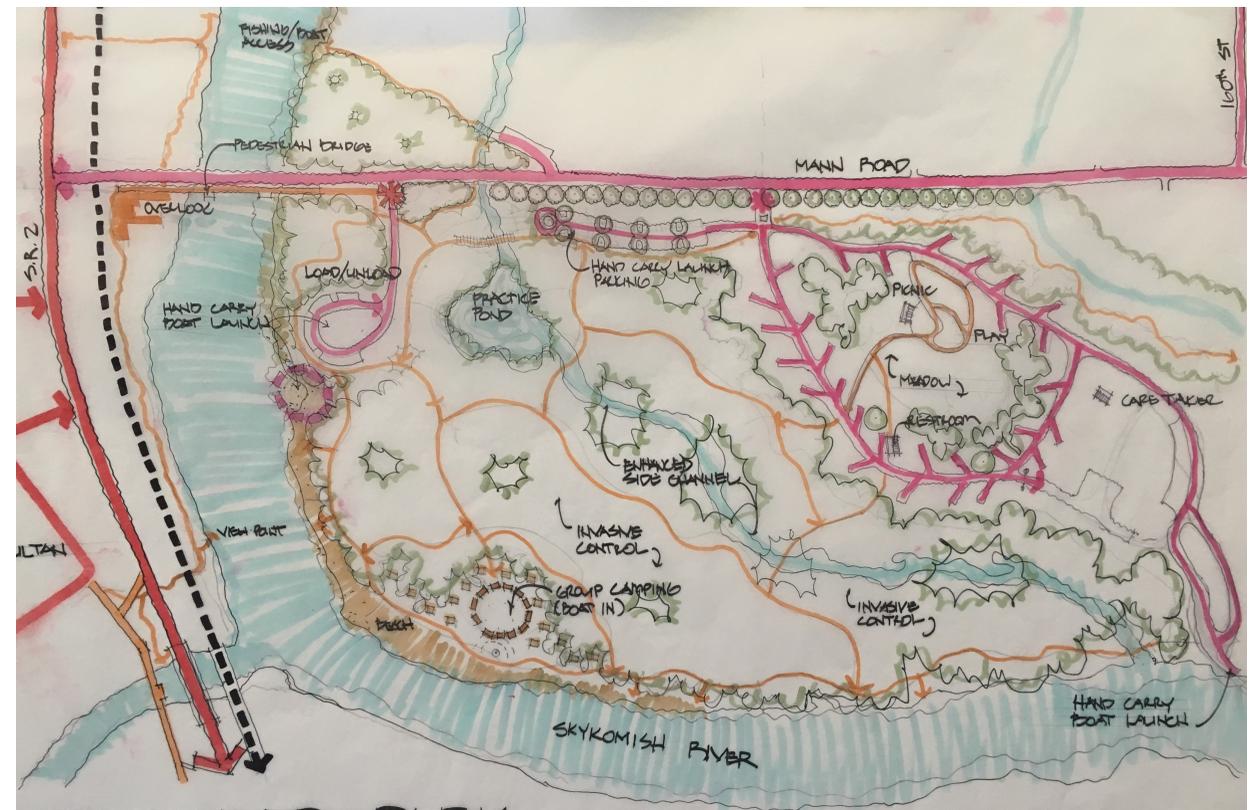
- An upgraded road system to support the campground, access to the motorized boat launch, and parking for boat trailers

Side Channel

- Significant restoration of existing channel through the entire park can lead to improved salmon and steelhead habitat
- Habitat islands are created within the channel system

Trails

- A single loop trail is created around the park and connects to WDFW river access on north side of Mann Road



Unique to Scheme B

Camping

- A primitive road system to support the campground and a non-motorized river access site

Side Channel

- Less extensive restoration of the side channel throughout the park
- A practice pond for hand carried water craft is created off the day-use parking area

Trails

- An extensive trail network is created throughout the park connecting two non-motorized access sites, boat in camping, and connects across the side channel with campground facilities

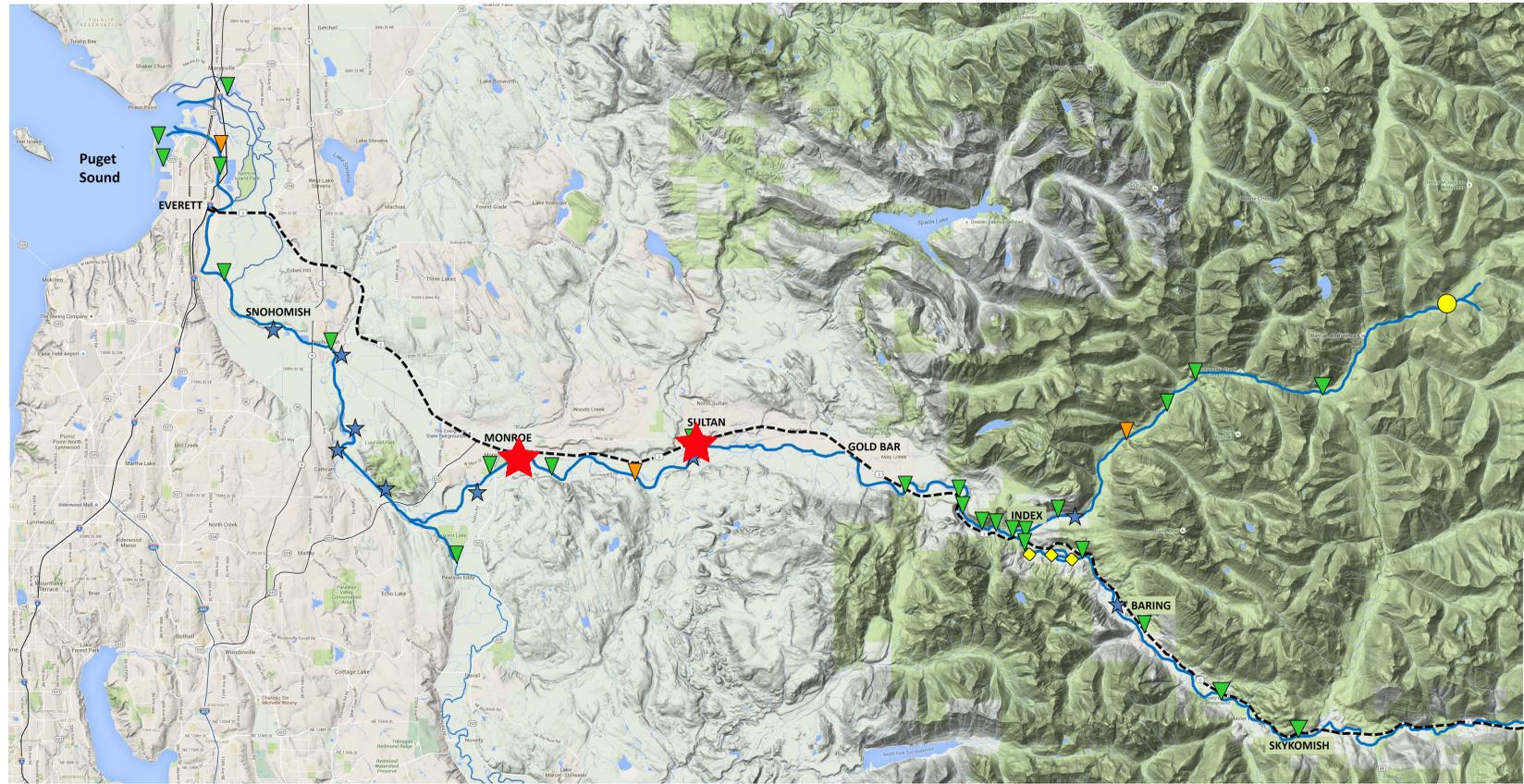
TRAIL TOWNS AS INFO HUBS

Monroe & Sultan
Design Teams

Members of both Design Teams collaborated on developing creative solutions for providing information about each trail town, the river, and the proposed regional water trail.

Common themes included:

- Local places and stories
- Unique resources and destinations
- Fostering appreciation for the river, salmon habitat and regional heritage



Historic Downtown Monroe, WA



Historic Downtown Sultan, WA

Trail Towns as Hubs

DESIGN CONCEPTS

Wayfinding Signage



Trail Town Entrances

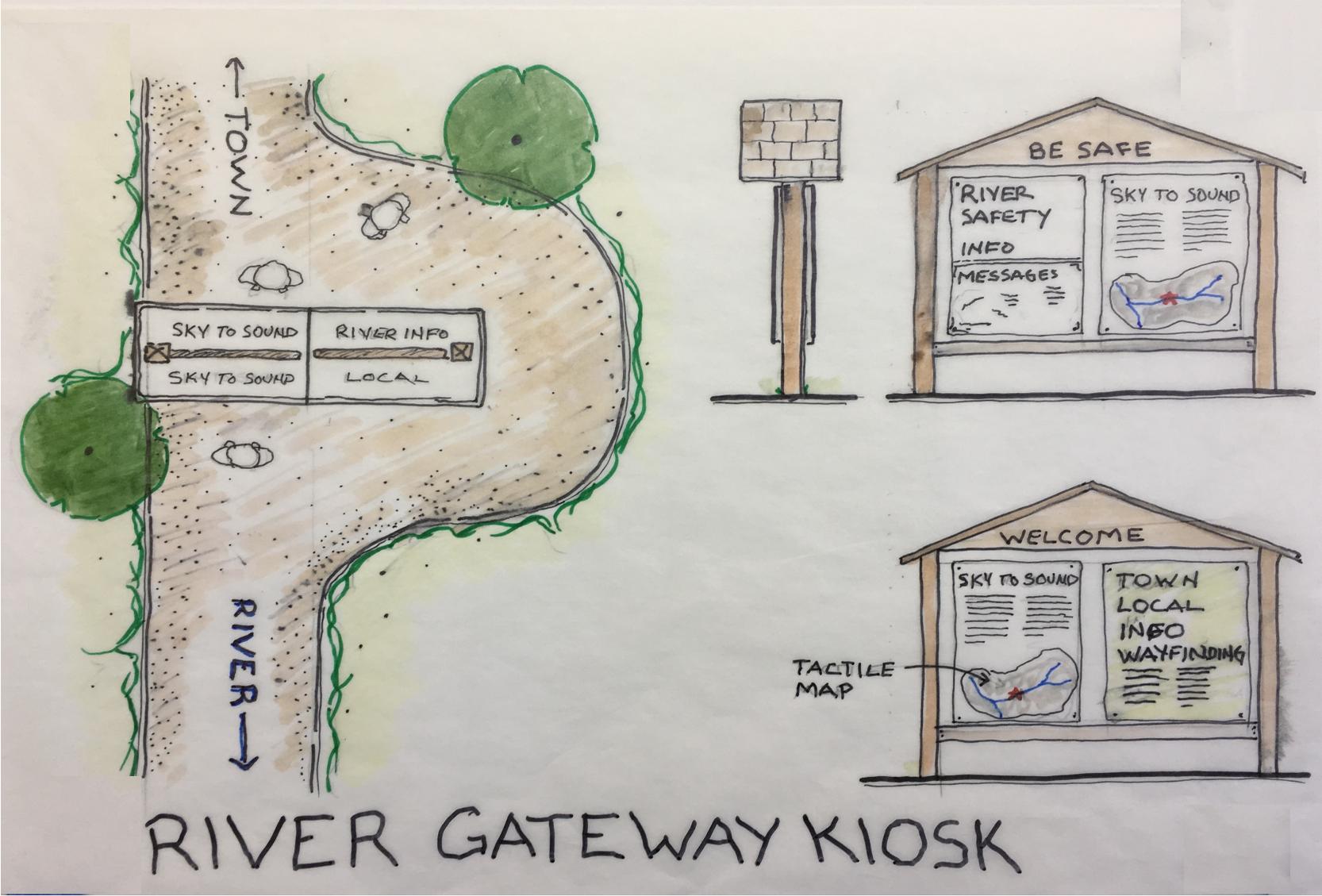
- Thousands of highway travelers pass through the Skykomish Valley all year long. From a regional perspective consider ways to mark town entrances and direct them to trail town business centers, historic districts and the river? The design teams considered designs and materials that use natural materials to represent the character of Skykomish River Valley towns, like etching boulders and creating entrance portals using banners or arches.

Visitor Districts

- Once in town, consider how pedestrians and drivers find their way to the services they are seeking? Anticipate that parking, restrooms, restaurants, banks, grocery stores, and lodging accommodations are of interest to people arriving from the highway. Shower facilities, laundromats, campgrounds and internet cafes may be additional services sought by people arriving from river access sites.
- “You are Here” orientation maps, arrow sign poles and building murals show team examples of wayfinding signage. Developing an overall Trail Town sign plan can address design standards such as size, colors and materials. How can community artists and volunteers be engaged in creating a friendly trail town identity?

Gateway Kiosks

- This kiosk is used as a transition between trail town signage and river signage. On the side facing people arriving from the river, the kiosk is devoted to providing “Welcome to Town” messaging, including a map of where you are on the river, and information about the services and amenities that can be found ahead in the trail town.
- From town to the river, the kiosk messaging is focused on where the user is on the river with a map of the water trail, safety information for the reach of the river, and directional information where the next access point is for take out. A message board would allow for posting of current information.



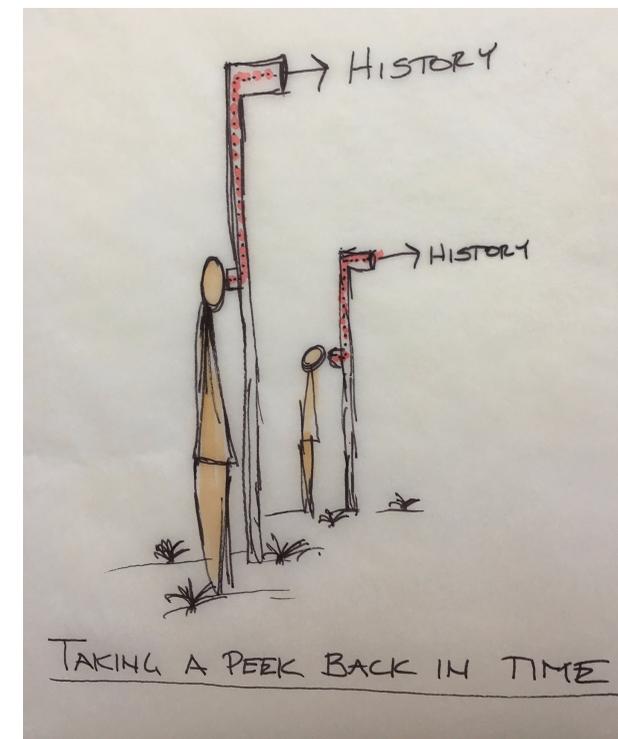
Interpretation & Education

History as Context

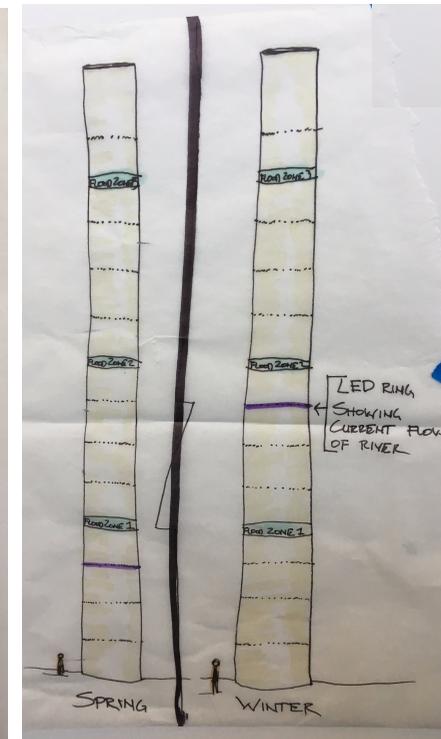
Sketch A shows a “periscope” concept where people can look at the river landscape in front of them as it exists today, and then by looking in the periscope they see a historical representation of the river from 10 or 50 years ago to better understand the story of the river over time and how people fit into it.

Trail Town Landmarks & River Art Installations

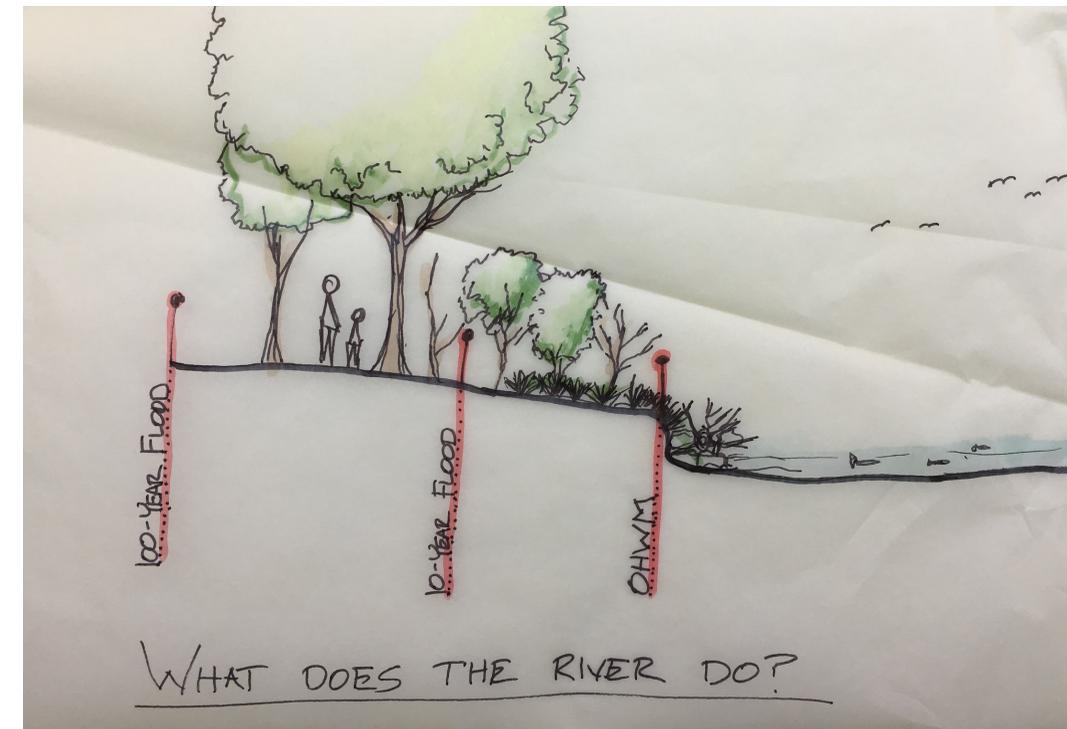
- Not everyone who lives or visits a trail town will go to the river, but the river story can still be told in town—where even more people will see it. Sketch B pictures a hypothetical way to use local public art to graphically show the changing levels of the river. Historic flood levels and their corresponding years could be shown as lines that circle a smokestack; spring and winter river levels could show how much the river changes during seasons; or public art could be used as a weekly “river gauge” in a way similar to a rain gauge, where every week a “river info keeper” would move a mobile marker to show the current level of the river.
- Art installations near the riverfront can provide another way for people to envision the dynamics of the changing river. Sketch C shows how an exhibit focused on “What Does the River Do?” or “Where has the River Been?” uses markers or signs placed at different distances from the edge of the river to represent the 10-year, 50-year and 100-year levels/locations of the river. Parts of the story told here might include answering What is the “Ordinary High River Mark?” Does a “100-year flood” really happen every 100 years? How many “cubic feet per second” am I looking at on the river today?



Sketch A



Sketch B



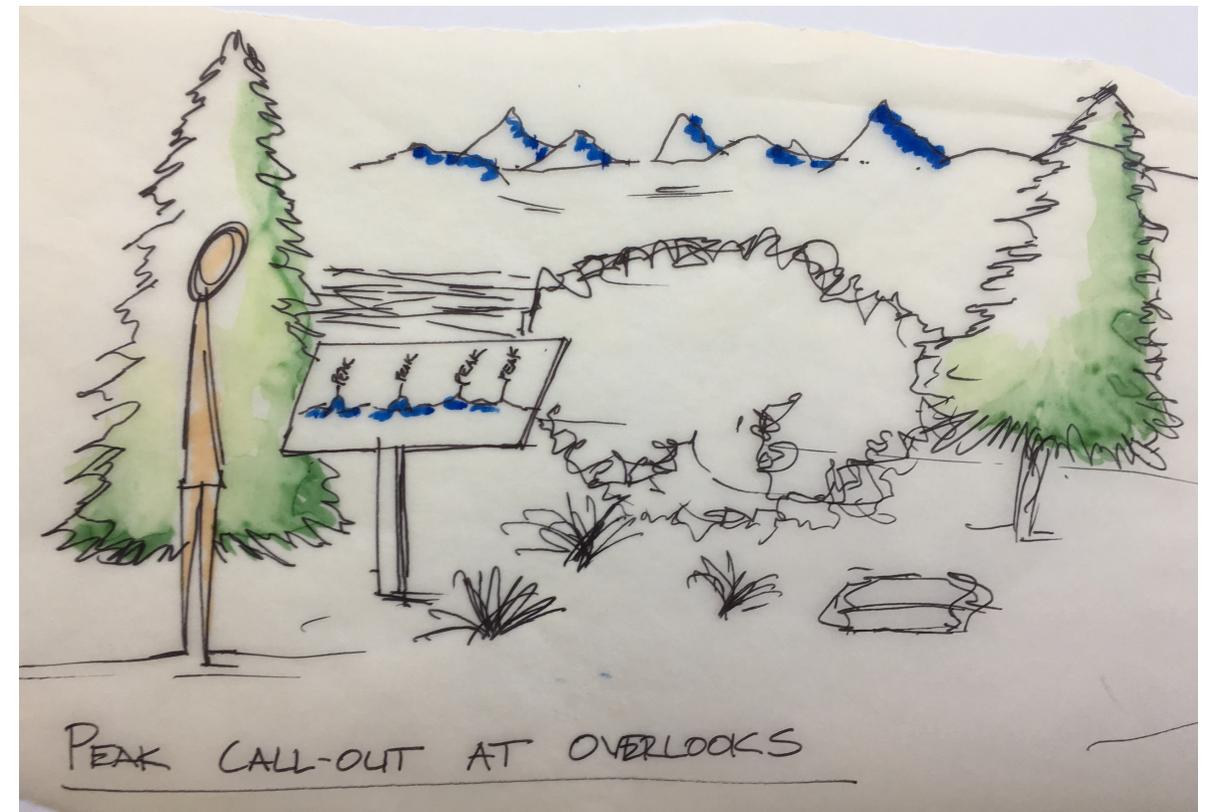
Sketch C

Hometown & Regional Stories

- The riverside is a great location to tell stories about PLACE. What happened here? What's going on now? What is unique, and what is characteristic of the entire river valley? Using the landscape as a picture to talk from is one way to help orient visitors, educate recreationists with the river, and help foster future stewards (see + understand = care). What are the names of the distant peaks? Where do the salmon live? What are side channels, back water, woody debris? How cold is the water?



- What kinds of stories do trail towns want visitors to know about? Are there regional stories about the river, Native American history and heritage, valley settlement and other topics that can be told in more than one place in the river valley? Does each trail town have its own design standards for interpretation and education signs/displays, or is there a valley-wide/trail-long design vocabulary?



Regional Trail Identity & Recognition



Logo/Branding

- A regional trail identity needs to be created for the proposed water trail in the Skykomish-Snohomish river corridor. This includes a name, logo and other messaging that will help residents and visitors find and recognize the amenities and river access sites associated with the water trail. The design teams used “Sky to Sound,” an early iteration of the water trail name, as a placeholder on their sign designs.
- These sketches show possible formats for mile markers and access site signs. Some of the sign designs are based on the familiar shapes of iconic trails like the Pacific Crest Trail, National Water Trails, and National Recreation Trails.



Mile Markers & Access Site Signs

- Signs are an important part of the infrastructure of long-distance trails. Logo designs that can be clearly recognized when reduced to a size small enough to be made into a decal and used on vertical markers like carsonite highway mile markers or street parking signs are extremely versatile. Access site signs and mile markers help everyone on the river know where they are, especially those unfamiliar with the river or current conditions.
- Signs can be minimal and non-intrusive to the environment. Signage on bridges is commonly used to help orient people on the water to local roads and landmarks. Information about river hazards, portages, dams, etc. should also be incorporated into water trail signs.

A Community Design Workshop Review

Trail Town Connections on the Proposed Water Trail on the Skykomish Snohomish Rivers

Follow-up meetings with city leaders in Sultan and Monroe were held on July 26-27, 2017 to review, evaluate and add to the designs and recommendations that came out of the Trail Town Community Design Workshop on June 2-3, 2017.

The following pages are summary notes for each city's discussion, which included a presentation of workshop drawings by design team members and a detailed review of the key design concepts found in the Workshop Summary Report. The design ideas, sketches and proposals found within this report can be edited or reproduced for use in City Comp Plans; Park and Open Space Plans, Capital Improvement Plans; RFPs for planning and site design; Recreation and Tourism Plans, and the Skykomish-Snohomish Water Trail Concept Plan.

City of Monroe Workshop Review

Town to Trail Connections Key Design Concepts

Downtown Core

- With Council approval, the groundwork for these districts could be put in place this year and next
- Planning is underway for the Downtown Master Plan; a goal is to extend downtown along Lewis Street and designate a Downtown Core; then add the code amendments
- The city will request a Master Plan for Al Borlin Park in 2018; that will be a good opportunity to designate a "Borlin Park District;" also an opportunity to seek grant funding and matching grants
- The WA State Arts Commission has a brand new (July 2017) grant opportunity for creating "Creative Districts" that target improving quality of life; good time to check it out as the program gets up and running
- Snohomish County Arts Commission has been considering providing small amounts of funding to non-county public projects, currently only funds projects on county property.

- The info directory located at the intersection of Main and Lewis is owned by the Chamber; it can be updated anytime
- Bike racks were just installed on Main Street; what route connections can we make so people on bikes can take a 2-3 mile loop bike ride that connects the riverfront, sites around town and on the outskirts of town?
- Monroe already has a culture for getting out and walking around; what amenities can we provide to build on that culture?

Borlin Park District

- Access to the Industrial Area needs some attention; wayfinding will help
- Realignment of roads is another potential opportunity
- Messaging is important: new ways of looking at old/existing things can bring new life; for example, the river has always been here, but the water trail concept is a new way of looking at the river and all it has to offer and all we want to protect
- What are easy ways to make the city more bike friendly? Putting paint on pavement is an easy way to promote bikeways, along with signs or symbols that let people know where the routes are; this could be a short-term solution on Lewis Street—pull up grass and put in pavers; or paint lines on pavement; rustic is OK for a beginning step

Supportive Amenities

- Keep bikes in mind as alternative transportation; include bike lanes, striping, etc. for all city districts
- The area north of the highway provides “Base Camp” amenities for those who need services and goods as a last stop before travelling up valley; it’s a “mega area,” on a grander scale
- What is the messaging for this area? What wayfinding needs to be put in place?

Connections Between Parks

- With the goal for connecting Al Borlin Park with the Cadman Site with a riverfront trail we could consider giving the trail a name like “River Greenway” or “Monroe River Walk”
- Consider major Trail Head hubs for Al Borlin Park and Lewis Street Park where the Snoqualmie Valley Trail is planned to come in from the south across a new trestle over the river (the Lewis Street bridge)

Lewis Street Park

Trail System and Visual Enhancements

- Like the idea of enhancing viewpoints and providing interpretive information along the riverfront (as shown on the map)
- Emphasize the great attractions of this park, especially for people coming in off the river: kids play area, gazebos, BBQ
- The sides of restroom facilities could be used for murals/art/historical displays
- Consider branding this park as a “Trail Head” to the water trail or a “Gateway” to the Riverwalk using a visual cue like an archway over the stairway, etc.

Lewis Street Boat Launch

Parking Enhancements

- Land manager WDFW will take the design proposals for improvements to this site to the Access Program managers for potential funding through CAMP (capital asset management program)
- Would WDFW be interested in turning over ownership of this property to the city? Do they have a way of conveying the property to the city like DNR does with its state property?
- Also consider public-private partnerships like a food truck concessionaire or a boat rental outfit

Boat Racks

- The city of Snohomish was successful in getting a grant from Snohomish County for a kayak storage rack
- Could the water trail coalition or county provide a regional design standard for boat racks that each trail town could produce and install as needed?
- WDFW could explore permission to install a boat rack at WDFW access sites; letters of support from cities and county would be helpful
- Consider seeking funds from art programs—lots of attractive designs out there that use local artists, natural materials, etc.

Al Borlin Park

Retain Shoreline Ecology

- Nice to see ecology as a priority here

Additional Parking

- Not really additional parking, but enhancements to existing parking areas

Safety Call Box

- Move the call box out of Al Borlin and close to the boat launch so it can be used by people coming in off the river if they have an emergency on the water

Expanded Trail System

- Consider reaching out to Audubon see if they would like to lead birding walks
- What other groups might provide experiences on the trail system: ie, Historical Society, etc.

Trail Town as Info Hub Key Design Concepts

Interpretation/Hometown & Regional Stories

- Sort out which stories are told locally and which are regional; history and ecology are important themes!

Regional Trail Identity

- Regional universal standards are needed for water trail markers, signs and stories
- Consider asking Lions/Rotary/Civic Clubs to sponsor lending life jackets to people recreating on the river
- Many senior and youth organizations have buses for planned activities; consider reaching out to them to do programming for water safety; on-water experiences; stewardship activities like clean-ups; citizen science monitoring; and possible art installations

Monroe Meeting Participants

Jim Kamp, City Council; Mike Farrell, City of Monroe; Ben Swanson, City of Monroe; Joie Worthen, Downtown Monroe Association; Davi Martin, City of Gold Bar; Jamie Bails, Washington Department of Fish and Wildlife; Sue Abbott, National Park Service; Annique Bennett, James Yap, Trudy Soriano and Michael Hart, Snohomish County Parks, Recreation and Tourism

City of Sultan Workshop Review

Town to Trail Connections Key Design Concepts

Pedestrian Spines

- Nice idea; having a pedestrian route for crossing the river would add a lot of options for people resident and visitors. The pedestrian bridge in the east-west spine is slated for 2018 city budget; it will be a great community asset, connecting downtown with Sultan River Park and Sportsman's Park
- The north-south pedestrian bridge could be proposed as a priority for the Steelhead Park development and its trail system
- Development will need to be phased

Trail to Osprey Park (Susie's Trail)

- This trail is already under development
- The city hopes to engage Washington Trails Association volunteers in fall 2107 for trail work; a connecting section of trail and fencing is needed

Town as a Gateway

- The archway across the highway is a nice idea; must work with WSDOT for permission
- Having a welcome sign across the highway also allows for adding banners for community events; adding sponsorship logos to these banners can provide income to the city
- Key gateway locations are noted on the maps with purple asterisks; an important wayfinding location is at the intersection of both north-south and east-west spines, in the center of downtown

Sultan River Park Key Design Concepts

Green Street, Rain Garden & Interpretive Plan Garden

- Nice idea; Rain Garden and Plant Garden would be educational assets to a popular space already being used by the city; these installations could also improve the aesthetics of the storm drainage area
- Removing curbs may be considered to create barrier-free circulation between the adjacent park and event spaces
- The Green Street can become part of the event space when needed; it's easy to close it off, and the city is looking for a more permanent way to do this with bollard (or similar) installation

Trail to River/River Walk

- Like the idea of connecting a trail to the river to the pedestrian bridge crossing over to Sportsman's Park
- Brush clearing is needed, with continued maintenance
- This area floods, so trails should be dirt, or possibly elevated (like Snohomish's First Street?)

Equipment Facility

- Nice idea; the proposed boat house and storage facility on the map is currently in private ownership
- The city would like to encourage private business(es) to provide rental and storage facilities to people recreating on the river
- Structures in this area have been through many floods; more temporary or flexible structures could also be considered for a boat house

Event Space

- This is already a popular space for community events (like Shindig)
- Making this part of the city a Recreation Hub is a nice idea, combining the event space, skate park, proposed green street and gardens, and the boat storage rental/storage facility. It could serve as a major staging area for people getting on and off the river.
- Other amenities that might be considered are solar-powered benches (as in New York City) that are used for charging cell phones, providing weather updates, etc. Energy grants could be possible funding sources.
- An ongoing concern is how to maintain these improvements and prevent damage and disregard

Boat Racks

- Boat racks should be installed at all river access sites to make it easy for people using the river to lock their boats safely and walk to town for the day or an overnight stay.
- Having a standard design that is used throughout the water trail is encouraged for a uniform appearance and universal use along the trail that people floating the river come to expect when they want to get off the river in trail towns.

Sportsman's River Park Key Design Concepts

Park Enhancements/Improve Circulation and Access

- The city first needs to complete the pedestrian bridge across the Sultan River from Sultan River Park; they would then like to explore their options with Sportsman's Park.
- ADA improvements and an aesthetic face lift are good ideas for the existing gazebo
- Separating river access for motorized boaters and non-motorized watercraft is recommended

Park Enhancements/Improve Circulation and Access, Contd

- Creating a take-out site for whitewater boaters is a good idea, and the location shown on the drawing is a good place to do it
- Designating a swim beach is recommended; people are using the spot shown on the map already; it is a good place on the river for getting in and out\
- A new comprehensive site design for the circulation and parking is recommended, with designated areas for truck and trailer parking, loading zones for non-motorized boats and day-use parking for swimming, fishing, etc.

Trail Link to Senior Housing

- Linking to grocery stores and other services on the west side of town is a good idea
- Linking to the Senior Housing facility may be questionable, distance is a point of concern

Steelhead County Park Key Design Concepts

Trail Link to Senior Housing

- 30 spurs for RVs is not enough spaces; can the park accommodate more? How can camping uses be maximized while maintaining a high quality experience?
- This campground will be seasonally available
- Staying within the 60 foot-wide right-of-way of the existing road may be a priority for new development
- There needs to be an on-site presence at this park to meet management and maintenance needs
- Development of the park will include mitigation \$\$ for the former lots (8 acres = 1/10 of the property); perhaps this mitigation can be funneled into side channel restoration, removing knotweed, etc.

Boat Launch (at the end of proposed Campground Road)

- This is a swift part of the river; if a launch is considered here, recommend it be built for motorized boats

Side Channel Restoration

- Channel movement and flooding is a normal occurrence here
- Restoration efforts are encouraged; a larger channel could help improve fish spawning
- Getting rid of invasive plants is a high priority

Park Trails

- The more trails the better; don't let the side channel cut the park in half; provide bridges over it so people can walk between the campground and the river; bridges could be included in the mitigation arrangement

Day Use Parking

- The location on the map is a good one; parking on the park side of the road (not the WDFW side) is much safer; this is a good spot for non-motorized boaters to park their cars and walk back down to the hand-carried boat access site south of the bridge

Boat-in Camping

- This would be a unique feature to have in the Sultan area; it's a good place to stop on the river, and boaters could walk to town for services
- Locking boat racks are recommended here so people can walk into town knowing their boats are safe

Trail Town as Info Hub Key Design Concepts

Wayfinding Signs

- Having consistent signs up valley would be a good thing to have in this area; standardized design would tie the valley together and also help people orient to services and the water trail
- Snohomish County Regional Councils might be able to help with this kind of regional branding that each community can use for constructing signs as needed
- Recommend conversations with Gold Bar and Index, but the bigger idea would be to have consistent signs from Everett to Skykomish; both Snohomish and King Counties need to be involved
- Skykomish is already in planning phase for producing community wayfinding signs; they hope to be able to integrate with regional signing

Interpretation & Education/Hometown Stories

- The river changes drastically every year; consider moveable and removable signs
- Teach people "how to read" the river
- Tell local stories, like about the kids who used to use the old footbridge...

Mile Markers

- We need these for safety reasons so people know where they are on the river; everything looks different when you are on the water looking back at the land
- It's important to mark river access sites and know their mileage numbers
- We need to work with the PUD to know when releases are planned so we can better inform people on the river

Sultan Meeting Participants

Mayor Eslick, City of Sultan; Debbie Copple, Sky Valley Chamber; Nate Morgan, City of Sultan; Christina Silverwright, Citizen; Bill Pichon, Sky Valley Home Maintenance; Jackie Personeus, Sultan Library; JoAnn Menard, Skykomish; Sue Abbott, National Park Service; Annique Bennet, Kevin Teague, Trudy Soriano and Michael Hart, Snohomish County Parks, Recreation and Tourism