



# Skykomish-Snohomish Rivers

## Recreation Concept Plan

Draft as of August 28, 2018



## About this Document

Since 2015 a broad coalition, led by Snohomish County, with planning assistance from the U.S. National Park Service Rivers, Trails, and Conservation Assistance Program, has dedicated innumerable hours developing a Rivers Recreation Concept Plan, including the development of a vision, mission, and goals; infrastructure and asset mapping; landowner agency surveys; and community engagement for infrastructure planning. With this foundational work largely in place, the next, necessary phase toward achieving the vision was the authoring of a comprehensive Rivers Recreation Concept Plan.

In 2017 Snohomish County retained Forterra, a regional sustainability nonprofit and member of the coalition, to support the drafting of a Concept Plan proposal.

The following document represents Forterra's third draft, representing the fulfillment of its contract, which captures:

- Coalition discussion and decisions, sourced from regular meeting minutes
- Community feedback from outreach and events
- Access site inventory surveys
- Salmon recovery, economic development, and other related plans
- Recommended changes to the first draft of this document received electronically from coalition members between 11/27 and 12/15/17\*
- Recommended changes to the first draft of this document based on in-person coalition discussion 12/14/17
- Recommended changes to the second draft of this document received electronically from coalition members between 12/27/17 and 1/5/18\*\*

*This is a working document that represents a complete narrative for the Skykomish-Snohomish Rivers Recreation Concept Plan to date. This plan remains subject to the ongoing discussions with the Skykomish - Snohomish River Recreation Coalition and its many affiliates and partners who inform the content.*

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\* Forterra discussed first-draft feedback with all commenters, via phone, email, and/or in-person. A vast majority of recommended changes were incorporated; those not incorporated were discussed with or explained to commenters.

\*\* A vast majority of second-draft recommended changes were incorporated; those not incorporated have been identified and submitted to Snohomish County for its consideration in the final, published document.

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## Executive Summary

### Plan Scope and Purpose

The Skykomish River originates in the Cascade Mountains and flows along past a chain of rural communities before joining the Snoqualmie River near the City of Monroe, which together become the Snohomish River. The Snohomish River flows into the estuary and finally joins the Salish Sea near the City of Everett. The Skykomish-Snohomish Rivers system supports its communities, providing both drinking water and water for farmland irrigation, as well as a source of tourism and economic development. It provides critical habitat for native fish and wildlife, including endangered salmon species. It has sacred cultural connections with The Tulalip Tribes, and its management is directly connected to tribal treaty rights. It is also a regional outdoor recreation center, providing residents and visitors opportunities for fishing, swimming, floating, picnicking, geocaching, wildlife watching, and boating of all varieties, including motor boating, sea kayaking, canoeing, drifting, and whitewater rafting and kayaking.

In the face of identified needs for coordinated river recreation and the pressures from a growing population of recreationists, in 2015 a coalition formed to develop a shared vision and plan for coordinated, well-managed, sustainable recreation on the Skykomish and Snohomish Rivers. The coalition today is comprised of over 25 entities representing federal, tribal, state, and local governments and agencies; businesses; civic groups; nonprofit organizations; and residents.

This Rivers Recreation Concept Plan is the result of two years of coalition discussion, outreach, community events, and research. Its purpose is to introduce a framework for coordinating recreation management and to inform related activities on the Skykomish and Snohomish Rivers amongst governments, communities, businesses, and landowners. While itself not a formal management plan, it recognizes the important role that natural and cultural resources play in the recreation experience and the potential impacts that recreation can have on those resources. Recommendations are strictly voluntary and are not legally binding in any way to the land owners, managers, and recreationists; rather, they are meant to suggest how the rivers, adjacent communities, and public river access sites could be managed to meet recreational as well as other, interlinked goals.

The geographic scope of this Concept Plan includes three sections across 84 river miles of the Skykomish and Snohomish Rivers:

1. Upper Section: The North and South Forks of the Skykomish River to Big Eddy, near Gold Bar
2. Middle Section: The Skykomish River from Big Eddy to Monroe
3. Lower Section: The Snohomish River from Monroe to Everett's Jetty Island in the Salish Sea

Several key considerations must be addressed in order to meet the mission and goals of this Concept Plan, including:

- Tribal Treaty Rights
- Salmon Recovery
- Cultural Resources and Archaeological Sites
- Large Woody Debris

- ... Flood Management
- ... User-landowner Conflicts
- ... Safety and First Responders
- ... Agency Responsibilities
- ... Infrastructure Deficits

## **Recommendations**

Adopting coordinated river recreation management will be an adaptive process that evolves over time. Recommendations fall into several themes, including:

**Environmental Stewardship:** River recreation management should be consistent with protection and recovery of aquatic resources, and be supportive of habitat recovery consistent with the Snohomish River Basin Salmon Conservation Plan. Protecting and bolstering the very natural resources recreationists seek out to visit, explore, and experience ensures those resources and their services remain into the future.

**Infrastructure:** Adequate infrastructure to support existing and anticipated river users throughout the three river sections should be planned and provided.

**Education:** More readily available information would create greater awareness of the watershed and opportunities afforded by it. This could enrich the experiences of visitors and foster a sense of stewardship. Information and education should focus on the watershed, restoration needs, cultural references and traditional place names, recreational opportunities and uses, and recommend guidelines to reduce effects on natural and cultural resources. Needs for signage, wayfinding and interpretive information should be identified and met.

**Government Communication:** Coordinated rivers recreation of the nature envisioned in this Concept Plan will require clearly identified roles and responsibilities across governments and formal, consistent channels of communications.

**Rural Tourism and Economic Development:** The coalition should actively support strong, safe connections between communities, rivers, and recreational amenities to attract visitors and support businesses.

**Safety and First Responders:** In addition to expanded enforcement, better information is needed in addition to education to ensure resource protection and safe enjoyment by all recreationists. Detailed mapping with a consistent use of place names and river miles, and their use by all coordinating governments and private practitioners such as outfitters should be employed in the future.

**Management / Funding:** To meet the promise of a coordinated approach to recreation planning and management, commitments must be made by both coalition members and the coalition facilitator. A funding plan is critical to meeting long-term objectives.

**Leave No Trace Ethic:** The coalition strongly supports adhering to the nationally recognized Leave No Trace principles for any actions resulting from this Concept Plan. These serve as a guide for enjoying our natural world in a sustainable way that limits human-created impacts.

## **Implementation**

The Concept Plan calls for two primary categories of near-term action:

### **1. Recreation Management Plan**

The proposed Skykomish-Snohomish Rivers Recreation Concept Plan outlines an ambitious desire to coordinate access, resource management, and public information & education across federal, state, and local jurisdictions to support environmentally sustainable recreation. Successful implementation requires careful planning by federal, tribal, state, and local governments to ensure recreation adheres to and supports existing regulations and statutes, including but not limited to the recovery of endangered species. A formal river recreation management plan is a necessary next step to assess potential impacts of rivers recreation and to develop appropriate intergovernmental management strategies for successful implementation.

### **2. Early Actions**

In tandem with a formal river recreation management plan, the coalition should pursue activities that improve river resources and the existing recreation experience. These include, but are not limited to:

- ... Continued, active dialogue and coordination amongst coalition members, notably land managing agencies;
- ... Education and wayfinding signage, especially those aimed at improving safety and to limit user/landowner conflicts, especially at critical access points such as Big Eddy;
- ... Maps of public access points with safety, reach character, and visitor information;
- ... Access point improvements that lessen impacts, including added sanitation facilities;
- ... Needed river access points, noting that any new access points would have to undergo all required permitting and siting requirements and ideally will adhere to low impact design principles that support salmon recovery;
- ... Continued government/agency community connections to foster community engagement, education, and stewardship;
- ... Expanded riparian restoration between Snohomish and King Counties, state parks, cities, and nonprofit organizations;
- ... Expanded litter and graffiti removal efforts, as well as coordinated maintenance efforts;
- ... Collection and analysis river recreation / user data;
- ... Formation of working groups to address early action items; and,
- ... Engagement with the Snoqualmie River coalition to share information and explore opportunities for coordination.

## Introduction

### Plan Scope and Purpose

The Skykomish-Snohomish Rivers Recreation Concept Plan proposal synthesizes two years of engagement with tribal government, community members, local governments, and agency partners to provide an overview of current recreation opportunities on the Skykomish and Snohomish Rivers, identify issue areas, and provide recommendations for future management.

Its purpose is to propose a plan for coordinating recreation and related activities on the Skykomish and Snohomish Rivers. While not a formal management plan, the proposed Concept Plan recognizes the important role that natural and cultural resources play in the recreation experience and the potential impacts that recreation can have on those resources. Recommendations herein are strictly voluntary and are not legally binding in any way to the land owners, managers, and recreationists; rather, they are meant to provide informed input as to how the rivers, connected communities and adjacent public access sites could be managed to meet recreational as well as other, interlinked goals.

The Concept Plan proposal will inform subsequent, formal recreation management planning by articulating a shared coalition vision and recommended actions for coordinated recreation planning and related activities along the Skykomish and Snohomish Rivers. It further identifies near-term actions for land management agencies and local governments to address river-user and landowner issues while improving the recreation experience.

### Skykomish-Snohomish Rivers Recreation Coalition

With the support of numerous jurisdictions and organizations, Snohomish County applied for planning assistance from the National Park Service Rivers, Trails and Conservation Assistance Program (RTCA) in 2015 to explore the creation of water trail crossing 11 jurisdictions. A water trail was proposed by local residents, river guides, recreation and conservation organizations, and first responders who have advocated for years for coordinated river recreation. A coalition formed to develop a shared vision for sustainable recreation on the Skykomish and Snohomish Rivers to address infrastructure deficits, confusion about public access, trespass and conflicts, and signage needs. The coalition today is comprised of over 25 entities representing federal, tribal, state, and local governments and agencies; businesses; civic groups; nonprofit organizations; and residents.

The coalition is facilitated by the Snohomish County Department of Parks Recreation and Tourism as a Sustainable Tourism initiative. The program adheres to environmental, economic, and socio-cultural aspects of tourism development to discover and establish balance between:

- Integrating the culture, homeland, heritage, and people of a place
- Providing unique experiences for river visitors
- Generating localized economic development benefits to rural economies

- Limiting impacts to the natural environment
- Investing revenue in conserving and enhancing the unique features of the community
- Providing educational experiences for visitors that leave them enriched and inspired to create positive change at home
- Encouraging diverse parties to work together to create new opportunities and to address common challenges

While voluntary and informal, the coalition has proven an active, valuable means for generating interagency and public-private dialogue. Moreover, planning and outreach efforts revealed that further planning is needed to inform coordinated river recreation activities, especially as related to salmon recovery efforts—a priority for the Skykomish-Snohomish Rivers.

The coalition was critical in the development of this Concept Plan proposal and is poised to support any resulting implementation actions.

## Basin Overview

Figure 1: Map of the Snohomish Watershed



Covering an area of approximately 1,856 square miles in both King and Snohomish counties, the Snohomish River Basin contains 2,718 miles in stream length, making it the second largest basin draining into Puget Sound. The Skykomish and Snoqualmie rivers originate in the Cascade Mountains and flow along chains of rural communities and state highways (2 and 203) to join near the City of Monroe where they become the Snohomish River. The Snohomish River flows into the estuary near the City of Snohomish and finally joins the Salish Sea between the urban centers of Everett and Marysville.<sup>1</sup> As a system these, rivers are wild, powerful, ever-changing, and greatly affect their surrounding floodplains.

Of the three main rivers in the watershed, the largest drainage area belongs to the Skykomish River, which drains 842 square miles of the watershed. Unlike the Snoqualmie or the Snohomish, most of the Skykomish River tributaries begin high in the Cascade Mountains as glacially fed streams. Sediment deposition dominates between Monroe and the confluence with the Snoqualmie River. This stretch of the Skykomish is considered to be unstable, as indicated by its frequent channel changes. The second largest river in the watershed, which drains the southern 694 square miles of the watershed, is the Snoqualmie River. The major tributaries and branches of the Snoqualmie River also begin high in the Cascade Mountains, but none of these streams are fed by glaciers. Finally, the Snohomish River drains 332 square miles of the last 21 miles of the lower watershed.<sup>2</sup>

The Snohomish watershed enjoys a temperate maritime climate where warm and dry summers are followed by wet and mild winters. Local temperature and precipitation levels vary dramatically throughout the watershed due to diverse topography and exposure to moist southern winds. For example, average annual precipitation is 35 to 50 inches near sea level in the city of Everett. In the Cascade Mountains however, the average precipitation ranges between 55 and 140 inches.<sup>3</sup>

The basin contains diverse aquatic resources. It is home to Endangered Species Act (ESA)-listed Chinook salmon, steelhead trout, and bull trout char populations as well as other fish and wildlife populations of local and regional significance. Among Puget Sound watersheds, it is the largest producer of coho salmon and the second largest producer of Chinook salmon.<sup>4</sup> When allowed to function naturally, riverine ecosystems are self-sustaining, and natural processes create and maintain high quality habitat for fish. Human activities—such as impervious surface installation, tree cover and large woody debris removal, traditional stormwater conveyance systems, bank hardening, floodplain disconnection, and water withdrawals—are contributing to altered watershed processes, degraded water quality, loss of wetlands and riparian forests, and degraded shoreline conditions, as well as reduced habitat for fish species.<sup>5</sup> This challenge is likely to grow moving forward.

The population of the central Puget Sound region has been steadily increasing since the 1960s. The region on whole is expected to continue to grow in the coming years, topping 4 million people by

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<sup>1</sup> <https://snohomishcountywa.gov/1127/Snohomish-Watershed-Salmon-Recovery-Plan>; The Salish Sea refers to the body of water consisting of the Puget Sound, the Strait of Juan de Fuca, and the Strait of Georgia.

<sup>2</sup> <http://openspacepugetsound.org/sites/default/files/Snohomish-WOSS.pdf>

<sup>3</sup> Ibid.

<sup>4</sup> <https://snohomishcountywa.gov/Archive/ViewFile/Item/4402>

<sup>5</sup> Ibid.

2020, and expanding to almost 5 million by 2040.<sup>6</sup> According to the Washington State Office of Financial Management, King and Snohomish counties are two of the three counties in Washington with the greatest growth (OFM 2015). Between 2010 and 2014, Snohomish County grew by more than 6.5% and King County grew by more than 7.7%. By 2035, Snohomish County is projected to grow to a population greater than 955,000 (an increase of approximately 15% from 2000) and by 2030 King County is projected to exceed 2.1 million (an increase of 18% from 2000).<sup>7</sup>

Basin rivers support the region's population. Farmers depend on water for irrigation in the summer. Communities require drinking water supplies: the City of Everett depends on the upper Sultan watershed forests to provide natural water purification for its Spada Lake water supply. Beyond its city limits, Everett's water system now provides clean, safe water to for more than 570,000 people and 80% of the businesses and residents of Snohomish County through a network of local water providers.<sup>8</sup>

The rivers also provide recreation in Snohomish County. Recreational river users depend on clean rivers for swimming and fishing, and flow levels to support boating.

It is notable, however, that hydrology in the Snohomish, Snoqualmie, and Skykomish rivers and associated tributaries is changing. Historical flow patterns and volumes are shifting as a result of changing land uses and climate change.<sup>9</sup> While impacts are uncertain, average temperatures have already risen by approximately 1.8° F per decade. This has also been coupled with mountain snow packs melting earlier and extreme weather events occurring with far greater frequency and severity than historically expected. These changes have negative impacts, such as inundation of low-lying coastal areas, erosion, habitat loss, infrastructure damage, and stress on water supplies and quality across the watershed.<sup>10</sup> It is a reminder of a dynamic system whose future may not closely reflect its past.

## **Cultural and Historical Connections**

Since time immemorial the ancestors of The Tulalip Tribes hunted, gathered, and fished along the coast and upland areas from the Canadian border to the environs of Seattle. Upon signing the 1855 Treaty of Point Elliott, the ancestors of The Tulalip Tribes ceded millions of acres of land to the Federal government in return for retaining their inherent rights of self-governance and self-determination as well as the reserving their rights to hunt, fish, and gather on “open and unclaimed lands” and procure fish and shellfish in their usual and accustomed grounds. The Snohomish and Skykomish river basins account for a major part of the ancestral homeland of The Tulalip Tribes. They made their homes along the river corridors and the shorelines of nearly every bay, inlet,

<sup>6</sup> <http://www.psrc.org/data/forecasts>

<sup>7</sup> <https://snohomishcountywa.gov/Archive/ViewFile/Item/4402>

<sup>8</sup> <https://everettwa.gov/444/Water-System>

<sup>9</sup> Ibid.

<sup>10</sup> <http://openspacepugetsound.org/sites/default/files/Snohomish-WOSS.pdf>

tributary and main channel of river. They built longhouses using cedar logs and planks which often reached over 100 feet in length and were home to extended families exceeding 100 individuals.

In more recent history, the land uses in the Snohomish River basin have been mainly agriculture and forest related. Early European settlers took advantage of this potential, and by 1853 the first sawmill under the Tulalip Mill Company began operating in the north shore of Tulalip Bay. Settlers continued arriving to the area and by 1860 Emory C. Ferguson, after scouting opportunities along the Snohomish River, settled in what would become the City of Snohomish. As the population grew, settlers petitioned for the creation of a new county, and on January 14, 1861, Snohomish County was created. Rich farmland and abundant forestland led to the creation of new settlements, including around Monroe and Edmonds. As talk of statehood neared, Snohomish County continued to grow, with Snohomish City rapidly becoming the county's cultural, financial, and political center, and logging companies and mills opening around the Everett area.

Over the ensuing century, diking and other engineering activities in the lower part of the basin greatly changed how water is stored and managed in floodplain areas. More recently, cities and suburban areas have grown rapidly, creating more changes to the natural water cycle. The legacy of human alternations to the watershed is germane to many of the key issues identified in this plan.

The Washington State legislature designated the Skykomish the first river in Washington's State Scenic Rivers System (RCW 79.72). This recognition protects and preserves rivers possessing outstanding natural, scenic, historic, ecological, and recreational values.

## **River Recreation**

Recreational opportunities on the Skykomish and Snohomish Rivers are well loved by both local community members and visitors alike for swimming, floating, picnicking, geocaching, wildlife watching, and boating of all varieties, including motor boating, sea kayaking, canoeing, drifting, and whitewater rafting and kayaking. The nonprofit organization American Whitewater describes the Skykomish River as "one of the nation's spectacular whitewater resources emerging from the high country of the North Cascades," and notes that "The river and its tributaries are a popular destination for paddlers from across the country."<sup>11</sup>

Likewise, the Skykomish-Snohomish Rivers are a popular destination for fishers of all varieties—notably for those pursuing salmon and steelhead. By way of example, odd-year runs of pink salmon have averaged more than 1 million returning adults in recent years, attracting thousands of anglers.<sup>12</sup>

In addition to providing critical public access to these wild and important rivers, recreation provides important contributions to the rural economies of the Skykomish and Snohomish River Valleys. Each community plays a valuable role in stewardship and has the unique opportunity to educate the public about how to recreate responsibly on Skykomish-Snohomish Rivers.

<sup>11</sup> <https://www.americanwhitewater.org/content/Project/view/id/skykomish/>

<sup>12</sup> <http://wdfw.wa.gov/fishing/salmon/pink/snohomish.html>

## A Vision for Recreation on the Skykomish-Snohomish Rivers

*Please note that this is a working draft document with sections to be revised and/or edited by members of the Coalition. It is yet to be finalized by the Skykomish-Snohomish Rivers Recreation Coalition.*

### Working Vision

Safe and sustainable river recreation in the wild river corridor of the Skykomish and Snohomish Rivers that supports environmental stewardship efforts.

### Working Goals

- ... Create and implement a river recreation concept plan to secure funding to improve river access facilities, safety, education, conservation, restoration and emergency response
- ... Provide a recreation experience within the capacity of the river that is socially and ecologically sustainable.
- ... Promote the economic benefits of a healthy river that connects communities and businesses.
- ... Advocate for water safety education by identifying river conditions and access sites, experience levels, and types of water craft suitable for each section of the river.
- ... Foster awareness and respect for public and private property as well as historic and cultural sites that are of importance to federally recognized tribes.
- ... Use education to create interest and enhance programs, skills and safety as well as cultural uses of the river such as fishing and hunting.
- ... Promote a community ethic toward conservation and stewardship of the river.
- ... Highlight the cultural heritage and natural resources along the river to engage visitors and families in river appreciation.
- ... Encourage healthy lifestyles through local programs and activities.

## Planning Process Overview

### Coalition Actions

The Skykomish-Snohomish Rivers Coalition has met on a monthly basis since November 2015. To promote familiarity with different reaches of the river, explore access sites, and share opportunities

to host, the three-hour monthly meetings were held in communities throughout the river corridor, from Index and Skykomish to Everett and Marysville. The meetings incorporated welcome messages from host organizations, as well as tours of resources and facilities. Over the past two years the coalition formulated a vision and goals, conducted inventory and mapping, identified key considerations and opportunities, and conducted a significant amount of community outreach. The results of these efforts form the basis for this Concept Plan proposal.

## **Public Engagement**

Engaging the public throughout the planning process helped identify issues and develop recommendations that are meaningful, useful, and likely to have a greater chance of success. Public involvement in the decision-making process encourages the public to contribute ideas and ensure that recommendations will effectively help protect and restore riverine habitat while delivering community-oriented recreation opportunities.

Community outreach for this effort included Snohomish County-led forums in 2016 and 2017 allowing for property owners to engage law enforcement officials about river-related issues. Public access and safety issues were identified and incorporated into the “Issues” section of this plan. Agency roles and existing laws were clarified and opportunities to build partnerships between private property owners, organized user groups, local communities and law enforcement agencies were identified.

Snohomish County also partnered with Forterra to facilitate a series of two community open houses on August 8 and 9, 2016. The first open house was held at Sultan High School and included 37 attendees, the second was held at Snohomish County’s Robert J. Drewel building in Everett and included nine attendees.

The objectives of the open houses included:

- Learning about water trails and the opportunity for the Skykomish and Snohomish Rivers;
- Discussing needs, challenges, and opportunities for fishers, boaters and other waterway users;
- Identifying infrastructure needs and opportunities; and,
- Shaping the development of the Rivers Recreation Concept Plan.

The open house format included several activities to collect feedback from participants. This included a mapping component to identify infrastructure needs and opportunities. Feedback from the mapping activity was invaluable in shaping the recommendations for signage and infrastructure in the recommendations section below.<sup>13</sup>

The National Park Service assistance staff produced the coalition’s initial presentation materials used at the Washington Water Trails Association annual meeting, the Washington State Trails Coalition and other community venues throughout Snohomish County. The National Park Service staff

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<sup>13</sup> See Appendix 3 for detailed community event mapping exercise results

presented the Small Town Experiences and Cultural Tourism Session at the county 2016 Skykomish-Snohomish Rural Tourism Workshop Series, inspiring Valley attendees to organize their communities around the rivers.

In June 2017, the National Park Service and the Washington Chapter of ASLA co-sponsored a community design workshop focused on enhancing community/river connections in Sultan and Monroe. Community members teamed with design professionals, elected officials, government and tribal representatives, local outfitters, and regional experts to explore opportunities for river access improvements, habitat restoration, and wayfinding, to position their river towns as information and river education hubs. The ideas and design concepts generated by the 35 participants were presented at a community open house at the end of the two-day workshop and at follow-up town leadership meetings in Sultan and Monroe. Results were documented in a workshop report.<sup>14</sup>

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<sup>14</sup> See Appendix 4 for a design workshop summary

## Inventories and Mapping

### River Character

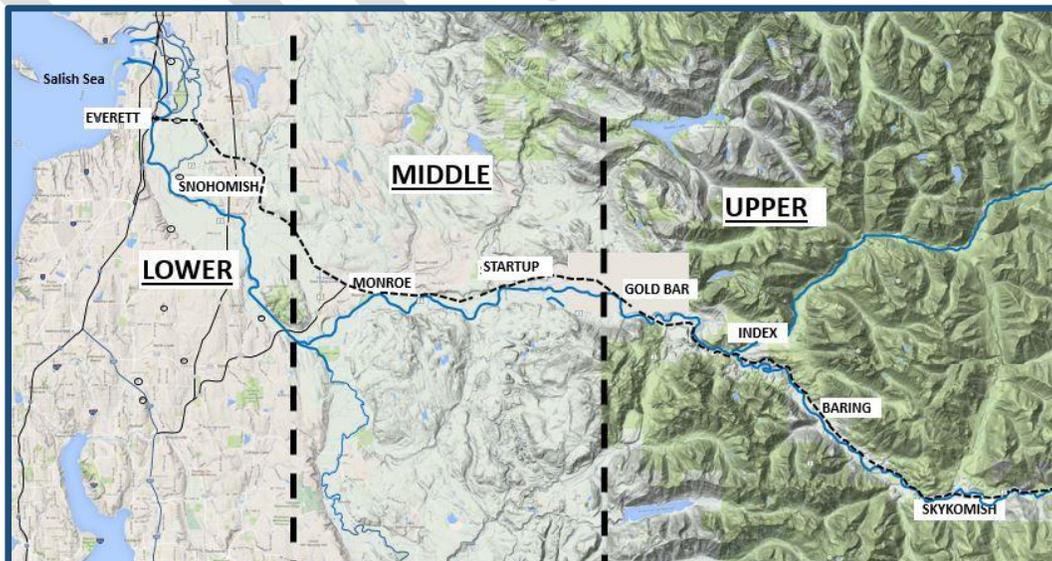
The Skykomish River flows through diverse landscapes, from high-elevation environments at the headwaters of its North and South Forks to first, second, and third growth forests dominated by conifer species. Ownership here is dominated by National Forest and State Park lands and small towns, with scattered private property. Further downstream, the lower Skykomish mainstem and Snohomish River flow through low-elevation floodplain areas, home to farms and small cities, giving way to increasingly larger cities near the estuary and entrance to the Salish Sea.

For discussion and planning purposes, the Skykomish-Snohomish river system has been subdivided into sections based on river stretches with similar characteristics. These sections are separated by distinct natural features, topography, and geomorphology. Dividing the river into sections allows us to describe the different environmental considerations, recreational opportunities and experiences offered in the different areas. This, in turn, can help land and resource managers make informed decisions regarding the most appropriate places for specific recreation activities to occur.

Three sections across 84 river miles were identified for the Skykomish and Snohomish Rivers:

1. Upper Section: The North and South Forks of the Skykomish River to Big Eddy, near Gold Bar
2. Middle Section: Big Eddy to Monroe
3. Lower Section: Monroe to Everett's Jetty Island in the Salish Sea

*Figure 2 Map of Skykomish and Snohomish River Sections*



## Upper Section

The upper section of the Skykomish basin contains the headwaters of the river system, with relatively steep and confined channels that meander between steep mountainsides. Channel configuration and preferential flow paths change annually with flood events and inputs of large woody debris and sediments. The upper South Fork Skykomish is highly utilized by Chinook salmon, while the North Fork is more heavily utilized by Coho salmon. Both forks of the river are vital steelhead and bull trout habitat.

As relates to the proposed Rivers Recreation Concept Plan, this upper reach is largely characterized by whitewater rapids. The Skykomish River provides recreational opportunities for several thousand users year-round from across the country and around the world. A 1990 study by Washington State Parks, estimated 10-15,000 users per year. The reach of river from Sunset Falls to Railroad Bridge, or on to Big Eddy, serves thousands of paddlers who have easy access from the major metropolitan area of Seattle-Everett, Washington. It is an internationally known classic whitewater run, featured in the books *World Whitewater* and *Whitewater Classics: Fifty North American Rivers Picked by the Continent's Leading Paddlers*.<sup>15</sup> The peak paddling season on the Skykomish begins with fall rains (late October) and continues through spring snowmelt (early July) although year-round boating is often possible. It is one of only a handful of rivers in Western Washington that supports commercial rafting during the summer.<sup>16</sup>

## Middle Section

The middle section, from Big Eddy to Monroe, is the mainstem Skykomish River where the swift headwaters transition into a broad and dynamic floodplain. Historically, this section of the river was characterized by diverse braided channels threading through the wide valley bottom that change radically on an annual basis. Much of this channel movement vital to natural riverine processes and fish production has ceased due to bank armoring that disconnects side channels and locks the river in place. However, the middle section of the river remains a wild landscape with dynamic processes that are vital to salmon conservation. This section of the river is highly utilized for chinook spawning and is very sensitive to potential impacts from recreation.

Whitewater-based recreation gives way to less technical floating in craft ranging from rafts and boats to inner tubes and other inflatable toys—noting the latter are commonly connected with unsafe practices. Craft-based and shore fishing are increasingly prevalent in this section.

## Lower Section

The lower section is composed of the mainstem Snohomish River and the expansive Snohomish Estuary. This is the transition zone between the riverine and estuarine landscape, characterized by voluminous flatwater that changes with flow coming down the river and diurnal tidal fluctuations.

<sup>15</sup> <http://www.wwta.org/home/resources/faq/>

<sup>16</sup> <https://www.americanwhitewater.org/content/Project/view/id/skykomish/>

This is the primary nursery for juvenile chinook and other salmon where they rear prior to venturing out into the Salish Sea and beyond.

Fishing is also prevalent in this section, as are other activities typically associated with flatwater, including motorized boats and human-powered activities such as sea kayaking, canoeing, and paddleboarding.

DRAFT

# Public Access Inventories

To better understand the state of recreation access and management on the Skykomish and Snohomish Rivers, Snohomish County Parks and Recreation Department facilitated an access point mapping and inventory exercise, collaborating with coalition land management agencies and other stakeholders.<sup>1</sup>

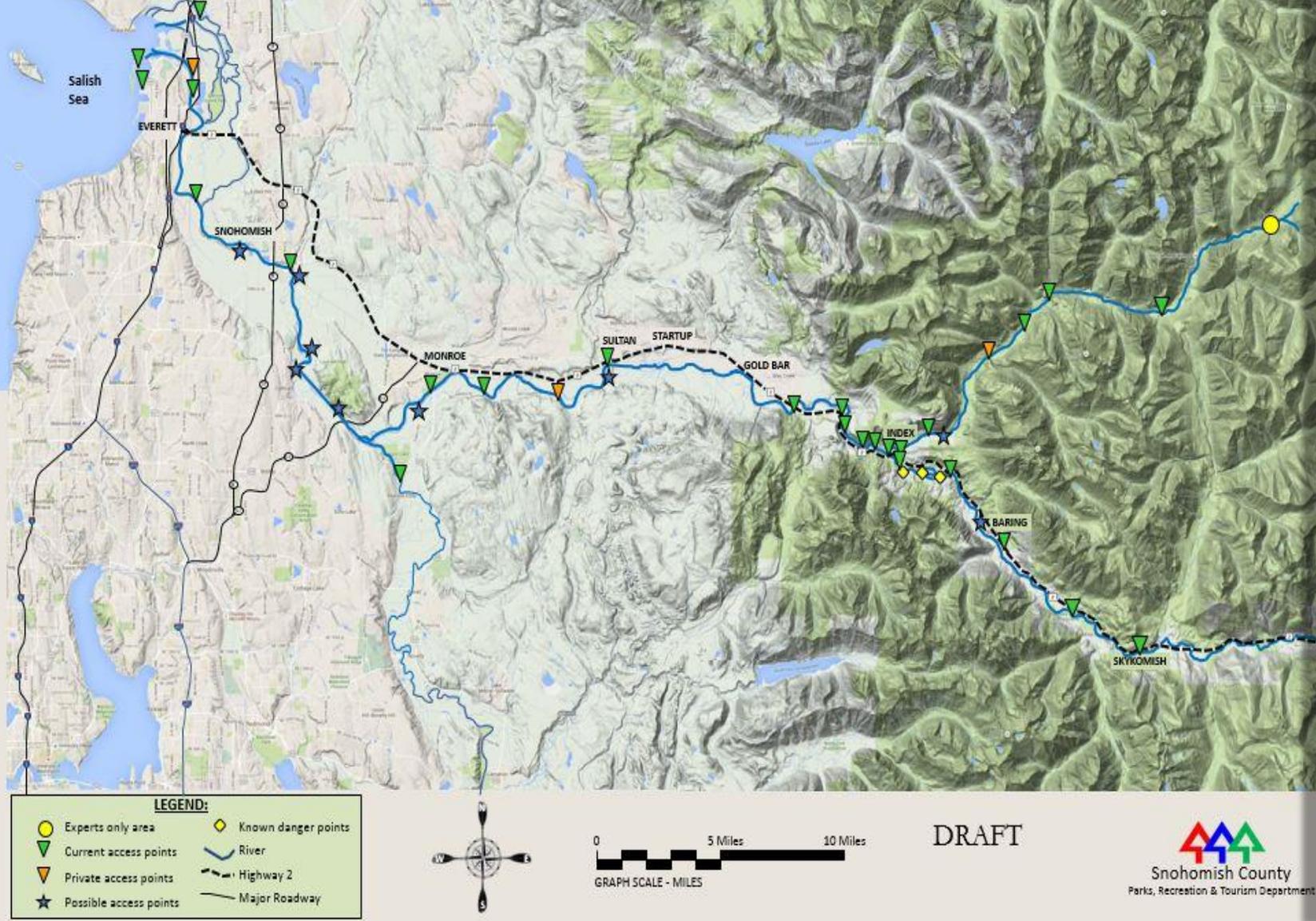


Figure 3: Above: Map of Current Access Points



Figure 4: Cable Drop. Photo: Andy Bryden/USFS



Figure 5: Lewis Street Boat Launch. Photo: Jamie Bails/WDFW

Summaries of the inventories and site plans are provided below by river reach.

**I. Upper Section – North Fork:** This section of the river (from Drumbeater to the South Fork Confluence) is 12.5 miles long and has seven access points: Drumbeater, Old Galena Bridge, Top of Washout, Trout Creek Access, Index Bridge, and Llama Ledges.

- ... **River Description:** This section of the river is characterized by an initial, short technical canyon and a final, broader section. Rapids go up to Class IV+ (for normal flows) and the typical put-in is at the pool below Drumbeater (do not make the mistake of putting-in above Drumbeater, which has a dangerous terminal hydraulic near the middle of the rapid).
- ... **Land ownership:** Four out of the seven access sites in the North Fork of the Upper Skykomish River are under the jurisdiction of the United States Forest Service (USFS) and two are on private land owned by the Index-based Outdoor Adventure Center. One site, McDonald Mitigation, is owned by Snohomish County Surface Water Management and is a proposed access site.
- ... **Communities:** This section runs past the Town of Index.
- ... **Environmental Considerations:** This wild headwater river is a priority for protection of wild Coho, steelhead and bull trout populations. Dynamic natural riverine/floodplain processes must be maintained by preserving mature riparian vegetation and in-channel large woody debris, and the prevention of any bank armoring. Floodplain areas should be protected from infrastructure and development.
- ... **Amenities:** Free gravel parking is available on most sites, and seasonal restrooms (Sani Can) are available at the Llama Ledges dispersed recreation site. For sites located on USFS land, dispersed camping is available. Boat launch sites are undeveloped and are only suited for hand-carry launches.
- ... **Access:** Access to launch sites include steep trails to reach the river bank. Old Galena Bridge access point has mining claims on both private and the USFS land. If the claimant undertook exploration, this could become a potential source of conflict. For launch sites owned by Outdoor Adventure Center, access is available for those who sign a liability waiver.
- ... **Hazards:** Many of the USFS access sites are used as campsites, especially the Llama Ledges access point, which is used by Index climbers and can be overcrowded during climbing season (summer months). Many social trails to access sites are also steep. Large woody debris jams are common, ever-changing, and necessary for salmon habitat. River location and characteristics are also highly variable as it shifts following annual flood events.
- ... **Recreational activities:** Kayaking, rafting, fishing, and picnicking.

**II. Upper Section – South Fork:** This section of the river is 15 miles in length and is divided in two main areas: Confluence of Tye and Beckler Rivers to Baring and Baring to the confluence with the North Fork. Access sites include: Skykomish Bridge; Money Creek; Baring Bridge; Eagle Falls Takeout; and Cable Drop.

- ... **River Description:** The upper section of the South Fork of the Skykomish River (Skykomish Bridge – Baring) is an easy float trip (Class II in normal flows) that is very suitable for beginners (with support from experienced paddlers). The lower section (Baring – Cable Drop) is a popular recreation site for locals (swimming and tubing) and is not a typical whitewater run, even though sections have been attempted. This section is primarily flatwater (Class II), with the exception of Eagle Falls (Class V), Canyon Falls (not runnable), and Sunset Falls (Class

V+). Fatalities are not uncommon due to swimmers and tubers underestimating the dangers of the falls. This section of the river finalizes with the Cable Drop Rapid (Category III+) before the river joins with the North Fork of the Skykomish. One site, Scott Mitigation, is owned by Snohomish County Surface Water Management and is a proposed access site. Sunset Falls, owned and managed by Washington Department of Fish and Wildlife, is currently closed to public access but historically provided informal access that was popular for boaters. Snohomish Public Utility District has proposed a hydropower project at the site, that if constructed would likely require provisions for river access.

- ... **Land ownership:** Access points in these sections are owned by USFS, City of Skykomish, and The Bonneville Power Administration.
- ... **Communities:** This section runs past the Town of Skykomish and the unincorporated communities of Grotto and Baring.
- ... **Environmental Considerations:** The South Forth Skykomish River must also be protected for important chinook, steelhead and bull trout habitat. The upper river has a relatively intact floodplain, and natural riverine processes are vital to these species which are all listed under the Endangered Species Act. Floodplain areas should be protected from infrastructure and development.
- ... **Amenities:** Restrooms and campsites are not available at any sites aside from Money Creek Campground, which has vault toilets and an \$18-\$25/day camping fee. Parking is available in all sites and boat launch is available for hand-carry boats only.
- ... **Access:** Access at Sunset Falls is currently closed to the public. Money Creek has access issues due to the fact that the site is managed for overnight use and has no parking or designated access to the river for day use. There are currently no additional access issues at any of the sites, even though paddlers putting-in at Eagle Falls Takeout must cross through private land.
- ... **Hazards:** Access into some sites is dangerous due to limited sight distance of traffic. Large woody debris jams are common, ever-changing, and necessary for salmon habitat. River location and characteristics are also highly variable as it shifts following annual flood events.
- ... **Recreational activities:** Kayaking, rafting, fishing, tubing, swimming, and picnicking.

**III. Upper Section – Main:** The Main Section is 5.3 miles long as is divided into two main sections: Confluence to Split Rock and Split Rock to Big Eddy. Access sites include: Confluence; Raptor Point; (Forks of the Sky); Boulder Drop; Split Rock; Railroad Bridge; Reiter Ponds (Hatchery); and Big Eddy (High Bridge).

- ... **River Description:** Most paddlers begin their trip on this segment on either the North Fork (from Index) or the South Fork (from Cable Drop). From Confluence to Split Rock the river is 2.8 miles long and has Class III+/IV rapids (in normal flows). The main rapid is Boulder Drop (Class IV), which can also be portaged on the left (hike up to the road and walk along the shoulder). From Split Rock to Big Eddy, the river is popular with locals and a great section for beginner kayakers or for those who want a mellow float-down with a few nice rapids. This section is 2.5 miles and has rapids up to Class II.
- ... **Land ownership:** Three out of the seven access sites are owned by Washington State Parks (WSP), one by Washington Department of Fish and Wildlife (managed by State Parks, one

by USFS, and one privately owned, operated, and administered by Outdoor Adventure Center.

- ... **Communities:** This section runs past the unincorporated community of Reiter.
- ... **Environmental Considerations:** This section of the river is relatively confined, though water quality and natural riverine processes remain important. Riparian vegetation and lack of bank armoring should be maintained. Floodplain areas should be protected from infrastructure and development.
- ... **Amenities:** Most of the access sites, especially on the lower section (Railroad Bridge to Big Eddy) are undeveloped, with informal parking near Split Rock and Railroad Bridge and formal parking at Big Eddy and Reiter Ponds. From the Confluence to Boulder Drop, all sites have parking, but there are no toilet facilities nor access to camping. Boat launching is available at most sites, although a signed waiver from Outdoor Adventure Center is needed to launch from Split Rock.
- ... **Access:** Some sites, such as Raptor Point and Boulder Drop, require users to walk along the highway shoulder. One site (Big Eddy) provides very good public access to the Skykomish River for rafts, kayaks, and general day-use.
- ... **Hazards:** Main hazards include erosion and steep trails; highway crossings; limited parking; and limited view of traffic when accessing sites. Raptor Point is also a popular rest site for highway drivers.
- ... **Recreational activities:** Kayaking, hiking, rafting, picnicking, and swimming.

**IV. Mid-Section:** The Mid-Section of the Skykomish River is one of the longest (over 16 miles) and one of the least developed. Access sites include: Sportsman's Park; Thunderbird; WDFW Ben Howard Boat Launch; Al Borlin Park; Lewis Street Boat Launch; and the Baehlor Site. Undeveloped access site: Steelhead County Park.

- ... **River Description:** This section of the river takes on the characteristics of a large floodplain river with forested islands, gravel bars, and a multitude of salmon spawning habitat. Although the usual rapid difficulty never surpasses a Category II, the current can be swift and some sections can have waves and eddies. Wood hazard are also present and can be an issue for less experienced paddlers.
- ... **Land ownership:** Three out of the six developed sites are owned by WDFW; one by the City of Monroe; and one by Thunderbird Campground, a private RV park operated by Thousand Trails. Two sites, Steelhead County Park and Hoefffer Mitigation, are owned by Snohomish County Parks and Snohomish County Surface Water Management, respectively, and are currently undeveloped, proposed access sites.
- ... **Communities:** This section runs past the Cities of Gold Bar, Sultan, and Monroe, as well as the unincorporated community of Startup.
- ... **Environmental considerations:** This stretch of the river has spawning and rearing habitat critical to chinook and other salmon. While portions of this reach have relatively intact river and floodplain habitats; floodplain disconnection (diking), artificial bank hardening and lack of in-channel large woody debris limits salmon production. Within this section of the river, natural riverine processes and floodplain connectivity must be enhanced to restore salmon populations. Required enhancements include planting of riparian vegetation, in-channel large

woody debris installation, and increased floodplain connectivity, while protecting existing functional habitats from infrastructure/development.

- ... **Amenities:** Most access points have developed boat launch sites, although Baehlor has a tricky launch site and Steelhead County Park is a currently undeveloped site. Half of the sites offer parking and toilets, although half the toilets available are seasonal Sani Cans. Thunderbird Campground currently is the only camping facility in this section.
- ... **Access:** There is a great distance between Sultan and Monroe along the Mid-section of the Skykomish River. Private property owners report that river floaters frequently underestimate the distance between take outs and end up exiting on their property. This results in casual and overt trespass and people coming to local residents in need of assistance. The privately-owned Thunderbird Campground allows boaters to launch or exit the river as needed, but access to this location is not well marked and it is also a difficult access point.
- ... **Hazards:** The seasonality of the river creates year-to-year flooding and shallow launch sites in late summer. Large woody debris jams are common, ever-changing, and necessary for salmon habitat. River location and characteristics are also highly variable as it shifts following annual flood events.
- ... **Recreational activities:** Bird and wildlife viewing, boating, fishing from boats and the bank, picnicking, swimming, kayaking, and river floating.

**V. Lower Section:** The Lower Section is the longest (20 miles) reach and covers the entirety of the Snohomish River, from the confluence of the Skykomish and Snoqualmie rivers near the City of Monroe to Port Gardner Bay in Everett. Access points include: High Bridge Boat Launch; 522 Bridge; Short School Road (Hoover); Stocker Property; Cady Park; Rotary Boat Launch; Ebey Island; Langus Park; Ebey Waterfront Park; Jetty Island; and Marin Park/10th St. There are additional undeveloped sites on the section.

- ... **River Description:** The Snohomish River, though technically defined as swiftwater is a mellow, cool and clear green river with slow currents and forested islands and beautiful beaches. The river runs through forested zones, agricultural lands and developed areas.
- ... **Land ownership:** On the upper Snohomish River most access sites are owned by the Washington Department of Transportation or Snohomish County, while in the mid and lower sections sites are owned by the City of Snohomish and Snohomish County, and the Port of Everett and City of Everett. Four sites are undeveloped and have been proposed as potential access points. These include 522 Bridge, Lord Hill Park, Thomas' Eddy, and Fields Riffle, and are owned by Washington Department of Transportation and Snohomish County.
- ... **Communities:** This section runs past the Cities of Monroe, Snohomish, Marysville, and Everett.
- ... **Environmental Considerations:**
- ... *Monroe to Snohomish:* Transitioning from the lower Skykomish to the mainstem Snohomish Rivers, this stretch continues to decrease in gradient and increase in water volume. All five salmon species, steelhead, and bull trout utilize this habitat, though much of the floodplain and side channels are disconnected from the river by existing levees. Restoration of natural riverine processes through floodplain connectivity is vital to restore salmon stocks in the Snohomish River. Floodplain areas should be protected from infrastructure and development.

- ... *Snohomish to Jetty Island:* Downstream from Snohomish, the river is largely influenced by tidal processes. This is the Snohomish River Estuary which was historically dominated by tidal wetlands that provide the primary rearing habitat for juvenile chinook and other salmon prior to exiting the Snohomish Basin to the Salish Sea. Estuary rearing habitat is thought to be the primary limiting factor for chinook recovery in the Snohomish. The majority of the Snohomish Estuary was diked and drained, disconnecting it from tidal inundation and fish use. Significant restoration of estuarine habitats through levee setbacks will be required for salmon recovery, and this area should be protected from development/infrastructure that is incongruous with restoration of tidal inundation.
- ... **Amenities:** There are currently five undeveloped sites without any amenities (Under 522 Bridge, Lord Hill Park, Thomas' Eddy, Stocker Property, and Fields Riffle). Parking is available at most sites (except Jetty and Ebey Islands) but camping is not allowed at any access point. Three out of seven developed sites have restrooms and four have seasonal Sani Cans. Boat launch facilities are available in most developed access points (except Jetty and Ebey Islands), and High Bridge Boat Launch has an 'old-style' boat launch.
- ... **Access:** Currently there are no access issues on any of the access points, although there are a number of undeveloped sites. It is worth noting one access point (High Bridge Boat Launch) is located on the Snoqualmie River, about a mile upstream from the confluence of the Skykomish and Snoqualmie Rivers.
- ... **Hazards:** Though flatwater, the estuary is by definition swiftwater and poses risks to users. Flooding, debris, swift currents and tides that can complicate access/launch. Boat congestion in many access points (such as in Marin Park) are also cause for concern.
- ... **Recreational activities:** boating, fishing, crabbing, bird and wildlife watching, hiking/walking, kayaking, canoeing, paddle boarding, kite boarding, swimming, geocaching and crew rowing.

## Key Considerations for Coordinated Recreation Management

### Tribal Treaty Rights

*Please note: this section is under review for edits by the Tulalip Treaty Rights Office.*

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For thousands of years, Coast Salish tribes have relied on the abundant marine, freshwater and upland resources to support the subsistence, spiritual, ceremonial, medicinal and economic needs that continue to constitute traditional lifeways. With great respect for and a deep connection to the natural world, they served as stewards of these lands and waters, ensuring the resources and places which they depended upon were available and sustained for nourishing future generations.

In 1855, representatives of the several tribes including Snohomish, Skykomish and Snoqualmie, and other signatory tribes and bands that are now known as the Tulalip Tribes were among the signers of the Treaty of Point Elliot made with the United States. As part of this treaty, Tribes ceded millions of acres of their land in exchange for money and permanent protection by the United States government. Importantly, the treaties specified that the tribes retained their fishing, hunting and gathering rights. By signing and ratifying this Treaty, the United States affirmed that the tribes had inherent sovereignty over the lands, waters, territories and resources they retained. Sovereign tribal rights that were not explicitly ceded in the Treaty were retained, not granted. These rights retained by treaty, constitute “reserved rights.” Treaties with the Tribes are defined by the United States Constitution as the “supreme law of the land.”

The Treaty of Point Elliott remains as relevant today as it was in 1855. In signing the Treaty, the intention of tribal ancestors was self-governance and maintaining ways of life and traditions that reached back into time immemorial. As a signatory, the Tulalip Tribes has a continuous interest in activities taking place both inside and outside of the reservation, particularly those that might affect the Tribes’ treaty-protected fishing, hunting and gathering rights as reserved in Article 5 of the Point Elliott treaty.<sup>17</sup> The federal court has interpreted the nature and extent of those retained rights and ruled that the tribes, along with the State of Washington, have co-management responsibility and authority over fish and wildlife resources. The meaning of co-management in this context does not mean that tribes are merely one stakeholder among many competing interest groups; rather, the tribes possess sovereign authority and significant management responsibilities over these treaty resources. Joint decision-making is based on equal standing and mutually agreed terms.

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<sup>17</sup> Treaty of Point Elliot (January 22, 1855), Article 5 states: “The right of taking fish at usual and accustomed grounds and stations is further secured to said Indians in common with all citizens of the Territory, and of erecting temporary houses for the purpose of curing, together with the privilege of hunting and gathering roots and berries on open and unclaimed lands. Provided, however, That [sic] they shall not take shell-fish from any beds staked or cultivated by citizens.”

## Salmon Recovery

Nine salmonid species use the fresh waters of the Snohomish River Basin for spawning and rearing (including Chinook, Coho, Chum, Pink, and Sockeye Salmon; Steelhead and Rainbow Trout; Cutthroat Trout; bull trout; mountain whitefish). There are two populations of threatened Chinook salmon: Skykomish and Snoqualmie—both are below 10% of their estimated historic population levels. The four listed bull trout populations – North Fork Skykomish, Troublesome Creek, Salmon Creek, and South Fork Skykomish – have populations estimated at less than 100. The basin produces between 25-50% of coho salmon in Puget Sound.<sup>18</sup>

Salmon recovery priorities are detailed in the *2005 Snohomish River Basin Salmon Conservation Plan* and related workplans.<sup>19</sup> The 2005 plan was written as a multi-species plan and identified actions to recover Chinook salmon, bull trout, and coho salmon as a proxy for all salmonids in the watershed. All actions related to habitat restoration and protection called for in the 2005 Plan are voluntary; however, jurisdictions provided letters of commitment to implement it. The plan's 10-year targets presented an ambitious number of capital project types and land-use-based protection strategies that could be implemented to reach scientifically sound habitat gain benchmarks. These actions were predicated on a policy of “net gain” in the hope the watershed partners in the Basin—those who had restoration capacity and land management authority—would adopt this approach. The majority of the 2005 Plan focused on the habitat restoration strategy. Juvenile rearing (not necessarily spawning) is identified as the primary bottleneck to recovery. The key assumption for habitat protection was net gain in tandem with restoration; any degradation was assumed to be mitigated or replaced with restoration above levels described by the quantitative benchmarks.<sup>20</sup>

A primary mechanism for salmon recovery is restoration of natural river processes to allow the river to create and maintain good habitat, notably for juvenile rearing. Mainstem rivers are identified as critical, with identified targets for restoring edge habitat (e.g. removing bank armoring), riparian conditions, off-channel habitat (e.g. removing levees); and installing wood jams. Since 2005, there have been many site-scale successes on restoration projects in the mainstems, as well as in estuaries and tributaries. Despite these successes, however, a majority of restoration goals remain unmet and consequently, according to local data and the 2009 and 2013 State of the Sound reports, many environmental indicators continue to decline.<sup>21</sup>

If left unmanaged, recreational activities have the potential to negatively impact aquatic and riparian habitat, as well as water quality and riparian vegetation.

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<sup>18</sup> <https://snohomishcountywa.gov/1127/Snohomish-Watershed-Salmon-Recovery-Plan>

<sup>19</sup> See <https://snohomishcountywa.gov/ArchiveCenter/ViewFile/Item/2153>; [www.psp.wa.gov/downloads/SALMON\\_RECOVERY/2012\\_updates/SnohomishBasin\\_2012\\_3YrWkPlan\\_FINAL.pdf](http://www.psp.wa.gov/downloads/SALMON_RECOVERY/2012_updates/SnohomishBasin_2012_3YrWkPlan_FINAL.pdf); <https://snohomishcountywa.gov/Archive/ViewFile/Item/4402>

<sup>20</sup> <https://snohomishcountywa.gov/Archive/ViewFile/Item/4402>

<sup>21</sup> Ibid.

## Cultural Uses and Archaeological Sites

Within proximity of the Skykomish and Snohomish Rivers there are many recorded sites of cultural and archaeological significance to the Tulalip Tribes and potentially other tribes in the region. Specific locations of sites are regarded as confidential. A number of recorded pre-contact sites exist higher up in the watershed. A greater number of sites are concentrated downstream from the confluence of the North Fork and South Fork, beginning approximately one-mile south of the confluence near Boulder Drop, with other concentrations in the Sultan area and Monroe area. Additional sites are found in the estuary. Due to the historic, traditional and cultural importance of these sites, the tribes should be consulted prior to implementation of any activities in this area that would create soil disturbance.

One protocol model for consultation regarding archaeological sites is regulated by Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. Section 470f, requires federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on those undertakings. The ACHP has issued the regulations implementing Section 106 (Section 106 regulations), 36 CFR Part 800, "Protection of Historic Properties." The NHPA requires that, in carrying out the requirements of Section 106, each federal agency must consult with any Indian tribe that attaches religious and cultural significance to historic properties that may be affected by the agency's undertakings.<sup>11</sup> Any implementation activities occurring on U.S. Forest Service properties is required to go through this process, and other state and local agencies can also look towards this consultation process as a model for coordinating activities while respecting tribal heritage.

It is essential that the area's natural and cultural resources are protected now and in the future.

## Large Woody Debris

Large Woody Debris (LWD) refers to fallen or placed trees, logs, branches, rootwads, and stumps along the edges of waterbodies that stabilize shorelines and provide in-stream habitat structure for salmon and other animals. While critical for natural ecological functioning and salmon recovery, LWD can pose a threat to infrastructure and a safety risk to recreationists in the flow of the river due to the potential for entrapment or impact. According to American Whitewater's paddling accident database<sup>11</sup> and associated reports, wood is among the leading factors contributing to paddling deaths.<sup>22</sup>

The *Snohomish River Basin Salmon Conservation Plan* calls for improving conditions that increase naturally recruited LWD in the watershed, as well as for retaining existing and placing new in-river LWD. Acknowledging the balance between salmon recovery needs and infrastructure needs, the Plan outlines specific management actions:<sup>23</sup>

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<sup>11</sup> Advisory Council on Historic Preservation. *Consultation with Indian Tribes in the Section 106 Review Process: A Handbook*. November, 2008.

<sup>22</sup> <http://www.americanwhitewater.org/content/Accident/view>

<sup>23</sup> Adapted from <https://snohomishcountywa.gov/1127/Snohomish-Watershed-Salmon-Recovery-Plan>

1. Do not remove, relocate, or modify large woody debris in aquatic habitats and adjacent banks except when posing an immediate threat to public safety or critical facilities.
2. Large woody debris complexes clearly posing a threat to infrastructure and critical facilities should be moved or removed.
3. Design large woody debris placement to ensure that it does not create new hazards to public infrastructure, critical facilities, and primary residences and businesses (including farms).

LWD management falls under the authority of the state and federal agencies and in many respects is beyond the scope of this Concept Plan. That said, there are at least two recreation management opportunities to limit the safety risks to river users. First, landowner agencies and jurisdictions can promote LWD awareness and safe practices for river users.

Second, to the extent placed LWD jams and other features are introduced, opportunity exists for their design to reduce features that drive objective hazard for river users while retaining their ecological benefits.<sup>24</sup> It is notable a Hydraulic Project Approval is required for placement, removal or reposition of any LWD.

### **Flood Management**

The US Federal Emergency Management Agency (FEMA) defines Floodplain Management as “The operation of a community program of preventative and corrective measures to reduce the risk of current and future flooding, resulting in a more resilient community.”<sup>25</sup> Washington State put floodplain management laws in place in 1935 in response to severe floods that occurred in 1933. This began with a program/ legislation to create “Flood Control Zones” which are special purpose districts that have authority to construct and maintain flood control structures and other infrastructure for the purpose of flood protection.<sup>26</sup>

Currently, there are seven active flood control districts on the Snohomish River. These include French Slough (Snohomish /Monroe), Marshland (South of Snohomish), Ebey Island (Diking District #1), Lake Stevens (Diking District # 2), Marysville (Diking District # 3), Sunnyside (Diking District #4), and Smith Island (Diking District # 5).<sup>27</sup>

In 1968 the US Congress established the National Flood Insurance Program (NFIP). In 1974 it passed the Flood Disaster Protection Act, which created a mandatory flood insurance requirement for those accepting federal assistance.<sup>28</sup> In the wake of this law, Snohomish County developed flood plain management programs to regulate land use—which have continued to evolve over time.

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<sup>24</sup> See American Whitewater, *Integrating Recreational Boating Considerations Into Stream Channel Modification & Design Projects*, <https://www.americanwhitewater.org/content/Document/fetch/documentid/1006/.raw>

<sup>25</sup> <https://www.fema.gov/national-flood-insurance-program/definitions>

<sup>26,26</sup> Floodplain Management in the State of Washington, a Status Report as of February 2004, WA Ecology Publication # 04-06-016

<sup>27</sup> Draft Skykomish River Floodplain Management Plan, August 1996

<sup>28</sup> Floodplain Management in the State of Washington, a Status Report as of February 2004, WA Ecology Publication # 04-06-016

Of relevance to this Concept Plan is the county's activity regarding FEMA Flood Hazard mitigation programs. In the late 1990's, Snohomish County accessed state and federal funding to purchase the first twenty parcels in the recreational "Sky view Tracts" plat south of Sultan, WA that had been experiencing repetitive flood damages. Over the years Snohomish County purchased 150-200 parcels to mitigate flooding, channel migration, and landslide hazards. During the last decade alone the county acquired an additional 80 lots in the Skyview tracts plat south of Sultan and an additional five parcels between Monroe and the Index/ Baring areas. Four additional lots are programed for acquisition over the 2018-2019 time frame.<sup>29</sup>

Flood management planning and investments have the opportunity to support secondary public goals for the Skykomish-Snohomish Rivers, including public access and restoration associated with salmon recovery.

### **User-landowner Conflicts**

The middle and lower sections of the Skykomish-Snohomish Rivers produce the greatest identified number of conflicts between river users and local property owners, corresponding to relatively more privately owned riverfront property. Many issues were identified during the 2016 and 2017 Snohomish County Property Owners Forum, as well as by individual landowners attending coalition meetings. A frequently identified issue is illegal trespass on private property between river access points. At times this is from a lack of education or preparedness. For example, property owners share anecdotal stories of river users knocking on their doors after dark to ask for help getting back to their vehicles, after miscalculating float times between access points.

Many property owners report this too often results in further conflict-generating activities such as defecating and urinating, inebriation, littering, graffiti, and other lewd conduct. Other situations yet involve landowners being forced to aid river users that are experiencing medical (e.g. hypothermic) or river safety emergencies (e.g. no personal floatation device). Additional issues are lack of river information signage, shooting, fireworks, homeless camps, and illegal gravel harvesting have also been identified.

Property owners' express frustration with slow response time from law enforcement when reporting these issues. Notably, such conflict is typically associated with members of the general public that have not been commercially outfitted.

### **Safety and First Responders**

There are many stories of river users underestimating the force of the Skykomish River, or being unaware of river hazards such as waterfalls, rapids, swift current, large woody debris and freezing water temperatures. Snohomish County Volunteer Search and Rescue (SCVSR) team consider the

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<sup>29</sup> According to David Wilson, Snohomish County Surface Water Management, a primary funding sources utilized for flood, channel migration, and landslide mitigation in the last twenty years is the FEMA Hazard Mitigation Grant Program. Other Federal programs utilized include Pre-Disaster Mitigation and Flood Mitigation Assistance, and U.S. Housing and Urban Development Community Development Block Grant Disaster Recovery Program. In some situations, local funding sources are accessed, including Surface Water fees, Real Estate Excise Taxes, Conservation Futures, and County Road funds.

entire system as ‘swiftwater’ defining it as anything over two feet deep, flowing at a minimum of 1.15 mph and occurring in a natural watercourse, flood control channel or flood related environment. The coalition invited the SCVSR, the US2 Highway Safety Coalition, area fire departments and other safety personnel for a panel discussion in 2016. A key suggestion was to use consistent place names and river miles and to encourage a standardization between agencies, outfitters and recreationists of this information.

The SCVSR performs many rescues on the Skykomish River; however, it identified at the 2017 property owners’ forum that it is “hard to reach people before the critical moment – for most people, things are going great and they feel safe until suddenly they aren’t.” SCVSR noted that many of the conventional rescues they perform are for trapped tubers; however, in the summer of 2017 there were five water fall rescues, which are normally rare. Several of these resulted in fatalities.

### **Agency Responsibilities**

Unlawful and unsafe behavior in the basin threatens the public’s ability to recreate in a safe and enjoyable manner. It can also adversely affect the condition of natural resources and recreational facilities. It is important to offer a recreational environment that is conducive to the safety and enjoyment of families and children, while at the same time protects terrestrial and aquatic resources and recreational facilities.

The series of land management agencies with jurisdiction along the Skykomish and Snohomish Rivers present challenges for monitoring and enforcement. Additionally, many of the agencies, including the United States Forest Service, WA Department of Natural Resources (WADNR), WA Department of Fish and Wildlife, and Snohomish County Sheriff Department report difficulties with enforcement due to a limited number of officers responsible for large geographies. For example, WADNR only has one officer for the entire region. The USFS has only been able to enforce federal codes on their lands, due to the lack of a deputized officer. State agencies are limited in resources for pressing charges for illicit behavior, particularly because many activities are legally identified as criminal, making them difficult to convict based on burden of proof.

There are currently no Washington Administrative Code statutes for civil infractions for behavior such as trespassing and shooting guns. Creating civil infractions for these behaviors would allow officers to issue tickets and fines for behavior, rather than having to pursue criminal charges.

### **Infrastructure Deficits**

Inventories and public input both identified a lack of infrastructure supporting river recreation throughout the Skykomish and Snohomish Rivers, notably restroom facilities and signage (including wayfinding, educational, and cultural).

While some stretches of the river have relatively frequent access points, others have long stretches between access sites. For example, during the summer the float between Big Eddy and its first legal takeout at the City of Sultan can take six hours or more. A similar condition exists between Sultan and Monroe.

Another issue is the amenities at many existing access points; numerous access points are underdeveloped or nonexistent, limiting the number of users that can access the river and generating negative environmental impacts. Based on the access point inventory, many informal access points could use improvement, including Drumbeater Falls, Old Galena Bridge, USFS site in Town of Index, Llama Ledges, Money Creek, Eagle Falls Takeout.<sup>30</sup>

Finally, a need exists for site acquisition or development in key areas. Notably, a site in the City of Gold Bar has the potential to address many user conflicts; however, the city lacks existing public access to the river and has limited options for acquisitions due to physical constraints. Beyond this, several sites are undeveloped, including Steelhead County Park, Lord Hill Park, Thomas' Eddy, Stocker Property, and Fields Riffle. Development requires significant funding.

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<sup>30</sup> See Appendix 7 for a full description of access points

## General Recommendations

### Environmental Stewardship<sup>31</sup>

It is important that recreational activities be conducted in a manner that is consistent with protection and recovery of aquatic resources, and be supportive of habitat recovery consistent with the *Snohomish River Basin Salmon Conservation Plan*. Managing river recreation to reduce conflicts between river users and salmon recovery is an achievable goal. Moreover, the restoration and conservation goals associated with salmon recovery—as well as with other open space protection priorities through the basin like farmland and forest conservation—are wholly in line with and support sustainable recreation. Protecting and bolstering the very natural resources recreationists seek out to visit, explore, and experience ensures those resources and their services remain into the future.

To achieve its stated objectives of land and habitat conservation and stewardship, a river recreation effort should support on-going and increased restoration work for salmon habitat and land management decisions that enable habitat processes to recover. This is vital to continued and increased recreational opportunities for anglers because population productivities and abundances adequate to support fisheries require harvestable surpluses. Likewise, continued and expanded opportunities for boaters in the long-term rely on an avoidance of harm to endangered species.

The coalition and its agency partners may also consider active management during critical times of the year at given access points. Identifying spawning grounds and educating and advising the public against visiting those sections at critical times would improve their health. While it would take considerable amounts of coordination between land management agencies, one recommendation to limit conflicts between salmon and river users is to close river access points during salmon spawning periods.

Educating users on responsible recreational use will reduce the need for enforcement, though strong enforcement of existing rules and regulations is also recommended. It is also important to continue to evaluate existing regulations and use-guidelines to insure that critical natural resources are adequately protected.

Recovery actions that address the underlying natural process problems rather than just the symptoms of habitat loss are most likely to be successful over the long term—including channel migration allowance and promoting floodplain connectivity.<sup>32</sup> Vegetation along the river is extremely important to aquatic and terrestrial species. In high-use areas, like popular trailheads and boat launches, riparian vegetation is often trampled or cut by recreation users. Riparian vegetation provides habitat for wildlife, helps stabilize stream banks and reduce erosion, provides instream wood which is critical to forming and maintaining productive salmon habitat, overhead cover for fish, and provides shade for fish. Loss of native vegetation can lead to soil erosion and compaction, sediment delivery,

<sup>31</sup> In part adapted from: <https://www.americanrivers.org/conservation-resource/upper-nooksack-river-recreation-plan/>

<sup>32</sup> <https://snohomishcountywa.gov/ArchiveCenter/ViewFile/Item/2153>

elevated water temperatures, reduced Large Woody Debris (LWD) recruitment potential, and the spread of noxious weeds including knotweed.

River access point improvements should be designed to maintain existing native vegetation to the extent possible, and the condition of native vegetation should be monitored and maintained with attention to the prevention and removal of noxious weeds. River access sites need to be selected carefully, and trails should be designed to mostly avoid the riparian corridor so that LWD recruitment potential is not reduced, and sensitive areas including wetlands are avoided. It is important to note that providing clearly marked sites for river access helps avoid dispersed use and a proliferation of user-created access points and associated impacts on riparian vegetation.

Except in situations where removal is required by authorities, existing instream wood should be left in place and not cut or removed by recreational users. Wood on river bars should not be collected, removed or burned.

Finally, the proposed Skykomish-Snohomish Rivers Recreation Concept Plan has the potential to be a tool for promoting restoration projects, such as the emerging system wide effort to remove Japanese knotweed, and informing public about the best ways to reduce impacts.

### Infrastructure / Signage

Adequate infrastructure to support existing and anticipated river users throughout the three envisioned reaches would improve the on-river experience both for users and the local community.

Infrastructure needs were identified through a series of Community Workshops in 2016, and through two Landowner Forums in 2016 and 2017, as well as Access Site Inventories provided by Snohomish County and various other local and State agencies. General, community-identified recommendations include: emergency address system (call boxes at designated mile markers), garbage cans, ADA-compliant facilities, and a mobile app or website for current river conditions and information. Additional infrastructure needs identified in all river sections include: public restrooms, camping facilities, parking, hand and motor-boat launch facilities, picnic areas, and hiking/access trails.<sup>33</sup>

Finally, a total of eight publically owned sites have been identified as potential access sites, though beyond a need for near-term access in Gold Bar there is no consensus around timing for these additional sites. Access can be provided in a number of ways; depending on the activity and need, it could include vehicle or walk-in access. In some cases, better management of existing sites is needed to help direct recreation use to appropriate sites. Designating appropriate access sites with defined parking, signage, and sanitation facilities can direct users to that site and help protect natural and cultural resources. Other sites can be maintained for emergency management.

As the rivers recreation proposal moves forward, the coalition and/or landowner agencies should identify critical needs for investment in infrastructure improvements and access sites, prioritizing those that address or resolve identified Key Considerations.<sup>34</sup> Notably, infrastructure should protect

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<sup>33</sup> See Appendix 6 for detailed recommendations by location

<sup>34</sup> See Appendix 6 for detailed recommendations by location

existing habitat, prevent bank armoring, retain flood storage, maintain floodplain connectivity, and support restoration needs, as well as protect treaty and cultural use.

Likewise, the coalition and partners should identify needs for information. To support this effort, Snohomish County Parks, Recreation, and Tourism is funding a mutually agreeable, inter-agency and multi-jurisdictional Signage, Wayfinding and Interpretive Assessment and Concept Design Plan for up to 12 public access sites on the Skykomish-Snohomish Rivers. Sites included in the project were reviewed and selected by the coalition with input from local communities, Tulalip Tribes and Snohomish County based on location, usage levels, safety and other established deficits / needs. The project includes certain signage components in surrounding communities to and from river access points. The coalition will advise and provide technical assistance to Tangram Design, LLC, the company hired for the project.

### Education<sup>35</sup>

More readily available information would create greater awareness of the watershed and opportunities afforded by it. This could enrich the experiences of visitors and foster a sense of stewardship. Information and education should focus on the watershed, restoration needs, cultural references and traditional place names, recreational opportunities and uses, and recommend guidelines to reduce effects on natural and cultural resources. It could also identify volunteer opportunities.

Recreation user education and stewardship ethics can reduce resource impacts. Implementing stewardship messages can help protect the natural environment. Visitor education programs recognize that most impacts are not from malevolent acts, but result from inattentiveness to the outcomes of one's actions or lack of knowledge of appropriate low-impact behaviors. User education and connection to a place can help change behaviors implementing the information ("I know") + connection ("I care") + ability ("I can make a difference") = action ("I will").

Interpretive and environmental education can be part of the solution for educating recreationists and the next generations of visitors to come. By way of example, recreationists should be educated about salmon habitat and their potential impacts to it. Education programs should elevate awareness about the presence of salmon and inform the public about the best ways to reduce impacts on them. Examples include providing information to avoid stirring up or silting in spawning areas and salmon redds through identification, careful travel, maintaining control of dogs, leaving woody material in the stream and gravel bars, not creating temporary dams to make pools to soak in, and avoiding trampling spawning beds when wading or fishing. Similar efforts could support cultural awareness, culturally significant and other historical sites, private property rights, etc.

Signage is a critical tool to educate as well as to inform. Increased signage along the rivers would benefit both users and the local community. In open house meetings with community members, groups provided feedback for signs relating to the following categories: wayfinding, informational, warning, and cultural & history.<sup>36</sup>

<sup>35</sup> In part adapted from: <https://www.americanrivers.org/conservation-resource/upper-nooksack-river-recreation-plan/>

<sup>36</sup> See Appendix 6 for detailed signage content and signage recommendations

Needed signage types include: Wayfinding, Informative, Public Access, Warning, and Cultural & History, and include signs such as Distance (to service, towns, and boat launches); Services (Gas, Food, Restaurants, and Emergency services); Informational (Pack-it-out, Hours after dark, and No parking); Culture & History (Birding and Historic sites) and Hazards (Salmon spawning and Private property).

Signage is needed in all sections of the river, with each section having different needs. While the North fork requires mainly Informative and Culture & History signs, the South fork, due to the dangers posed by Eagle, Canyon, and Sunset Falls, is especially in need of River Hazard signs. The Main Upper-section requires mostly Private Property signs, and the mid-section needs Warning (No trespassing) and River information signs. The Lower-section, which is the most developed of all sections, mainly requires tide/salt water warning and culture & history signage.<sup>37</sup>

If the Rivers Recreation Concept Plan moves forward, the coalition and/or landowner agencies should identify critical needs for signage investment and locations, prioritizing those that address or resolve identified Key Considerations.<sup>38</sup>

### **Government Communication**

The Skykomish-Snohomish Rivers and surrounding lands represent a complex system of public and private ownerships; multiple federal, tribal, state, and local jurisdictions; and overlapping authorities in the management of sovereign rights, public access, and natural resources.

Governments have existing formal and informal forums in which to coordinate recreation planning. Notable is the Sky Valley Recreation & Planning Group, hosted by the Sky Valley Chamber of Commerce in Sultan, which meets bimonthly to share recreation-oriented management and planning issues.

While these serve important purposes, coordinated rivers recreation of the nature envisioned in this Concept Plan will require clearly identified roles and responsibilities across governments, and formal, consistent channels of communications. At a minimum, continued, regular coalition meetings are one opportunity; however, coordinated intergovernmental recreation management planning may necessitate more formal processes be established.

### **Rural Tourism and Economic Development**

Rivers and river recreation are a key part of the tourism and travel industry, both locally and throughout the Pacific Northwest. Outdoor recreation opportunities are important to quality of life, and Washingtonians on average spend 56 days per year recreating outdoors. Of the 446 million participation-days per year spent outdoors, 101,701 days, or 23%, are spent recreating on public waters. Outdoor recreation sales and services contribute \$21.6 billion annually to Washington's economy, and the recreation industry provides nearly 200,000 jobs in the state.<sup>39</sup>

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<sup>37</sup> See Appendix 6 for detailed recommendations

<sup>38</sup> Ibid.

<sup>39</sup> <https://rco.wa.gov/documents/ORTF/EconomicAnalysisOutdoorRec.pdf>

The local outdoor recreation industry has experienced 65% growth per year since 2009 and generates \$2 billion annually. The communities along the Skykomish-Snohomish Rivers corridor have linked their economies to outdoor recreation for decades. Monroe, Gold Bar, Index, Sultan, Snohomish, and Skykomish own public river-access sites.

In 2016, of Monroe, Gold Bar, Index, Sultan, Snohomish and Skykomish collaborated with the County on the 2016 Skykomish-Snohomish Rural Tourism Workshop Series. The program engaged communities in planning, with a focus on prioritizing locally sustainable tourism outcomes and combining resources to meet demands of tourism now and in the future. Primary outcomes of the series were a vision to connect their communities around the shared rivers system and to become collectively known as Skykomish-Snohomish River Towns.

The coalition should actively support this vision to build strong, safe connections between communities, rivers, and recreational amenities to attract visitors and support businesses. An early example is Snohomish County Parks, Recreation, and Tourism (SCPRT) work with these communities to achieve sustainable tourism growth that employs a socially equitable approach. Examples include promoting a diverse range of nature-based, recreation / adventure, and indigenous cultural experiences. Further, to ensure the long-term sustainability of outdoor recreation, the County should connect River Towns efforts to the River Recreation Coalition. As the communities and the County focus on targeting environmentally-conscious visitors, rather than on intensifying sheer visitor numbers, the communities can protect and enhance the ecological, economic and cultural values of the Skykomish-Snohomish Rivers and Valleys.

### **Safety and First Responders**

By definition, the Skykomish-Snohomish Rivers system—from its headwaters to its estuary—is “swiftwater.”<sup>40</sup> Swiftwater rescue involves unique hazards, which are dangerous and can be fatal. Several agencies and organizations participate in river rescue operations. The coalition engaged its rescue entities to explore opportunities for improving safety and response.

Outreach efforts culminated in a coalition-hosted panel of experts representing the Snohomish County Volunteer Search and Rescue Swiftwater Rescue Team, Wave Trek Rescue, Snohomish County Sheriff’s Office, and the U.S. 2 Safety Coalition. The discussion revealed a need for better, more consistent geographic information to support rescue operations. A notable recommendation is for widely available, detailed mapping with consistent use of place names and river miles that is used by first responders, river users, governments, outfitters and other relevant parties.

Coalition-driven outreach also identified a public desire—particularly amongst landowners—for more enforcement and patrols by law enforcement officers and rangers. Enforcement is needed in addition to education to ensure resource protection and safe enjoyment by all recreationists.

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<sup>40</sup> See <http://nra.org/wp-content/uploads/2016/07/nps-swiftwater-rescue-manual-rev09-23-2012-SMALL.pdf>; Snohomish County adheres to the National Park Service definition: “Swiftwater is anything over two feet deep flowing at a minimum of 1.15 mph and occurring in a natural watercourse, flood control channel or a flood related environment.”

In response to this need, in 2016 and 2017 Snohomish County hosted law enforcement officials from all the local, state, and federal agencies operating in the Skykomish-Snohomish Rivers watershed to a public meeting with landowners and residents. The meetings presented an opportunity for the officials to outline their respective jurisdictions and authorities, as well as for them to hear first-hand the concerns and issues of residents. The dialogue has generated greater mutual understanding in terms of rights, roles, and responsibilities, as well as identified a number of challenges to manage against (e.g. limited enforcement staff given budgetary cutbacks). Continued, regular dialogue between law enforcement and citizens & property owners is encouraged. Additionally, more education and information-sharing by law enforcement and landowner agencies for how to respond to a given situation will greatly help to address frustrations shared by many basin residents.

Outreach to first responders also revealed a need for better, more consistent geographic information to support rescue operations. Detailed mapping with a consistent use of place names and river miles, and their use by all coordinating governments and private practitioners such as outfitters should be employed in the future.

### **Management / Funding**

A premise of the Skykomish-Snohomish Rivers Coalition is that—while each of its members is pursuing its individual obligations, programs, and projects—a coordinated approach to recreation planning and management holds the promise for greater environmental, economic, and social outcomes than acting individually is likely to offer. This is only possible if the coalition continues to meet, to further develop and implement the Concept Plan’s recommendations, to develop a shared annual work plan, and to adaptively manage for challenges and opportunities.

Successful management requires the commitment of both coalition members and its facilitator:<sup>41</sup> Coalition members at a minimum should commit to:

- Participate in meetings, representing the views and expertise of their organization and/or interest from the larger community they represent
- Provide support, expertise, direction, and work against priority plans, products, and activities
- Actively provide and/or pursue funding supporting priority actions

Coalition facilitation is an important role and vital to the success of implementing the Concept Plan. Snohomish County Department of Parks, Recreation, and Tourism has been an effective facilitator and is anticipated to serve that role into the future.

The facilitator at a minimum should commit to:

- Serve as a point of contact for coalition activities
- Engage coalition members, keeping them apprised of activities, funding, and other opportunities for partnership

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<sup>41</sup> Adapted from: <https://s3.amazonaws.com/american-rivers-website/wp-content/uploads/2016/07/22120322/UpperNooksackRiverRecreationPlan1386.pdf>

- Organize and convene coalition meetings
- Facilitate development of an annual coalition agenda or work plan

### **Leave No Trace Ethic**

The coalition strongly supports adhering to the nationally recognized *Leave No Trace* principles for any actions resulting from this Concept Plan. These outdoor skills and ethic awareness program goals include:<sup>42</sup>

1. Plan Ahead and Be Prepared
2. Travel and Camp on Durable Surfaces
3. Dispose of Waste Properly
4. Leave What You Find
5. Minimize Campfire Impacts
6. Respect Wildlife
7. Be Considerate of Other Visitors

An eighth, proposed principle for the *Leave No Trace* program deals with the responsible use of social media when promoting a place. For example, social media could be used to model safe, low impact behaviors on the river or to educate regarding environmental stewardship.

Together these serve as a guide for enjoying our natural world in a sustainable way that limits human-created impacts.

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<sup>42</sup> For a deeper understanding of the Leave No Trace principles, see: <https://lnt.org/learn/7-principles>

## Implementation

### Near-Term Actions

#### Recreation Management Plan

The proposed Skykomish-Snohomish Rivers Recreation Concept Plan outlines an ambitious desire to coordinate access, resource management, and public information & education across federal, state, and local jurisdictions to support environmentally sustainable recreation. Successful implementation requires careful planning by federal, tribal, state, and local governments to ensure recreation adheres to and supports existing regulations and statutes, including but not limited to the recovery of endangered species. A formal inter-agency river recreation management plan is a necessary next step to assess potential impacts of rivers recreation and to develop appropriate intergovernmental management strategies for successful implementation; a River Recreation Management Plan for the Skykomish-Snohomish Rivers should be completed prior to implementing any publicly branded water trail.

#### Early Actions

While a formal inter-agency river recreation management plan is necessary for evaluating an implementation/management strategy for river recreation, opportunity exists to begin addressing numerous issues identified in this Concept Plan that would improve river resources and the existing recreation experience. These include, but are not limited to:

- ... Continued, active dialogue and coordination amongst coalition members, notably land managing agencies;
- ... Education and wayfinding signage, especially those aimed to improve safety and to limit user/landowner conflicts, especially at critical access points such as Big Eddy;
- ... Maps of public access points with safety, reach character, and visitor information;
- ... Access point improvements that lessen impacts, including added sanitation facilities;
- ... Needed river access points, noting any new access points would have to undergo all required permitting and siting requirements and ideally will adhere to low impact design principles that support salmon recovery;
- ... Continued government/agency community connections to foster community engagement, education, and stewardship;
- ... Expanded riparian restoration between Snohomish and King Counties, state parks, cities, and nonprofit organizations;
- ... Expanded litter and graffiti removal efforts, as well as coordinated maintenance efforts;
- ... Collection and analysis of river recreation / user data;
- ... Formation of working groups to address early action items; and,
- ... Engagement with the Snoqualmie River coalition to share information and explore opportunities for coordination.

## Formal Naming Process

Upon completion of a formal interagency River Recreation Management Plan, the coalition should revisit the water trail concept specifically and, as appropriate, undertake a facilitated naming process that considers all aspects of Skykomish-Snohomish Rivers management.

## Appendix 1: Coalition Partners

### County, State, Federally Recognized Tribes, Federal Agencies

Snohomish County Parks, Recreation, and Tourism

Snohomish County Surface Water Management

Tulip Tribes of Washington State

US Forest Service—Skykomish Ranger District

Washington State Parks and Recreation, Wallace Falls

Washington Department of Fish and Wildlife

### Municipalities

City of Gold Bar

City of Monroe

City of Everett

City of Snohomish

Town of Index

City of Sultan

City of Lake Stevens

Town of Skykomish

City of Marysville

### Recreation, Conservation, and Business Organizations

American Whitewater

Forterra

Monroe Chamber of Commerce

Monroe Downtown Association

Outdoor Adventure Center

REI

Skykomish Chamber of Commerce

Washington Water Trails Association

Skykomish Valley Environmental and Economic Alliance

## Appendix 2: Skykomish-Snohomish River Access Points

\*For greater detail of individual access points, please see Appendix 7.

KEY: Existing Access Point/ Publicly owned, potential access/Existing privately owned access point				
NOTE: This section incomplete, under edit and review as of 8/29/18				
Access Site	RiverMile	Side	Address	Managing Agency
<b>LOWER SECTION</b>				
Marina Park/10th St	0	L	10 <sup>th</sup> St. and W. Marine View Dr, Everett	Port of Everett
Jetty Island	0	R	Jetty Island Ferry, Everett	Port of Everett
Ebey Waterfront Park	0	R	1404 First St. Marysville Lat: 48.048309° Long: -122.177763°	City of Marysville
Langus Riverfront Park & Trail		R	400 Smith Island Rd, Everett	City of Everett
Ebey Island		R		City of Everett
Rotary Boat Launch		L	3505 Lowell- Snohomish River Rd, Everett	City of Everett
Fields Riffle		L	8121 Lowell-Snohomish Rd, Snohomish Lat: 47.913584° Long: -122.121820°	Snohomish County Parks
Cady Park and Boat Launch		R	40 Maple Ave, Snohomish	City of Snohomish
Stocker Property		R	20 Lincoln Ave, Snohomish	City of Snohomish
Short School Road	15	R	14397 Short School Rd, Snohomish	WDFW Wildlife Program
Thomas Eddy (Bob Heirman Wildlife Park)		L	14913 Connelly Rd, Snohomish Lat: 47.860002° Long: -122.093543°	Snohomish County Parks
Lord Hill Park, South Entrance		R	13807 Old Tester Rd, Snohomish Lat: 47.833806 Long: -122.045341°	Snohomish County Parks
Under 522 Bridge - 522 WSDOT at Lord Hill		R	14098 Tester Branch Rd, Snohomish Lat: 47.831439° Long: -122.047050°	WSDOT

## Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

High Bridge Boat Launch		R	20701 Crescent Lake Rd, Monroe Lat: 47.80417° Long: -122.001553°	WA State Reformatory/WDFW
<b>MIDDLE SECTION</b>				
Baehlor WDFW Site		L	17829 Tualco Loop Rd, Monroe Lat: 47.832030° Long: -121.960978°	WDFW
Hoefler Family Flood Mitigation		L	SR703, 18133 175 <sup>th</sup> Pl. SE, Monroe	Snohomish County Public Works
Lewis Street Launch		R	820 Village Way, Monroe Lat: 47.846908 Long: -121.971092	WDFW Wildlife Program
Al Borlin Park		R		City of Monroe
Ben Howard Rd (WDFW Launch)	33	L	23248 Ben Howard Rd, Monroe Lat: 47.84498573 Long: -121.929015	
Thunderbird Resort	32	L	26702 Ben Howard Rd, Monroe	Private
Sportsman's Park	34	R	Turn off Hwy 2 onto Albion Street, on the west side of the Railroad Bridge in Sultan	WDFW
Steelhead County Park		L	Under Development	Snohomish County Parks
<b>UPPER SECTION</b>				
Big Eddy Scenic River Access	43.5	L	East of Gold Bar on Hwy 2	WDFW, WSP
Reiter Ponds (Hatchery)	45.6	R	45300 Reiter Rd, Gold Bar	WDFW/State Parks
Railroad Bridge	47	L		BNSF Railway
Split Rock	47.1	L	45607 Hwy 2, Gold Bar	Private
Boulder Drop	48.3	L		
Old RV Park - Raptor Point, Forks of the Sky	49	L	Milepost 34 on Hwy 2	WA State Parks
Confluence	49.6	L	Milepost 35 on Hwy 2	DOT Right-of-Way
<b>SOUTH FORK</b>				
Cable Drop	50.1	L	0.4 mi from Hwy 2 on Mt Index Road Lat: 47.809023 Long: -121.571852	USFS
Scott Mitigation	55.3	R	54402 Hwy 2, Index/Skykomish Lat: 47.8881 Long: -121.6998	Sno. Co. Public Works
Eagle Falls Takeout	54.4	R	54532 Hwy 2, Sultan	Private/BPA

## Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

			Lat: 47.7834 Long: -121.497641	
Baring Bridge	57.3	R	Baring Lat: 47.765429° Long: -121.480206°	King County Roads
Money Creek	62.3	L	3 mi E. of Skykomish on Old Cascade Hwy Lat: 47.729 Long: -121.409 (Google Maps)	USFS
SF Skykomish Bridge	65.6	L	River Drive, Skykomish, at the bridge	Town of Skykomish
Eagle Falls - DANGER 1	55.5	R	Off of Hwy 2, Sultan Lat: 47.7958389 Long: -121.5153566	USFS
Canyon Falls - DANGER 2				
Sunset Falls - DANGER 3				
<b>NORTH FORK</b>				
Llama Ledges		R	Index Galena Road at milepost 36 Lat: 47.816 Long: -121.567 (Google Maps)	USFS
36 - R Private - Outdoor Adventure Center		R	444 Ave. A, Index Lat: 47.819464° Long: -121.554582°	Outdoor Adventure Center
McDonald Mitigation		L	51719 SkyCo Drive Index Lat: 77.823 Long: -121.533	Sno. Co. Public Works
Trout Creek Access		L	Trout Creek confluence, Index-Galena Road mile 6.1 Lat: 47.863996° Long: -121.486800°	Outdoor Adventure Center
Index-Galena Road mile 6.9, top of wash-out		L	Index Galena Road mile 6.9 Lat: 47.868 Long: -121.47	USFS
Old Galena Bridge		R	Off north west corner of Old Galena Bridge Lat: 47.8915 Long: -121.443	USFS
Drumbeater		L/R	Past Troublesome Creek Bridge, on FR-63 mile 11.7 Lat: 47.894726° Long: -121.392984°	USFS

## Appendix 3: Community Engagement Report-Back & Mapping Exercises



**SKY TO SOUND WATER TRAIL COALITION**  
**Community Open House - Report Back**  
November 7<sup>th</sup>, 2016

**FORT&ERRA**  
Lindsay Fromme Hanna, Program Manager

Photo credit: Annique Bennett

## FORTERRA

FOR THE PEOPLE. FOR THE LAND. FOREVER.

### SKY TO SOUND WATER TRAIL COALITION **Community Engagement 2016 - Report Back Summary**

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Forterra facilitated a series of two community open houses on August 8<sup>th</sup> and 9<sup>th</sup> 2016. The first open house was held at Sultan High School and included 37 attendees, and the second was held at Snohomish County's Bob Drewel building in Everett and included 9 attendees. The objectives of the house included:

- Learn about water trails and the opportunity for the Skykomish and Snohomish Rivers
- Discuss needs, challenges, and opportunities for fishers, boaters and other waterway users
- Identify infrastructure needs and opportunities
- Shape the development of the water trail concept/management plan

The open house format included several activities to collect feedback from participants. This included a mapping component to identify infrastructure needs and opportunities. The information below summarizes feedback from the mapping activity in regards to what types of signage and infrastructure is desired along the Sky to Sound Water Trail.

#### **Signage Needs Identified:**

Signage is grouped under several categories, including Wayfinding, Informative, Warning, and Cultural & History. Specific locations for signs was provided by some participants, which is also included below. Tally marks are provided next to items that were referenced by more than one mapping group. It should be noted that mapping groups ranged in size from 1-10 participants.

##### **Wayfinding:**

- Distance in miles and float time per season/water flow/river level (III)
- Distance to towns and boat launches (III)
- Distance to next services
- Food in downtown Monroe
- Historic Downtown Monroe
- Economic Development – food, gas, restaurants, emergency help (i.e. tow truck)

##### **Informative:**

- No fires
- Pack-it-out (II)
- No alcohol
- Hours after dark
- Life jackets required for all tubers and floaters – fine if none
- Use “can” language instead of “can’t” language. (i.e. “Parking 1 mile ahead” instead of “no parking here”)
- Identify appropriate motor boat use or non-boating activity (i.e. Otter Island, Spencer Island)

## **Infrastructure Needs Identified:**

Participants were provided with vector icons to represent a variety of infrastructure amenities, including restrooms, camping facilities, parking, boat launches, picnic facilities, etc. Participants cut and pasted features onto maps to illustrate how they envisioned the ideal water trail. Participant responses were combined and reorganized based on geographic reach on the river. Tally marks are provided next to items that were referenced by more than one mapping group.

### ***Estuary Area:***

- Parking, public restroom, boat launch at Priest Point
- Parking, public restroom at Spencer Island Park
- Access to Lowell stretch of river
- Motor boat launch, parking, restrooms at 522 and river (13R)
- Smith Island – tie in public on top of dike and City of Everett system for bird watchers.
- Hiking trails

### ***Snohomish:***

- Provide parking and restrooms at boat launches and trail heads (II)
- Restaurant delivery from Andy's
- Culture and history signage about birding
- Connect with proposed dinner trail/rail to trail proposal from Snohomish to Woodinville
- Thomas Eddy Park – Brightwater Trails to rail to trail and tie into Thomas Eddy Park and Centennial Trail
- Fern Bluff Road – channel migration / Labusch and adjoining dairy farms jeopardizing a loss of habitat projects. Bar formation and river split
- End of Dorman Road – fisherman trail right of way to river
- Long term access to Lord Hill Bank with improved parking, currently no developed access
- Identify boat moorage and hiking trails at Lord Hill Park
- Motor boat launch (II)
- Dave Remlinger's Farm, Commerce or boat launch

### ***Snohomish to Monroe:***

- Agrihood connections – near river in Monroe/Snohomish
- Increased access:
  - Short School Road
  - Thomas's Eddy
  - Phil's Riffle
  - Lord Hill
  - Twin Rivers Preserve

## **Gold Bar:**

- Hand boat launch (III)
- Hiking trails
- Public restroom
- Improve Proctor River access: parking, restrooms, no camping sign
- Parking, no camping sign, restrooms at access point east of Gold Bar
- Possible long term campers near river may be of concern between Gold Bar and Index
- Investigate access easement off Dorman Road to Skokomish (requires Discover Pass)
- Check out the old county refuse area East of Gold Bar as a location
- Explore future use of Gold Bar's transfer station which was closed 2010/2011 and is idle

## **Index:**

- Covered picnic area
- Camping at Big Eddy
- Riverfront access and hand boat launch at Big Eddy and 23-R/24-L area
- Parking, restrooms, river viewing trails around 26-L and 27-L
- Add Restroom at Heybrook Ridge
- Photo op in Index

## **Upper Reach:**

- Areas of major channel migration –west of Baring between 31-R and 32-R. This channel migration will threaten highway 2 in next 10 years. Just w/ of Barclay Creek, down to 1500' over 200' moved in last 10 years. CMZ. Due to point bar formation

## **General Feedback:**

- Emergency address system/call boxes at designated mile markers
- Garbage cans
- ADA compliant
- Safety? Cost of rescue? - River Enforcement – Fed? State? County? Who will be in charge?
- Mobile app / website for current river conditions and info

## OBJECTIVE

- **Property Owners Forum:** provide opportunities for landowners to ask questions of law enforcement and agencies
- **Community Open House:** provide education about benefits of water trail and provide opportunity for feedback to shape concept plan



Are you a landowner on the Skykomish or Snohomish Rivers? Do you fish, boat or spend time along the rivers?

Come learn about and help shape the planning for a Sky to Sound Water Trail at:

### The Skykomish-Snohomish River Recreation Planning & Management Open House

**Event participants will:**

- Learn about water trails and the opportunity for the Skykomish and Snohomish Rivers
- Discuss needs, challenges, and opportunities for fishers, boaters and other waterway users
- Identify infrastructure needs and opportunities
- Shape the development of the water trail concept/management plan

<p><b>Location #1: Sultan, WA</b>                  Monday, August 8th, 10am - 4:00pm                  Sultan High School, Commons                  13715 210th Ave. SE, Sultan, WA 98294</p>	<p><b>Location #2: Everett, WA</b>                  Tuesday, August 9th, 4:00pm                  Robert J. Driscoll Building, Public Meeting Room #1                  3000 Rockefeller Avenue, Everett, WA 98201-4008</p>
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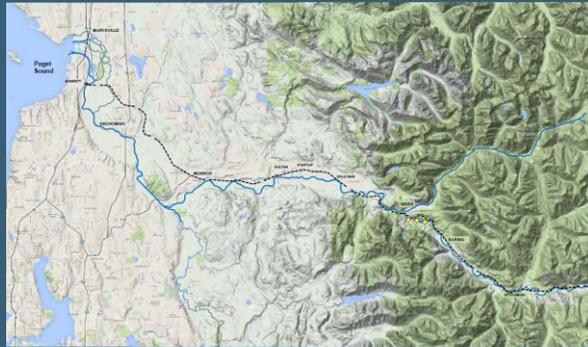
\*Both locations will feature the same agenda. Attend one location dependent on convenience.

To RSVP or for more information, contact:  
 Lindsay Hanna, Program Manager, Forterra, lhanna@forterra.org

Hosted by the Sky to Sound Water Trail Coalition and facilitated by Forterra

## The Skykomish - Snohomish Rivers Recreation Planning & Management Open House

- August 8<sup>th</sup> – Sultan High School
  - (37 attendees)
- August 9<sup>th</sup> – Snohomish County, Everett
  - (9 attendees)



## Issues

- Safety
- Conflicts
- Infrastructure needs
- Growing # of users

## Water Trail

A recreational route on waterways with a network of public access points supported by community partnerships

## SKY TO SOUND WATER TRAIL

### Mission:

Develop a sustainable water trail that offers outdoor opportunities to both residents and visitors, and provides economic benefits to the many partners committed to creating an exemplary water trail experience

### Working Goals:

- Create Trail Concept Plan
- Promote river communities
- Foster respect for public and private property
- Highlight history, heritage and natural resources
- Encourage healthy lifestyles



## What is Involved?

- Coordination and Planning
- Education
- Infrastructure
- Economic development
- Conservation / stewardship

## WHERE DO YOU LIVE?

- Everett III
- Monroe IIIII
- Snohomish I
- Sultan IIIIIIIIIII
- Startup III
- Gold Bar IIIIIII
- Index III
- Renton I
- Lake Stevens II
- Arlington I
- Sky Valley Trout Unlimited II
- Snohomish County I

## WHERE ON THE RIVER DO YOU SPEND TIME?



## PLACE A DOT ON YOUR FAVORITE ACTIVITIES!

Do you spend time on the Skykomish and Snohomish Rivers?	
Place a dot on your favorite activities!	
Swim	●●●●●●●●●●
Fish	●●●●●●●●●●
White Water Kayak	●●●●●●●●●●
Sea Kayak	●●●●●●●●●●
Tubing	●●●●●●●●●●
Canoe	●●●●●●●●●●
Drift Boat	●●●●●●●●●●
Motor Boat	●●●●●●●●●●
Fish	●●●●●●●●●●
Hunt	●●●●●●●●●●
View Wildlife	●●●●●●●●●●
Hike	●●●●●●●●●●
Play	●●●●●●●●●●
Camp	●●●●●●●●●●
Sitting by the water	●●●●●●●●●●
Other	●●●●●●●●●●

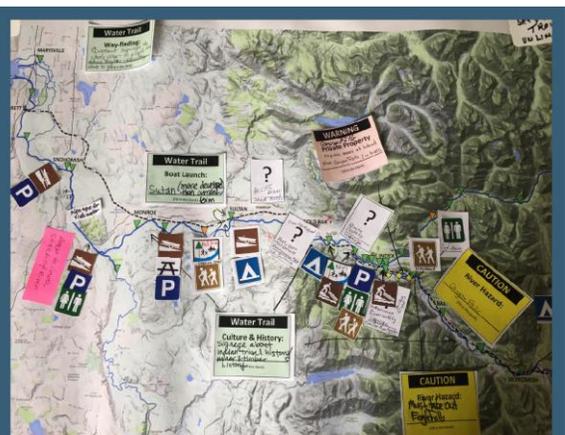
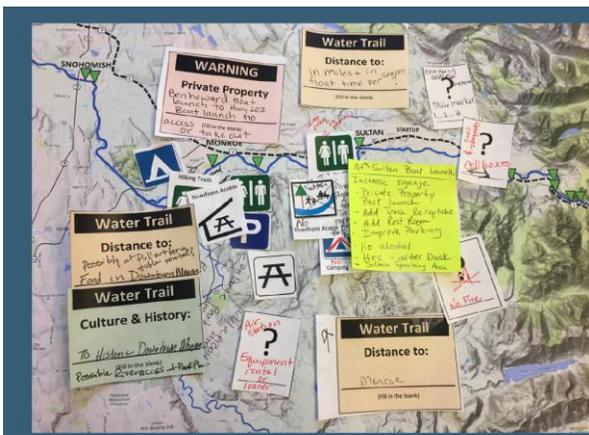
## MAPPING ACTIVITY



## MAPPING ACTIVITY



## MAPPING ACTIVITY





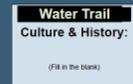
## KEY THEMES



- River access and boat launches
- Parking at boat launches
- Bathrooms at boat launches
- Camping
- Picnic areas
- Hiking trails
- Garbage cans



## KEY THEMES



- Informative
  - Life jackets
  - Website or app information for current conditions
- Wayfinding
  - Distance in miles/hours between access points
  - Signs for services in towns
- Warning
  - Private property – no access
  - River dangers – Eagle Falls and Canyon Falls
- Cultural and History
  - Mining, railroad, timber, natural, tribal history

## NEXT STEPS

- Review specific feedback recommendations
- Details by river reach incorporated into concept plan
- Address feasibility/prioritization

## THANK YOU!



Lindsay Fromme Hanna  
Forterra, Program Manager  
Lhanna@Forterra.org

## Appendix 4: Community Design Workshop Summary



A Community Design Workshop

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

**DRAFT**

Snohomish County Parks, Recreation and Tourism  
National Park Service  
Washington Chapter of the American Society of Landscape Architects



### About the Proposed Skykomish-Snohomish Water Trail

#### Background

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	Nonprofits and Business Organizations
City of Everett	American Whitewater
City of Lake Stevens	Forterra
City of Marysville	Monroe Chamber of Commerce
City of Monroe	Monroe Downtown Association
City of Snohomish	Outdoor Adventure Center
City of Sultan	REI
Town of Gold Bar	Skykomish Chamber
Town of Index	Sky Valley Arts Commission
Town of Skykomish	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

### 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.

### For More Information

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



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

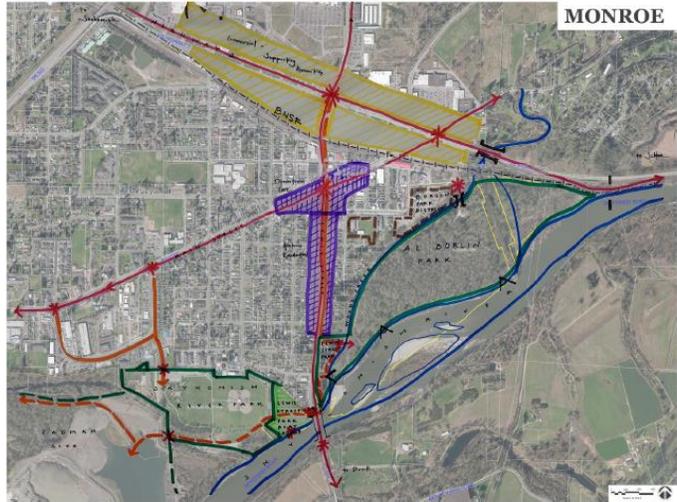


## MONROE TOWN TO TRAIL CONNECTIONS

### 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.

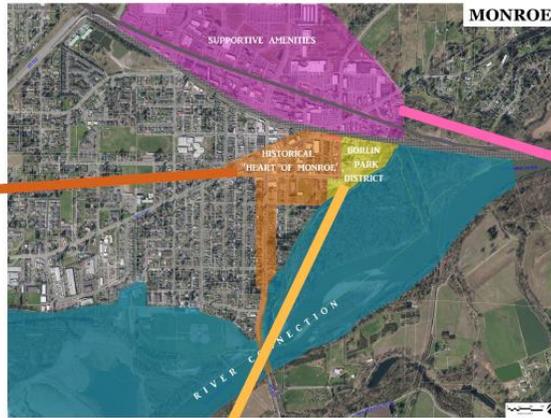
The image at top right shows how the team outlined three main areas within Monroe: the commercial zone (yellow); historic downtown (purple); and major city parks along the riverfront (green). Existing connecting pathways were drawn between these sites (red = vehicles; orange = pedestrian). This site 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

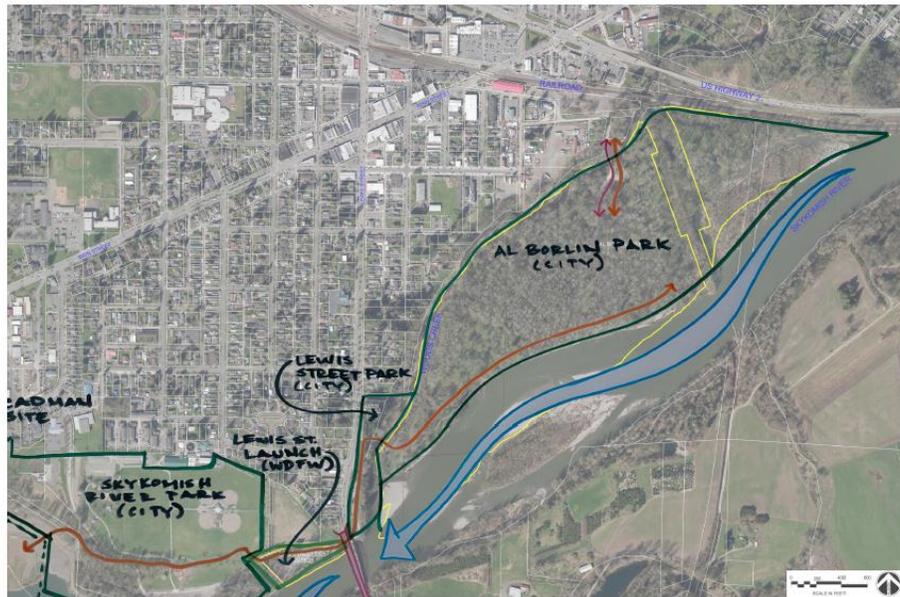
- Strengthen highway crossing to encourage pedestrian connection to the downtown core
- Encourage amenity based businesses to support the water trail

### 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

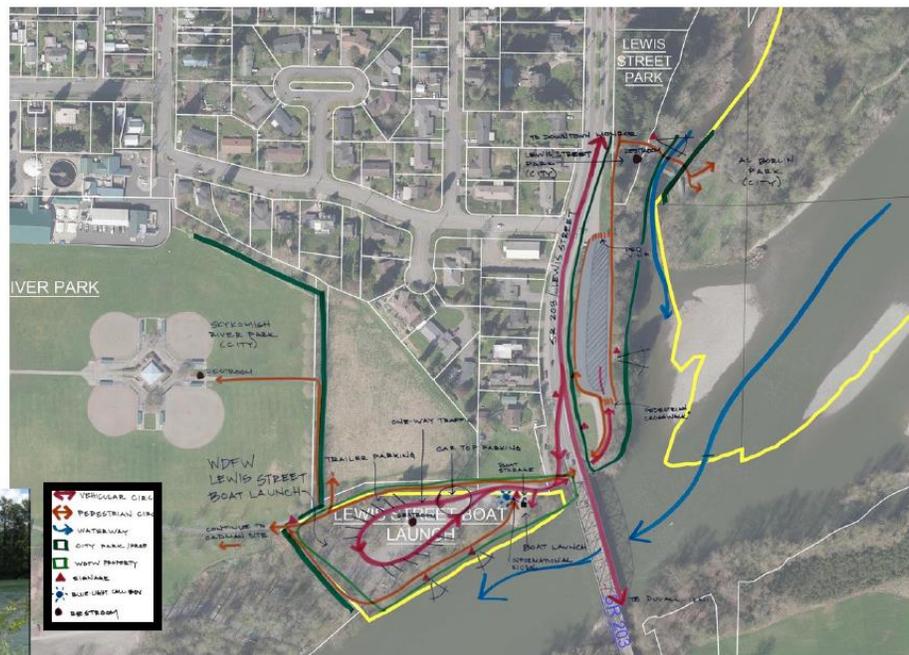
## Connections Between Parks

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 Town to Trail Design Concepts, Continued

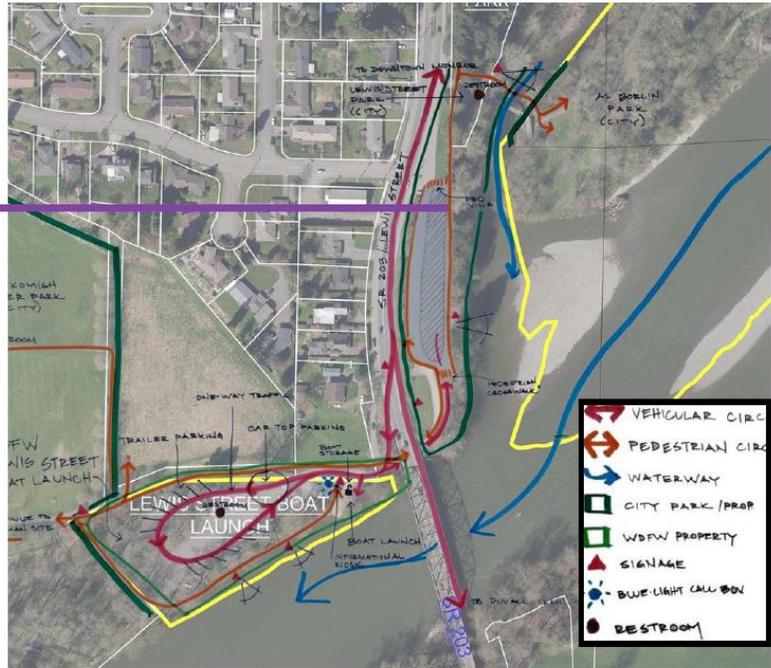
## MONROE RIVER ACCESS SITES & FACILITIES



## 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



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## 2. Lewis Street Boat Launch DESIGN CONCEPTS

### Parking Enhancements

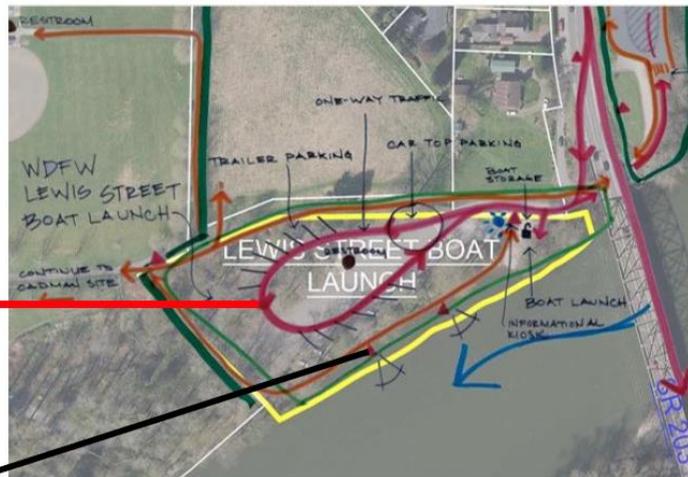
- Increase directional signage at Lewis Street Boat Launch to ease flow of cars and pedestrians so more users can use the space safely
- The parking lot could have a loop (red) toward the back of the lot where trucks and trailers park
- Car Top parking for non-trailer watercraft, such as kayaks, canoes, 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



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## 3. Al Borlin Park DESIGN CONCEPTS

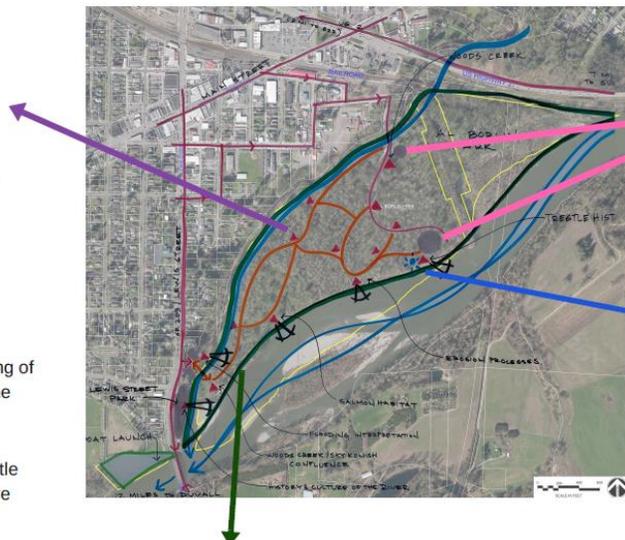


### Expanded Trail System

- 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



### 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

### Retain Shorefront Ecology

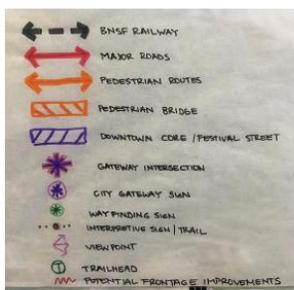
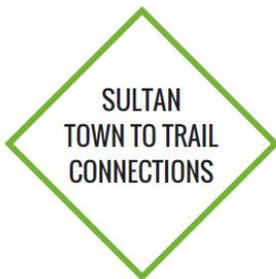
- A boat launch is not recommended at Al Borlin Park
- Due to safety and habitat considerations, emphasis should be placed on the Lewis Street Boat Launch as the major non-motorized and motorized boat launch for the Monroe Riverfront. There is potential for river access for non-motorized boats down river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



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





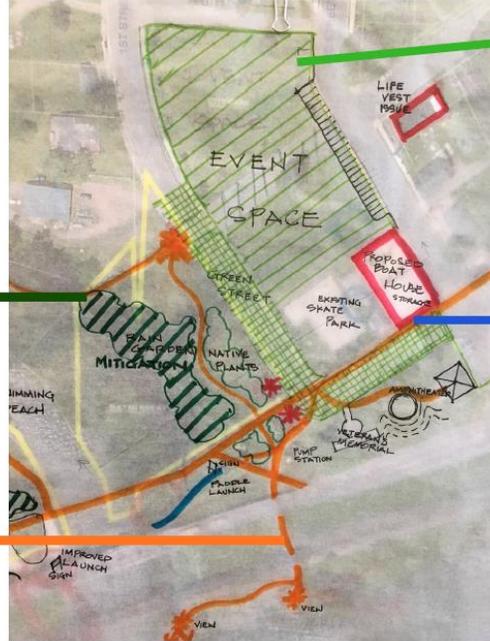
## 1. Sultan River Park DESIGN CONCEPTS

### 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

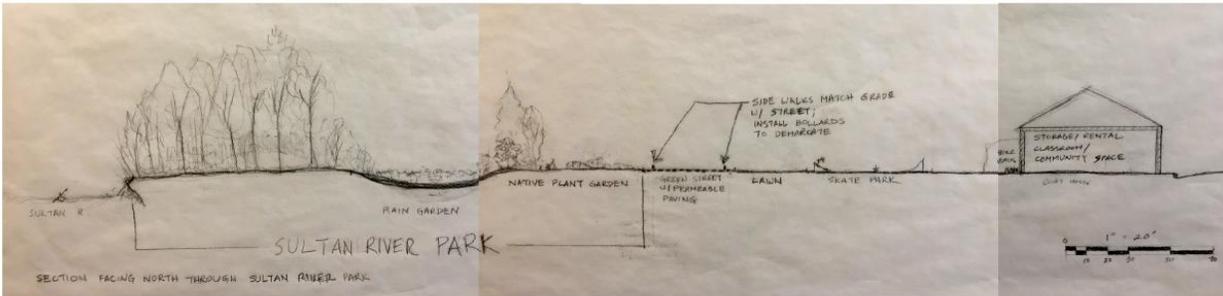
- Create designated areas for truck and trailer parking
- Clear pathways to the motorized boat launch
- Consider providing separate areas for motorized and non-motorized boat river access

## 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

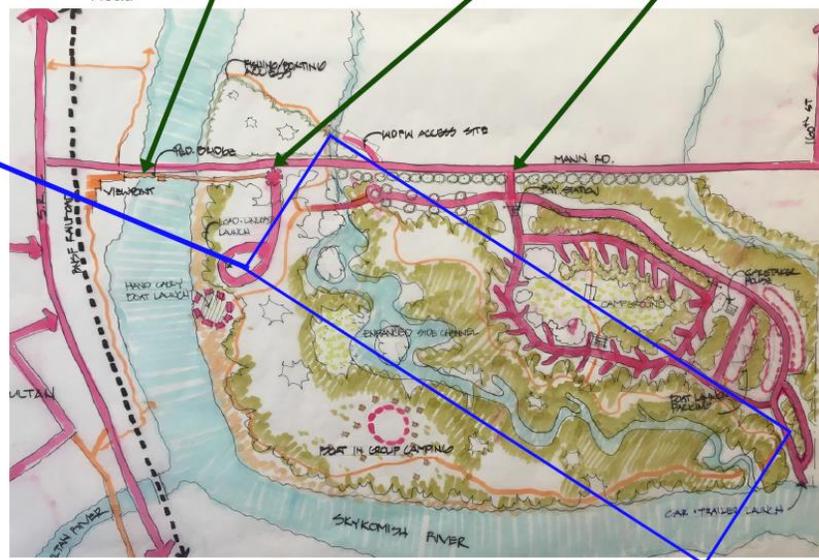
- Remove invasive weeds from existing deciduous forest and plant conifers
- Plant native trees within the campground area
- Establish a tree buffer along Mann Road and the campground

#### 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



## Campground



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



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

Steelhead County Park Scheme A, Contd

## 3. Steelhead County Park DESIGN CONCEPTS SCHEME B

### 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.

### Side Channel

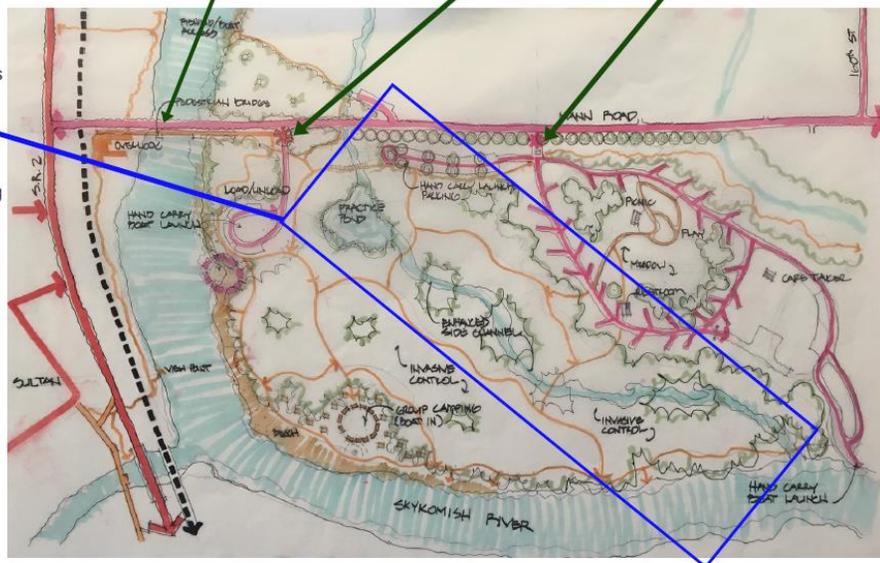
- Keep roads, parking, and camp sites well away from the side channels

### 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



## 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

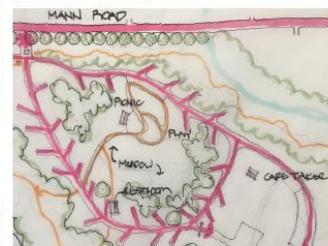


- Consider a river access site for non-motorized water craft at the end of the park road



- 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

Steelhead County Park Scheme B, Contd



## Unique to Scheme A

### Camping

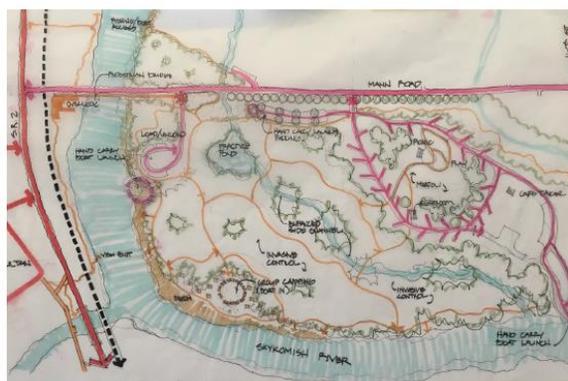
- An upgraded road system to support the campground, access to the motorized boat launch, and parking for boat trailers

### 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

Steelhead County Park Schemes, Contd

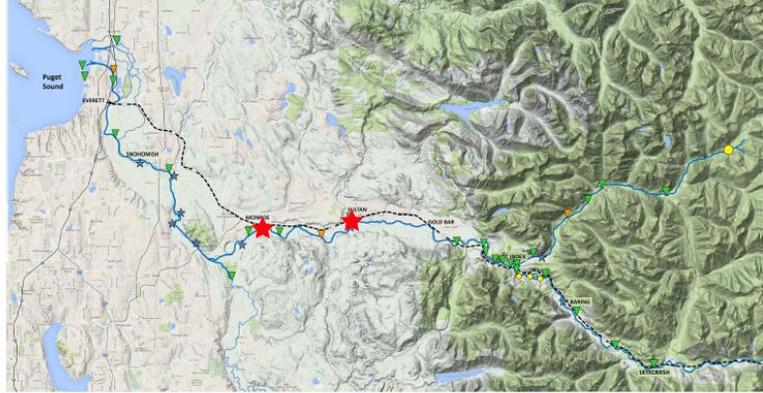
## TRAIL TOWNS AS INFO HUBS

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



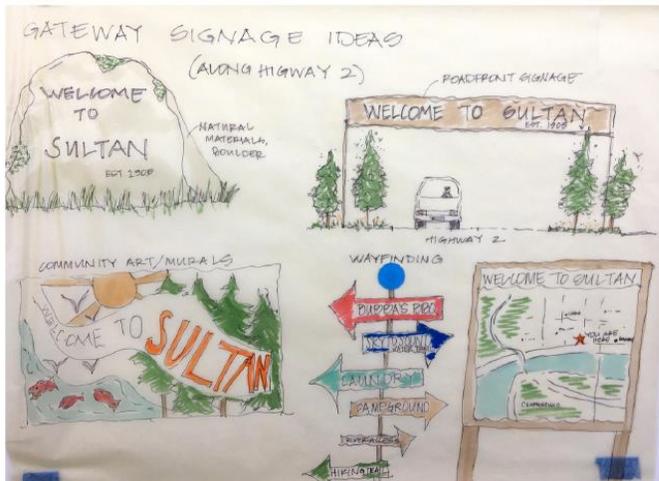
Historic Downtown Monroe, WA



Historic Downtown Sultan, WA

### Trail Towns as Hubs DESIGN CONCEPTS

#### Wayfinding Signage



#### Trail Town Entrances

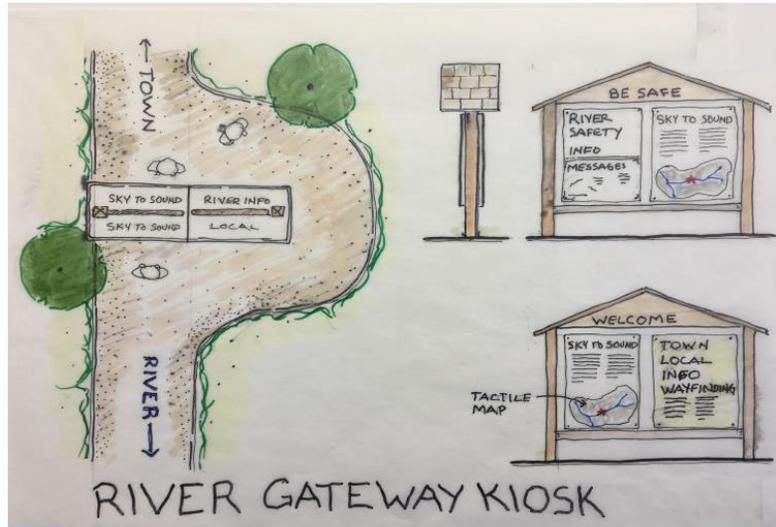
- Thousands of highway travelers pass through the Skykomish Valley all year long. From a regional perspective consider ways to mark town entrances and direct them to trail town business centers, historic districts and the river? The design teams considered designs and materials that use natural materials 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.



Wayfinding Signage, Contd

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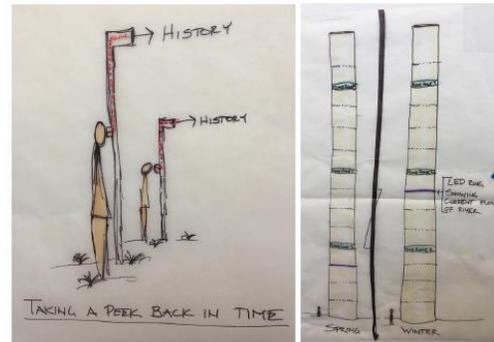
## Interpretation & Education

### 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.

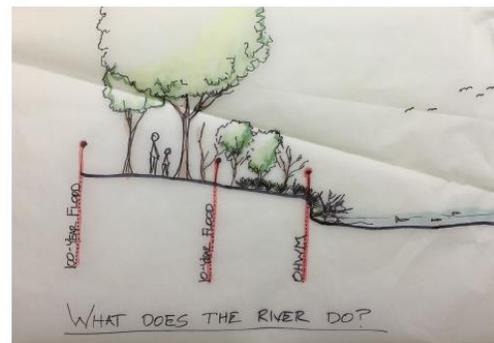
### Trail Town Landmarks & River Art Installations

- 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

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## 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 the 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?



Interpretation & Education, Cont'd

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## 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.

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## Appendix 5: Notes of Skykomish and Snohomish River Property Owners and Community Members Forum

October 11, 2017

6:00 pm to 8:00 pm

Evergreen State Fairgrounds, 14405 179th Ave SE, Monroe, WA 98272

4-H Building

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This meeting, hosted by Snohomish County Department of Parks, Recreation and Tourism is an effort to bring river property owners together with law enforcement and public agencies to discuss issues occurring on the system. This meeting follows a previous meeting held in August of 2016. Meeting goals include increasing insights, improving connections between agencies and problem-solving challenges of the system.

**Meeting Facilitator:** Tom Teigen, Department Director Snohomish County Parks, Recreation and Tourism

### **Enforcement Panel:**

Mary Huff - Department of Natural Resources (DNR), Aquatics Division

Greg Erwin - Department of Natural Resources, (DNR) Enforcement Division

John Morton - Snohomish County Volunteer Search and Rescue (SCVSAR)

Bill Corson - American Canoe Association and Outdoor Adventure Center

Kevin Lease - Washington State Parks (WSP), Wallace Falls State Park

Leslie Holmes - Washington State Parks (WSP), Wallace Falls State Park

Alan Meyers - Department of Fish and Wildlife (DFW), Enforcement Division

James Griffin - US Forest Service (USFS), Skykomish Ranger District

Joseph Neal - US Forest Service, Skykomish Ranger District

### **Introductions and Comments**

- Attendees from around the room introduced themselves
- The Outdoor Adventure Center talked about the Eagle Falls cleanup effort, glass blasting graffiti off of rocks at the site as part of a community effort
  - Consistent with the county's overarching policy: Responsible use displaces irresponsible use
  - Despite the good work, some of the graffiti has occurred again, probably just one tagger, paint is all the same color
  - The clean-up effort is an example of community working closely with law enforcement agencies and outfitters. Video of the effort is on Vimeo, Leave No Trace (<https://vimeo.com/230931337>)
- USFS has been understaffed for several years, posing challenges to enforcement on the lands agency manages. This is due to lack of a deputized officer in the area.
  - That changes next year (winter), a deputized law enforcement officer to be added to the district, will help with issues at Eagle Falls

- Over-crowding in parking areas is resulting in illegal parking is persistent problem at Eagle Falls. Agency is looking at solutions for this recurring problem, and safe highway crossing
- SCVSAR noted that there hadn't been any 'conventional' rescues of trapped tubers this year. Typically waterfall rescues are rare but there were two at Eagle Falls, three at Wallace Falls this season.
  - Lower flows may have resulted in fewer people using inner tubes causing them to seek recreation elsewhere
  - It is difficult to reach people before the critical moment, generally "things are going great and person feel safe until suddenly they aren't"
- DNR resources were devoted to fire suppression largely this year. The agency is challenged with outreach, it was a hot summer, burn bans were in effect but noted that many people weren't aware of ban.
  - Around the rivers, issues with target shooting in particular, people firing rounds at trees and across the river
- DFW, with only one officer for the region, had to balance proactive work with day to day enforcement.
  - Eight enforcement positions at DFW have been cut recently, DFW was hoping to get another officer for the region but status of hiring is undetermined.
  - Motorized vessels on river are negatively impacting banks
  - Idea to limit/restrict motorized vessel traffic through selective gear rules from last meeting has not made progress within the agency.
- WSP noticed that the season was delayed, activity patterns were similar but pushed back a few weeks. Incidents happened early in the summer, illegal parking at Big Eddy/Wallace Falls persists
  - Two deaths at the park this year, attempts to educate people about dangers of accessing river at Wallace Falls and choosing Big Eddy. This is a challenge.
  - Issues with social trails and people finding their way to unsafe points in the river
- Director Tom Teigen spoke on behalf of the County.
  - Illegal parking continues to be a major issue around all park assets
  - County population is growing faster than its tax base, fewer officers are responsible for more people.

### Recreation

- General consensus that the number of users, especially inner tube floaters/boaters, was not as high in 2017 as in 2016
  - Low flows
  - Low flow may increase prevalence of some activities on DNR managed gravel/sand bars, littering, walking in gravel beds, etc.
- It was noted that outfitters encourage better behavior, but some private property owners have witnessed fishing guides routinely allowing their customers out their boats to relieve themselves on private beaches, in private fields. No specific guide service was identified.

- It was noted that a company name is visible somewhere on each commercial craft, property owners indicate they will record these names and get vessel registration to file reports.
- Noted that registration numbers on boats are very small, hard to read at a safe distance. It will be useful to get good pictures of these boats and numbers.
- Outdoor Adventure Center indicated that more fishing outfitters need to be involved in the river community and outfitter association meetings. Outreach to these professionals is needed to these outfitters to get all professionals working towards safe, clean and conscientious recreation.
- Greatest issues are noted as related to inner tube floaters and small rafters, inexperienced boaters in cheap kayaks/canoes.
  - Can community members take video at a distance?
  - One community member has taken video. Solutions/aid offered based on video evidence was temporary at best – need more systemic solutions.
- General consensus that outfitters encourage people to safely use the river – but do they attract more attention to the resource?
  - Comment that the County should stop promoting recreation on the river until there are solutions in place
    - Tourism promotion is funded through the County Lodging Tax, the County is seeking broader messaging approach about responsible, aware behavior.
  - Upper river reaches experience less user conflicts with landowners due to higher use of outfitting services/guides.
  - Additional guide/outfitter services will help in Monroe at Cadman site in the future, to move people down the river to access sites and reduce the impact recreation has on landowners on the mid-section.
    - Idaho rivers have better regulations and enforcement, good examples where things are working.
- County holding the Open Data, Open Lands hackathon in March to look at information solutions for the river before going into the 2018 river recreation season
  - Hackathon is a time bounded problem solving event posed to ‘hackers’, students and tech specialists with fresh eyes to develop methods to solve them
  - Goal is to explore methodologies for synthesizing river data into information. Hackathon is an approach to this problem
  - Specifically looking at ways to find data for the number of people on the river, ways to impact behavior, etc.
- Forterra/SCPRT want to acknowledge that many of the people attending this forum also attended the Community Workshops held last year after the previous meeting
  - At these workshops, community members provided information, advice and insights into what their vision for the future of river recreation should look like.
  - Insights from community will inform the Skykomish-Snohomish Water Trail Concept Plan, a draft document being reviewed in November, will go out for

further community input in 2018.

## Safety

- Legal take out at Gold Bar again identified as a major need, people can't get out there without breaking the law due to BNSF right of way between the river and town of Gold Bar. Users that put in up in Index can't take out until Sultan and frequently trespass as a result.
- Is there a website/app for river conditions?
  - Information about river flow is available on the American Whitewater Website, data is not easily understood by casual users, geared toward guides and outfitters. It is noted that this information should be expanded/improved, so the public could understand conditions on the river change daily.
  - American Canoe Association/American Whitewater are working on better solutions with/for an app.
- Ideas for emergency shuttle service for people who get stuck on the river and need rides back to their cars.
- Land managers should look at seasonal approaches, using temporary/movable infrastructure like signs or cameras to better follow recreation patterns.
  - Port-a-potties and other infrastructure in the floodplain needs to be considered as seasonal and mobile.
  - Should make the Property Owners Forum biannual going forward, one meeting in late Spring before the season starts, one in early Fall after it ends.
- If the majority of problems originate with casual users, is there a better way to regulate/register vessels using the river?
  - Illicit behavior occurs in areas that are perceived as isolated
  - Identified problem areas should get special attention, as an example, the county had rangers making night visits to a park for over 30 days, hundreds of evictions before violators chose to move elsewhere.
  - Regulations exist, issues are connected to ability to enforce the regulations.
  - Responsible users on public lands discourage bad actors

## Enforcement

- Bad actors will persist, statistics show that roughly 95% of the public will be law abiding while, 5% will not and this impacts the overall system.
  - Having rangers present at popular put in/take out sites helps, monitoring people when they're putting in can help identify improper preparation before it becomes a safety risk.
  - This is common practice in other states/on other rivers, many have rangers at major sites during the season, won't let people get in the water if they aren't equipped properly.

- County Planning and Development Services (PDS) retroactively permitted a major topsoil dump on the floodplain, currently permitting another major dump, 65,000 cubic yards on a floodplain, code enforcement advises – not enforces.
  - If there are regulations, they need to be enforced. Those who don't pay attention to regulations currently break the law without consequence, while people who make an effort to be educated seem to get punished and told “no” too frequently.
- Does the county do anything with private security on the river?
  - The county only contracts private security for events, ie, Evergreen State Fair
- Getting convicted of a misdemeanor in Snohomish County is rare because prosecutorial resources aren't devoted to trespassing and other misdemeanor violations
  - In Snohomish County, enforcement needs better legal tools to pursue misdemeanors – civil infractions are one good example
  - Burden of proof is smaller for civil infraction, like a traffic ticket, easier to enforce and results in an immediate consequence for their actions in a way that minimizes county resource use
  - Recommendation to create new WAC statute for civil infractions so that tickets can be written, which can be effective. For example, there is only a criminal trespassing law currently, if it was also a civil violation then rangers could ticket for this instead of arresting

### Signage

- Notification needs to be posted at the side channel at Sultan, lots of people put in there and expect to get off in Monroe.
- Need signage warning of root balls, near the Sky/Sultan side channel there are a lot of big root balls that people get stuck in, local property owner has pulled several people out.
- People putting in the river and not realizing how long it will take them to float down to take outs. Property owners still getting stuck giving people rides to their cars even if there aren't the same numbers of near drownings and other dangerous situations this year
- Signs needed at other big put in access points to warn people, people are still putting in at Index and expecting to get out in Sultan – have to warn how long of a trip this will be, how advanced the river rapids are.
- Major log jam at the upper end of town in Sultan – very dangerous, log jam conditions like other things on the river are in constant flux – need movable signage solutions to adapt to them year after year
  - Over time there will be more wood on the river due to salmon habitat concerns, need to educate people on how to be safer around wood
- Sultan River Bridge should have a sign underneath it with float times to Ben Howard Rd., users put in on the Sultan River – a sign is needed to communicate average travel times
- QR codes on signs could direct people to real time digital info on river flow rates, travel times, etc.
- What can we do to expedite the process? Can we use temporary signs?

- Temporary signage solutions can be worked out on a case by case basis by land managers depending on where the signs go – have to make sure materials/location is approved by PDS when placed in floodplains
- A few years ago WSP made temporary signs near Wallace Falls.
- Some landowners willing to help update the signs with white boards and grease pens
- American Canoe Association/Kayak Club could work on temporary signs, place them, make it a community project with volunteers, follow up with Outdoor Adventure Center on this
- Washington Water Trails Association is also willing to help with volunteer time
- Outdoor Adventure Center suggested signs created for people to put on private property
  - Question raised whether there are laws against personal private property signs
  - PDS should be contacted for specifics on that, likely something that could be done on a case by case basis
    - Signage is slow going, and permanent signs will be expensive, county doesn't have money to put all of them in but will work toward this goal beginning in 2018 to address some of the issues.
    - With a signage plan, all of the agencies with land on the rivers would have a document to point to for grant money, plan may take a year or two and implementation may take longer due to funding.

## Appendix 6: Synthesized Recommendations (By Category and Reach)

Following is a summation of recommendations identified by members of the public during coalition-member-led community outreach meetings and events, as well as from agency land management agencies. Community-generated recommendations will be useful for future coalition decision-making as relates to outreach, education, and infrastructure.

### I. Signage

Signage needs are grouped under several categories, including Wayfinding, Informative, Warning, and Cultural & History. Below is a list of signage needs per type, followed by a list of Specific Signage Locations per river section (Upper, Mid and Lower Section)

### Signage Needs by Category

#### Wayfinding

- ... Distance in miles and float time per season/water flow/river level
- ... Distance to towns and boat launches
- ... Distance to next services
- ... Food in downtown Monroe
- ... Historic Downtown Monroe
- ... Economic Development - food, lodging entertainment, gas, emergency help

#### Informative

- ... No fires
- ... Pack-it-out
- ... No alcohol
- ... Hours after dark
- ... Life jackets required for all tubers and floaters - fine if none
- ... Use “can” language instead of “can’t” language. (i.e. “Parking 1 mile ahead” instead of “no parking here”)
- ... Identify appropriate motor boat use or non-boating activity (i.e. Otter Island, Spencer Island)
- ... Provide website for current conditions
- ... At all major access points have kiosk with map - “You are Here,” with safety and other information, a web link, and brochures
- ... Horse power limits on boats
- ... QR codes on signs to direct people to real time digital info on river flow rates, travel times, etc.

## Warning

- ... Salmon spawning area
- ... River Hazard: Rip Current
- ... Private Property: BNSF
- ... Private Property
- ... Danger: Falls

## Culture & History

- ... Birding signage
- ... General signs

## Specific Signage Locations Referenced

### Upper Skykomish – North Fork

- ... Index near Llama Ledges: for experienced boaters, river safety, and time. Mileage/temperature. Add bridge access
- ... Wild Sky: signage along new/improved Index/Galena Rd with forest service and county input and way points
- ... Heybrook Ridge: signage for Camping
- ... Troublesome Creek Campground: Cultural & History - Mining history
- ... Galena Hot Springs: Cultural & History -Great Scott—mining and old logging road

### Upper Skykomish – South Fork

- ... Canyon Falls: River Hazard
- ... Canyon Falls: Warning sign/Private Property - no public access at takeout above Canyon Falls. 2 miles to US2
- ... Eagle Falls: River Hazard
- ... Sunset Falls: River Hazard

### Upper Section - Main

- ... Big Eddy: float times, how far to next take out
- ... Big Eddy: warning signs explaining what you should have with you
- ... Big Eddy to Index: Private Property signage
- ... Split Rock - Outdoor Adventure Center: Warning Private property sign

### Mid-Section

- ... Al Borlin Park: Culture and history signs about tribal, miner and timber history
- ... Ben Howard Boat Launch to Hwy 203 Boat Launch: “There is No Access or Take Out”
- ... Sultan/Gold Bar Vicinity: No Trespassing
- ... Sign underneath Sultan River Bridge with float times to Ben Howard Rd.

## Lower-Section

- ... Estuary: Signage for tide water/salt water
- ... Snohomish: public education, “Bring Animals to Fairground if Flood is Experienced.”

## II. Infrastructure Needs Identified

In this section we identify the main infrastructure needs in each river section (Upper, Mid and lower) and some general recommendations applicable to all river sections. Infrastructure needs include amenities such as restrooms, camping facilities, parking, boat launches, picnic facilities, etc.

## General Recommendations

- ... Emergency address system/call boxes at designated mile markers
- ... Garbage cans and waste management services
- ... ADA-compliant facilities
- ... Mobile app / website for current river conditions and info

## Upper Skykomish – North Fork

N/A

## Upper Skykomish – South Fork

- ... Areas of major channel migration west of Baring. This channel migration is expected to threaten Highway 2 in the next 10 years. Just west of Barclay Creek, down to 1500’ over 200’ moved in last 10 years.
- ... Increased parking, sanitation, and highway crossing infrastructure for day users at Eagle Falls.

## Upper Section – Main

### Index

- ... Covered picnic area
- ... Camping at Big Eddy
- ... Riverfront access and hand boat launch at Big Eddy and the Reiter Ponds/Railroad Bridge area
- ... Parking, restrooms, and river viewing trails around Boulder Drop and Forks of the Sky/Raptor Point
- ... Added Restroom at Heybrook Ridge
- ... Photo op in Index

## Mid-Section

### Gold Bar

- ... Hand boat launch
- ... Hiking trails
- ... Public restroom

- ... Improve Proctor River access: parking, restrooms, and “No Camping” sign
- ... Parking, “No Camping” sign, and restrooms at access point east of Gold Bar
- ... Possible long term campers near river may be of concern between Gold Bar and Index
- ... Investigate access easement off Dorman Road to Skykomish (requires Discover Pass)
- ... Explore the old County refuse area East of Gold Bar as an access location
- ... Explore future use of Gold Bar’s transfer station (was closed 2010/2011 and is idle)

### Gold Bar to Sultan:

- ... Restrooms

### Sultan

- ... More river access near bridge
- ... Add camping
- ... Add river access near train tracks
- ... More boat launches
- ... Early warning gauge on top of railroad abutment to warn Sultan of possible flood
- ... Secondary boat launch at North end of Sportsman Park – Sultan
- ... Big Eddy to Sultan and Sultan to Monroe need more access
- ... Existing Sultan Boat Launch:
  - ... Add restroom
  - ... Improve parking
  - ... Arrangements for port-a-potty pick up at Sultan Boat Launch
  - ... Improve current boat launch
- ... Explore county land off Mann Rd for camping/put-in -
- ... Need for additional access put-in and take-out access at Sultan – Snohomish County owns parcels on South side of Skykomish River near and in Sky View tracts

### Sultan to Monroe

- ... More parking

### Monroe

- ... Covered picnic area
- ... Secure trash container
- ... More public restrooms
- ... More parking between Sultan and Monroe
- ... Add camping
- ... Lewis St boat launch needs launch improvement
- ... Possible river access at Park Place
- ... Add restroom at Lewis Street boat launch
- ... Ben Howard vicinity add:
  - ... Camping

- ... Hiking trails
- ... Expand hours of restrooms, riverfront access
- ... Enlarge parking area
- ... More Picnic tables

## Lower-Section

### Monroe to Snohomish

- ... Agrihood connections – near river in Monroe/Snohomish
- ... Increase access to:
  - ... Short School Road
  - ... Thomas’s Eddy
  - ... Phil’s Riffle
  - ... Lord Hill
  - ... Twin Rivers Preserve

### Snohomish

- ... Provide parking and restrooms at boat launches and trail heads
- ... Restaurant delivery from Andy’s
- ... Culture and history signage about birding
- ... Connect with proposed dinner trail/rail to trail proposal from Snohomish to Woodinville
- ... Thomas Eddy Park – Brightwater Trails to rail to trail and tie into Thomas Eddy Park and Centennial Trail
- ... Fern Bluff Road – channel migration / bar formation and river split
- ... End of Dorman Road – fisherman trail right of way to river
- ... Identify hiking trails at Lord Hill Park
- ... WDFW motor boat launch

### Estuary Area

- ... Parking, public restroom, boat launch at Priest Point
- ... Parking, public restroom at Spencer Island Park
- ... Access to Lowell stretch of river
- ... Motor boat launch, parking, and restrooms at WSDOT site under 522 bridge.
- ... Smith Island – tie in public on top of dike and City of Everett system for bird watchers
- ... Hiking trails

## **III. Proposed Access Points**

Below is a list of publically owned lands that have the potential to be developed access sites. Not all, however, are appropriate given conditions.

## Upper Section – North Fork

**McDonald Mitigation (37-L):** this proposed site is owned by Snohomish County Surface Water Management and lies between the Index Bridge and Trout Creek Access Site. Given onsite and surrounding conditions, this site is not recommended for future improvements.

## Upper Section – South Fork

**Scott Mitigation (30-R):** this land is owned by Snohomish County Surface Water Management and lies between Eagle Falls Take Out and Cable Drop. Given onsite and surrounding conditions, this site is not recommended for future improvements.

## Upper Section – Main

*For this section of the Skykomish River there have been no proposed, publically owned lands with the potential to be developed access sites.*

## Mid-section

**Steelhead County Park (21L):** this undeveloped site is owned by Snohomish County and is located on the South Bank of the Skykomish River. It would be the first access point on the Mid-Section, located after Big Eddy (High Bridge).

**Hoeffler Mitigation (15-L):** this undeveloped site is owned by Snohomish County Surface Water Management and is located on the lower section of the Mid Skykomish River, between Lewis Street access point and Baehlor Site. Given onsite and surrounding conditions, this site is not recommended for future improvements.

## Lower-Section

**Under 522 Bridge (13-R):** this proposed access site is owned the Washington Department of Transportation and has not yet been approved as an official access site. It would be the first access point after the confluence of the Snoqualmie and Skykomish rivers. Given onsite and surrounding conditions, this site is not recommended for future improvements.

**Lord Hill Park (12-R):** this undeveloped access site is located within Lord Hill Park (downriver from 522 Bridge) and is under the jurisdiction of Snohomish County.

**Thomas' Eddy (11-L):** this undeveloped access site is located within Thomas' Eddy Park under the jurisdiction of Snohomish County. It is located downriver on the opposite side of Lord Hill Park.

**Fields Riffle (7-L):** this is an undeveloped access site within Fields Riffle Park, under the jurisdiction of Snohomish County. It is located downriver from Snohomish on the south bank of the Snohomish River.



# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Hiking:** Walking

**Connection to larger trail systems:**

**Camping:** No

**Picnic/day use:** Yes  
mountain views.

**Other current activities on site:** Jeff Island Day, free ferry, summer only – call Everett Parks& Rec for more info

**Description:**

Yes – sidewalks/path connects to Marina Village

**Description:**

Picnic table, open space with water +

**Opportunities:**

**Connection to Community and services:** Access and marine restaurants + rental

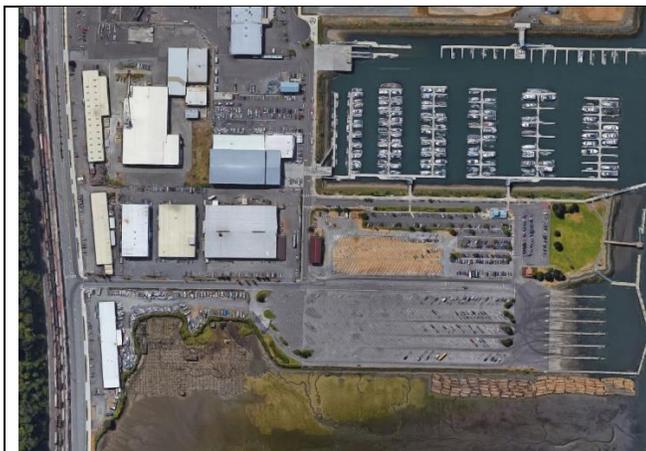
**Recreational opportunities:** Special events + festivals – largest parking lot (when no in competition with fishing)

**Needed improvements:**

**Should this site be considered for future development?:**

**Why?**

**Other thoughts:**



Aerial 1



Overview of river mouth



Jetty Park



Volleyball

Jetty Park Aerial



Jetty Ferry

## Jetty Island

Reviewer: City of Everett, Parks Department

Water Trail Identifier:

Address: 10<sup>th</sup> St. & Maine View Dr., Everett

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: Port of Everett

email:

Phone:

Distance to River: 0

Pass Required? No

Distance from Highway:

Describe site access: By boat only - from 10<sup>th</sup> St. Boat Launch

Describe water access: Boating dock and shallow beach access 127 acres

Private property conflicts?

Shuttle Service in area?

Nature Preserve?

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### Existing Amenities:

Parking: No

# of Parking stalls: No

Boat trailers Parking: No

Restrooms: Yes

Type: Sani-cans - only July - Labor Day

Trailer boat launch: No

Description:

Hand carry launch: No

Description:

Camping: No

Description:

Possible?

Day Use Area: Yes

Description:

Other: Great destination for day trip, or ending of the water trail.

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating: Yes

Type of craft: Kayak, Canoe, Paddleboard,

Kite Board

Fishing:

Shore or boat: Boat/Crabbing

Birding: Yes

Description:

Hiking: Yes

Description: Walk around the island. Summer

only.

Connection to larger trail systems: No

Camping: No

Description:

Picnic/day use: Yes

Description: Picnic Tables & Covered Shelters

Other current activities on site: Interpretive Summer Programming, Kiteboarding, Sand Castles, Beach Volleyball (10 courts) Jetty Island Day (July-Sept) Free Ferry - Contact Everett Parks 425-257-8300

Opportunities:

Connection to Community and services: Jetty Island Day Ferry (July-Sept)

**Recreational opportunities:** Kiteboarding - competitions/special events, Volleyball - tournaments

**Needed improvements:**

**Should this site be considered for future development?:**  
**Why?** Needs to remain accessible

**Other thoughts:**

## Ebey Waterfront Park

Reviewer: Kevin Teague

Water Trail Identifier: 3

Address: 1404 First St. Marysville, WA 98270

Tax Parcel #: 551100900100.00 River Mile:

Latitude: 48.048309° Longitude: -122.177763°

Property Owner: City of Marysville email: jballew@marysvillewa.gov

Phone: (360) 363-8400

Property Manager: Marysville Parks and Recreation

Distance to River: on Pass Required? No Distance from Highway:

Describe site access: This is a very good public boat launch, easy access for all types of crafts

Describe water access: Access is into Ebey Slough

Private property conflicts? None

Shuttle Service in area? No

### Existing Amenities:

Parking: Yes

# of Parking stalls: 32 Boat trailers Parking:

Restrooms: Yes

Type: men's & women's flush toilets

Trailer boat launch: Yes

Description: Four Launch lanes with walkways

Hand carry launch: Yes

Description: With trailer launch

Camping: No

Description: No Possible?:

Day Use Area: Yes

Description: Playground, restrooms, picnic tables

Other:

Hazards: May be difficult to launch at low tide

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating: Yes

Type of craft: All

Fishing: Yes

Shore or boat: boat

Birding: No

Description:

Hiking: No

Description:

Connection to larger trail systems: No

Camping: No

Description:

Picnic/day use: Yes

Description: Restrooms, picnic tables, and

playground

Other current activities on site: Boat launch, playground, and day use

Opportunities:

Connection to Community and services: Easy walking distance into the City of Marysville

Recreational opportunities: Boating and day use

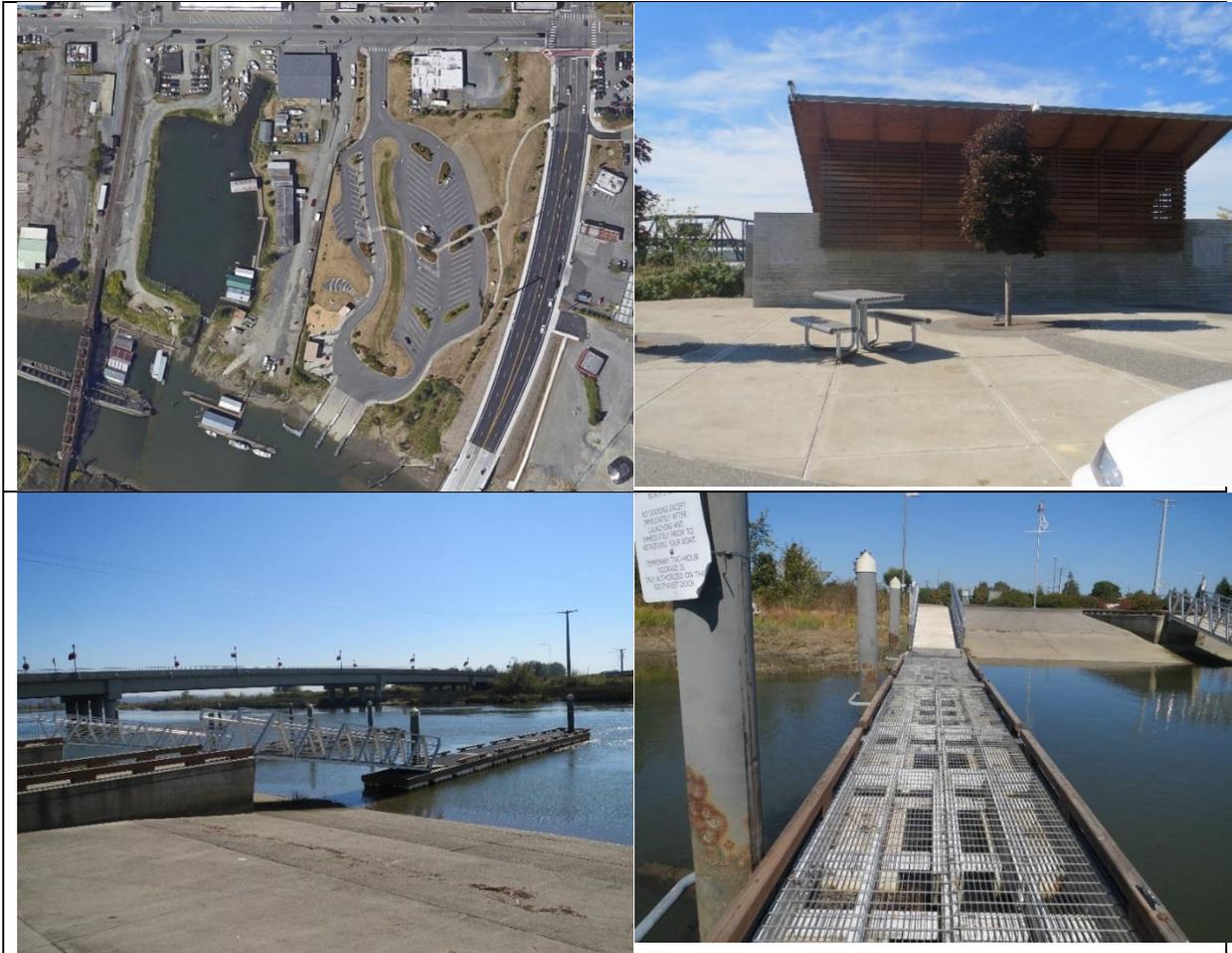
# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Needed improvements:** Maybe add means of locking up hand launch crafts so boaters can walk into the City.

**Should this site be considered for future development?:** No

**Why?** Excellent as it is, top notch facility

**Other thoughts:**



## Langus Riverfront Park and Trail

Reviewer: Jane Lewis

Water Trail Identifier:

Address: 400 Smith Island Rd Everett, WA 98201

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: City of Everett email: recreation@everett.wa.gov

Phone: (425) 257 8300 ext. 2

Property Manager: same

email:

Phone:

Distance to River: on river

Pass Required?: no/boat launch fee

Distance from Highway:

Describe site access: paved boat launch + parking

Describe water access: paved boat launch + dock

Private property conflicts?: No

Shuttle Service in area?: No

### Existing Amenities:

Parking: Yes

# of Parking stalls: 22 Boat trailers Parking: Yes

Restrooms: Yes

Type:

Trailer boat launch: Yes

Description:

Hand carry launch: Yes

Description:

Camping: No

Description: Possible?:

Day Use Area:

Description:

Other: park open April-Oct 31 6-10pm Nov 1 - Mar 31 6-8pm

Hazards: Flooding + Debris. Swift Current

Historic features:

Environmental challenges/impacts: Extreme low tides/ no trailer access.

### Current activities:

Boating: Yes

Type of craft:

Fishing: Yes

Shore or boat:

Birding: Yes

Description:

Hiking: Yes

Description: 3.1 mile trail w/ access to adj. Spencer

Island.

Connection to larger trail systems: Yes - 96 acre park

Camping: No

Description:

Picnic/day use: Yes

Description: View of their Mountains

Other current activities on site: Crew Rowing Facility, Geocaching, Parking at a premium dining, Active Fishing seasons, fishing pier, rental meeting room.

Opportunities:

Connection to Community and services: Proximity to animal shelter

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Recreational opportunities:** Special Events + Festivals

**Needed improvements:** More parking during peak fishing times, special events

**Should this site be considered for future development?:**  
**Why?**

**Other thoughts:** fee for boat launch, applies to all types of boat launching – annual passes available.



## Ebey Island

Reviewer:

Water Trail Identifier:

Address:

Tax Parcel #:

Latitude:

Property Owner:

Property Manager:

River Mile:

Longitude:

email:

email:

Phone:

Phone:

Distance to River:

Describe site access:

Describe water access:

Private property conflicts?:

Shuttle Service in area?:

Pass Required?:

Distance from Highway:

82

### Existing Amenities:

Parking:

Restrooms:

Trailer boat launch:

Hand carry launch:

Camping:

Day Use Area:

Other:

# of Parking stalls:

Type:

Description:

Description:

Description:

Description:

Boat trailers Parking:

Possible?:

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating:

Fishing:

Birding:

Hiking:

Connection to larger trail systems:

Camping:

Picnic/day use:

Other current activities on site:

Type of craft:

Shore or boat:

Description:

Description:

Description:

Description:

Opportunities:

Connection to Community and services:

Recreational opportunities:

Needed improvements:

Should this site be considered for future development?:

DRAFT

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

Why?

Other thoughts:



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# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan



## Rotary Boat Launch

Reviewer: Jane Lewis

Water Trail Identifier:

Address: 350 5 Lowell Snohomish River Rd., Everett, WA 98203

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: City of Everett

email: [recreation@everett.wa.gov](mailto:recreation@everett.wa.gov)

Phone: 425-257-8300 x2

Property Manager:

email:

Phone:

Distance to River: On

Pass Required?: No - boat launch free

Distance from Highway:

Describe site access: Paved parking

Describe water access: Paved boat launch + docks

Private property conflicts?: No

Shuttle Service in area?: No/No bus

### Existing Amenities:

Parking: Yes

# of Parking stalls: 19 Boat trailers Parking: Yes

Restrooms: Yes

Type: Sanicans - 2 stalls - unisex

Trailer boat launch: Yes

Description: 2 lanes

Hand carry launch: Yes

Description: Grassy area upstream

Camping: No

Description: Possible?:

Day Use Area: Yes

Description:

Other: Park open April 1 - Oct 31 6 am-10pm (Rotary Park 11 acres)

Nov 1-Mar 31 6am-8pm

Hazards: Flooding, debris, swift currents - floods, weather events.

Historic features: Adjacent to historic Lowell Simpson (?)

Environmental challenges/impacts: Tides - low tide no trail access

### Current activities:

Boating: Yes

Type of craft: All

Fishing: Yes

Shore or boat: Boat

Birding: Yes

Description:

Hiking: Yes

Description: Adjacent to Lowell Riverfront Park 7

acres

Connection to larger trail systems: Yes - 16 miles of paved trail

Camping: No

Description:

Picnic/day use: Yes

Description: view of river and mountains - picnic

tables

Other current activities on site: Overflow parking for Lowell Riverfront Park

Geocaching

Parking lot fills during busy fishing season.

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Opportunities:**

**Connection to Community and services:**

**Recreational opportunities:**

**Needed improvements:** Occasionally flood debris/flooding closes park and boat launch and trails

**Should this site be considered for future development?:** No

**Why?**

**Other thoughts:** \$7 fee for boat launch applies to all types of boat launching – Annual passes available



## Field's Riffle Park

Reviewer: Kevin Teague

Water Trail Identifier: POTENTIAL ACCESS POINT

Address: 8121 Lowell-Snohomish River RD, SNOHOMISH, WA 98296

Tax Parcel #: 28051400101600 River Mile:

Latitude: 47.913584° Longitude: -122.121820°

Property Owner: Snohomish County Parks

Phone: 425-419-6600 Property Manager: Kevin Teague

email: [kevin.teague@snoco.org](mailto:kevin.teague@snoco.org) Phone: 425-388-6609

Distance to River: on Pass Required?: No

Distance from Highway: 1.9 from Hwy 9

Describe site access: Undeveloped access

Describe water access: road would need to be built to get cars closer to river

Private property conflicts?: No

Shuttle Service in area?: No

### Existing Amenities:

Parking:	Yes	# of Parking stalls:	4	Boat trailers	Parking:	No
Restrooms:	No	Type:				
Trailer boat launch:	No	Description:				
Hand carry launch:	No	Description:				
Camping:	No	Description:		Possible?:		
Day Use Area:	No	Description:				
Other:	Uncertain if ownership would allow camping, potential locations with river access exist within park					

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating:	Yes	Type of craft:	all
Fishing:	Yes	Shore or boat:	both
Birding:	Yes	Description:	
Hiking:	Yes	Description:	trails within park

Connection to larger trail systems: No

Camping: No Description:

Picnic/day use: No Description: Could be developed

Other current activities on site: Fishing, Hiking on park property

Opportunities:

Connection to Community and services: no

**Recreational opportunities:** yes with better access into park

**Needed improvements:** Better access to river would need to be developed  
More intense development would require greater site management to keep site free of illegal activity

**Should this site be considered for future development?:** Yes

**Why?** This park has very good river access and some with low bank, could be good for river camping and/or hand boat launch

**Other thoughts:** There is a need for increased maintenance and security at this site. Currently maintenance and Park Ranger activity is very low and site feels unkept and a bit unsafe with transient camping





## Cady Park

Reviewer: Denise Johns

Water Trail Identifier:

Address:

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: City of Snohomish

email: johns@snohomish.wa.gov Phone: 360-282-3195

Property Manager: Same

Distance to River: On Pass Required?: No Distance from Highway:  
2 miles

Describe site access: Rustic gravel parking, concrete landing in disrepair

Describe water access: Parking at river edge to concrete ramp buckled

Private property conflicts?: No - sometimes difficulty with parking during "bumpy season"

Shuttle Service in area?: No

### Existing Amenities:

Parking: Yes # of Parking stalls: 15-20 Boat trailers Parking: Yes

Restrooms: Yes? Type: Within a short walk < 1000' to regular restrooms

Trailer boat launch: Yes Description: Rustic boat landing area and parking

Hand carry launch: Yes Description: Immediate parking at site

Camping: No Description: Possible?:

Day Use Area: Yes Description: Nice

Other: Adjacent to historic downtown Snohomish. Settane (?) is historic and a stop along the riverfront trail with interpretive information.

Hazards: The boat launch shows severely damaged concrete (but usable). Very steep and severe drop off at low tide.

Historic features: Within historic setting

Environmental challenges/impacts: Has long been access at driver edge - infested with blackberries

### Current activities:

Boating: Yes Type of craft: Non-motorized only

Fishing: Yes Shore or boat: Boat

Birding: Yes Description: River edge/disturbed habitat within 1-2 of wildlife sanctuary to the west

Hiking: Yes? Description: paced/passive pathway to sanctuary

Connection to larger trail systems: Yes - Centennial Trail

Camping: No Description:

Picnic/day use: Yes Description: Rustic picnic

Other current activities on site: Popular boat launch and an existing river front trail (well used)

**Opportunities:**

**Connection to Community and services:** Within 200 ft of Historic Snohomish business district; restroom; tourism office; gas station; boat shop; hardware; restaurants and shopping

**Recreational opportunities:** Trail to Centennial Trail, future eastside rail corridor, shopping, sight-seeing, balloon rides, skydiving, rural tourism.

**Needed improvements:** Very degraded concrete landing - to be for non-motorized launch only

**Should this site be considered for future development?:** N/A

**Why?** River edge requires revegetation

**Other thoughts:**



## Snohomish Boat Launch (Stocker Property)

Reviewer: Denise Johns

Water Trail Identifier:

Address: east of the Snohomish River; 1400 FT South of Cady Landing

Tax Parcel #: 28061800303300 River Mile:

Latitude: Longitude:

Property Owner: City of Snohomish

email: [johns@snohomish.wa.gov](mailto:johns@snohomish.wa.gov) Phone: 360-282-3195

Property Manager: same

Distance to River: on Pass Required?: No

Distance from Highway: 2 miles

Describe site access: Road access of Lincoln; paved parking

Describe water access: existing new concrete new boat launch

Private property conflicts?: No

Shuttle Service in area?: No

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### Existing Amenities:

Parking: Yes # of Parking stalls: 8 Boat trailers Parking: 11

Restrooms: Yes Type: Portable

Trailer boat launch: Yes Description: Concrete ramp

Hand carry launch: Yes Description:

Camping: No Description: Possible?:

Day Use Area: Yes Description: Access to river from trail

Other: The 20 acre park boat launch is within walking distance of Historic Downtown Snohomish, Ag. Tourism

Hazards: None known

Historic features: Downtown, Agriculture tourism

Environmental challenges/impacts: Flooded during winter

### Current activities:

Boating: Yes Type of craft: motorized or non-motorized

Fishing: Yes Shore or boat: Boat

Birding: Yes Description: shoreline, blackberry contamination

Hiking: No Description: passive, walkable trail

Connection to larger trail systems: Yes - Centennial Trail

Camping: No Description:

Picnic/day use: Yes Description: Picnic table

Other current activities on site: This is a brand new boat launch and master planning is in its earliest stages.

### Opportunities:

Connection to Community and services: The site is within a short walk to charming downtown Snohomish - shopping, restaurants, tourism office, hotel/bed & breakfast

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Recreational opportunities:** Access to a small rural/urban/town, centennial trail/riverfront trail, and (future) eastside rail & centennial trail south

**Needed improvements:** The property will be master planned this year. Currently the property includes a new boat launch & parking within a farmer pasture.

**Should this site be considered for future development?:** Yes

**Why?** It will be master planned with a focus on restoration (habitat) and pathway/trail connection to riverfront trail.

**Other thoughts:** We anticipate the site will likely be used as a venue for summer events (possibly concerts, open markets, tournaments)



## Short School Road

Reviewer: Jamie Bails

Water Trail Identifier:

Address: 14397 Short School Road

Tax Parcel #: 28063200300400 River Mile: 15

Latitude: Longitude:

Property Owner: WDFW Wildlife Program

email: Phone:

Property Manager: Derek Hacker email: Phone:

Distance to River: on Pass Required?: yes Distance from Highway: 5 miles

Describe site access: Boat launch, turn around, gravel parking area

Describe water access: Boat launch

Private property conflicts?: unknown

Shuttle Service in area?: no

### Existing Amenities:

Parking: Yes # of Parking stalls: 3 Boat trailers Parking:

Restrooms: No Type:

Trailer boat launch: Yes Description: Soft drift

Hand carry launch: No Description:

Camping: No Description: Possible?:

Day Use Area: Yes? Description: Possible if improved, fire pits active

Other:

Hazards: unknown

Historic features: unknown

Environmental challenges/impacts: unknown

### Current activities:

Boating: Yes Type of craft: Float/motor

Fishing: Yes Shore or boat: Boat

Birding: Yes Description: Limited areas behind parking area

Hiking: No Description: But connection to Buck Island

Connection to larger trail systems:

Camping: No Description: May be possible in the future

Picnic/day use: Yes Description: If tables are added

Other current activities on site: lunch spot, fire pits, dumping of trash.

Opportunities:

Connection to Community and services: 2 miles to town of Snohomish

Recreational opportunities: Birdwatching, dog swimming, near Lord Hill Park

**Needed improvements:** Road and ramp improvements are needed. No parking. Vandalism. Could be a good hand launch site. Too steep for boats. Not ADA. Need toilet.

**Should this site be considered for future development?:** Yes

**Why?** Excellent site for improvement in lower Snohomish. Restoration of bank, and limited trails.

**Other thoughts:** The site experiences heavy use during the summer by teenagers and people looking for a place to hang out. There is streambank erosion along site that could be addressed through restoration.



## Thomas Eddy (Bob Heirman Wildlife Park)

Reviewer: Kevin Teague

Water Trail Identifier: POTENTIAL ACCESS POINT

Address: 14913 Connelly Rd. Snohomish, WA 98296

Tax Parcel #: 403800003400

River Mile:

Latitude: 47.860002°

Longitude: -122.093543°

Property Owner: Snohomish County Parks

email:

Phone: 425-419-6600

Property Manager: Kevin Teague

email: kevin.teague@snoco.org

Phone: 425-388-6609

Distance to River: on

Pass Required?: No

Distance from Highway: 1.6 mi to HW 9

Describe site access: Access off Connelly Rd is paved road to paved parking lot

Describe water access: .25 mile foot road from parking area to river

Private property conflicts?: No

Shuttle Service in area?: No

### Existing Amenities:

Parking: Yes

# of Parking stalls: 14 Boat trailers Parking: No

Restrooms: Yes

Type: sanican at parking lot

Trailer boat launch: No

Description: high bank and poor access

Hand carry launch: No

Description:

Camping: No

Description: Possible?: Yes

Day Use Area: Yes

Description: picnic tables at parking lot/ garbage cans

Other: Possible river camping but would need better access from parking lot and clear river access over dike.

Hazards:

Historic features:

Environmental challenges/impacts: Critical Area restrictions on any site development

### Current activities:

Boating: Yes

Type of craft: all

Fishing: Yes

Shore or boat: both

Birding: Yes

Description:

Hiking: Yes

Description: trails within 429 acre park

Connection to larger trail systems: No

Camping: No

Description:

Picnic/day use: Yes  
overlooking park

Description: picnic tables in parking lot

Other current activities on site: Fishing, Hiking on park property.

Opportunities:

DRAFT

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Connection to Community and services:** No

**Recreational opportunities:** Yes with better access into park

**Needed improvements:** Better access to river would need to be developed  
Park beach area has litter problem

**Should this site be considered for future development?:** Yes

**Why?** This park has a lot of river frontage

Potential for hand launch, camping and improved fishing access

**Other thoughts:** Need to investigate regulatory restrictions on park site before any future development plans go too far.



# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

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DRAFT

## Lord Hill Park (South Entrance)

Reviewer: Kevin Teague

Water Trail Identifier: POTENTIAL ACCESS POINT

Address: 13807 Old Tester Road, Snohomish WA 98290 Snohomish, WA 98290

Tax Parcel #: 27061600200200

River Mile:

Latitude: 47.833806°

Longitude: -122.045341°

Property Owner: Snohomish County Parks

Phone: 425-419-6600

Property Manager: Amy Lucas

email: Amy.Lucas3@Snoco.org

Phone: 425-388-6620

Distance to River: on

Pass Required?: No

Distance from Highway: 3 mi to 522

Describe site access: Undeveloped access

Describe water access: Road would need to be built to get cars closer to the river

Private property conflicts?: No

Shuttle Service in area?: No

### Existing Amenities:

Parking: Yes

# of Parking stalls: 30 Boat trailers Parking: No

Restrooms: No

Type:

Trailer boat launch: No

Description:

Hand carry launch: No

Description:

Camping: No

Description: Possible?: Yes

Day Use Area: No

Description: Some good low bank a bit downstream, need road.

Other:

Hazards:

Historic features:

Environmental challenges/impacts: steep bank and erosion

### Current activities:

Boating: Yes

Type of craft: all

Fishing: Yes

Shore or boat: both

Birding: Yes

Description:

Hiking: Yes

Description:

Connection to larger trail systems: Yes

Camping: No

Description:

Picnic/day use: No

Description: Could be developed

Other current activities on site: Fishing, hiking on park property, mountain biking and horseback riding in park

Opportunities:

**Connection to Community and services:** No

**Recreational opportunities:** Yes with access to park

**Needed improvements:** Better access to river would need to be developed.  
Location is remote and access is a long drive from the north side of the park.

**Should this site be considered for future development?:** Yes

**Why?** This is a large park with existing parking lot. Park has lots of reasons for people to come. Camping is a good possibility along the river.

**Other thoughts:** Plans for river access should be part of the master planning process for park.





## 522 WSDOT at Lord Hill (Under 522 Bridge)

Reviewer: Kevin Teague

Water Trail Identifier: POTENTIAL ACCESS POINT

Address: "14098 Tester Branch Road Snohomish, WA 98290

Tax Parcel #: 27062600100300

River Mile:

Latitude: 47.831439°

Longitude: -122.047050°

Property Owner: WSDOT

email:

Phone:

Property Manager: Dave Lindberg

email:

Phone: 425-225-8700

Distance to River: on

Pass Required?: No

Distance from Highway: 2.8 mi to 522

Describe site access: Undeveloped - no access - currently no trespassing

Describe water access: Poor, steep and a long carry from road to water

Private property conflicts?: Yes

Shuttle Service in area?: No

### Existing Amenities:

Parking: No

# of Parking stalls: 0 Boat trailers Parking: No

Restrooms: No

Type:

Trailer boat launch: No

Description:

Hand carry launch: No

Description:

Camping: No

Description: Possible?: No

Day Use Area: No

Description: High transient area

Other:

Hazards:

Historic features:

Environmental challenges/impacts: Steep bank and erosion

### Current activities:

Boating: Yes

Type of craft: all

Fishing: Yes

Shore or boat: both

Birding: No

Description:

Hiking: No

Description:

Connection to larger trail systems: No

Camping: No

Description:

Picnic/day use: No

Description:

Other current activities on site: Fishing, Hiking on park property

Opportunities:

Connection to Community and services: No

Recreational opportunities: None

## Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Needed improvements:** WSDOT does not want public use of area under bridge, long ways to the water from the road, high transient area, vandalism and dumping.

**Should this site be considered for future development?:** No

**Why?** WSDOT does not want public use of area under bridge, long ways to the water from the road, good public access on park property to the north.

**Other thoughts:** This site should be removed from consideration.



DRAFT



## Highbridge WDFW

Reviewer: Kevin Teague

Water Trail Identifier:

Address: "20701 Crescent Lake Road Monroe WA 98272

Tax Parcel #: 27062600100300

River Mile:

Latitude: 47.80417°

Longitude: -122.001553°

Property Owner: WA State Reformatory/WDFW email:

Phone:

Property Manager: WDFW - Derek Hacker

Distance to River: on Pass Required?: Yes

Distance from Highway: 2.3 mi to 203

Describe site access: Single launch into deep, slow river section

Describe water access: Good launch into deep, slow river section

Private property conflicts?: No

Shuttle Service in area?: No

### Existing Amenities:

Parking: Yes

# of Parking stalls: 20 Boat trailers Parking: Yes

Restrooms: No

Type:

Trailer boat launch: Yes

Description:

Hand carry launch:

Description: use vehicle boat launch

Camping: No

Description: Possible?: Yes

Day Use Area: No

Description: Camping possible on adjoining land owned WDFW

Other:

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating: Yes

Type of craft: all

Fishing: Yes

Shore or boat: both

Birding: No

Description:

Hiking: No

Description:

Connection to larger trail systems: No

Camping: No

Description:

Picnic/day use: No

Description:

Other current activities on site: Fishing, hunting on WDFW property

Opportunities:

Connection to Community and services: no

Recreational opportunities: fishing and hunting

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Needed improvements:** improve parking area and designate parking spots, launch planks in need of repair, add sanicans.

**Should this site be considered for future development?:** Yes

**Why?** Very good access point and large parking area next to other publicly owned property

**Other thoughts:** small beach area, poor access for fisherman on foot, not good for bank fishing or day use.





# Middle Section

## Baehlor/WDFW Site

Reviewer: Kevin Teague

Water Trail Identifier:

Address: 17829 Tualco Loop Rd, Monroe

Tax Parcel #: 27061400100700

River Mile:

Latitude: 47.832030°

Longitude: -121.960978°

Property Owner: WDFW

email:

Phone:

Property Manager: Derek Hacker

Distance to River: on Pass Required?: Yes

Distance from Highway: 1.5 mi to 203

Describe site access: hand carry 50 yards to high bank launch

Describe water access: 20' high steep bank

Private property conflicts?: Could be

Shuttle Service in area?: No

### Existing Amenities:

Parking: Yes # of Parking stalls: primitive -10 Boat trailers Parking: No

Restrooms: No Type:

Trailer boat launch: No Description:

Hand carry launch: Yes Description:

Camping: No Description: Possible?: No

Day Use Area: No Description:

Other:

Hazards:

Historic features:

Environmental challenges/impacts: Bank erosion

### Current activities:

Boating: Yes Type of craft: kayak, raft, inner tube, canoe

Fishing: Yes Shore or boat: both

Birding: Yes Description:

Hiking: No Description:

Connection to larger trail systems: No

Camping: No Description:

Picnic/day use: No Description:

Other current activities on site: Fishing, rock skipping, hunting on WDFW property

Opportunities:

Connection to Community and services: no

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

Recreational opportunities: fishing and hunting

Needed improvements: Improve parking area and designate parking spots

Should this site be considered for future development?: No  
Why?

Other thoughts:





## Hoefer Family Flood Mitigation

Reviewer: David Wilson

Water Trail Identifier:

Address: 18133 175<sup>th</sup> Place SE, Monroe

Tax Parcel #: 00600000001200

River Mile:

Latitude:

Longitude:

Property Owner: Snohomish County Public Works

email: scott.more@snogo.org

Phone: (425) 388-3464

Distance to River: on

Pass Required?: N/A

Distance from Highway: 2 mi to Hwy 2

Describe site access: SR703, Tualco Loop Rd 183<sup>rd</sup> Ave SE 175<sup>th</sup> Pl SE

Describe water access: Deep fishing/ swimming hole

Private property conflicts?: Former home site is accessed by private road

Shuttle Service in area?: No

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### Existing Amenities:

Parking: Yes

# of Parking stalls: 3-4 Boat trailers Parking: Yes

Restrooms: No

Type: Primitive (cat hole)

Trailer boat launch: No

Description: Next lot to east was a private boat launch

Hand carry launch: No

Description:

Camping: No

Description: Restricted Area Possible?: Yes

Day Use Area: Yes

Description: To be re-forested, but current meadow

Other: To change current open space use some coordination with the Tualco River Tracts maybe necessary. There is some existing uses by neighbors.

Hazards: Flooding

Historic features: none

Environmental challenges/impacts: Compatibility of camping with homes.

### Current activities:

Boating: Yes

Type of craft: Rafts, Drift boats, Canoes,

Kayaks

Fishing: Yes

Shore or boat: Nice deep hole adjacent to lot

Birding: Yes

Description: Riparian area near large river

Hiking: No

Description: short trails to gravel bars

Connection to larger trail systems: No

Camping: No

Description: Coordinate with Tualco River Tracts

HOA

Picnic/day use: Yes

Description: Good use for this site

Other current activities on site: Some fishing pressure by shore fisherman currently, neighborhood swimming spot in summer, private road access.

**Opportunities:**

**Connection to Community and services:** 2 mile drive to Monroe downstream from SR 203/WDFW boat ramp.

**Recreational opportunities:** Swimming, Picnicking, Bird watching, camping, fishing

**Needed improvements:** camping would need coordination and development of fire pit, picnic tables, and outhouse or river regulation for use of portable toilet.

**Should this site be considered for future development?:**

**Why?**

**Other thoughts:** Un-restricted public access would not be possible due to private road. Parcel does flood during storms where the USGS Gold Bar Gage exceeds 20 ft. Any development needs to be consistent with FEMA. Deed Restrictions.



## Lewis Street Launch

Reviewer: Bails

Water Trail Identifier:

Address: 820 Village Way, Monroe

Tax Parcel #: 27061200100200

River Mile:

Latitude: 47.846908

Longitude: -121.971092

Property Owner: WDFW Wildlife Program, Access

email:

Phone:

Property Manager: Derek Hacker

Distance to River: on

Pass Required?: yes

Distance from Highway: 3 mi

Describe site access: Boat launch, turn around, gravel parking area

Describe water access: boat launch

Private property conflicts?: no

Shuttle Service in area?: no

118

### Existing Amenities:

Parking: Yes

# of Parking stalls: 25 Boat trailers

Restrooms: Yes

Parking Type: ADA vault toilet, van parking

Trailer boat launch: Yes

Description: paved

Hand carry launch: No

Description:

Camping: No

Description: Possible?: Yes

Day Use Area: Yes

Description: yes, but no tables yet

Other:

Hazards: none apparent

Historic features: none apparent

Environmental challenges/impacts: unknown

### Current activities:

Boating: Yes

Type of craft: Float/ motor

Fishing: Yes

Shore or boat: boat

Birding: Yes

Description: limited areas behind parking area

Hiking: No

Description: But connects to Buck Island

Connection to larger trail systems: Yes

Camping: No

Description: May be possible in the future

Picnic/day use: Yes

Description: If tables are added

Other current activities on site: lunch spot

Opportunities:

Connection to Community and services: 1 mile to town of Monroe

Recreational opportunities: Trail can connect along river to park and to Buck Island if developed

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

**Needed improvements:** Need tables for day use. Bad potholes under bridge on access road.

**Should this site be considered for future development?:** Yes

**Why?** Excellent connection to exiting trails, city parks and nature viewing

**Other thoughts:** This site experiences heavy use during the summer by boaters and people looking for a place to hang out. There is streambank erosion along site that could be addressed through restoration.





## Al Borlin Park

Reviewer:

Water Trail Identifier:

Address:

Tax Parcel #:

Latitude:

Property Owner:

Property Manager:

River Mile:

Longitude:

email:

email:

Phone:

Phone:

Distance to River:

Describe site access:

Describe water access:

Private property conflicts?:

Shuttle Service in area?:

Pass Required?:

Distance from Highway:

116

### Existing Amenities:

Parking:

Restrooms:

Trailer boat launch:

Hand carry launch:

Camping:

Day Use Area:

Other:

# of Parking stalls:

Type:

Description:

Description:

Description:

Description:

Boat trailers Parking:

Possible?:

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating:

Fishing:

Birding:

Hiking:

Connection to larger trail systems:

Camping:

Picnic/day use:

Other current activities on site:

Type of craft:

Shore or boat:

Description:

Description:

Description:

Description:

Opportunities:

Connection to Community and services:

Recreational opportunities:

Needed improvements:

Should this site be considered for future development?:

Why?

Other thoughts:

Photos:

DRAFT

## Ben Howard Rd/WDFW Boat Launch

Reviewer: Bails

Water Trail Identifier:

Address: 23248 Ben Howard Rd, Monroe

Tax Parcel #: 27070800100600 River Mile: 33

Latitude: 47.84498573 Longitude: -121.929015

Property Owner: WDFW wildlife Program, Access

email: Phone:

Property Manager: Derek Hacker

Distance to River: on Pass Required?: Yes

Distance from Highway: 4 miles

Describe site access: boat launch, gravel beach at low flows

Describe water access: narrow launch with wide turnaround

Private property conflicts?: unknown

Shuttle Service in area?: no

### Existing Amenities:

Parking: yes # of Parking stalls: 12 Boat trailers Parking:

Restrooms: no Type:

Trailer boat launch: yes Description: single lane, steep

Hand carry launch: yes Description:

Camping: No Description: Possible?:

Day Use Area: Yes Description: gravel beach and swimming

Other: Left bank river access

Hazards: unknown

Historic features: unknown

Environmental challenges/impacts: unknown

### Current activities:

Boating: Yes Type of craft: motor, float

Fishing: Yes Shore or boat: boat, shore okay

Birding: Yes Description: Limited

Hiking: No Description: No trail connection

Connection to larger trail systems: No

Camping: No Description:

Picnic/day use: Yes Description:

Other current activities on site: Lots of day and evening use during summer. Campfires, trash pickup needed regularly.

Opportunities:

Connection to Community and services: On the other side of the river from town. Only accessible by car or river.

**Recreational opportunities:** Other than fishing, this is a good place to hang out on sunny days by the river. Not as busy as other areas. Dogs often here.

**Needed improvements:** Permanent vault toilet, paved parking, ramp improvements. High vandalism and trash dumping during the summer.

**Should this site be considered for future development?:** No

**Why?** Limited in size and application. Serves as a good launch or break site, but not much else.

**Other thoughts:**





## Thunderbird Resort

Reviewer: Jamie Bails

Water Trail Identifier:

Address: 26702 Ben Howard Rd, Monroe

Tax Parcel #:

River Mile: 32

Latitude:

Longitude:

Property Owner:

email:

Phone: 360-7944030

Property Manager:

Distance to River: on

Pass Required?: No Distance from Highway: > 1 mile

Describe site access: Boat launch, turn around, gravel parking area

Describe water access: boat launch

Private property conflicts?: unknown

Shuttle Service in area?: no

120

### Existing Amenities:

Parking: No

# of Parking stalls: 0 Boat trailers Parking:

Restrooms: Yes

Type: Outhouse

Trailer boat launch: yes

Description: soft dirt and gravel

Hand carry launch: yes

Description: down a ramp

Camping: yes?

Description: RV and trailer spots

Day Use Area: Yes

Description: Picnic tables and shoreline access

Other:

Hazards: unknown

Historic features: unknown

Environmental challenges/impacts: unknown

### Current activities:

Boating: Yes

Type of craft: float/motor/kayak

Fishing: Yes

Shore or boat: boat/shore

Birding: Yes

Description: throughout site and along river

Hiking: No

Description:

Connection to larger trail systems: No

Camping: Yes

Description: RV spots available

Picnic/day use: Yes

Description: limited

Other current activities on site: with daily fee, not open to public use

### Opportunities:

Connection to Community and services: outside town

Recreational opportunities: with RV camping spot

Needed improvements:

# Working Draft Skykomish-Snohomish Rivers Recreation Concept Plan

Should this site be considered for future development?: Yes  
Why? This site is managed by private company

Other thoughts:





## Sportsman's Park

Reviewer: Jamie Bails

Water Trail Identifier:

Address: At the Sultan River Bridge off Hwy 2, Left on Albion Street just before Railroad bridge

Tax Parcel #: River Mile: 34

Latitude: Longitude:

Property Owner: City of Sultan email: Phone:

Property Manager: email: Phone:

Distance to River: on Pass Required?: no

Distance from Highway: >1 mile

Describe site access: Boat launch

Describe water access: Boat launch

Private property conflicts?: unknown

Shuttle Service in area?: no

123

### Existing Amenities:

Parking: Yes # of Parking stalls: 25 Boat trailers Parking:

Restrooms: Yes Type: Outhouse

Trailer boat launch: Yes Description: soft dirt and gravel

Hand carry launch: Yes Description: shoreline

Camping: No Description: Not at this time Possible?:

Day Use Area: Yes Description: Picnic tables and shoreline access

Other:

Hazards: unknown

Historic features: unknown

Environmental challenges/impacts: unknown

### Current activities:

Boating: Yes Type of craft: float/ motor/ kayak

Fishing: Yes Shore or boat: Boat/shore

Birding: Yes Description: Throughout site and along river

Hiking: Yes Description: Other side of the river, Osprey Park

Connection to larger trail systems:

Camping: No Description: Not allowed at this time

Picnic/day use: Yes Description:

Other current activities on site: lunch spot, fire pits, dumping of trash, mineral prospecting, dog swim

Opportunities:

Connection to Community and services: In town

Recreational opportunities: Birdwatching, dog swimming, picnicking

DRAFT

**Needed improvements:** Road and ramp improvements are needed. Vandalism. Gazebo is old and degraded. Shoreline restoration needed.

**Should this site be considered for future development?:** Yes

**Why?** Excellent site for improvements in city of Sultan. Restoration of bank and trail access.

**Other thoughts:** This site experiences heavy use during the summer by people looking for a place to hang out. There is streambank erosion along the site that could be addressed through restoration.

Photos:

## Steelhead County Park

Reviewer:

Water Trail Identifier:

Address:

Tax Parcel #:

Latitude:

Property Owner:

Property Manager:

River Mile:

Longitude:

email:

email:

Phone:

Phone:

Distance to River:

Describe site access:

Describe water access:

Private property conflicts?:

Shuttle Service in area?:

Pass Required?:

Distance from Highway:

125

### Existing Amenities:

Parking:

Restrooms:

Trailer boat launch:

Hand carry launch:

Camping:

Day Use Area:

Other:

# of Parking stalls:

Type:

Description:

Description:

Description:

Description:

Boat trailers Parking:

Possible?:

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating:

Fishing:

Birding:

Hiking:

Connection to larger trail systems:

Camping:

Picnic/day use:

Other current activities on site:

Type of craft:

Shore or boat:

Description:

Description:

Description:

Description:

Opportunities:

Connection to Community and services:

Recreational opportunities:

Needed improvements:

Should this site be considered for future development?:

Why?

Other thoughts:

Photos:

# Upper Section

## Big Eddy Scenic River Access

Reviewer: State Parks & Jamie Bails

Water Trail Identifier:

Address:

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: WDFW

email:

Phone:

Property Manager: WA State Parks

email: Wallace.falls@parks.wa.gov

Distance to River: on

Pass Required?: Discover or WDFW

Distance from Highway: on

Describe site access: directly off highway 2

Describe water access: beach and boat launch

Private property conflicts?: no

Shuttle Service in area?: yes. Various.

### Existing Amenities:

Parking: Yes

# of Parking stalls: 100 Boat trailers Parking: Yes /20

Restrooms: Yes

Type: Vault/ non-flush

Boat launch: Yes

Description: unimproved sand/ gravel

Hand carry launch:

Description:

Camping: no

Description: Possible?: no

Day Use Area: Yes

Description: River/beach access, 5 picnic tables

Other: 2 kiosks with park and fishing information

Hazards: associated water hazards, hypothermia, swift water off season.

Historic features:

Environmental challenges/impacts: Lower parking area and boat launch prone to floods.

### Current activities:

Boating: Yes

Type of craft: drift boats, kayaks, rafting

Fishing: Yes

Shore or boat: both

Birding: Yes

Description:

Hiking:

Description:

Connection to larger trail systems:

Camping: No

Description:

Picnic/day use: Yes

Description: 5 picnic tables, sandy beach shore

Other current activities on site: geocache, swimming

Opportunities:

**Connection to Community and services:**

**Recreational opportunities:**

**Needed improvements:** Road Ramp improvements are needed. Vandalism.

**Should this site be considered for future development?:**

**Why?** Excellent site for improvements in lower Snohomish. Restoration of bank, and limited trails.

**Other thoughts:** This site experiences heavy use during the summer by people looking for a place to hang out. There is streambank erosion along the site that could be addressed through restoration.





## Reiter Ponds

Reviewer: Leslie Holmes

Water Trail Identifier:

Address: 45300 Reiter Rd. Gold Bar, WA 98251

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: WDFW/State Parks

Phone: 360-793-0475

Property Manager:

Distance to River: ~ 1 mile

Pass Required?: Discover

Distance from Highway: 2.5 miles from Highway 2

Describe site access: accessed via hatchery parking lot + walking along access road

Describe water access: brief but steep trail to river from access road

Private property conflicts?: N/A

Shuttle Service in area?: ?

129

### Existing Amenities:

Parking: Yes

# of Parking stalls: 20 Boat trailers Parking: No

Restrooms: Yes  
site

Type: WDFW manages restrooms of unknown type on site

Trailer boat launch: No

Description:

Hand carry launch: No

Description:

Camping: No

Description: Possible?: No

Day Use Area: Yes

Description: fishing

Other:

Hazards: associated with water, hypothermia, swift off season water

Historic features: unknown if any

Environmental challenges/impacts:

### Current activities:

Boating:

Type of craft:

Fishing: Yes

Shore or boat: Shore

Birding:

Description:

Hiking: Yes

Description: Trail to Prospect Creek, beach is nice here

Connection to larger trail systems: Yes

Camping: No

Description:

Picnic/day use:

Description: possibly, a beautiful spot w/o tables

Other current activities on site: This site is at a WDFW steelhead hatchery and is widely known and fished.

Opportunities:

Connection to Community and services:

Recreational opportunities: Maybe a good site for developed day usage

Needed improvements:

Should this site be considered for future development?:

Why?

Other thoughts:

## Railroad Bridge

Reviewer: Leslie Homes

Water Trail Identifier:

Address:

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: WA State Parks email: wallace.falls@parks.wa.gov

Phone: 360-793-0420

Property Manager: same email: Phone:

Distance to River: 2 miles Pass Required?:

Distance from Highway: 4.2 via Index

Describe site access: walk down access road 2 miles

Describe water access: steep path beside & under RR trestle

Private property conflicts?: N/A

Shuttle Service in area?: unknown

### Existing Amenities:

Parking: Yes\* # of Parking stalls: Boat trailers Parking: No

Restrooms: No Type:

Trailer boat launch: No Description:

Hand carry launch: No Description:

Camping: No Description: Possible?:

Day Use Area: Yes Description: dog walking

Other: \*Parking limited to roadside (2) and at gate (1) without blocking gate

Hazards: Associated water hazards

Historic features: N/A

Environmental challenges/impacts: N/A

### Current activities:

Boating: Yes Type of craft: Kayak, raft

Fishing: No Shore or boat:

Birding: No Description:

Hiking: No Description:

Connection to larger trail systems:

Camping: No Description:

Picnic/day use: Yes Description: use to site as river access and for checking out

rocks @ boulder drop.

Other current activities on site:

Opportunities:

Connection to Community and services: close to town of Index & Outdoor Adventures

Recreational opportunities:

Needed improvements:

Should this site be considered for future development?:

## Split Rock

Reviewer:

Water Trail Identifier:

Address:

Tax Parcel #:

Latitude:

Property Owner:

Property Manager:

River Mile:

Longitude:

email:

email:

Phone:

Phone:

Distance to River:

Describe site access:

Describe water access:

Private property conflicts?:

Shuttle Service in area?:

Pass Required?:

Distance from Highway:

131

### Existing Amenities:

Parking:

Restrooms:

Trailer boat launch:

Hand carry launch:

Camping:

Day Use Area:

Other:

# of Parking stalls:

Type:

Description:

Description:

Description:

Description:

Boat trailers Parking:

Possible?:

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating:

Fishing:

Birding:

Hiking:

Connection to larger trail systems:

Camping:

Picnic/day use:

Other current activities on site:

Type of craft:

Shore or boat:

Description:

Description:

Description:

Description:

Opportunities:

Connection to Community and services:

Recreational opportunities:

Needed improvements:

DRAFT

Should this site be considered for future development?:  
Why?

Other thoughts:



## Boulder Drop

Reviewer: Leslie Holmes

Water Trail Identifier:

Address:

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: Washington State Parks email: wallace.falls@parks.wa.gov

Phone: 360-793-0420

Property Manager: Same

email:

Phone:

Distance to River: .25 miles

Pass Required?: No

Distance from Highway: 4 miles

Describe site access: Locked gate, walk to river, cross RR tracks

Describe water access: Steep trail to river bank, outlets at boulder drip

Private property conflicts?: N/A

Shuttle Service in area?: Yes

133

### Existing Amenities:

Parking: Yes

# of Parking stalls: 4 Boat trailers Parking: No

Restrooms: No

Type:

Trailer boat launch: No

Description:

Hand carry launch: No

Description:

Camping: No

Description: Possible?:

Day Use Area: Yes

Description: River access

Other:

Hazards: associated water hazards

Historic features: N/A

Environmental challenges/impacts: Erosion and flood associated damage

### Current activities:

Boating: Yes

Type of craft: Kayak, Raft

Fishing: No

Shore or boat:

Birding: No

Description:

Hiking: No

Description:

Connection to larger trail systems:

Camping: No

Description:

Picnic/day use: Yes

Description: Use sit as river access and for checking out rocks at boulder drop

Other current activities on site:

Opportunities:

Connection to Community and services: Close to town of Index and Outdoor Adventures

Recreational opportunities:

DRAFT

Needed improvements:

Should this site be considered for future development?:

Why?

Other thoughts:



## Raptor Point – Forks of the Sky

Reviewer: Leslie Holmes

Water Trail Identifier:

Address: Mile post 34 on Hwy 3

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: WA State Parks

email: Wallace.falls@parks.wa.gov

Phone: 360-793-0420

Distance to River: .25 miles

Pass Required?: No

Distance from Highway: 0

Describe site access: Site is a pull off on highway 2

Describe water access: .25 mile walk to trail to beach

Private property conflicts?: No

Shuttle Service in area?: Yes

135

### Existing Amenities:

Parking: Yes

# of Parking stalls: 6-8 Boat trailers Parking: No

Restrooms: No

Type:

Trailer boat launch: No

Description:

Hand carry launch: No

Description:

Camping: No

Description: Possible?: No

Day Use Area: Yes

Description: River Access

Other:

Hazards: Land - Eroding bluffs near trail

Historic features: Former site of Mega Resort Campground

Environmental challenges/impacts: Erosion

### Current activities:

Boating:

Type of craft:

Fishing: Yes

Shore or boat: Shore

Birding: Yes

Description:

Hiking: Yes

Description: .25 mile of trail

Connection to larger trail systems:

Camping: No

Description:

Picnic/day use: Yes

Description: River and beach access

Other current activities on site: Geocache

Opportunities:

Connection to Community and services: Close to city of Index

Recreational opportunities: Day use and picnicking

Needed improvements:

DRAFT

Should this site be considered for future development?  
Why?

Other thoughts:



## Confluence

Reviewer: Leslie Holmes

Water Trail Identifier:

Address: Mile post 35 on Hwy 2

Tax Parcel #:

River Mile:

Latitude:

Longitude:

Property Owner: USFS

email:

Phone:

Property Manager:

email:

Phone:

Distance to River: on Pass Required?: Distance from Highway: NA

Describe site access: a pull off on Hwy 2

Describe water access: rocky slope trail to river < .25 mi

Private property conflicts?: No

Shuttle Service in area?: Yes

137

## Existing Amenities:

Parking: Yes

# of Parking stalls: 3 Boat trailers Parking: No

Restrooms: No

Type:

Trailer boat launch: No

Description:

Hand carry launch: No

Description:

Camping: No

Description: Possible?: No

Day Use Area: No

Description:

Other:

Hazards:

Historic features: Index Bridge on Hwy 2 built in 1933

Environmental challenges/impacts: hillside erosion and flood damage

## Current activities:

Boating: Yes

Type of craft: Kayak and rafting

Fishing: Yes

Shore or boat: Shore

Birding:

Description:

Hiking: No

Description:

Connection to larger trail systems: No

Camping: No

Description:

Picnic/day use: No

Description:

Other current activities on site:

Opportunities:

Connection to Community and services: Close to city of Index and Outdoor Adventures

Recreational opportunities:

Needed improvements: Trail and parking area unkempt, unkempt, limited parking with sight distance safety issues on pull out

Logs on banks and shore from recent flooding may impact craft launch.

DRAFT

Should this site be considered for future development?:  
Why?

Other thoughts:



# Upper Section – South Fork

## Cable Drop

Reviewer: Bryden

Water Trail Identifier: SF-4L

Address:

Tax Parcel #: 27101900401900

Latitude: 47.809023

Property Owner: USFS

Property Manager:

Distance to River: 250 ft

Distance from Highway: 0.4 mi

Describe site access: Take Mt Index Rd to the gravel parking area on left

Describe water access: Railed boat slide to deliver rafts with staircase to the river.

Private property conflicts?: Mt Index community access road. Under BPA power lines.

Shuttle Service in area?:

River Mile:

Longitude: -121.571852

email:

Phone: 360-677-2414

Pass Required?: Yes

139

## Existing Amenities:

Parking: Yes

Restrooms: No

Trailer boat launch: No

Hand carry launch: Yes

Camping: No

Day Use Area: Yes

Other: Adjacent to the Lake Serene trailhead

# of Parking stalls: 12 Boat trailers Parking: Yes

Type: At adjacent Lake Serene Trailhead

Description: Access to railed launch

Description: Rails for rafts with staircase

Description: Possible?: No

Description:

Hazards: Traffic along road

Historic features:

Environmental challenges/impacts:

## Current activities:

Boating: Yes

Fishing: Yes

Birding: Yes

Hiking: Yes

Type of craft: Raft launch ramp. Kayak. Whitewater

Shore or boat:

Description:

Description: Lake Serene Bridal Veil Falls trail

Connection to larger trail systems: Yes

Camping: No

Picnic/day use: Yes

site

Other current activities on site:

Description: Popular day use area

Description: Rocky shoreline and beach at launch

Opportunities:

Connection to Community and services: Near Index and Gold Bar EMS

DRAFT

**Recreational opportunities:** Hiking along with river activities

**Needed improvements:** Parking needs expanded and potential exists for more. Law enforcement needs are high. Informational signage exists but could be improved to control parking and damage to site.

**Should this site be considered for future development?:** No

**Why?** Already a developed site and further development is underway with USFS

**Other thoughts:** Connector trail from Cable Drop parking area to Lake Serene Trailhead will be constructed in the next couple years. USFS is in the process of considering expansion of parking in the area due to the popularity of the Lake Serene trail. Parking in the area is very congested on the summer weekends and causes conflict due to parking along the Mt Index Road. This limits access for EMS services as well as general access to the Mt Index community.

**Photos:**

## Scott Family Flood Mitigation

Reviewer: David Wilson

Water Trail Identifier:

Address: 54402 State Route 2, Index/Skykomish

Tax Parcel #: 271034-001-008-00

River Mile:

Latitude: 47.8881

Longitude: -121.6998

Property Owner: SnoCo Public Works

email: [scott.moore@snoco.org](mailto:scott.moore@snoco.org)

Phone: 425-388-3464

Property Manager: Cheri Hutchins, Property Officer

email: [Cherie.hutchins@snoco.org](mailto:Cherie.hutchins@snoco.org)

Phone: 425-388-3400

Distance to River: 0

Pass Required?: N/A

Distance from Highway: 0

Describe site access: Driveway off of SR2 near Baring

Describe water access: Eroding Bank, 30' high cut bank, open meadow

Private property conflicts?: Private ownership east & west, adjacent homes, Yellow (?)

Shuttle Service in area?: Easy access to SR2, No knowledge of transit

### Existing Amenities:

Parking: Yes

# of Parking stalls: 2 Boat trailers Parking: Yes

Restrooms: No

Type: Primitive/catholes

Trailer boat launch: No

Description: cutbank would be difficult for large boat

Hand carry launch: No

Description:

Camping: No

Description: Possible?: Yes

Day Use Area: Yes

Description: Picnicking, bird watching, fishing

Other: Open meadow allows open view up & down the river. Some reforestation efforts, larger trees east & west of site become eroded into the river over time.

Hazards: Cutbank, River erosion, .25 miles upstream from canyon falls

Historic features: home & structures were demolished. Some stone walls

Environmental challenges/impacts: Steep Slopes, Cutbank, Erosion, tall trees

### Current activities:

Boating: Yes

Type of craft: Personal Kayaks (take out only)

Fishing: Yes

Shore or boat: Shore, steep, cutbank, but deep pools

Birding: Yes

Description: Meadow, forest, open views of river

Hiking: Yes

Description: Social trails/ short roadside only

Connection to larger trail systems: No

Camping: No

Description: Potential for re-development

Picnic/day use: Yes

Description: Potential for managed day use

Other current activities on site: River could erode through lot over many years. WSDOT may seek to install erosion protection sometime in the future.

### Opportunities:

Connection to Community and services: 5-8 miles to Index, 2-5 miles from Skykomish, Could be boating "take out" for a float from Skykomish or the Becker River.

**Recreational opportunities:** Water access (small craft), fishing, day use, picnicking

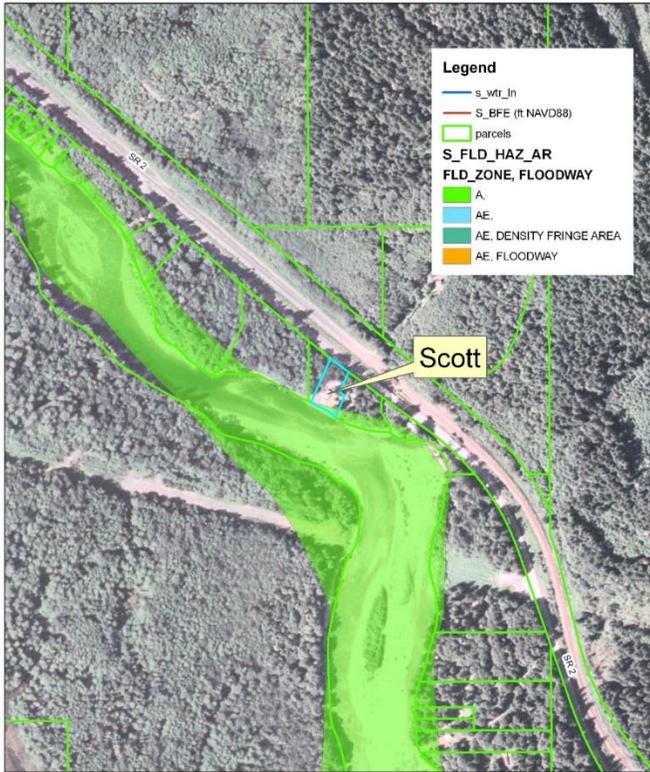
**Needed improvements:** Trail to water edge, picnic tables, restrooms, fire ring, tent sites... etc depending upon chosen management for the site.

**Should this site be considered for future development?:**  
**Why?**

**Other thoughts:** Driveway access off of SR2. Can be difficult for truck & trailer since SR2 has high speeds of travel, multi axle traffic. Neighbor is “yellow” Tagged by building official for limited entry of single family home, WSDOT is monitoring the site for bank erosion that may impact SR2 in the future.



Substantially Damaged Property Acquisition Program



## Eagle Falls Takeout (NOT the Falls Site)

Reviewer: A. Bryden

Water Trail Identifier: SF-3-R Name correction, this is along the right not the left side of the river.

Address: 54532 Hwy 2, Sultan

Tax Parcel #: 27103400400100

River Mile:

Latitude: 47.7834

Longitude: -121.497641

Property Owner: Private/BPA

email:

Phone:

Property Manager:

Distance to River: 600 ft

Pass Required?: No

Distance from Highway: 600 ft

Describe site access: On Hwy 2 with wideout passing lane and gravel area for parking

Describe water access: Long flat path to gravel bar/point bar. Low bank.

Private property conflicts?: YES - Private property & private property to each side of the BPA corridor

Shuttle Service in area?:

144

### Existing Amenities:

Parking: Yes

# of Parking stalls: 5 Boat trailers Parking: Yes

Restrooms: No

Type:

Trailer boat launch: No

Description: Long carry

Hand carry launch: Yes

Description: Low bank gravel bar/ beach

Camping: No

Description: Possible?: No

Day Use Area: Yes

Description: Use as a day use area despite being private

Other:

Hazards: This is along Hwy 2 with limited sight distance to eastbound traffic.

Historic features:

Environmental challenges/impacts: This launch traverses a dense knotweed infestation.

Treatment are needed to deter transferring infestations to other launches and rivers.

### Current activities:

Boating: Yes

Type of craft: Kayak, raft, canoe

Fishing: Yes

Shore or boat: Both

Birding: Yes

Description:

Hiking: No

Description: no trailhead

Connection to larger trail systems:

Camping: Yes

Description:

Picnic/day use: No

Description:

Other current activities on site: Trespassing

Opportunities:

Connection to Community and services: Downstream from Baring

On highway 2 at ~MP 43

## Recreational opportunities:

**Needed improvements:** No signage or information exists at the site

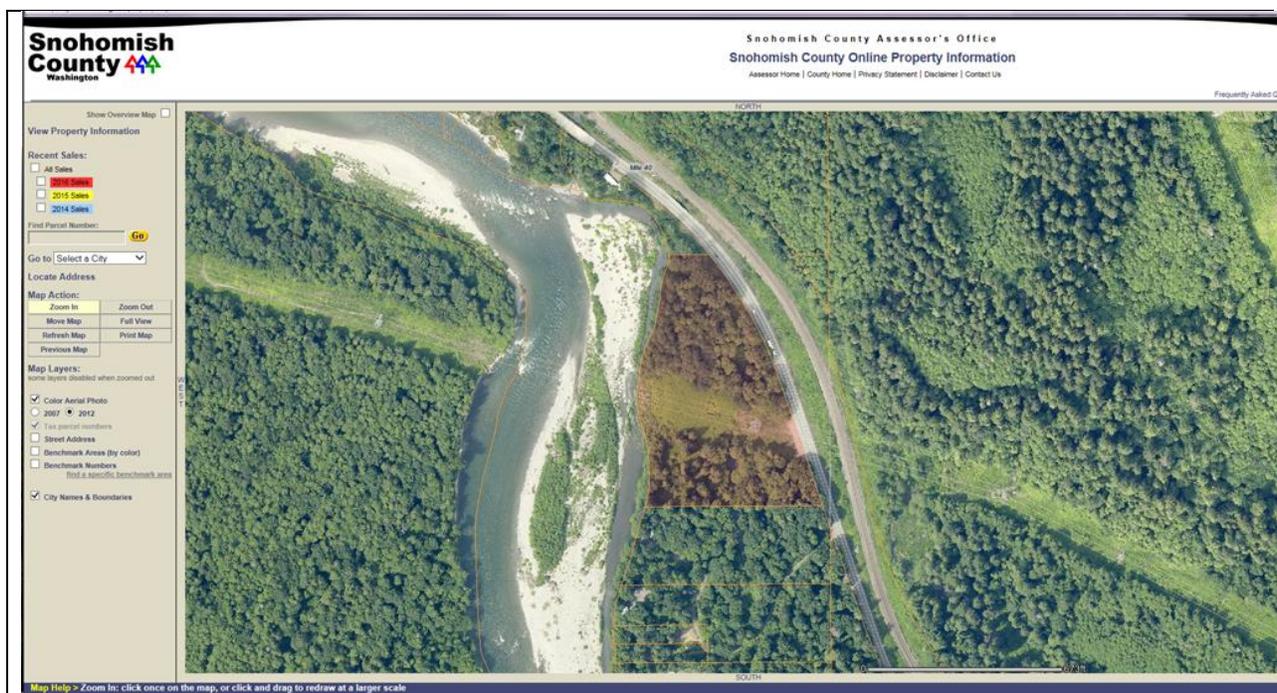
Noxious weeds need to be treated to manage the transferring of knotweed to other sites and rivers.

**Should this site be considered for future development?:** Yes

**Why?** This site is one of the closest access points upstream of Eagle Falls.

Improvements at this site would reduce private land trespassing that occurs regularly at the mouth of Barclay Creek.

**Other thoughts:** The parking access and area could easily be expanded under the BPA powerlines. There is limited sight distance from the parking area to eastbound traffic on Highway 2. This could limit the potential for developing official access by WSDOT.



## Baring Bridge

Reviewer: Thomas O'Keefe

Water Trail Identifier: 32R

Address:

Tax Parcel #: King County Road Right-of-Way; River Mile:

Latitude: 47.765429° Longitude: -121.480206°

Property Owner: King County Roads; email: Phone:

Property Manager: King County Roads;

Distance to River: 50 yds.; Pass Required? No;

Distance from Highway: 50 yds

Describe site access: Bridge right-of-way with potential to access to river but limited parking.

Describe water access:

Private property conflicts?: Unknown but private parcels are immediately adjacent to the bridge on both sides of the river.

Shuttle Service in area?:

### Existing Amenities:

Parking: limited;

# of Parking stalls: Boat trailers Parking: No

Restrooms: No;

Type:

Trailer boat launch: No;

Description:

Hand carry launch: No;

Description:

Camping: No;

Description: NA; Possible? No

Day Use Area: No;

Description: NA

Other:

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating: No;

Type of craft:

Fishing: No;

Shore or boat:

Birding: No;

Description:

Hiking: No;

Description:

Connection to larger trail systems: No

Camping: No;

Description:

Picnic/day use: No;

Description:

Other current activities on site:

Opportunities:

Connection to Community and services: In town of Baring.

Needed improvements: If this site were prioritized for development acquisition would be necessary for an access point. Parking would also need to be addressed.

**Should this site be considered for future development?:** Possibly

**Why?** A need for a safe take-out upstream of Eagle Falls exists. This may be one option. Other alternatives downstream should be evaluated.

**Other thoughts:** The properties immediately adjacent to the bridge on both sides of the river are privately owned.

## Money Creek

Reviewer: Bryden

Water Trail Identifier: SF-2-L

Address:

Tax Parcel #: 2126119012

Latitude: 47.729

Property Owner: USFS

Property Manager: USFS

Distance to River: 150 ft

Distance from Highway: ¼ miles

Describe site access: South off Hwy 2, 3 miles east of Skykomish on Old Cascade Hwy, go ¼ mile

Describe water access: Down steep bank to rocky beach

Private property conflicts?: USFS campground and limited day use area

Shuttle Service in area?:

River Mile:

Longitude: -121.409 (Google Maps)

email:

Phone:

email:

Phone: (360) 677-2414

Pass Required?: Yes

### Existing Amenities:

Parking: No

# of Parking stalls: 8 Boat trailers Parking: Yes

Restrooms: Yes

Type: Fee use only. CXT Vault Toilet

Trailer boat launch: No

Description:

Hand carry launch: Yes

Description: Carry down trails to the river

Camping: Yes

Description: Site is Money Cr campground

Day Use Area: Yes

Description: ~ 4 parking spots in campground for day use

Other: 4-6 spots for roadside parking exist on the Old Cascade Hwy and is considered part of the fee use area when accessing the river through the campground.

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating: Yes

Type of craft: tubes, kayak, canoe

Fishing: Yes

Shore or boat: shore, boat

Birding: Yes

Description:

Hiking: No  
drive

Description: Hiking opportunities exist with a short

Connection to larger trail systems: No

Camping: Yes

Description: Money Creek Campground

Picnic/day use: Yes  
day use

Description: There are a couple picnic tables for

Other current activities on site: This is a USFS fee campground

Opportunities:

Connection to Community and services: Skykomish EMS services are 3 miles away

**Recreational opportunities:** USFS trails at Lake Elizabeth and Lake Dorothy are up Money Creek and the Miller Rivers. Other hiking and biking opportunities exist in the area.

**Needed improvements:** There is limited day use available for a fee of \$5

**Should this site be considered for future development?:** No

**Why?** This is a good take out for folks coming from Skykomish for a day float. No decent sites exist till the private property takeout downstream of Baring.

**Other thoughts:** People commonly use parking on the Old Cascade Highway and walk through the campground, campsites and day use fee area to the river. This causes conflicts with the campground administration as campers that pay for sites have people walking through their spaces, and use the bathroom facilities yet do not pay the services.

There is potential for a put in take out on the other side of the river if WDFW acquits the parcel from WSDOT. This could be years in the making.





## Skykomish

Reviewer: Bryden

Water Trail Identifier: SF1-L

Address:

Tax Parcel #: 7807800740

Latitude:

Property Owner: Town of Skykomish

River Mile:

Longitude:

email: townofsky@frontier.com

Phone: 360-677-2388

Property Manager: Same

Distance to River: 100ft Pass Required?: No

Distance from Highway:

Describe site access: Turn S off Hwy 2 mile 48 into Skykomish, turn right on River Dr. W. to River

Describe water access: Up an Ada ramp or up steep gravel bank then down short gravel path

Private property conflicts?: In a neighborhood. Private property on the left side of the road.

Shuttle Service in area?:

### Existing Amenities:

Parking: Yes

Restrooms: No

Trailer boat launch: No

Hand carry launch: Yes

Camping: No

Day Use Area: Yes

Other: This is the day use are and river access point for the Town of Skykomish

# of Parking stalls: Boat trailers

Parking Type:

Description: Difficult carry up a flight of stairs

Description: Sand and gravel beach

Description: Hotel Possible?: No

Description: Pebble beach often has town folk.

Hazards:

Historic features: The town of Skykomish is a historic railroad and logging town

Environmental challenges/impacts:

### Current activities:

Boating: Yes

Fishing: Yes

Type of craft: tubes, kayak, canoe, raft

Shore or boat:

Birding: Yes

Hiking: Yes

Description:

Description: Town has a short trail up Maloney Creek

Connection to larger trail systems: Yes

Camping: No

USFS lands

Description: Not without a drive to town park or

Picnic/day use: Yes

Description:

Other current activities on site: Picnicking

Opportunities:

**Connection to Community and services:** Skykomish is a full services town. Hotel, fuel, deli, and bar

**Recreational opportunities:**

**Needed improvements:** River information signage needed. Raft access is up a steep gravel bank over a levee which could be difficult with a heavy load. Need public restrooms.

**Should this site be considered for future development?:** Yes

**Why?** Good public access that has been developed in the last few years. There could be public restrooms installed.

**Other thoughts:**





# Upper Section – North Fork

## Llama Ledges

Reviewer: Bryden

Water Trail Identifier: 5A-R

Address:

Tax Parcel #: 27101900102400

River Mile: -121.567 Google Maps

Latitude: 47.816

Longitude:

Property Owner: USFS

email:

Phone: (360) 677-2414

Property Manager: USFS

email:

Phone:

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Distance to River: 200ft Pass Required?: No

Distance from Highway: 1.8 miles

Describe site access: Turn onto Index Galena Road at MP 36, go 0.9 mi and turn left at Index bridge/ 5<sup>th</sup> street, turn left on Index Ave, left on 2<sup>nd</sup>, right on Ave A 0.4 miles to site on left

Describe water access: From parking area – multiple paths of varying widths to the river across floodplain.

Private property conflicts?: Index community is adjacent to the site.

Shuttle Service in area?:

### Existing Amenities:

Parking: Yes

# of Parking stalls: 12 Boat trailers Parking: Yes

Restrooms: Yes

Type:

Trailer boat launch: No

Description:

Hand carry launch: Yes

Description: Rocky low bank

Camping: Yes

Description: Possible?:

Day Use Area: Yes

Description: Several camp sites exist on floodplain

Other: Information sign is already installed

Hazards:

Historic features:

Environmental challenges/impacts: Heavy use by transient campers

### Current activities:

Boating: Yes

Type of craft: Kayak

Fishing: Yes

Shore or boat: Shore

Birding: Yes

Description:

Hiking: Yes

Description: Climbing wall trails

Connection to larger trail systems: Yes – Climbing wall parking & trail

Camping: Yes

Description: Multiple dispersed sites

Picnic/day use: Yes

Description:

Other current activities on site: Climbing

**Opportunities:**

**Connection to Community and services:** Index Fire and EMS

**Recreational opportunities:** The Index wall climbing area with access trail

**Needed improvements:** Installing a vault toilet would improve sanitation issues.  
Established boater trail that does not cross through camp/day use sites.  
Establish as USFS fee site for day use and parking.

**Should this site be considered for future development?:** Yes

**Why?** Great access but heavy use needs to be managed.

Climbing community uses the site to camp and park for the Index climbing wall.

**Other thoughts:** The field across the road is contaminated with lead and is in the process of legal issues to address cleanup. Potential for expanded camping may exist in the future.





## Outdoor Adventure Center

Reviewer: Thomas O'Keefe

Water Trail Identifier: 36R

Address: 444 Ave. A, Index, WA 98256

Tax Parcel #: 00479900400400;

River Mile:

Latitude: 47.819464°

Longitude: -121.554582°

Property Owner: William Corson; email: [bill@outdooradventurecenter.com](mailto:bill@outdooradventurecenter.com);

Phone: 425-737-9812

Property Manager: same

Distance to River: 50 yds. Pass Required? No

Distance from Highway: 50 yds.

Describe site access: Private access site at Outdoor Adventure Center available by permission and upon signing a liability waiver.

Describe water access: Beach access and lawn area for staging boats.

Private property conflicts?:

Shuttle Service in area?: Available by arrangement with Outdoor Adventure Center

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### Existing Amenities:

Parking: street parking; # of Parking stalls: Boat trailers Parking: Limited

Restrooms: Yes; Type: Restrooms available at town, park in Index

Trailer boat launch: No; Description:

Hand carry launch: Yes; Description:

Camping: No; Description: NA;

Possible? Outdoor Adventure Center does manage a private camping area nearby with preference for customers. Bush House will be available as a future lodging option in town and within walking distance of this access point.

Day Use Area: Yes; Description: Day use available to customers of The River House.

Other:

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating: Yes; Type of craft: kayaks and other hand-carry craft

Fishing: No; Shore or boat:

Birding: No; Description:

Hiking: No; Description:

Connection to larger trail systems: No

Camping: No; Description:

Picnic/day use: Yes; Description: The River House Café on site and adjacent town park for picnic area.

Other current activities on site: Commercial rafting business is operated on site.

Opportunities:

DRAFT

**Connection to Community and services:** In town of Index with services available within walking distance.

Needed improvements:

**Should this site be considered for future development?:**  
**Why?**

**Other thoughts:**

Photos:

## McDonald Flood Mitigation

Reviewer: David Wilson

Water Trail Identifier:

Address: 51719 SkyCo Drive Index, WA

Tax Parcel #: 00576800101300

River Mile:

Latitude: 77.823

Longitude: -121.533

Property Owner: Cherie Hutchins/SnoCo Public Works email: Cherie.hutchins@snoco.org

Property Manager: Scott Moore/Surface Water Phone: 925-388-3404

Distance to River: 0 Pass Required?:

Distance from Highway: 3 miles

Describe site access: SR2 - Index Galena Rd., River Place, SkyCo Drive

Describe water access: Cutbank, Broding glacial tilled Boulders

Private property conflicts?: Site is accessed by private roads

Shuttle Service in area?: No

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### Existing Amenities:

Parking: Yes # of Parking stalls: 4 Boat trailers Parking: No

Restrooms: No Type: Primitive cutholes

Trailer boat launch: No Description: 10-15 steep river bank

Hand carry launch: Description:

Camping: No Description: Site was reforested Possible?: Yes

Day Use Area: Yes Description:

Other: Small craft (white water kayaks)

Hazards: River Erosion, Steep Bank

Historic features: Berm exists between sites and private road for parkway

Environmental challenges/impacts: Site has been reforested

### Current activities:

Boating: No Type of craft:

Fishing: Yes Shore or boat: Shore possibly

Birding: Yes Description: View of River

Hiking: No Description: Short trails

Connection to larger trail systems: No

Camping: No Description: Could be developed with HAS Coop.

Picnic/day use: Yes Description:

Other current activities on site: Lot on both sides have camping or covered picnic areas so this maybe compatible type of development.

### Opportunities:

Connection to Community and services: ¼ mile walking distance to Index, store, post office, Bush House, etc...

**Recreational opportunities:** White water kayaking, birding, shoreline access at low water for walking/exploring

**Needed improvements:** Trails to water line, due to steep bank, this could be difficult to maintain.

**Should this site be considered for future development?:**  
**Why?**

**Other thoughts:** This area is in the channel migration zone so there have been several homes damaged by erosion, so more parcel acquisitions may occur in the future for additional camping oriented development.

Photos:

## Trout Creek Access

**Reviewer:** Thomas O'Keefe

**Water Trail Identifier:** 38L

**Address:** Trout Creek confluence on Index-Galena Road mile 6.1

**Tax Parcel #:** 28103500300500;

**River Mile:**

**Latitude:** 47.863996°

**Longitude:** -121.486800°

**Property Owner:** William Corson;

**email:** [bill@outdooradventurecenter.com](mailto:bill@outdooradventurecenter.com);

**Phone:** 425-737-9812

**Property Manager:** same

**Distance to River:** 50 yds.; **Pass Required?** No; **Distance from Highway:** 50 yds.

**Describe site access:** Private access site on a 29 acre parcel managed by Outdoor Adventure Center. Access is available with completion of a liability waiver at the River House in Index.

**Describe water access:** Low bank access to water at the confluence of Trout Creek with North Fork Skykomish.

**Private property conflicts?:**

**Shuttle Service in area?:** Available by arrangement with Outdoor Adventure Center

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### Existing Amenities:

**Parking:** ??; **# of Parking stalls:** ??; **Boat trailers Parking:** No

**Restrooms:** ??; **Type:**

**Trailer boat launch:** No; **Description:**

**Hand carry launch:** Yes; **Description:**

**Camping:** Yes; **Description:** Rate is \$26/person and by permission of Outdoor Adventure Center with completion of liability waiver and camp rental agreement. Camping is managed with a preference for customers; Possible?

**Day Use Area:** Yes; **Description:** Day use available with permission of Outdoor Adventure Center House.

**Other:**

**Hazards:**

**Historic features:**

**Environmental challenges/impacts:**

### Current activities:

**Boating:** Yes; **Type of craft:** kayaks and other hand-carry craft

**Fishing:** Yes; **Shore or boat:** shore

**Birding:** No; **Description:**

**Hiking:** No; **Description:**

**Connection to larger trail systems:** No

**Camping:** Yes; **Description:** by permission of Outdoor Adventure Center

**Picnic/day use:** Yes; **Description:** by permission of Outdoor Adventure Center

**Other current activities on site:**

**Opportunities:**

**Connection to Community and services:** Located 5 miles upstream of the town of Index.

Needed improvements:

**Should this site be considered for future development?:**

**Why?**

**Other thoughts:** Historically this site was used for river access and dispersed recreation use including camping. With acquisition of the property in 2010 by Outdoor Adventure Center and active management, site conditions have improved significantly.

Photos:

## Top of Washout – Index Galena Rd Mile 6.9

Reviewer: Bryden

Water Trail Identifier: 3A-L

Address:

Tax Parcel #: 28103600100100

River Mile:

Latitude: 47.868

Longitude: -121.47

Property Owner: USFS

email:

Phone: 360-677-2414

Property Manager: USFS

email:

Phone:

Distance to River: 200ft      Pass Required?: No      Distance from Highway: 32 miles

Describe site access: Level walk to rivers edge

Describe water access: Low bank with rocky banks and some sandy beach access

Private property conflicts?: No

Shuttle Service in area?:

### Existing Amenities:

Parking: Yes

# of Parking stalls: 10

Boat trailers Parking:

Yes

Restrooms: No

Type:

Trailer boat launch: No

Description:

Hand carry launch: Yes

Description:

Camping: Yes

Description: Dispersed campsite      Possible?: Yes

Day Use Area: Yes

Description:

Other: The site is at the top of the washout and is being used as a campsite. Vehicles are accessing the site by driving around Jersey barriers.

Hazards:

Historic features:

Environmental challenges/impacts:

### Current activities:

Boating: Yes

Type of craft: Kayak and raft

Fishing: Yes

Shore or boat: Shore and boat

Birding: Yes

Description:

Hiking: No

Description:

Connection to larger trail systems:

Camping: Yes

Description: No

Picnic/day use: Yes

Description: Dispersed

Other current activities on site:

Opportunities:

Connection to Community and services: Skykomish is over 30 miles away to EMS. Index fire can access through washout with ORVs depending on the water levels.

Recreational opportunities:

**Needed improvements:**

**Should this site be considered for future development?:** Yes

**Why?** Need to get involved with Index-Galena Rd. design for long term access.

**Other thoughts:** Things are going to change drastically when the new Index-Galena Rd is constructed. This need to be put on the radar of those building the new road to establish a pullout and long term access point.





## Old Galena Bridge

Reviewer: Bryden

Water Trail Identifier: 2A-R

Address:

Tax Parcel #: USFS:28113000100100, Private:10020000001900 River Mile:

Latitude: 47.8915

Longitude: -121.443

Property Owner: USFS

email:

Phone: 360-677-2414

Property Manager: USFS

Distance to River: 200ft

Pass Required?: No

Distance from Highway: 30 (miles?)

Describe site access: From Hwy2, Becker River Rd. over Jacks Pass and down the N. Fork Skykomish River to the Old Galena Bridge. Off North West corner of bridge.

Describe water access: Down unimproved trail to mid elevation bank.

Private property conflicts?: Yes. Put in is USFS while parking and start of path is on private

Shuttle Service in area?:

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### Existing Amenities:

Parking: Yes

# of Parking stalls: 4 Boat trailers Parking: Yes

Restrooms: No

Type:

Trailer boat launch: No

Description: Tough steep carry down to river

Hand carry launch: Yes

Description: Mid elevation bank, rocky cobble boulder.

Camping: Yes

Description: Dispersed, limited space

Possible?: Yes

Day Use Area: Yes

Description: Open to public use

Other: Mining claim on both private and the USFW land could be a conflict if claimant decides to explore. While the road is a USFS easement, 50ft of private property would be crossed.

Hazards:

Historic features: Historic mining district

Environmental challenges/impacts:

### Current activities:

Boating: Yes

Type of craft: Kayak, raft

Fishing: Yes

Shore or boat: Shore

Birding: Yes

Description:

Hiking: Yes

Description:

Connection to larger trail systems: No

Camping: Yes

Description: Dispersed camp onsite. Troublesome

Picnic/day use: Yes

Description: No facilities

Other current activities on site: Mining claim may need to be acknowledged before improved

Opportunities:

Connection to Community and services: 30 miles to Skykomish EMS

Recreational opportunities: Mineral prospecting, hiking, camping

Needed improvements: No facilities or informational signage.

DRAFT

Should this site be considered for future development?: Yes  
Why? Improve safety and create official access point

Other thoughts:





## Drumbeater

Reviewer: Thomas O'Keefe

Water Trail Identifier:

Address: 0.5 miles past the Troublesome Creek Bridge at mile 11.7 on FR-63

Tax Parcel #:

River Mile:

Latitude: 47.894726°

Longitude: -121.392984°

Property Owner: USFS;

email:

Phone: (360) 677-2414

Property Manager: USFS;

email:

Phone: (360) 677-2414

Distance to River: 50 yds.

Pass Required? No

Distance from Highway: 50 yds.

Describe site access: Dispersed recreation site used by whitewater community to access river.

Describe water access: Pool at the base of Drumbeater, a feature on the North Fork Skykomish.

Private property conflicts?: None

Shuttle Service in area?: Possible to arrange with Outdoor Adventure Center

### Existing Amenities:

Parking: Roadside Pullout; # of Parking stalls: 2; Boat trailers Parking: No

Restrooms: No Type:

Trailer boat launch: No Description:

Hand carry launch: Yes Description: Social trail from a roadside pullout down to the river

Camping: No

Description: NA

Possible? No

Day Use Area: No; Description: NA

Other:

Hazards:

Historic features:

Environmental challenges/impacts: Limited land area for parking.

### Current activities:

Boating: Yes

Type of craft: whitewater kayaks

Fishing: Yes

Shore or boat:

Birding: No

Description:

Hiking: No

Description:

Connection to larger trail systems: No

Camping: No Description: but available at nearby USFS campground

Picnic/day use: No Description:

Other current activities on site:

Opportunities:

Connection to Community and services: This access is approximately 10 miles upstream of the community of Index.

**Recreational opportunities:** This is a site that has been used by whitewater kayakers for decades and provides access to a short canyon section (approximately 0.5 mile) on the North Fork Skykomish that is upstream of Troublesome Creek Campground. The canyon section and the rapid known as Let's Make a Deal within the canyon represents the signature start to the North Fork Skykomish whitewater run.

**Needed improvements:** Access to this site is currently challenging given the status of the Index-Galena Road. The site is largely inaccessible during the winter paddling season and does not become available until Jack's Pass (current alternate access route) melts out in spring; this occurs near the end of the whitewater season for this run. In the past, the road was closed during the winter paddling season at the Troublesome Creek Campground. This created problems accessing this site during the winter paddling season. Parking is limited but could be better defined. The access trail should be improved to address resource issues and safety.

**Should this site be considered for future development?:** Yes

**Why?** For whitewater kayakers this is the classic start to whitewater runs on the North Fork Skykomish. A simple soft surface trail would be sufficient.

**Other thoughts:**

**Photos:**