PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by ***11:59 pm on April 3, 2026.***

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	**RTP ID#**	**Lead Agency**
West Main Street Sidewalk Project	N/A	City of Monroe
Partner Agencies	**Certification Acceptance**	**CA Sponsor**
N/A	Yes	N/A

Contact Information

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Project Description & Location

Project Scope: Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used. yes

The Main Street Pedestrian Connectivity and Safety Project is a strategic infrastructure investment designed to eliminate a critical "missing link" within the City of Monroe's arterial network. Currently, an 800-linear-foot gap in the sidewalk system along the north side of Main Street creates a significant physical barrier, severing the continuous pedestrian facilities that serve the city's eastern residential neighborhoods and its western commercial and civic core.

This specific segment is the primary non-motorized corridor for students attending Monroe High School. The existing open ditch line forces pedestrians into the roadway or onto unimproved, narrow shoulders, presenting a high-risk environment and a documented deterrent to active transportation. By filling this gap, the project will provide a safe, ADA-compliant, and continuous route that connects high-density residential zones directly to the city's largest institutional and commercial hubs.

The proposed improvements include the construction of 800 linear feet of 5-foot-wide concrete sidewalk with vertical curb and gutter. A key multimodal feature of this project is the preservation of the existing 6-foot-foot bike lane, ensuring that the corridor maintains its capacity for diverse user groups without compromising safety. From an engineering perspective, the project involves tightlining the existing roadside ditch and integrating it into the city's established storm drainage system to the west, effectively modernizing the utility corridor for future urban density.

To ensure the realization of this vital link, the project includes a dedicated Right-of-Way (ROW) phase. Approximately 300 linear feet of the proposed alignment traverses two privately owned parcels. The City of Monroe is committed to acquiring these easements to secure a unified public corridor. Completing this project transforms a disconnected, rural-style segment into a fully integrated urban facility, directly supporting the PSRC's regional goals for safety, multimodal accessibility, and sustainable growth within established centers.

Project Location

County/Counties	**Location**
Snohomish	West Main Street

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
170th Drive	173rd Avenue SE

Please Identify the center the project is supporting.

According to the City of Monroe 2044 Comprehensive Plan. The zoning of the property in the immediate vicinity of this project is zoned Mixed Use General and General Commercial.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle & Pedestrian Facilities

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:

Bike lanes (striped or buffered)

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:

Sidewalks, Bike lanes (striped or buffered)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:

If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

No

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

N/A

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

While not called out as a specific project, this project is categorized in the City of Monroe 2044 Comprehensive Plan under the line "Active Transportation Sidewalk/Shared Path/Marked Crossings Improvement".

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

This project directly supports the Monroe 2044 Comprehensive Plan's target of adding 2,600 new housing units by 2044, with a focus on high-density infill along established transit and school corridors. The Main Street corridor serves as the primary link between the R-15 residential zones and Mixed-Use center on the east side and the General Commercial to the west.

By filling an 800-linear-foot gap in the pedestrian network, the City is increasing the 'walkable catchment' for existing transit stops and the high-density residential developments planned for the Main Street corridor. Without this sidewalk, residents are forced to navigate a ditch-line barrier, effectively lowering the mobility standards required to support the City's planned 20 units per acre density targets. Furthermore, by preserving the 6' bike lane and integrating the drainage system, this project ensures that the increased impervious surface from future development is managed sustainably while maintaining the multimodal capacity necessary to support Monroe's projected growth of 2,400 new jobs in the commercial core.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

The completion of the Main Street sidewalk gap is a foundational objective of the Monroe 2044 Comprehensive Plan's Downtown Core revitalization strategy. The City's aim is to foster a 'vibrant, walkable mixed-use environment' that attracts private redevelopment. Currently, the 800-linear-foot gap and open ditch line create a pedestrian dead zone that discourages foot traffic between the residential east and the commercial west, effectively suppressing the redevelopment potential of underutilized parcels along the corridor.

This project supports several key City objectives:

-Infill Incentivization: By providing a continuous, safe pedestrian facility and preserving the 6' bike lane, the City reduces the 'off-site improvement' burden for future small-scale developers, encouraging the redevelopment of aging properties into higher-density mixed-use buildings.

-Infrastructure Readiness: The tightlining of the existing ditch and integration into the western drainage system prepares the corridor for the increased runoff and utility demands associated with planned urban densification.

-Institutional Synergy: The project directly supports the 'Safe Routes to School' aims for Monroe High School, ensuring that the City's largest institutional employer and activity center is fully integrated into the urban fabric.

By securing the necessary Right-of-Way and completing this corridor, the City is signaling 'development readiness' to the private sector, aligning with PSRC's goals of concentrating growth within established centers and maximizing the utility of existing urban land."

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The Main Street Pedestrian Connectivity Project serves as the final missing link in a critical east-west multimodal corridor within the City of Monroe. While Main Street features established pedestrian facilities to both the east and west of the project site, this 800-linear-foot gap currently renders the entire northern sidewalk network discontinuous. By filling this void, the project completes a regional-scale pedestrian system that connects the high-growth residential areas of Monroe directly to the Downtown Urban Center, the western General Commercial center and the regional transit hub.

Furthermore, the project augments the existing bicycle network by preserving and formalizing the 6-foot-wide bike lane. This ensures that Main Street provides separated, safe facilities for both pedestrians and cyclists. Centrally located, this project is the primary non-motorized access point for Monroe High School; its completion transforms a dangerous, gap-riddled roadside into a unified facility that integrates with the City's broader 'Safe Routes to School' network.

Beyond local connectivity, this project supports the PSRC Regional Managed Sidewalk Inventory goals by eliminating a high-priority deficiency on a major arterial. By tightlining the existing ditch and acquiring the necessary Right-of-Way, the City is transitioning a rural-profile segment into a fully integrated urban facility. This project does not merely add 800 feet of concrete; it restores the functional integrity of a multi-mile pedestrian and bicycle system, ensuring safe, continuous mobility for students, commuters, and transit users across the City.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The Main Street sidewalk gap represents a physical barrier to the Monroe community. Currently, the north side of this arterial lacks any separated pedestrian facility, featuring instead an open drainage ditch and a narrow, unimproved gravel shoulder. This creates three distinct barriers to

functionality:

-Safety and Comfort Barrier: Pedestrians, including students walking to Monroe High School, are forced to choose between walking in the active 6-foot bike lane or navigating the uneven, often muddy slope of the ditch. This creates a high-stress environment where vulnerable users are placed in direct proximity to high-volume arterial traffic.

-Accessibility (ADA) Barrier: The current gap is entirely inaccessible to users with mobility devices, strollers, or those with limited balance. By tightlining the ditch and installing an 800-linear-foot, ADA-compliant concrete sidewalk with curb and gutter, the project removes a 'dead end' in the city's accessible network.

-Functional Discontinuity: Although the commercial west and residential east are geographically close, the lack of a sidewalk artificially increases the perceived travel distance. Residents who might otherwise walk the 10-minute route to local businesses instead choose to drive, contributing to VMT (Vehicle Miles Traveled) and local congestion.

By preserving the 6-foot bike lane while adding the separated sidewalk, the project resolves a long-standing conflict of use between cyclists and pedestrians who currently share the same narrow paved space. This project transforms a hazardous roadside into a comfortable urban corridor, directly responding to the community's need for safe routes to schools, transit, and local commerce.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

The Main Street Pedestrian Connectivity Project is a high-priority 'First-Mile/Last-Mile' investment that directly integrates with the regional transit network. Currently, the North side of Main Street serves as a primary transit corridor with active bus stops located a 200 linear feet east and 700 linear feet west of the project limits.

Despite the close proximity of these stops to high-density residential and commercial nodes, the 800-linear-foot sidewalk gap and open ditch line create a significant hazardous barrier for transit users. Riders arriving from the east are currently forced to navigate an unimproved roadside or occupy the active 6-foot bike lane to reach the western commercial center or Monroe High School. This project resolves this systemic failure by providing a continuous, ADA-compliant, and separated pedestrian facility that links these transit assets.

By completing this segment, the City is maximizing the utility of existing transit investments. The project ensures that transit remains a viable and safe option for students, commuters, and mobility-impaired residents who currently find the last-mile connection to these stops inaccessible. Furthermore, by tightlining the drainage and securing the necessary Right-of-Way, the City is establishing a permanent, urban-standard transit corridor that supports the PSRC VISION 2050 goal of focusing growth near high-capacity transit facilities.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial

users.

The anticipated level of public usage for this project is high, as it serves as the primary non-motorized route connecting Monroe's eastern residential neighborhoods to its western commercial and institutional core. By filling this 800-linear-foot gap, the City will provide a safe, continuous facility for a diverse range of user groups:

-Students and School Commuters: As the most direct walking route to Monroe High School, this segment will open new potential use from students. Currently, the lack of a sidewalk forces these vulnerable users into the active 6-foot bike lane or onto an unimproved ditch-side shoulder. Completion of this project ensures a separated, safe route for the students who transit this corridor twice daily.

-Transit-Dependent Residents: With bus stops located 200 feet east and 700 feet west of the site, this project serves as a critical 'First-Mile/Last-Mile' link. It allows residents from the higher-density R-15 residential zones to safely access regional transit without navigating hazardous roadside conditions.

-Commercial and Professional Users: By linking the residential east with the Downtown Commercial (DC) and Mixed-Use zones, the project encourages 'park-once' or 'walk-to-work' behaviors. This supports local businesses by increasing foot traffic and reducing the parking demand in the constrained downtown core.

-Cyclists: By tightlining the existing ditch and installing a vertical curb and gutter, the project protects the integrity of the 6-foot bike lane. This removes the 'conflict of use' where pedestrians currently spill into the cycling lane, improving safety and speed for bike commuters.

The project transforms a high-stress, rural-style barrier into a dignified urban facility. The anticipated usage is not merely incremental; it is restorative, capturing the latent demand of residents who currently avoid walking due to the safety risks posed by the existing ditch and traffic proximity.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

Failure to fund the Main Street Pedestrian Connectivity Project at this juncture represents a significant loss of opportunity for the City of Monroe across three critical areas:

-Escalating Right-of-Way Costs: The project requires the acquisition of approximately 300 linear feet of ROW from two private parcels. As the City experiences rapid growth under the Monroe 2044 Comprehensive Plan, land values along this primary arterial are appreciating. Delaying this project increases the future cost of acquisition and risks the properties being redeveloped in a manner that could physically preclude the installation of a continuous, ADA-compliant sidewalk. Securing this corridor now is a fiscally responsible window of opportunity to protect the public's long-term mobility interests.

-Stalled Economic Redevelopment: The current 800-linear-foot gap and open ditch act as a blight

that suppresses the investment potential of the surrounding commercial and residential zones. Developers are hesitant to invest in high-density projects where basic fronting infrastructure is missing or hazardous. Without this funding, the City's objective to incentivize infill development is undermined, as the lack of pedestrian connectivity devalues the walkability that modern residents and commercial tenants demand.

-Compounded Safety Liability: With Monroe High School and multiple transit stops in immediate proximity, the cost of inaction is measured in public safety. As traffic volumes on Main Street increase with regional growth, the risk to students and transit users forced into the bike lane or onto the ditch-side shoulder grows exponentially.

By funding this project now, PSRC enables the City to synchronize infrastructure with growth. Missing this window would likely result in significantly higher future project costs, missed private investment cycles, and the continued exposure of vulnerable road users to avoidable hazards.

Category-Specific Criteria: Community Support

Section 1: Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.

The project area serves a diverse demographic characterized by a high concentration of transit-dependent populations, including low-income households, seniors, and the city's youth. According to the Monroe 2044 Comprehensive Plan, the residential zones to the east are designated as R-15 (Limited Open Space/Residential). To meet regional housing targets, these high-density infill zones often utilize reduced on-site parking ratios, which naturally attracts and accommodates individuals and families who are more dependent on regional transit and active transportation.

Identified Disparities and Gaps:
A significant infrastructure disparity exists between the commercial west and the R-15 residential zones to the east. Residents in these denser housing blocks experience a critical safety gap: while they live within a 10-minute walk of Monroe High School and two major transit stops (200' and 700' away), the 800-linear-foot sidewalk gap and open ditch line effectively sever their access. Because the R-15 zoning limits available parking, these residents—many of whom do not own vehicles—are forced to navigate a hazardous, unimproved roadside or occupy an active bike lane shared with high-volume arterial traffic just to reach basic services. This physical barrier creates a mobility injustice, separating affordable, low-parking residential nodes from the city's primary educational and economic opportunities.

Addressing the Gap:
This project rectifies this disparity by providing an ADA-compliant, and continuous pedestrian facility. By tightlining the ditch and constructing a separated sidewalk, the City is ensuring that the transportation-disadvantaged—specifically students and transit riders in high-density, low-

residences—have a safe, predictable route to essential services. This improvement removes the physical penalty currently imposed on those who live in the R-15 zones, aligning Monroe's infrastructure with the PSRC VISION 2050 goal of advancing social equity through targeted multimodal investments in high-need, transit-oriented corridors.

Section 2: Addressing Outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The development of this project is the result of a multi-year, collaborative outreach process that bridged high-level city planning with direct grassroots advocacy. At the broader planning level, the Monroe 2044 Comprehensive Plan and the City's Parks & Recreation/Open Space Plan identified the Main Street corridor as a high-priority connectivity gap for the R-15 high-density residential zones. However, the specific design and urgency of this 800-linear-foot sidewalk completion were driven by the populations most affected: the students of Monroe High School.

Targeted Student and Youth Engagement:
In 2024, as part of a dedicated Safe Routes to School (SRTS) initiative, the City partnered with the Monroe High School DECA Club to perform a comprehensive 'User-Experience' study. Students conducted peer-to-peer surveys and field observations to document the physical barriers and safety risks encountered during their daily commutes. The resulting DECA Student Safety Report provided empirical evidence that the existing open ditch and lack of sidewalk forced students—many from transit-dependent, low-parking R-15 households—into the active bike lane. This report acted as a formal Call to Action, shifting the project from a general planning goal to a specific safety priority.

Continuous Community Feedback:
Building on the 2024 DECA findings, the City has maintained engagement with the school administration and local residents to refine the project scope. This includes addressing the specific 'First-Mile/Last-Mile' needs of transit users who utilize the stops located 200 feet east and 700 feet west of the gap. By incorporating student-led data into the current design—specifically the preservation of the 6-foot bike lane and the tightlining of the ditch—the City is delivering a project that is not only technically sound but is a direct manifestation of the community's identified needs. This project represents a sustained, transparent effort to resolve a safety disparity documented by the population it serves.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The outreach conducted with Monroe High School students (DECA) and the residents of the R-15 high-density zones influenced the technical scope and design of this project. Their feedback transformed the proposal from a general 'sidewalk infill' goal into a specific, high-safety multimodal solution.

Key Influences on Project Development:

-Refining the Design (Mode Separation): The DECA Student Safety Report highlighted a dangerous conflict of use where pedestrians were forced into the active 6-foot bike lane. In response, the City refined the project design to include a vertical curb and gutter, ensuring a physical separation between students and cyclists. This preserves the existing bike lane's integrity while providing a dedicated, predictable space for pedestrians.

-Expanding the Scope (Drainage and Utility): Initial broader planning suggested a minimal sidewalk footprint. However, field observations of students navigating the open ditch during winter months led to a scope expansion. The project now includes tightlining the existing ditch, which not only improves the walking surface but also modernizes the sub-basin’s drainage capacity to support future R-15 density.

-Prioritizing the Location and ROW: Outreach confirmed that the 300-linear-foot segment on private property was the point of highest risk. This realization influenced the project timing and strategy, leading the City to initiate a formal Right-of-Way phase to secure these two parcels. This ensures the project delivers a continuous 800-foot facility rather than a fragmented one.

-Transit Integration: By identifying that transit conflict, the project limits were specifically set to bridge the two transit nodes.

These refinements ensure that the City isn't just building a sidewalk to a standard, but is building a specific solution to the documented hazards identified by the community.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The Main Street Pedestrian Connectivity Project is primarily a safety-driven intervention designed to eliminate a high-risk Conflict of Use zone. Currently, the 800-linear-foot gap and open drainage ditch force pedestrians to walk within the active 6-foot bike lane or on an unprotected roadside shoulder.

Safety Improvements:

-Vertical Separation: The project installs a 5-foot-wide concrete sidewalk with a vertical curb and gutter. This creates a physical barrier between non-motorized users and the high-volume traffic on Main Street, a critical need identified in the 2024 DECA Student Safety Report.

-Conflict Reduction: By providing a dedicated pedestrian path, the project unstacks the right-of-way. Cyclists regain the full use of the 6-foot bike lane, and pedestrians are no longer forced into the path of oncoming bicycle or vehicular traffic.

-Hazard Elimination: Tightlining the existing open ditch removes a significant trip-and-fall hazard

and eliminates the conditions that currently push users toward the roadway.

Security Improvements:

-Predictability and Visibility: The transition from a rural-style ditch to an urban-standard sidewalk improves the perceived security of the corridor. A continuous, paved, and ADA-compliant surface provides a predictable path for vulnerable users, including pedestrians from the R-15 density zones and students walking during low-light morning hours.

-ADA Accessibility: By securing Right-of-Way for a unified 800-foot facility, the City ensures that the route is accessible to those with mobility devices, who are currently entirely excluded from this segment due to the ditch-line barrier.

This project directly addresses the PSRC Safety Target of reducing pedestrian-involved incidents by providing a dignified, separated, and safe corridor for the city's most frequent non-motorized commuters.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The Main Street Pedestrian Connectivity Project is a proactive safety intervention designed to protect the city’s most vulnerable road users: students, seniors, and transit-dependent residents. Currently, the 800-linear-foot gap presents a forced-risk scenario where pedestrians are physically excluded from a separated path and must navigate a high-stress environment.

Addressing Existing Risks and Conditions:

-Conflict Elimination: The 2024 DECA Student Safety Report documented that students frequently walk within the active 6-foot bike lane to avoid the open drainage ditch. This creates a high probability for'pedestrian-cyclist and pedestrian-vehicle strikes. By installing a 5-foot concrete sidewalk with a vertical curb, the project effectively daylights the different modes of travel, removing pedestrians from the roadway entirely.

-Mitigating Environmental Hazards: The existing open ditch is a significant injury risk. Tightlining the ditch and providing a paved, ADA-compliant surface ensures that users with mobility devices or strollers—who are currently forced into traffic to bypass the ditch—have a dignified and secure route.

Improving Safety and Comfort:

-Enhanced Pedestrian Comfort: Beyond physical safety, the project addresses the psychological barrier of the corridor. The addition of a vertical curb and a predictable walking surface reduces the Level of Traffic Stress (LTS) from a high-stress LTS 4 to a comfortable LTS 1, encouraging more residents from the R-15 zones to choose active transportation over driving.

-Bicycle Safety Synergy: By providing a dedicated space for pedestrians, the project simultaneously improves bicycle safety. Cyclists no longer have to swerve into the arterial vehicle lanes to avoid students walking in the bike lane, reducing the risk of rear-end or side-swipe collisions.

This project moves the City of Monroe closer to 'Target Zero' by replacing a known hazardous gap with an urban-standard facility that prioritizes the lives and comfort of those outside of a vehicle.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

Yes. The City of Monroe officially adopted an updated Neighborhood Traffic Calming Policy and Guidebook in 2024. This policy serves as the City's primary framework for evaluating and implementing safety enhancements to improve roadway safety by reducing vehicle speeds and change driver behavior. Furthermore, as a local jurisdiction within Washington State, the City operates under the umbrella of the Washington State Strategic Highway Safety Plan (Target Zero), which aims to reduce traffic fatalities and serious injuries to zero by 2030.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The Main Street Pedestrian Connectivity Project utilizes 'self-enforcing' design principles consistent with the City of Monroe's 2024 Neighborhood Traffic Calming Policy. By transitioning the corridor from a rural-style roadside to an urban-standard facility, the project reduces the long-term need for police enforcement through physical roadway geometry.

Design Features for Speed Reduction:

-Vertical Element Integration: The installation of a vertical curb and gutter, combined with a 5-foot concrete sidewalk, creates a visual narrowing of the roadway. According to the City's Traffic Calming Guidebook, defined roadside edges encourage drivers to maintain lower speeds by increasing their perception of the urban environment and the proximity of vulnerable users.

-Hard-Lining the Ditch: Currently, the open ditch and unimproved shoulder provide a clear zone that can inadvertently encourage higher speeds. By tightlining the ditch and establishing a hard-back curb, the design provides a clear physical boundary that reinforces the posted speed limit and discourages erratic driving behavior.

-Mode Separation and Conflict Clarity: By unstacking the right-of-way—separating pedestrians into a dedicated sidewalk and preserving the 6-foot bike lane—the project creates a more predictable environment. This reduction in modal chaos allows drivers to better anticipate pedestrian movements, particularly near the Monroe High School crossing zones, leading to more consistent and cautious driver behavior.

By engineering safety into the infrastructure itself, the City is proactively changing driver behavior as mandated by the 2023 Traffic Calming Study, ensuring that the corridor remains safe for

students and transit users without the constant requirement for stationary radar enforcement or patrol intervention.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?
Yes

Is preliminary engineering/design complete?
N/A

If not complete, which best describes the CURRENT status of the project's engineering/design?

Not Started

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.
December, 2027

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?

Has NEPA documentation been approved?

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
,

Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

N/A

If yes, is a formal Endangered Species Act (ESA) consultation expected?

N/A

Right of Way

Will Right of Way be required for this project?

What is the actual or estimated start date for right of way (month and year)?
N/A, N/A

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

N/A, N/A

Has right of way certification been completed?

N/A

If not, what is the estimated ROW certification date (month and year)?

N/A, N/A

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

N/A

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?
N/A

Please attach the engineer's estimate.
N/A

Identify the environmental permits needed for the project and when they are scheduled to be acquired.
N/A

Are Plans, Specifications & Estimates (PS&E) approved?
N/A

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?
N/A, N/A

When is the project scheduled to go to ad (month and year)?
N/A, N/A

Other Considerations

If the project milestone dates specified above are less than PSRC's Project Phase Milestone Minimum Timelines, please explain the project characteristics that justify the planned schedule.

N/A

PSRC Funding Request

Phase	Year	Amount
PE/Design	2027	$100000

Total PSRC Funding Request: $100000

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	N/A

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	$100000
Local	Secured	$20000
		$
		$
		$

Total Preliminary Engineering/Design Phase Cost: $120000

Expected year of completion for this phase:

December, 2027

Right of Way Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	$40000
Local	Secured	$10000
		$
		$
		$

Total Right of Way Phase Cost: $50000
Expected year of completion for this phase:

March, 2030

Construction Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	$407373
Local	Secured	$101843
		$
		$
		$

Total Construction Phase Cost: $509216
Expected year of completion for this phase:

December, 2032

Other Phase

Fund Source	Funding Status	Amount
		$
		$
		$
		$
		$

Total Other Phase Cost: $0
Expected year of completion for this phase:

,

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
$679216	December, 2032

Financial Documentation

Please enter a description of your financial documentation in the text box below.
The attached documentation is an excerpt from the City of Monroe 6-year Capital Improvement Plan as published in the 2044 Comprehensive Plan. The project "Active Transportation Sidewalk/Shared Path/Marked Crosswalk Improvements" has been highlighted along with anticipated funding by year. These local funds will be used as match for this TAP funding.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.
f-151-346-21573744_Q17GmgAx_CIP_Exerpt.pdf

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
Attached is the Survey Report compiled by the City of Monroe and Monroe High School DECA students for the 2024 Safe Routes To School funding round. Funding was not granted for this project under that fund.

Please upload any relevant documents here, if they have not been uploaded previously in this application.
f-151-480-21573744_zyY68DBF_SRTS_Survey_Report.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.

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Safe Routes to School

Survey Report

Table of Contents

Introduction

The City of Monroe partnered with the Monroe School District and Monroe High School students to build a competitive 2024 Safe Routes to School application. Monroe High School students from the engineering classes worked with the City's Public Works Department to help identify locations around the city where walking and biking routes to school could be improved by creating a geographic information system (GIS) map with pins designating specific roads and sidewalks.

Additionally, Monroe High School marketing students worked with city staff to develop a qualitative survey for the community and promotional literature to encourage Monroe School District families to respond. With guidance and a final review from city staff, the students wrote ten survey questions (seven multiple choice and three free-response) to understand and identify the walking, biking, and safety needs of families and students.

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Introduction

The survey opened on October 10th, 2024, and closed on November 11th, 2024. In addition to sharing the survey link on social media, staff from the Monroe School District, the City of Monroe, and students from the Monroe High School used the promotional material created by the marketing class to share the survey with families at the Monroe Farmer's Market, National Walk & Bike to School Day organized by the Monroe School District, Monroe Police Department, and Snohomish Regional Fire & Rescue, and the Monroe Chamber of Commerce's Trunk or Treat event.

The City received 90 responses to the survey. The City neglected to provide a space for respondents to indicate whether they answered the survey questions on behalf of their family or group or as individuals. As a result, the City is uncertain whether the number of survey responses represents only 90 individual responses or if it reflects the combined responses of multiple members. In this case, the survey may have reached more than 90 individuals.

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Survey Summary

The survey provided valuable insights into the commuting habits and safety concerns of students and parents in the community. It revealed that while a significant portion of students rarely or never walk or bike to school, there is a desire for safer routes and infrastructure improvements that would encourage more active modes of transportation. Main Street emerged as a particularly challenging route due to issues like traffic congestion, inadequate crossings, and poor lighting. Respondents expressed a strong need for more crosswalks, wider sidewalks, and increased enforcement of traffic regulations to enhance pedestrian safety.

Furthermore, the survey highlighted the importance of collaboration between schools, local authorities, and the community to address these concerns effectively. Suggestions for improvements included implementing more visible crosswalks with flashing lights, enhancing sidewalk maintenance, and increasing police patrols to ensure compliance with safety regulations. Overall, the survey underscores the significance of prioritizing pedestrian safety initiatives and investing in infrastructure improvements to create safer environments for students to travel to and from school.

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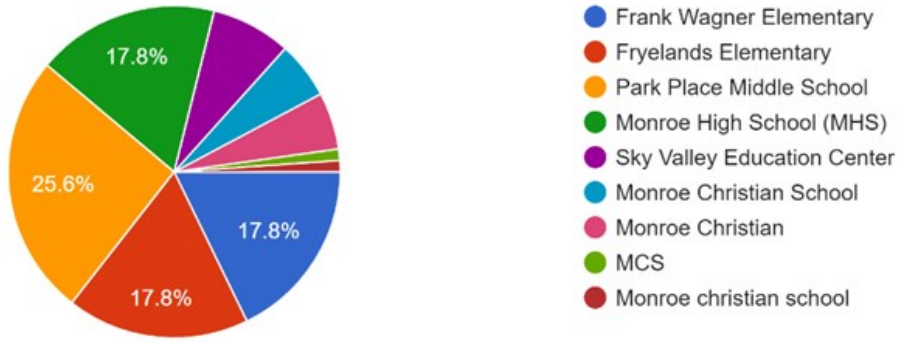
Results - Multiple Choice

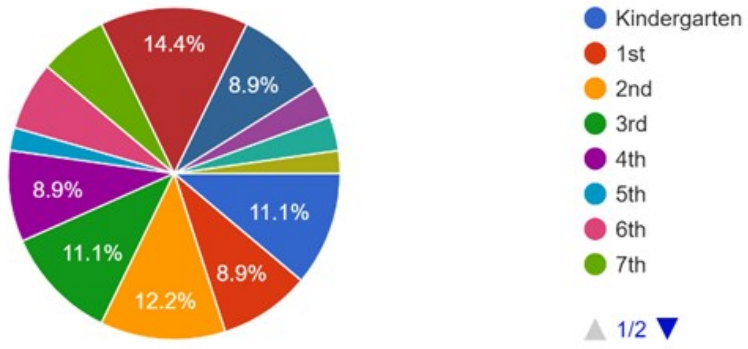
1. What school does your child/children go to?

90 responses



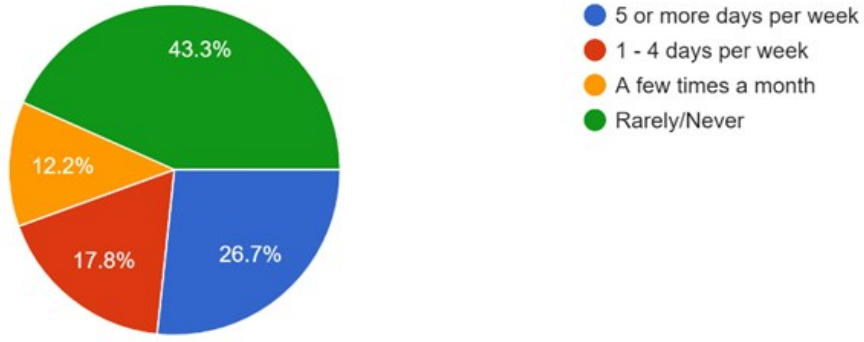
2. Which grade is your child/children in?

90 responses



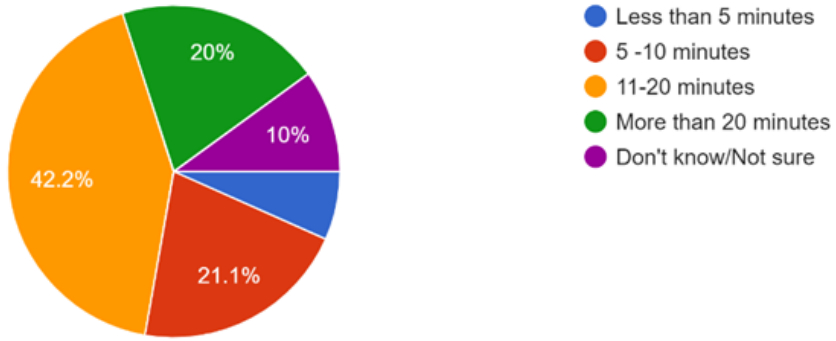
3. How often does your child/children walk or bike to school?

90 responses



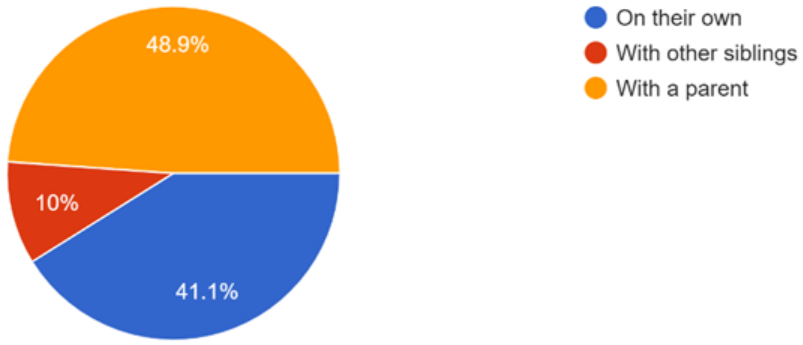
4. How long does it normally take your child/children to get to/from school?

90 responses



5. Does your child/children walk or bike?

90 responses



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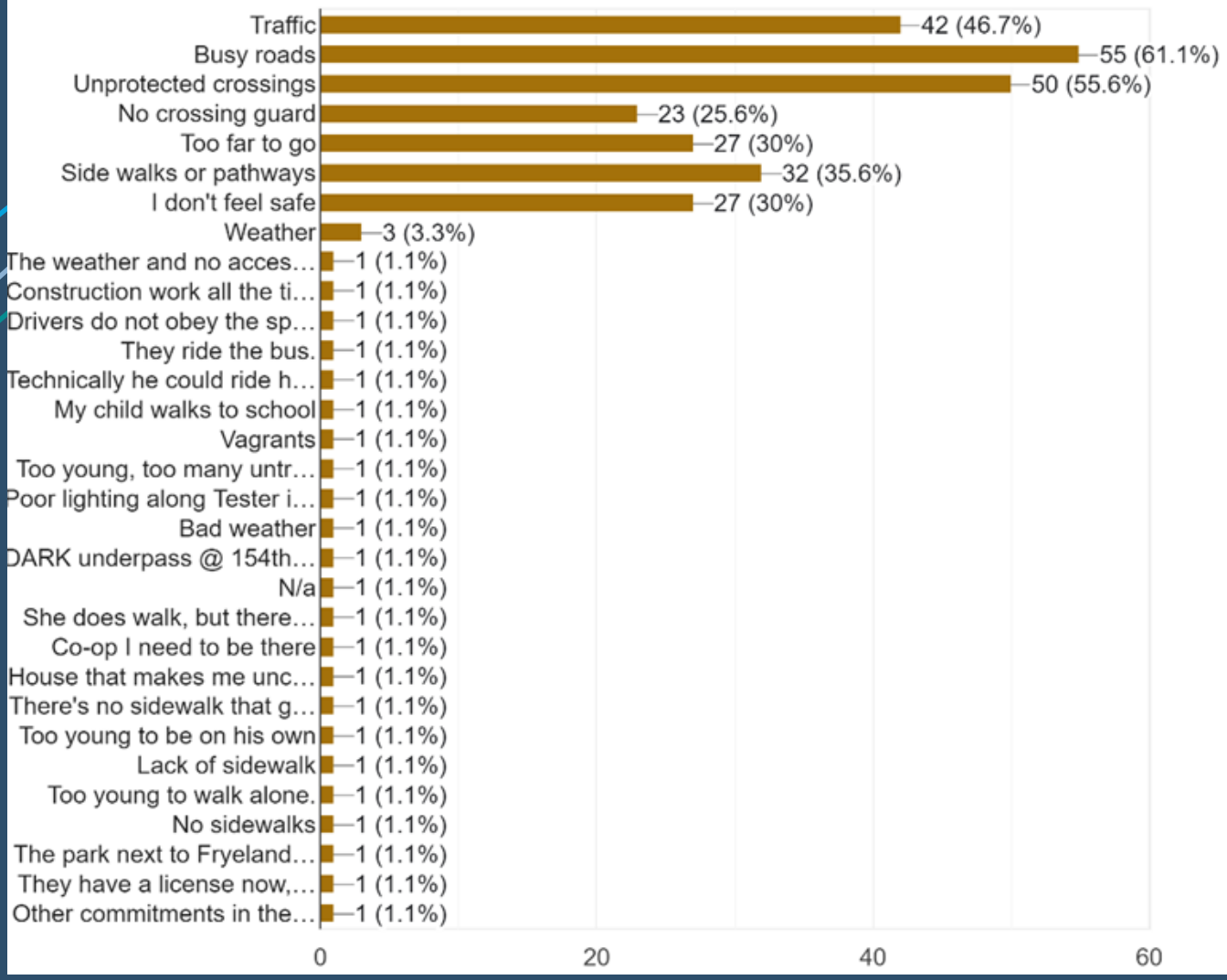
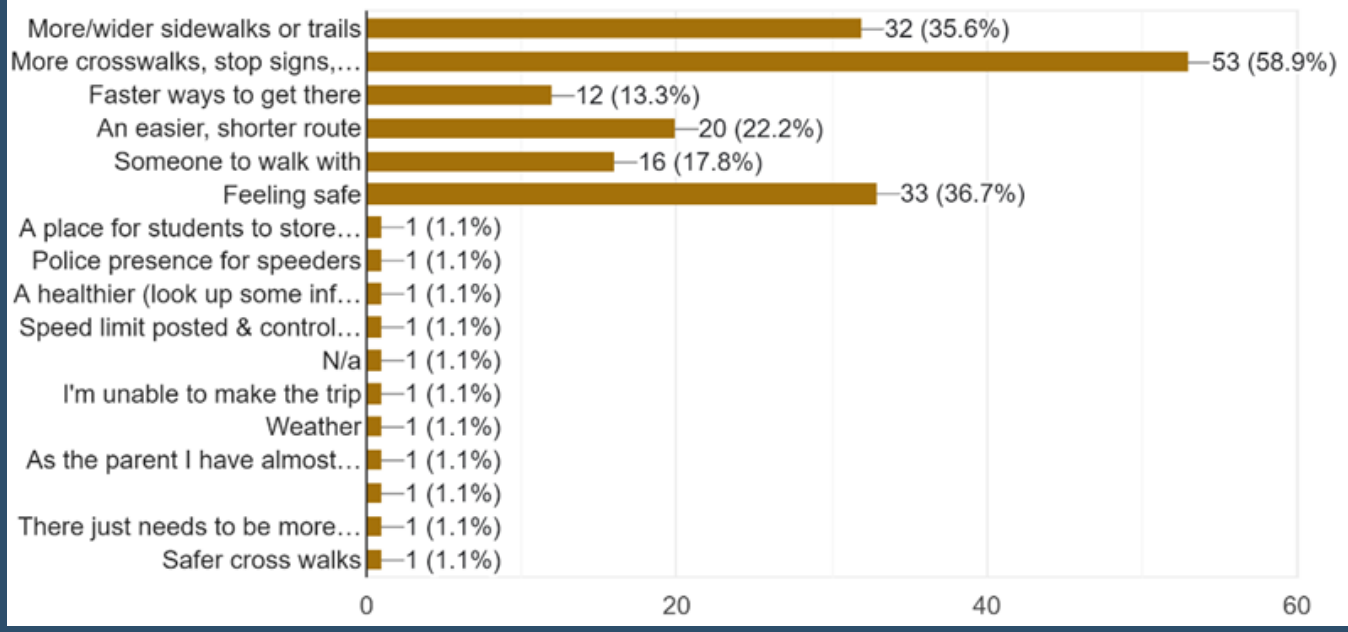
6. What keeps your child/children from walking or biking to school? Select all that apply.

90 responses



7. What would make you more likely to walk or bike to school? Select all that apply.

90 responses



Results - Multiple Choice

To capture the essence of the answers to each of the free-response questions, the City utilized Open AI's Chat GPT to review responses and draw out common themes and words used. Chat GPT's synthesis was reviewed by City staff members working on this application before incorporating it into this survey report.

Question 8: Is there a street that is difficult to walk or bike along or an intersection that is especially difficult to cross on your way to school?

Top five most common words in order of frequency: Main, Street, Crossing, Hard/Difficult, Sidewalk

Summary of responses: Main Street emerged as a recurring location, often cited for its difficulties in crossing safely due to factors like speeding vehicles, poor lighting, and insufficient sidewalks. Specific intersections, such as Main Street and Kelsey Street, are highlighted as particularly hazardous. Other streets like Hwy 2, Tester Road, and Fryelands Blvd are also mentioned for their safety concerns related to pedestrian and bike traffic. Additionally, issues with dark or poorly lit areas, lack of crosswalks, and obstacles like uneven sidewalks contribute to the overall difficulty of navigating these routes safely.

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Question 9: What is something you would like the schools/City to improve or to work on more?

Top five most common words in order of frequency: Crossing, Guards, Sidewalks, Safety, Traffic

Summary of responses: Many respondents emphasized the need for better crossing guards, additional sidewalks, and improved traffic safety measures such as flashing lights at crosswalks and stricter enforcement of speed limits. Issues with traffic flow, particularly around school zones, are highlighted, along with suggestions for better coordination between schools and local authorities to address these concerns. Additionally, there are calls for increased awareness of safety practices among students, such as reducing phone usage while walking and promoting walking or biking to school. Overall, the focus is on creating safer and more accessible routes for students, with an emphasis on collaboration between schools, local government, and law enforcement to achieve these goals.

Question 10: Is there any opinion or request you or your child have to improve and make your child/children safe or make the street safe?

Top five most common words in order of frequency: Crosswalks, Sidewalks, Lights, Safety, Traffic

Summary of responses: The responses largely center around concerns regarding pedestrian safety, particularly in relation to crosswalks, sidewalks, and lighting. Many respondents express a desire for improved infrastructure such as more visible crosswalks with lights, better-maintained sidewalks, and increased lighting along walking routes to and from schools. Traffic safety and enforcement are also significant themes, with calls for speed limit enforcement, additional crosswalk guards, and police patrols to ensure compliance with safety regulations. Overall, the focus is on creating safer environments for children to commute to school, with an emphasis on addressing infrastructure deficiencies and enhancing traffic safety measures.

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Transportation							
Projects with No Identified Funding Source Marked in Grey							
		2025	**2026**	**2027**	**2028**	**2029**	**2030**
Grant Funded - Train Reduced Noise Area and crossing Safety Improvements (N Kelsey St) (Main St.) (Lewis/SR203) (Fryelands Blvd) (179th AVE SE)	Grant	$ 1,099,010	$ 787,856	$ 811,492	$ 98,390	$ 101,342	
179th/147th Signal	Grant	$ 1,041,000					
Road Maintenance -Transportation Benefit District/ADA Transition Plan	TBD	$ 1,291,575	$ 1,308,365	$ 1,325,374	$ 1,308,365	$ 1,308,365	$ 1,308,365
Active Transportation Sidewalk/Shared Path/Marked Crossing Improvements	318	$ 213,082	$ 219,474	$ 226,058	$ 213,082	$ 213,082	$ 213,082
Annual Sidewalk Development (EDAB)	318	$ 379,468	$ 246,044	$ 115,927	$ 119,405		
Traffic Calming	318	$ 100,000	$ 100,000	$ 100,000	$ 75,000	$ 75,000	
Sidwalk Panel Replacement Program (O&M Project 105 fund)	TBD	$ 36,050	$ 37,132	$ 38,245			
Oaks St Improvements/Tjerne Pl III	Grant	$ 478,341		$ 1,194,052	$ 7,232,914	$ 3,056,406	
Railroad Crossing Overpass/Grade Separation/Mobility Improvements Study (PL)	318	$ 1,062,500	$ 4,919,495	$ 1,844,811	$ 1,844,811	$ 19,128,022	$ 19,128,022
Railroad Ave Right of Way Acquisition	318		$ 54,636				
Gateway Sign - West Monroe/US 2	318		$ 41,580	$ 155,926			
Chain Lake Road Capacity Improvements (PL/PE)	318			$ 466,062	$ 3,360,303	$ 16,234,335	
Undergrounding Pole Mounted Utilities (EDAB)	318				$ 59,703	$ 338,215	
Streetscape/Lighting/Parking Improvements Downtown Perimeter	318				$ 46,371	$ 869,456	
Industrial Park Drainage/Street Improvements	318				$ 173,891	$ 2,086,693	
Easton Cove Emergency Access Paving	318					$ 270,000	
Fryelands Trail Illumination	318					$ 61,494	
Powell St. improvements Sams to Lewis/SR203	318					$ 381,261	$ 2,988,593.49
Active Transportation US2 Grade Separation Crossing	318						$ 20,763,508.06
Transportation Impact Fee Study	318	$ 20,000.00					
Sub-Total Transportation Capital		**$ 5,721,027**	**$ 7,714,583**	**$ 6,277,949**	**$ 14,532,236**	**$ 44,123,671**	**$ 44,401,571**
Total General Government Capital (Parks+Facilities+Transportation)		**$ 10,845,266**	**$ 12,273,017**	**$ 26,412,852**	**$ 35,034,087**	**$ 65,407,139**	**$ 54,026,478**