

Draft

Mason County Transportation Plan



Draft for County Commissioner Review

June 8, 2016

Public Hearing June 21, 2016

PUBLIC REVIEW AND COMMENT OPPORTUNITIES

Comments on the final draft of the Mason County Transportation Plan are encouraged. **A Public Hearing before the Board of County Commissioners is scheduled for Tuesday, June 21; the Commissioners' meeting starts at 9:00 a.m. . The Board of County Commissioners meets in Building 1 of the Mason County Courthouse at 411 N. 5th Street in Shelton.**

The Commissioners will hear testimony on the draft plan to inform their own deliberations prior to adoption of the Transportation Plan. Written comments received by 5:00 on Friday, June 17th will be presented to the Board for their consideration alongside testimony received at the public hearing.

Written comments should be sent to:

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Regional Mobility



Economic Support



System Preservation



Emergency Response



Travel Choices



Environmental Considerations



Quality of Life



Mobility for All

Mason County Transportation: Connecting people, places, and commerce with cost-effective, safe, sustainable travel options that support our needs today and in the future.

MASON COUNTY TRANSPORTATION PLAN

INTRODUCTION

Mason County's Transportation Plan builds on previous plans and queues up critical 'next steps' to achieve plan objectives. Implicit throughout the transportation planning conducted by Mason County are recurring themes:

- Economic partnerships
- Efficient multimodal travel choices
- Practical solutions
- Lowest life-cycle costs
- Collaboration and coordination

They all contribute to an overarching theme of stewardship: implementing the policies and strategic actions in this plan will ensure Mason County remains a good steward of the transportation system that people rely on to support their daily needs.



PURPOSE OF THE TRANSPORTATION PLAN

Mason County's Transportation Plan provides the analytics, policy review, and systems evaluation needed to support the County's Comprehensive Plan requirements under the Growth Management Act, but it is more than that. The Transportation Plan supports ongoing local interests like mobility through Belfair, access to jobs at the Puget Sound Naval Station and the Shipyards in Bremerton, enhanced walkability in Hoodspoint and Allyn, and urban development in the vicinity of Shelton, all while supporting overall countywide objectives spelled out throughout various elements of the Comprehensive Plan. It is a powerful tool for ensuring consistency between day-to-day decisions and long-range policies and objectives.

HOW THIS PLAN IS STRUCTURED

This Transportation Plan describes the County's vision for its transportation system and the role it plays in the overall quality of life in the community. It is the link between the overarching framework of the Comprehensive Plan and day-to-day implementation activities.

The Plan incorporates sub-area planning that supports the development of Allyn and Belfair into thriving rural centers of economic activity and walkable neighborhoods. It supports lively hamlets that dot Mason County's shorelines and attract visitors from outside the area. It is coordinated with inter-regional and state plans for SR 3 and the Belfair Bypass, and promotes the needs of Mason Transit Authority in providing efficient and effective services. This Plan respects the concurrent planning and development activities of the Squaxin and Skokomish Indian Tribes that are generating economic benefit for the whole region.

Transportation goals and implementing actions are coordinated with those at the state level, and support efforts underway today in Mason County and broader, longer-term regional objectives. Other sections describe the existing transportation system and the likely impacts on that system as the County grows over time. Projects are identified that will improve mobility and safety. A financial summary demonstrates that recommendations in this plan are achievable. Finally, it concludes with some strategic initiatives to help further the vision and values embodied in this plan over the next few years.

This Transportation Plan efficiently addresses all the state and regional requirements in order to maximize available resources for implementing elements of the Strategic Action Plan. Checklists in the appendix document compliance with Washington State Department of Commerce rules and consistency with the Peninsula Regional Transportation Planning Organization’s (PRTPO) plan.

MASON COUNTY’S TRANSPORTATION VISION

Mason County’s transportation system provides for the safe, efficient, cost-effective movement of people and goods in ways that support adopted land use plans, enhance neighborhood and community livability, support a strong and resilient economy, and minimize environmental impacts.



PREVIOUS PLANS INCORPORATED INTO THIS TRANSPORTATION PLAN

Mason County’s Transportation Plan serves as the transportation element of the Comprehensive Plan. It is consistent with and incorporates key policies from the Comprehensive Plan and its various elements. It includes the required traffic analyses and discussions that inform the Comprehensive Plan’s policies and recommendations. It also reflects important policies and recommendations generated by ongoing studies and sub-area plans. Each sub-area plan is consistent with the overall land use vision put forward in the Comprehensive Plan and is working to make that vision real. This Transportation Plan incorporates relevant transportation policies and investments that support those sub-area plans, ensuring the County’s transportation policies and investments over the next decade fully support the needs of these more detailed implementation plans. Corridor plans, studies, and regional coordination processes that informed development of this transportation plan include:

SR 3 Corridor Plans

- Belfair Bypass Proviso Report: <http://www.wsdot.wa.gov/NR/rdonlyres/18512C17-53C8-46A7-9516-133D61EB3184/0/BelfairProvisoFinalReport.pdf>
- Belfair Bypass Environmental Assessment: <http://www.wsdot.wa.gov/projects/sr3/sr3belfairbypassenvironmentalassessment/>

- Johns Prairie Road Proviso Report: <http://www.wsdot.wa.gov/NR/rdonlyres/6F8009CB-A71F-405A-9F2F-B5EFDE865986/68756/JohnsPrairieRoadProvisoReport.pdf>
- Bremerton Economic Development Study: <http://www.wsdot.wa.gov/projects/bremertonecon/>
- SR 3 Defense Industrial Corridor: <http://www.ci.bremerton.wa.us/DocumentCenter/Home/View/838>
- Puget Sound Industrial Center (formerly South Kitsap Industrial Area, or SKIA): <http://kitsapeda.org/properties/south-kitsap-industrial-area/>

Urban Growth Area Plans

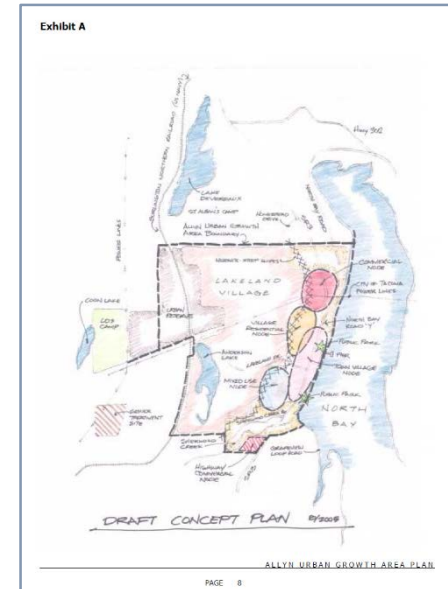
- Belfair Urban Growth Area Plan: https://www.co.mason.wa.us/code/comp_plan/belfair_uga_plan.pdf
- Allyn Urban Growth Area Comprehensive Plan: https://www.co.mason.wa.us/code/Community_Dev/allyn_uga_adopted.pdf
- Shelton Urban Growth Area Plan: http://www.co.mason.wa.us/community_dev/comp_plan_update/shelton_uga_plan.pdf

Modal Plans

- 2008 Mason County Regional Trails Plan: https://www.co.mason.wa.us/forms/parks/trails_plan_2008.pdf
- Mason Transit Authority's 2015-2020 Transit Development Plan: <http://www.masontransit.org/wp-content/uploads/2015/01/Final-TDP-adopted-9-15-2015.pdf>

Tribal Plans

- Squaxin Island Tribe 2009 Long-Range Transportation Plan: <http://squaxinland.org/government/departments/community-development/long-range-transportation-plan/>



CONSISTENCY WITH COUNTYWIDE PLANNING POLICIES

Mason County is required under the Growth Management Act to ensure its planning process is consistent with adopted Countywide Planning Policies. Countywide Planning Policies (CWPPs) are developed collaboratively between jurisdictions in Mason County to govern development of local comprehensive plans. The primary purpose of the CWPP is to ensure consistency between the comprehensive plans of jurisdictions sharing a common border or related regional issues. They also play an important role in facilitating the transformation of local governance in the unincorporated urban growth area as it is annexed or incorporated into a city, so that urban services are provided by cities and rural and regional services are provided by the county.

Following are Mason County’s adopted CWPPs pertaining to transportation as of early-2016. This Plan is fully consistent with and supports these policies.

3. Transportation

GMA encourages development of efficient, multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.

- *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
- *Establish Level of Service standards that encourage densities in Growth Areas where services such as public transit, pedestrian, carpooling, etc., are available.*
- *Establish Level of Service standards in Growth Areas that ensure adequate service to prevent out-migration due to congestion.*
- *Protect functions of designated high-volume corridors by restricting individual access points.*
- *Promote interconnecting street networks that provide alternate routes.*
- *Encourage alternative transportation modes by providing service in growth areas such as bikeways, sidewalks, transit, etc.*

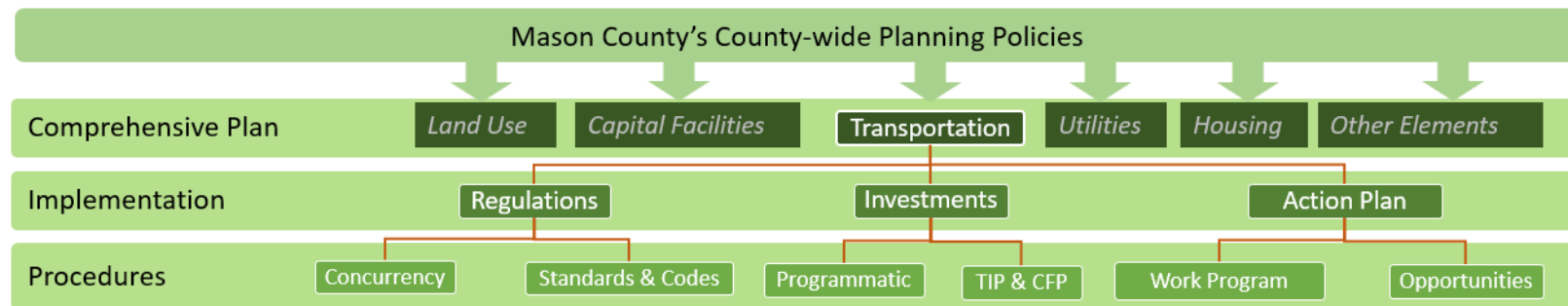


FIGURE 1: RELATIONSHIP OF PLANNING REQUIREMENTS TO IMPLEMENTATION PROCEDURES

REGIONAL COORDINATION

Mason County's long-range transportation planning must be consistent with the Regional Transportation Plan, or RTP. The RTP is developed and maintained by Peninsula Regional Transportation Planning Organization (PRTPO). That plan provides the primary policy framework for overall transportation system considerations at the local, regional, and state levels. All jurisdictions and other service partners throughout the Olympic Peninsula work closely with PRTPO at various stages throughout the long-range planning and forecasting process to ensure consistency with the RTP. This includes collaboration and agreement on:

- long-range growth and land use assumptions used to estimate future travel demand, among other things;
- Level of Service standards and times of "peak period" analysis; and
- overarching transportation system goals.

A copy of the PRTPO Regional Transportation Plan can be found at: http://www.wsdot.wa.gov/partners/prtpto/docs/materials/prtpto_rtp_final_2015.pdf

Consistency with the Regional Transportation Plan ensures consistency with applicable state and federal transportation planning requirements, as well as with the 2035 Washington Transportation Plan (https://wtp2035.files.wordpress.com/2015/01/wtp2035_final_21-jan-2015.pdf) and the Highway System Plan 2007-2026 (<http://www.wsdot.wa.gov/NR/rdonlyres/B24AC1DA-8B9A-4719-B344-B083BB3F10FB/0/2007FullHSP.pdf>)

Additional coordination at the RTPO level results in consistency with, and support for, the 2014 Regional Human Services Coordinated Transportation Plan Update (http://www.wsdot.wa.gov/partners/prtpto/docs/materials/prtpto_hstpt2014_final.pdf) and its recommendations for the entire Olympic Peninsula. Statewide funding that supports PRTPO projects support increased mobility for all residents of this region.

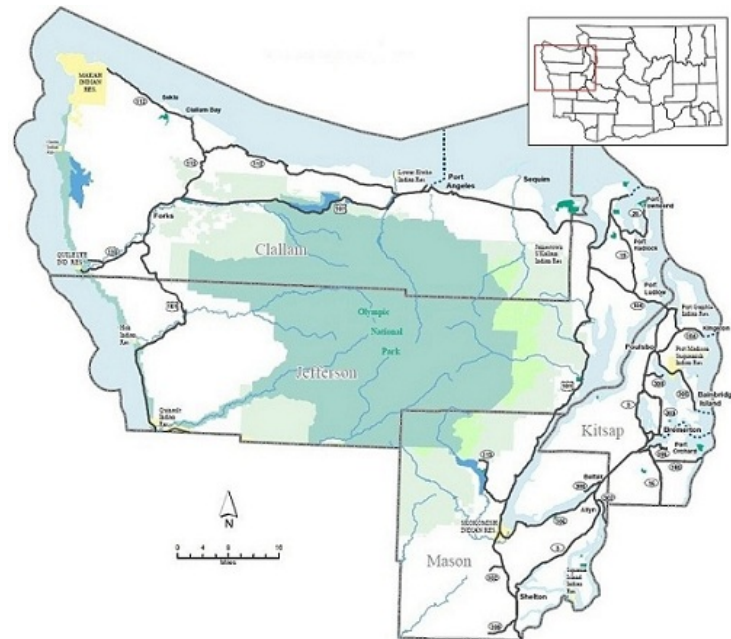


FIGURE 2: MAP OF PRTPO REGION

CONSISTENCY WITH STATE TRANSPORTATION PLANS

The Washington State Department of Transportation (WSDOT) establishes planning priorities through its statewide and modal plans. As the Regional Transportation Planning Organization for the region, PRTPO carefully monitors those planning priorities and works to ensure they are appropriately considered in the region's long-range plan and policies. Mason County's close coordination and consistency with PRTPO plans, policies, and travel forecasts ensures the County's Transportation Plan is also in line with those state guidelines.

The following transportation policy goals of the Washington Transportation Plan are addressed throughout the goals and policies in this plan and its recommendations.

Preservation. Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Safety. Provide for and improve the safety and security of transportation customers and the transportation system.

Mobility. Improve the predictable movement of goods and people throughout Washington State.

Environment. Enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Stewardship. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Economic Vitality. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Results WSDOT is a recent statewide initiative that promotes:

- Strategic Investments
- Modal Integration
- Environmental Stewardship
- Organizational Strength
- Community Engagement
- Smart Technology

Mason County's Transportation Plan is consistent with and supportive of WSDOT goals and outcomes in these areas.



WTP2035

WASHINGTON TRANSPORTATION PLAN
CONNECTING WASHINGTON COMMUNITIES
FOR A HEALTHY AND PROSPEROUS FUTURE

PLANNING FOR ALL MODES OF TRAVEL

Mason County’s transportation system is more than just its roads; its transportation system is made up of roads as well as transit, non-motorized facilities and trails, highways, rail corridors, and the airport. It accommodates car drivers as well as transit riders, school children, walkers, cyclists, and freight. The transportation system is made up of a series of intersecting networks that ensure people and goods get to where they need to be. This is what is meant by a “multimodal” transportation system – it is one that accommodates the various modes of travel needed to support existing and future land use patterns.

The challenge for Mason County is to identify and fund the appropriate mix of infrastructure to meet the needs of a community that is primarily rural with pockets of walkable neighborhoods. This is not an urban setting where traditional application of sidewalks and bike lanes makes sense. Mason County deploys practical design techniques to tailor the right solutions for each situation. This may mean sidewalks and bike lanes in Belfair and Allyn but wide shoulders on roads like Shelton-Matlock Road, and trails elsewhere.

Planning for all modes of travel and working to ensure that walking and biking are viable options for more people has important community benefits. In addition to enhancing overall quality of life, there is increasing recognition of the value that “active transportation” plays in promoting public health. This plan furthers Mason County’s commitment to a multimodal transportation system that provides more travel choices for more people for more of their travel needs.



MANAGING DEMAND

Managing travel demand is one way to maximize operational efficiency and create more capacity within the existing transportation system. Demand management strategies, as the term implies, are strategies that change the demand for travel – typically lowering the demand for travel during peak congestion periods. Compared to most transportation strategies, demand management involves typically low-cost strategies that take many different forms. Following are some of the demand management strategies at work in Mason County:

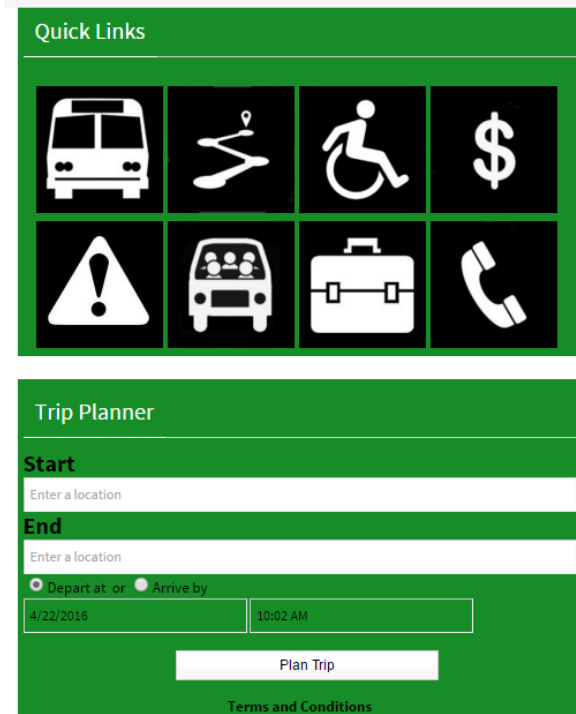
Commuter Trip Reduction (CTR), implemented at the state level in 1993, requires large employers with 100 or more employees commuting during peak periods to reduce the share of trips being made by driving alone. This can be done via a myriad of strategies that encourage more commute trips by carpool or vanpool, transit, walking, or biking. CTR can also include strategies that reduce the number of days an employee has to commute to work, like compressed work weeks that “compress” a five-day week into a four-day work week, or telework that allows some employees to work from home. It also includes parking pricing that introduces a financial disincentive to drive.

MTA’s Online Trip-Planning makes it possible for people to easily determine the best way to get from “here” to “there” by transit, including all of the travel options associated with MTA’s inter-regional partnerships. Need to get from Lilliwaup to SeaTac Airport via transit? No problem. Easy-to-use tools plan the route based on departure time or arrival time. It can be found at <http://www.masontransit.org/resources>

MTA’s Worker/Driver Program is part of a nationally recognized program targeted to the needs of workers at the Puget Sound Naval Station (PSNS) in Bremerton. Working in partnership with PSNS and Kitsap Transit, MTA offers four routes from Mason County to the Shipyard. One of the unique features of this program is that the drivers are PSNS personnel; they are trained and authorized to conduct security clearances of the passengers and the vehicles. This allows them to clear security in an expedited manner, which creates a time incentive for the riders. In addition, the cost of the program for riders is picked up by the Navy through its Transportation Incentive Program. In 2014 MTA’s Worker/Driver program took almost 54,000 commute trips off SR 3 and SR 304 during the busiest times of the day.

MTA’s Vanpool Program enables groups of 5-12 commuters to ride together in a van provided by MTA. Riders set the schedule and routes to best meet their needs. MTA had 17 active vanpools in 2014, which helped free up road and highway capacity and made the entire transportation system operate more efficiently.

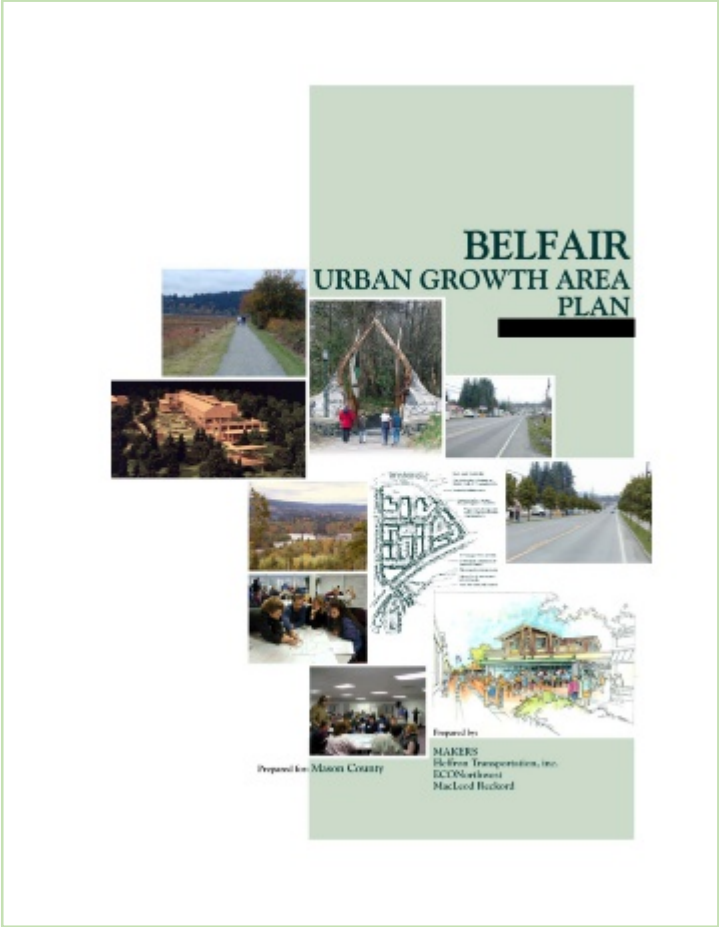
Rideshare Online is a multi-county effort led by WSDOT and King County Metro. This online system, combined with a local database and personal assistance, helps customers identify carpool partners or get into a vanpool as well as evaluate alternate commuting opportunities, primarily in the central Puget Sound area or getting to and from that area. It can be found at www.rideshareonline.com



Land use is an important demand management consideration. How communities are built – the proximity of uses within a neighborhood, the design of streets and buildings, street connections and infrastructure to support alternatives to driving – all of these are essential determinants in how much traveling people have to do and the choices they have in how they travel. The small urban communities at Allyn and Belfair provide rare opportunities to create walkable, transit-oriented centers in rural Mason County as do places like Hoodspout, where “park once and walk everywhere from there” is a real possibility. As Mason County grows over time, more of its growth will locate in these small centers as well as in Shelton and its urban growth area. Mason County will relieve growth pressures on its rural and resource lands by creating a few distinctive places where people have more opportunities to use transit and other alternatives to driving.



Mason County’s transportation system supports land use policies that promote compact, walkable development in clearly defined urban growth areas as well as rural resource industries such as aquaculture.



PLANNING FOR THE FUTURE

One of the great values of a long-range plan is in setting and maintaining a course for how Mason County will grow over time. The County's vision retains the vast rural tracts of land associated with Mason County's quality of life. Over 80% of Mason County's 968 square miles will remain in private, state, and federal forest lands. Land use policies will continue to protect Puget Sound and Hood Canal shorelines and the County's many freshwater lakes and rivers from incompatible development. This is done in part by the creation of appropriately scaled and well-designed urban growth areas at Belfair and Allyn to accommodate increased densities and mix of activities over time, as well as Shelton's long-range urban growth area.

Mason County's rural character has a strong influence on its transportation system and the travel choices available to people. Driving is, and will continue to be, the only mode of travel that works for most people most of the time. This Plan does not lose sight of the fact that Mason County will continue to rely on a safe, reliable network of roads and highways to support the movement of people and goods, now and in the future.

However, as plans for Belfair and Allyn take shape and come to fruition, those communities will offer a different range of lifestyles and travel choices than will be found throughout the more rural parts of Mason County. In these areas options like walking, biking, and transit will be viable travel choices for more people over time. Mason County also recognizes that some other tiny hamlets and Rural Activity Centers existed long before passage of the Growth Management Act. The County's land use vision retains these small areas for their great value in supporting rural residents and the local economies. This includes three Rural Activity Centers - at Union, Hoodspport, and Taylor Town - and the hamlets at Bayshore, Dayton, Deer Creek, Grapeview, Lilliwaup, Matlock, Potlatch, Spencer Lake, and Tahuya. Some of these places, such as Hoodspport, will grow more walkable over time.

Mason County's land use forecast is developed and periodically updated in coordination with Shelton and other partners. It takes into consideration recent growth trends, market analysis, and the community's vision for how it wants Mason County to grow. An update to the long-range land use forecast is currently underway; it is not available for this update. In its place, this update relies on the medium-growth population forecast developed by the Office of Financial Management in 2012. It is a benchmark against which Mason County's own population forecast will be evaluated and approved by the state.



Employment is another input to future travel demands as Mason County grows. Pending completion of the new forecast, this Plan relies on the previous Mason County jobs forecast with confidence that it is suitable for this long-range planning purpose. According to data from the Washington State Employment Security Department, Mason County has not yet recovered the jobs it lost during the Great Recession and with the closure of Simpson’s mills in Shelton and Dayton in 2015. As of November 2015, Mason County had 14,700 jobs; this is still significantly lower than the County’s 2008 employment of 25,400 jobs. It will be some time before the County recovers all of those jobs. For purposes of this transportation plan, Mason County’s ‘high growth’ jobs forecast of 39,166 jobs in 2025 that was used in the 2008 transportation plan to demonstrate sufficient system capacity is repurposed as a 2040 jobs forecast, pending more suitable data. This would be an average increase of 4 percent per year and likely overstates the possible impacts of job growth on the transportation system.

If, upon completion of Mason County’s land use forecasts, the numbers used in this forecast are lower than what is projected, then additional analysis will be needed to ensure there is sufficient system capacity to accommodate the extra population and jobs. However, if the numbers in the new forecast are the same or lower, then Mason County can go forward, confident that its transportation plan did not underestimate potential impacts of growth over time.

The following table provides a summary of population and employment growth used in this plan to estimate travel demand in Mason County over time. The land use element of the Comprehensive Plan provides more detail on the geographic distribution of existing patterns and how that is envisioned to change over time as the County grows.

TABLE 1: 2036 POPULATION & EMPLOYMENT PROJECTIONS

Mason County Long-Range Growth Forecast

Mason County	2010	2015	2020	2025	2030	2035	2040
Population	60,699	63,203	67,545	71,929	76,401	80,784	84,919
Employment	21,869	14,700	19,594	24,488	29,382	34,276	39,170

Source:

Population - “Projections of the Total Resident Population for the Growth Management Act, Medium Series: 2010 to 2040 by Five Year Intervals.” Office of Financial Management, Forecasting. May 2012.

Employment - Mason County’s 2025 High Growth Scenario for employment, used to demonstrate sufficient system capacity in the 2008 Transportation Plan, is used as a surrogate for 2040 employment.

Notes:

Forecast is for Mason County including Shelton and its urban growth area.

The planning horizon for this Comprehensive Plan is 2036. It is interpolated from the 2035-2040 forecast figures. Note that 2010 is based on actual Census counts.

TRANSPORTATION GOALS AND ACTIONS

WSDOT's long-range plan is organized around six statutory transportation policy goals in [RCW 47.04.280](#). Mason County's goals and policies must be consistent with these state policies. The following policy goals and local actions are fully consistent with and support established state priorities in ways that reflect the character and priorities of Mason County.

1. Economic Vitality Goal

Develop and maintain Mason County's transportation system so that it sustains and grows the region's economic competitiveness.

To do this, Mason County will:

1.1 Promote strategic partnerships.

- 1.1.1 Work with stakeholders such as government, tribal, private sector, and transit partners to ensure that transportation investments and policy decisions generate maximum economic benefit for all stakeholders.
- 1.1.2 Continue working with stakeholders to secure full funding and subsequent construction of the Belfair Bypass so that it is operational no later than 2022.
- 1.1.3 Participate in transportation and economic development partnerships that support jobs and industry at the Puget Sound Industrial Center.
- 1.1.4 Partner with the tribes to maintain safe and convenient access to tribal enterprises for visitors, vendors, and employees.
- 1.1.5 Continue working with stakeholders to enhance the system's capacity to connect people with jobs, commerce, and school in ways that are cost-effective and convenient.

1.2 Support the local economy.

- 1.2.1 Provide safe and convenient access to area businesses and industry to support a strong local economy.
- 1.2.2 Ensure transportation planning and investments produce the infrastructure needed to support the economic development envisioned in adopted land use and community development policies.
- 1.2.3 Support transportation investments that ensure the long-term viability of the Bremerton Naval Shipyard and development of the Puget Sound Industrial Center as major employment centers for Mason County residents.



1.2.4 Collaborate with private land owners and state and federal forest management agencies to identify and upgrade County facilities that are deficient in their design or operation.

1.2.5 Support the year-round transport needs of logging, aquaculture, and other natural resources that sustain the region's economy.

1.2.6 Enhance access for tourism and outdoor recreation opportunities through transportation policies and investments.

1.3 Integrate transportation and land use decision-making.

1.3.1 Reinforce the coordination of land use and economic development policies through supportive transportation investments.

1.3.2 Incorporate freight mobility considerations into transportation and land use decision-making processes where appropriate.

1.3.3 Consider in street and site design guidelines the "first and last mile" needs of freight getting into and out of manufacturing centers, stores, businesses, and neighborhoods as well as getting to and from freight generators like Sanderson Field, Oakland Bay, and Johns Prairie industrial center.

1.3.4 Support the Port of Shelton's goals and policies as outlined in its *Shelton Airport Master Plan* and in its roadway designations under the Federal Aviation Administration's classification system for airports.



2. Preservation Goal

Maintain Mason County's transportation system in ways that keep life-cycle costs as low as possible.

To do this, Mason County will:

2.1 Make smart investments.

2.1.1 Establish and deploy a least-cost pavement preservation program reflecting best practices in pavement treatments that make the most of scarce preservation dollars.

2.1.2 Make funding for preservation and maintenance of the existing transportation system the top priority, especially when resources are tight, because deferred preservation is expensive preservation.

2.1.3 Recognize that keeping life-cycle costs as low as possible supports sustainable economic growth and vitality by avoiding unnecessarily expensive infrastructure reconstruction and replacement and its associated travel disruptions.

2.2 Safeguard the public's investment.

2.2.1 Coordinate utility construction within the County's right-of-way with the six-year transportation improvement program.

2.2.2 Enforce standards for the repair and maintenance of County roads resulting from utility construction activities so that damaged pavement surfaces are restored and do not pose a heightened risk of degradation.

2.2.3 Create and enforce an ordinance that specifies limitations for utility cuts on recently constructed or resurfaced roads to minimize destructive actions that reduce the longevity of pavement conditions.

3. Safety Goal

Maintain the safety and security of Mason County's transportation system and those who use it.

To do this, Mason County will:

3.1 Build safety into infrastructure design.

3.1.1 Construct and maintain the road network in accordance with safety standards established by AASHTO, WSDOT and the MUTCD, considering the needs of all modes of travel.

3.1.2 Monitor WSDOT policies and guidelines for ways to improve rural road safety for users and operators, and update where appropriate locally-adopted standards, policies, or procedures.

3.1.3 Work to generate the greatest return on investment for the traveling public from safety projects and policies by implementing where possible the lowest-cost measures that generate the greatest benefit, including projects, design standards, site design considerations, and operational measures.

3.1.4 Account for the mobility needs of an aging population when considering signage, pedestrian crossings, roadway markings, maintenance and lighting.

3.2 Promote safety for all modes of travel.

3.2.1 Consider the mobility needs of walkers, cyclists, and transit riders in the development of street standards, site design, access management, and intersection control.

3.2.2 Recognize and employ the “four E’s” of roadway safety – education, enforcement, engineering, and emergency response – and where possible combine engineering with enforcement and education to generate maximum safety benefit for the traveling public.

3.2.3 Periodically review posted speed limits in corridors or areas that have experienced recent growth to ensure they are appropriate for the current land use, including the degree of pedestrian activity in the area.

3.2.4 Work with rail operators and property owners to keep at-grade rail crossings as safe as possible.



3.3 Prepare for emergencies.

3.3.1 Identify critical gaps needed to ensure system redundancy for emergency management purposes and develop an implementation strategy for addressing priority deficiencies.

3.3.2 Collaborate with local, state, federal, tribal, and military partners to minimize risks associated with catastrophic events through transportation system design and construction.

3.3.3 Continue to partner with the Department of the Military’s Emergency Management Division and local, tribal, transit, and state governments to identify and coordinate strategies for transportation evacuation and recovery after a major earthquake, flooding, or other catastrophic event.

3.3.4 Collaborate with emergency responders, environmental agencies, and other partners to develop coordinated response strategies in the event of a fuel truck or other hazardous cargo running off the road into Hood Canal or other Mason County water bodies.

4. Mobility Goal

Ensure the predictable movement of goods and people throughout Mason County and between Mason County, adjacent counties, and beyond.

To do this, Mason County will:

4.1 Plan for all modes of travel.

4.1.1 Support alternatives to driving alone through the effective design and construction of pedestrian, bicycle, and transit facilities, recognizing the need for different design elements in urban growth areas and rural areas.

4.1.2 Work to improve access to and connections between transit and park-and-ride lots.

4.1.3 Continue to identify and fund projects that expand non-motorized, transit, and ride-sharing travel options for more people.

4.1.4 Coordinate transportation and land use decisions to enhance multimodal travel options where they make sense and reduce unwanted rural congestion where it is expensive to accommodate.

4.1.5 Secure funding for Phase 2 improvements to SR 3 through Belfair, which will enhance mobility for all modes of travel.

4.1.6 Develop strategies for unused public rights-of-way in Allyn to protect future travel options while maximizing the value of these community resources in supporting local business and residential needs today and in the future.

4.1.7 Work to integrate trails with the County's transportation system to further enhance multimodal travel opportunities in Mason County.



4.2 Work with partners to enhance inter-regional travel opportunities.

4.2.1 Promote investments and policies that increase transportation choices and improve travel reliability between Mason and Kitsap Counties along the SR 3 corridor.

4.2.2 Promote activities that enhance efficient access for Mason County commuters to state ferries in Bremerton and Southworth.

4.2.3 Support MTA efforts to increase transit and vanpool ridership among Mason County commuters bound for Olympia-area job centers.

4.3 Recognize and accommodate mobility for those who don't drive.

4.3.1 Coordinate with stakeholders, traditional, and non-traditional service providers to identify and fund priority projects in the Coordinated Human Services and Transportation Plan that support the mobility needs of an aging population or those with special needs.

4.3.2 Partner with Mason Transit Authority and other local service providers to increase the cost-effectiveness and efficiency of transportation for rural residents with special transportation needs.

4.4 Collaborate with mobility partners.

4.4.1 Support Mason Transit Authority in its design and upgrade of existing park-and-ride facilities and in the location and design of a new facility in Belfair, working to ensure safe and convenient access for MTA and the traveling public.

4.4.2 Engage in the activities of the Peninsula Regional Transportation Planning Organization (PRTPO) to maintain consistency with regional goals and priorities.

4.4.3 Coordinate with the Washington State Department of Transportation (WSDOT) regarding development and maintenance of the State highway system.

5. Environment Goal

Make transportation decisions and investments that enhance the environment and overall quality of life in Mason County.

To do this, Mason County will:

5.1 Reduce environmental impacts on the natural environment.

5.1.1 Enforce development regulations that ensure new development complies with current or updated environmental requirements that minimize the environmental footprint of transportation on Mason County's lands and waters.

5.1.2 Minimize transportation-related impacts on salmon, shellfish, and other wildlife or habitats through the replacement or retrofit of inadequate facilities, reducing and treating stormwater runoff, and decreasing toxics used in road maintenance.

5.1.3 Support 'smart' charging infrastructure for plug-in/electric vehicles at park-and-ride lots and other local locations, and work with local, regional, and state partners to establish a robust electric vehicle charging network for the US 101 Olympic Peninsula loop.

5.1.4 Support Mason Transit Authority in its efforts to deliver effective transit and vanpool services that reduce vehicle miles traveled.

5.1.5 Support Mason Transit Authority in the siting and design of park-and-ride facilities that facilitate ride-sharing.

5.1.6 Promote travel demand management and Commute Trip Reduction measures that reduce vehicle trips necessary to meet basic daily needs.



5.2 Link transportation and public health.

5.2.1 Improve the ability of children to walk or bike to and from school with investments and policies that promote 'Safe Routes to School.'

5.2.2 Recognize the value of walking and biking as a means to improve overall public health, reduce impacts on the natural environment.

5.2.3 Expand travel choices for people of all ages and abilities to enhance the general quality of life in Mason County.

5.2.4 Ensure that the transportation system provides safe and convenient active travel choices as is typically described by "Complete Streets," tailored as appropriate for rural roads and small centers in urban growth areas.



6. Stewardship Goal

Be a good steward of Mason County's transportation system.

To do this, Mason County will:

6.1 Meet community expectations about system performance.

6.1.1 Work to accommodate LOS 'C' for peak hour congestion on all County arterials outside designated urban growth areas and LOS D for local arterials lying inside designated urban growth areas.

6.1.2 Support WSDOT LOS 'C' for state highways outside of urban growth areas and LOS 'D' for state highways inside of designated urban growth areas.

6.1.3 Identify and implement meaningful system performance measures that reflect the values and priorities of Mason County residents and businesses to evaluate the effectiveness of transportation policies and investments over time.

6.1.4 Work with PRTPPO, Mason Transit Authority, and other affected transportation partners to monitor and implement federally required performance measures and targets.

6.2 Accommodate the basic mobility needs of all residents.

6.2.1 Partner with MTA and area service providers to improve access to essential health and social services for vulnerable populations, veterans, and others with special travel needs.

6.2.2 Foster partnership and cooperation between tribal and non-tribal providers of public transit services.

6.2.3 Collaborate with the Squaxin and Skokomish Indian Tribes to improve access, safety, and mobility to and from tribal lands and where appropriate, within tribal lands.

6.2.4 Coordinate with school districts to enhance safe and efficient school transportation such as school bus routes, student walking routes, and crossings.

6.3 Make transportation decisions and investments that best support community needs.

6.3.1 Ensure the transportation planning process continues to solicit input from a wide range of residents and businesses to better understand and respond to the community's mobility needs.

6.3.2 Continue to place a high priority on public engagement and information.

6.3.3 Use innovative design techniques in order to increase travel choices, improve system safety, and reduce life-cycle costs within the funds available.

6.3.4 Encourage infill and redevelopment within rural activity centers where there is a greater range of travel choices to satisfy community desires and where transportation infrastructure can be provided most cost effectively.

6.3.5 Adopt as appropriate technological advancements that increase traveler informati, safety, and system efficiency.

6.4 Accomplish the first five goals.

6.4.1 Work to promote economic vitality, take care of the transportation system and keep it safe, enhance mobility, and improve environmental goals and actions as these underscore what it means to be a good steward of Mason County's transportation system.



TRANSPORTATION SYSTEM INVENTORY

Mason County's transportation system is made up of a number of different networks. Combined, they make up the transportation system that connects people to the places they need to be and gets freight into and out of the County safely and efficiently.

Following is an inventory of the existing transportation system serving Mason County's residents and businesses.

COUNTY ROADS

Mason County Public Works maintains an inventory of all County roads, including their location, dimensions, attributes, and condition, as well as signage, culverts, bridges, and other roadway features. This inventory is maintained in the "Mobility" database hosted by the County Road Administration Board (CRAB). It is used by the County to continuously evaluate the condition of facilities and to prioritize investments that keep the road network safe and in good working order.

Mason County is responsible for the maintenance and operation of about 620 miles of County roads, 64 County bridges and approximately 3,400 County culverts. Keeping the roads safe and life cycle costs as low as possible requires a non-stop regimen of:

- **road, bridge and drainage repairs and preventive maintenance** – *in addition to more common functions like guardrail replacements and shoulder repairs, this includes things like bank stabilization projects to prevent washouts that cause expensive roadway damage and reduce system reliability and safety for travelers, and culvert maintenance and replacement that not only provides roadway drainage but also eliminates fish passage barriers.*
- **chip seal program to protect pavement surfaces** – *regular application of chip seal and other sealant treatments like 'fog sealing' extend pavement life by preventing water from getting through the roadway surface where it causes cracks to expand and erodes the roadway base; surface sealants are some of the most cost-effective ways of keeping pavement life cycle costs low. A complete preservation program includes evaluating pavement condition on an ongoing basis as well as the surface treatments themselves. Mason County's budget currently supports chip sealing about 40 miles of roadway each year.*
- **pavement markings and sign maintenance to support safe traffic operations** – *regular restriping is needed to replace paint that wears off from studded snow tires, heavy loads, and harsh weather; in addition to restriping 315 miles of roadway in 2015, Mason County also pilot tested some alternate pavement markings for their longevity under different conditions.*
- **vegetation control** – *Mason County's lush vegetation must be continuously pruned and maintained to keep the rights-of-way clear, improve sight distance for travelers, and reduce roadside fire risks. The County uses a fully integrated vegetation control plan that is cost effective and still remains sensitive to the environment as needed.*

- **sanding, snow plowing and de-icing activities during winter months** – *a new salt storage shed built at the Belfair Shop in 2015 provides protection from the weather for roadway salts and increases safe access to de-icing products for County operations staff as they work to keep County roads safe for the traveling public.*
- **engineering, design, and permitting** – *every project must have an appropriate level of engineering and design to ensure the resulting project is safe and structurally sound, and will be completed in accordance with adopted standards. Permitting includes environmental permits as well as utility permits.*

Mason County is also responsible for all aspects of major construction projects. This includes surveying, right-of-way acquisition, preliminary engineering and design, environmental review and permitting, construction engineering, and construction. Major capital projects can take many years to complete. This is due in part to the complexity of these projects, but it can also be due to incremental funding that limits how much work can be completed within a funding window.

Being a good steward of the transportation system also includes public engagement, education, and response as well as proactive planning to get out in front of emerging issues and stay on top of long-term efforts like the Belfair Bypass. It includes essential mapping and GIS analysis, as well as administration and coordination with other departments within the County and with outside partners and agencies. Mason County must comply with a wide array of state and federal planning and reporting requirements in order to remain eligible for state and federal transportation funds.

Not all roads carry equal importance in the hierarchy of moving people and goods; some roads are intentionally busier than others with more of a priority on moving lots of traffic while other roads are quieter with more of a priority on access to local properties. When trying to deliver the greatest benefit to the traveling public with its limited resources, Mason County relies on roadway classifications to identify those facilities that support the greatest number of people or provide access to the most jobs and services.

Functional classification is a way of characterizing the relative importance of streets and roads in terms of the volumes of traffic they carry and characteristics of the area. Some facilities are intended to carry more traffic than others and are designed accordingly. In this way arterials carry the highest volumes of traffic, followed by collectors, and then local access streets. Maps on the next page illustrate the functional classification of Mason County roads.



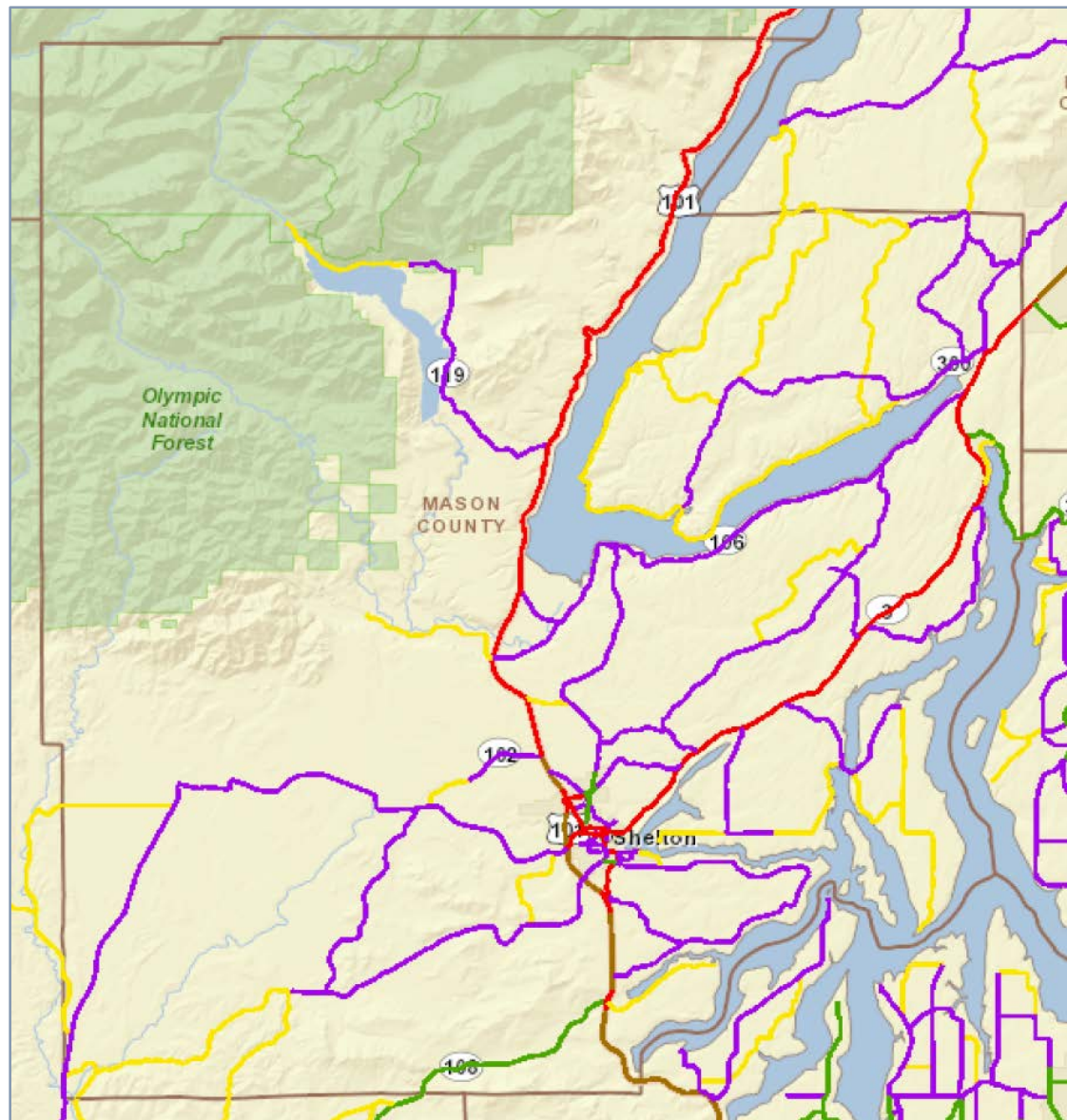
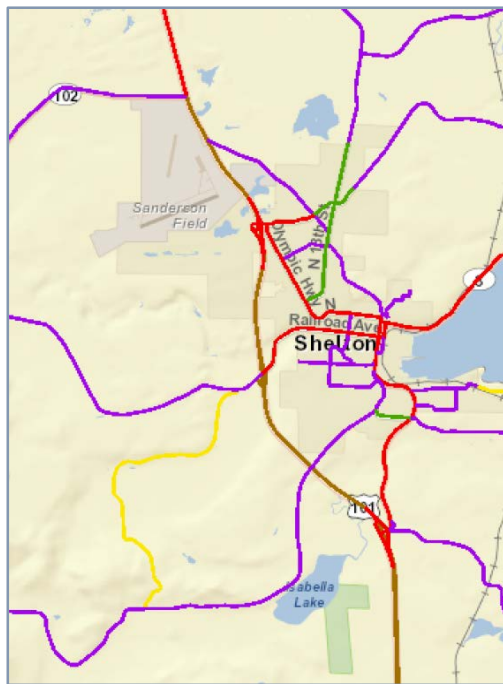


FIGURE 3: FUNCTIONAL CLASSIFICATION OF MASON COUNTY ROADS

STATE FACILITIES

In addition to its own roads, Mason County is served by eight state highways that are owned and managed by the Washington State Department of Transportation (WSDOT). They include US 101 and SR 3, which are both considered to be Highways of Statewide Significance; and State Routes 102, 106, 108, 119, 300, and 302.

Maps on the following pages illustrate various characteristics of the state highway system serving Mason County:

- Degree of access management used by WSDOT to ensure safe and reliable travel on state highways
- Posted speed limits for each route
- Designated Scenic Byways

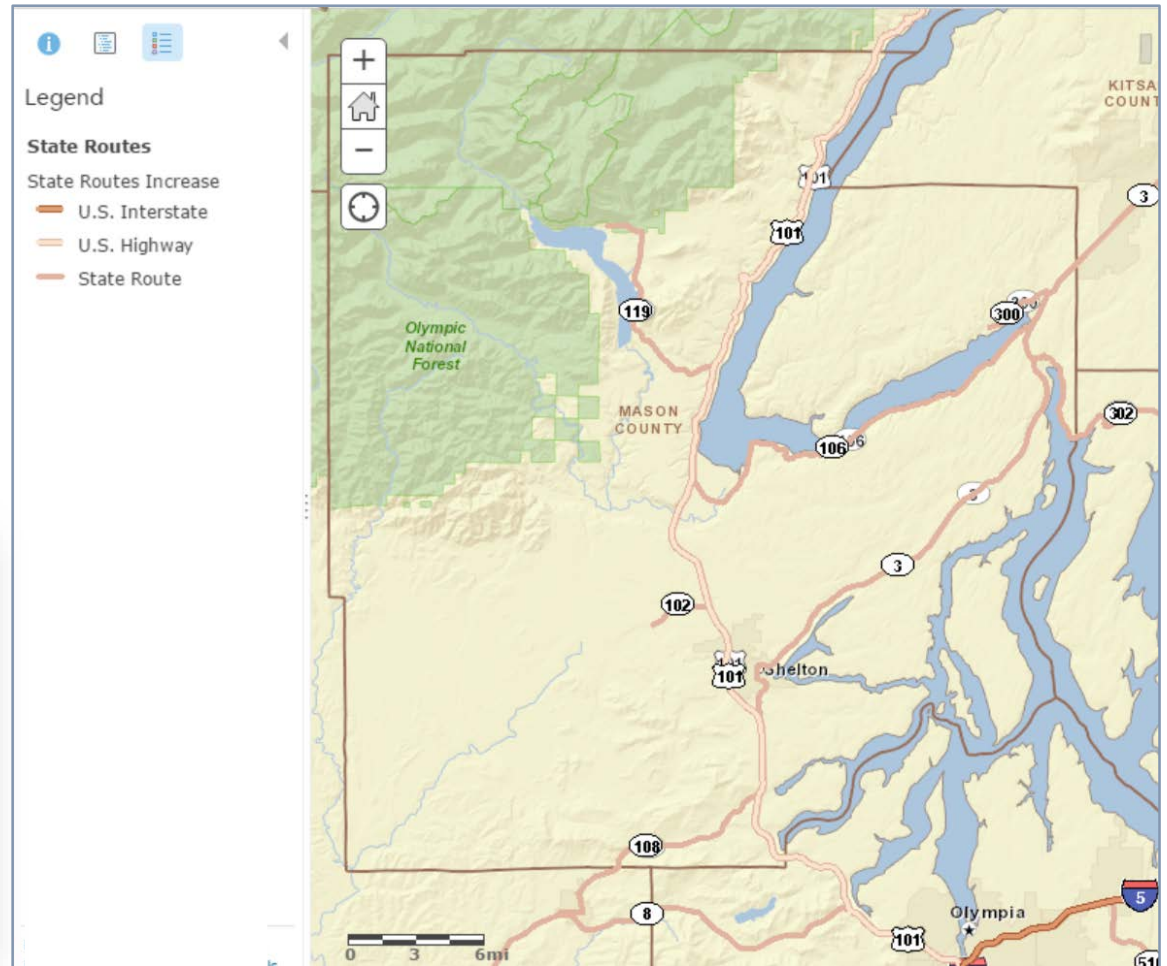


FIGURE 4: STATE HIGHWAYS IN MASON COUNTY

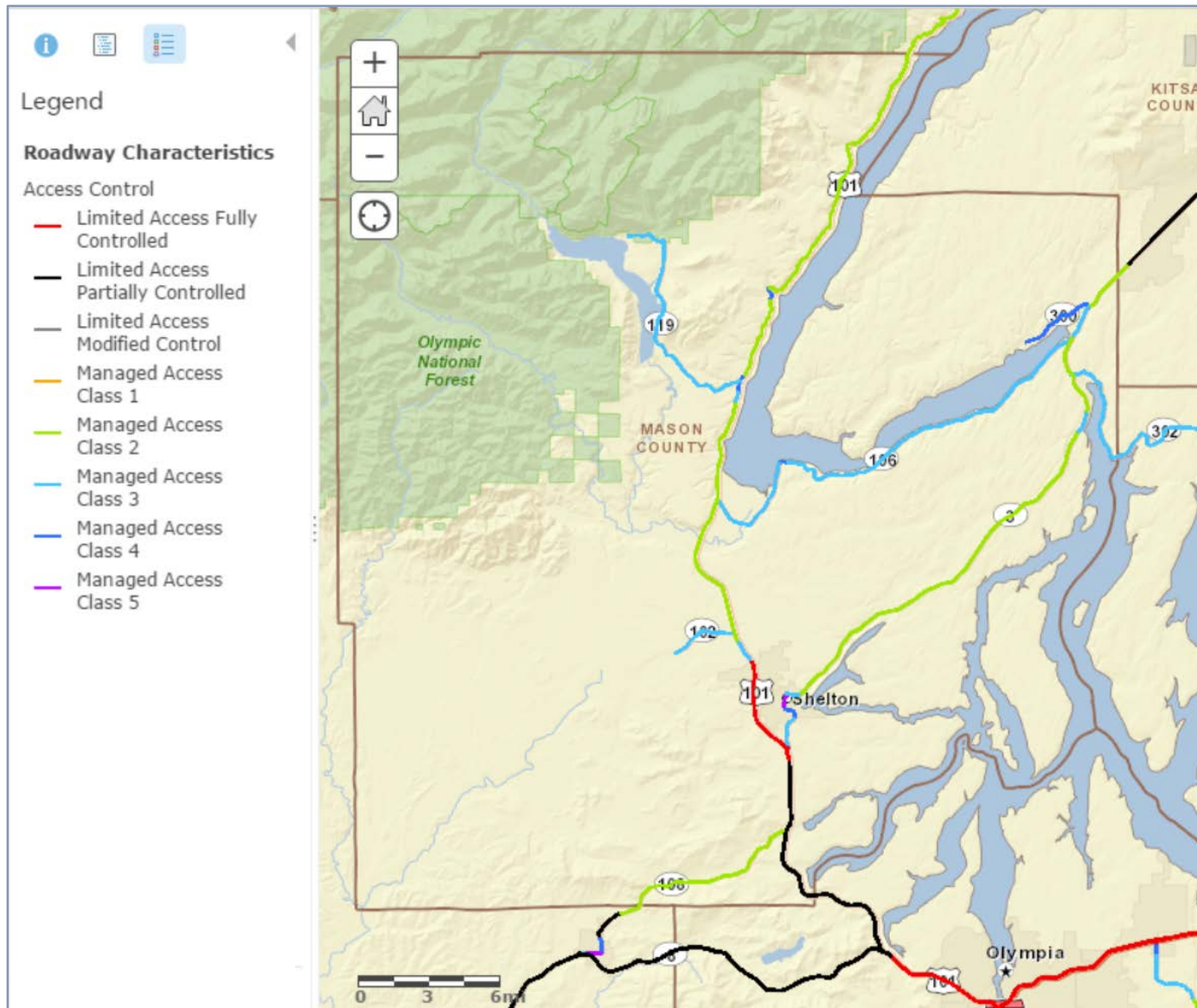


FIGURE 5: ACCESS CONTROL ON STATE HIGHWAYS IN MASON COUNTY

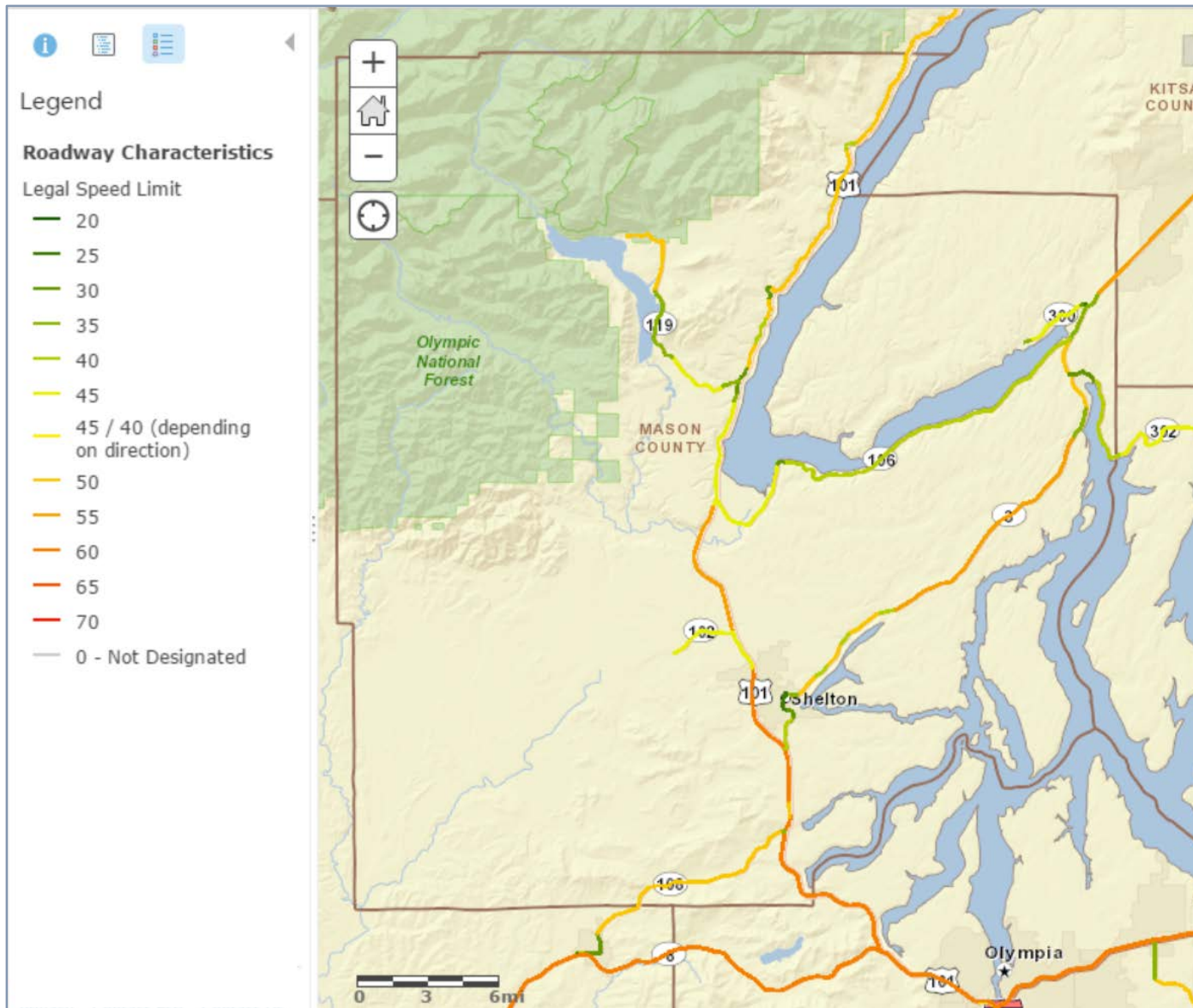


FIGURE 6: POSTED SPEED LIMIT ON STATE HIGHWAYS IN MASON COUNTY

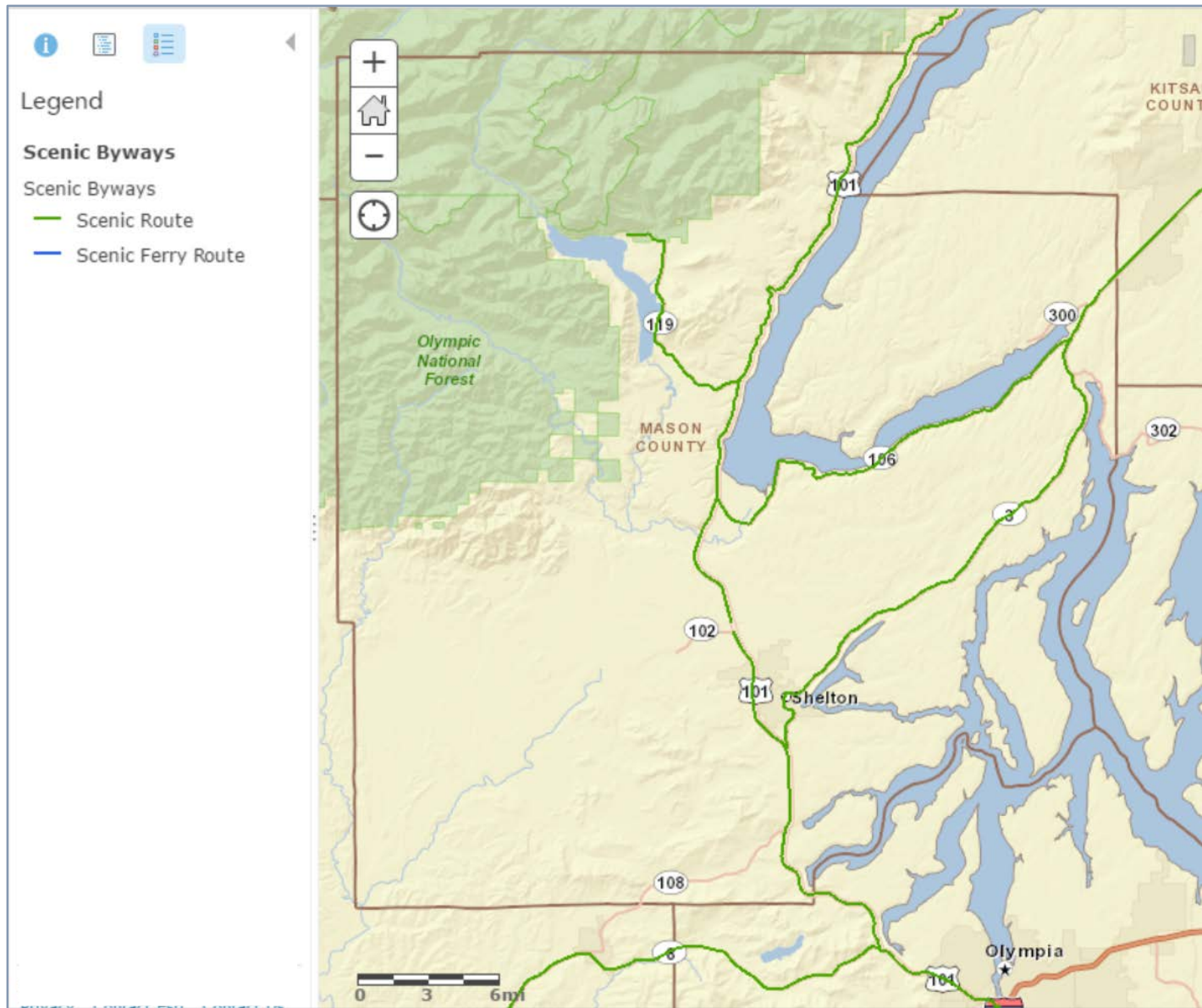


FIGURE 7: DESIGNATED SCENIC BYWAYS IN MASON COUNTY

NATIONAL HIGHWAY SYSTEM ROUTES

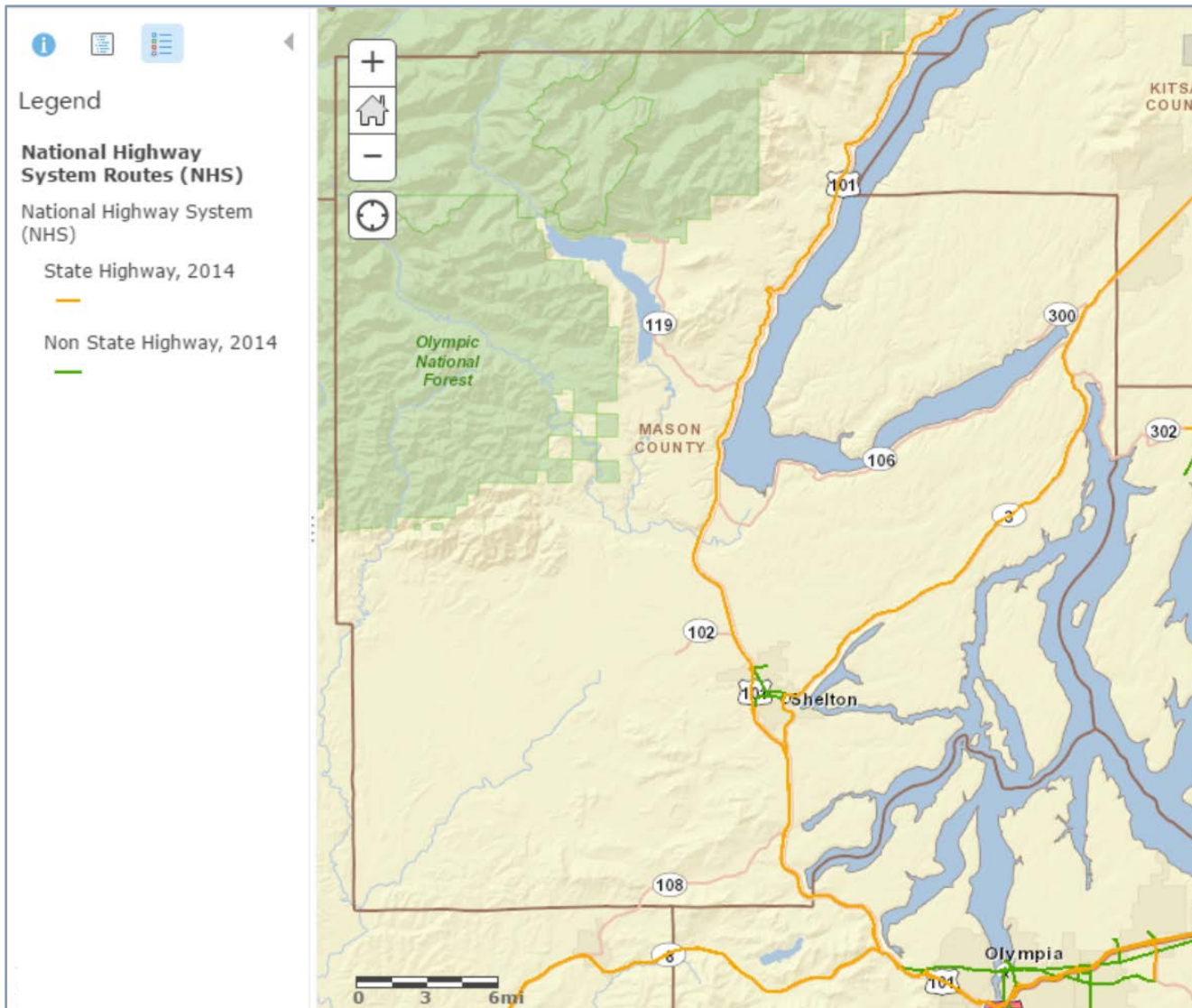


FIGURE 8: NATIONAL HIGHWAY SYSTEM ROUTES IN MASON COUNTY

The National Highway System (NHS) includes the principal state highways as well as other streets and highways important to the nation’s economy, defense, and mobility. Local arterials are designated as a part of the NHS, as are other local streets that connect intermodal facilities like the airport to the highway system. This map illustrates the NHS routes serving Mason County.

PUBLIC TRANSPORTATION

Mason Transit Authority (MTA) is Mason County's public transportation provider. Established in 1991, MTA provides accessible public transportation services throughout the County with connections to Kitsap, Thurston, and Jefferson Counties, and tribal transit systems. MTA uses a combination of fixed-route, route deviation, and demand response services to satisfy its core responsibilities:

- **Fixed-route service** is scheduled service going to the same locations at the same time on a regular basis, and includes Regional Express Commuter Service providing additional express service to and from Olympia and Bremerton for commuters traveling through Shelton
- **Route deviation service** allows some limited deviation from regular fixed-routes for customers who have difficulty getting to bus stops but can otherwise use regular buses
- **Dial-a-Ride service** is available for customers unable to use regular fixed-route service for whatever reason
- **Link Routes service** is Dial-a-Ride service that is limited to a geographic area and times of the day, and makes connections to regular fixed-route service

MTA makes scheduled connections with other transit providers to maximize the utility of transit for the County's residents. Timed connections are made at the Kamilche Transit Center, the Olympia Transit Center, the Bremerton Transportation Center, and the Brinnon Store. These connections provide access to state ferries; AMTRAK and Greyhound bus service; plus all the transit services offered by Kitsap Transit, Jefferson Transit, Intercity Transit, Squaxin Transit, and Grays Harbor Transit.

MTA hours of operation are 5:00 am to 8:30 pm, Monday through Friday, and 6:00 am to 8:30 pm on Saturday; there is no service on Sunday. There is either no service or reduced service on observed holidays.

MTA operates nine fixed routes on weekdays and eight routes on Saturdays that allow minimal deviated service to people traveling off designated routes. All buses are accessible for people with disabilities. Dial-a-Ride operates in rural areas where there is no fixed- route service or where deviations are not possible as well as in populated areas of Mason County for those riders who have difficulty using routed service. All Dial-a-Ride service is available to the public and can be scheduled anywhere from two hours to two weeks in advance.

All MTA buses are equipped with bike racks, enabling riders to use bicycles for some part of their trip to and from transit. This effectively extends the availability of transit for some riders who might live or work too far from a stop to conveniently walk but can easily access transit via bike.



INNOVATIVE SERVICES

In addition to the services described above, MTA deploys innovative services targeted to the unique needs of rural Mason County and its residents. These programs helped contribute to MTA's recognition in 2015 by the Community Transit Association of America for "Rural Transit Service of the Year."



- MTA administers a Volunteer Driver Program funded by the Lewis-Mason-Thurston Area Agency on Aging to provide volunteer driver services in order to provide essential transportation to medical appointments at kidney dialysis and cancer treatment centers for senior citizens who cannot use regular fixed-route transit. Volunteers drive passengers to appointments throughout Mason County and as far away as Tacoma, Bremerton, and Olympia. Drivers donate their time and are reimbursed at a per mile rate for use of their personal vehicle.
- MTA supports a worker/driver program that provides express routed service to and from the Puget Sound Naval Shipyard for day shifts. Four coaches operate from Shelton and Belfair to the Shipyard in Bremerton Monday through Friday.



TRIBAL TRANSPORTATION SERVICES

MTA places a high priority on coordination and collaboration with the area's tribes in providing efficient, cost-effective transit services.



The Squaxin Indian Tribe operates Squaxin Transit, a free public transportation service serving the residents and employees of the Squaxin Tribal community and the surrounding Kamilche area. Squaxin Transit operates on a deviated fixed-route basis Monday through Friday from 7:00 am to 4:30 pm and connects with MTA at the Kamilche Transit Center near the US 101/SR 108 interchange, providing riders with access to employment, education, recreation, and social services in Olympia and Shelton as well as connections to more distant regional destinations via MTA, Grays Harbor Transit, and Intercity Transit. The Tribe contracts with MTA for vehicle maintenance. The Squaxin Tribe and MTA have a long and successful history of partnerships and collaboration to enhance transit services that benefit their riders.

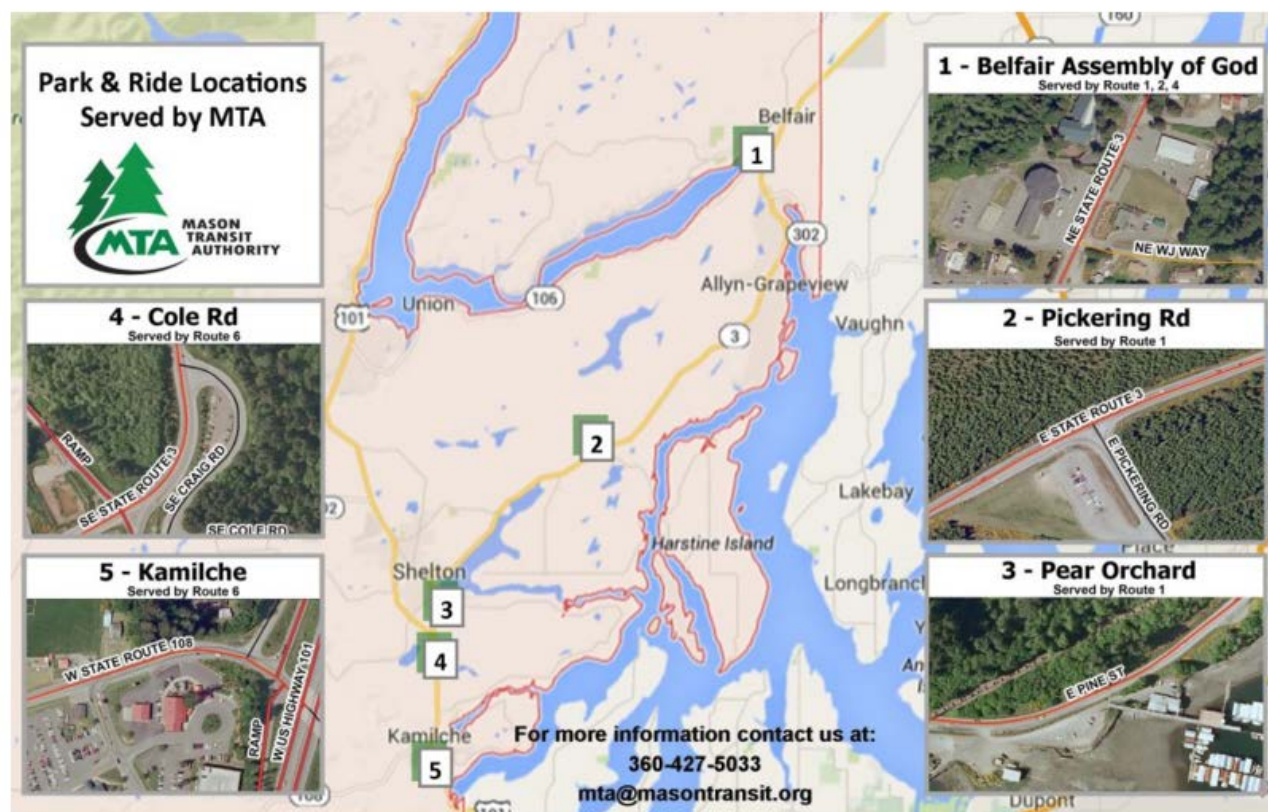
MTA is partnering with the Skokomish Tribal Nation in a Pilot Transportation Project with funding secured by the Tribe through the Federal Transit Administration's Tribal Transit Grant Program. Since 2012, the Skokomish Tribe has contracted with MTA for service between the Transit-Community Center and the Skokomish Reservation and Lake Cushman areas via Twin Totems and Hoodspout. The Tribe was successful in securing funding to maintain this service in 2016.

VANPOOL PROGRAM

Established in 2005, MTA's vanpool program promotes statewide ridesharing goals and benefits to residents commuting to and from major employment centers. The vanpool fleet includes 29 vans; the number of active vanpools in 2014 was 17. This program complements MTA's system of local and express services by providing commute alternatives to many destinations that cannot be served effectively by fixed-route services, accounting for 8 percent of the agency's total ridership in 2014.

PARK-AND-RIDE LOTS

MTA supports a network of Park-and-Ride facilities located throughout Mason County. In early 2016, that network includes about 155 parking spaces at five different lots of various sizes and conditions. A major Park-and-Ride initiative was launched in 2016 to improve and expand facilities to better serve commuters, including a new facility along SR 3 in the north end of the County.



FACILITIES

MTA owns the Transit-Community Center (formerly the Shelton Armory), located on West Franklin Street in downtown Shelton. The facility was renovated, transforming the original armory built in the 1950s into a modern, ADA accessible, LEED Silver certified Transit-Community Center supporting MTA as well as other community organizations. MTA operations, maintenance, and administrative facilities are on East Johns Prairie Road in Shelton. An additional satellite operations facility is leased in Belfair on Highway 3. MTA also leases space at the All Star Boat, RV & Self Storage commercial storage facility on SR 106 in Belfair to park a coach bus and five vans used to provide services in the northern part of Mason County.



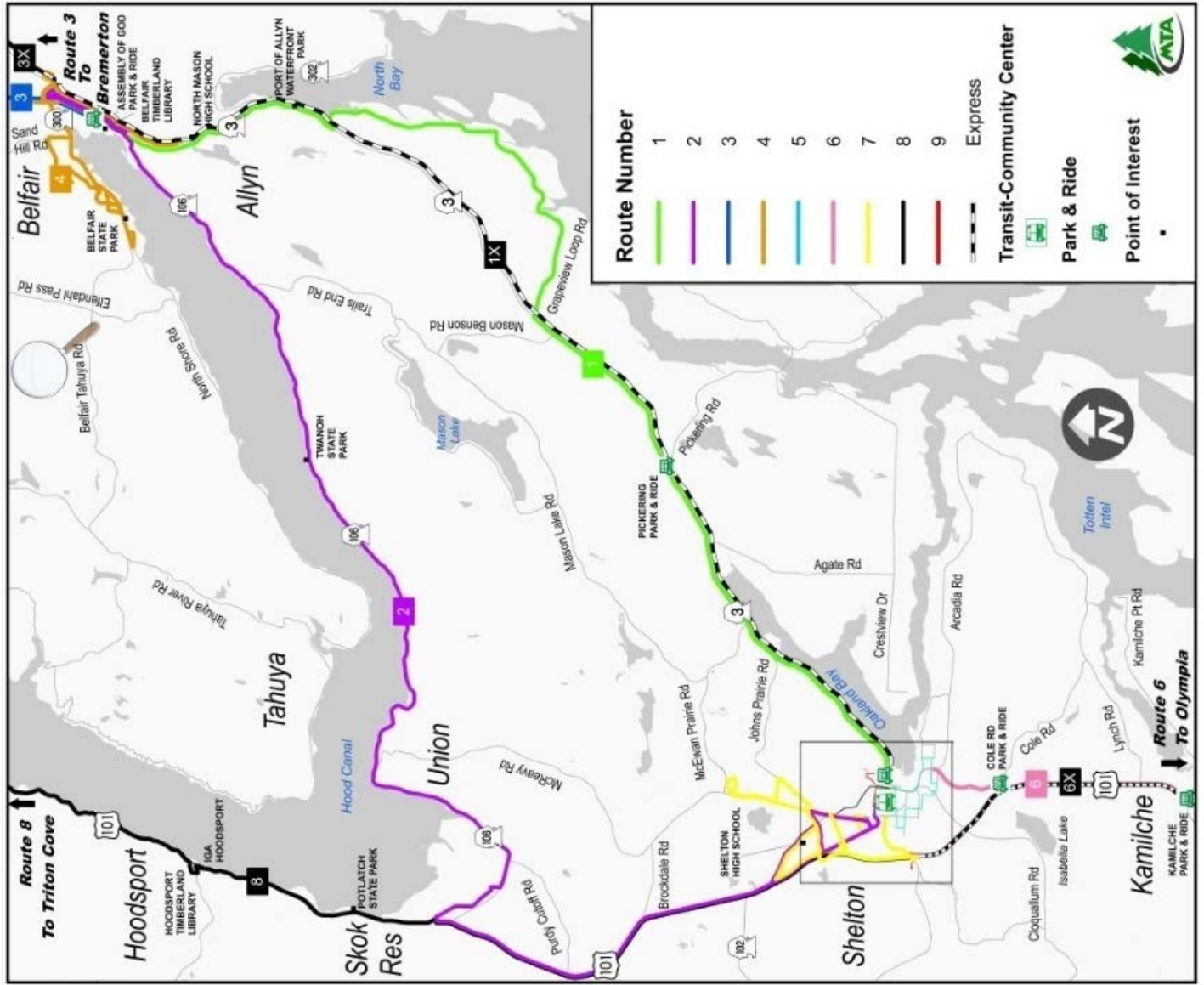


FIGURE 9: MASON TRANSIT AUTHORITY ROUTES - RURAL MASON COUNTY

NON-MOTORIZED FACILITIES

Mason County is working to enhance its transportation system to provide practical options for all modes of travel. Work in 2012 to develop a ‘Complete Streets’ policy pointed to a strong desire for better walking and biking options on Mason County roads. Complete Streets is a term used for streets and roads that safely accommodate all modes of travel and not just driving. Because so much of its transportation network is highly rural in character, Mason County must apply practical solutions such as wide shoulders and trails as well as traditional sidewalks and bike lanes where appropriate in more urbanized settings. As the County and others undertake work on rural roads, five-foot-wide shoulders are added to each side where possible. In this way, non-motorized infrastructure is gradually becoming more widely available for those who walk or cycle Mason County’s rural roads.

There are no designated bike lanes in Mason County, although many cyclists routinely ride throughout the County on surface streets for bicycle commuting as well as recreational touring. Popular routes tend to follow the County’s extensive marine shoreline or connect between communities, adjoining counties, state and local parks, and other destinations. The County’s 2008 Trails Plan identifies 235 miles of popular cycling routes. Though popular with cyclists, few of the routes have suitable



shoulders and other features that make a good route.

With sufficient funding, County policies will result in an extensive trail network that can serve important transportation functions. The 2008 Trails Plan provides a framework for developing a robust local trails system. It identifies significant opportunities for partnership with Green Diamond Resource Company to develop trail corridors. Guidelines for developing a regional trail network include:

TABLE 2: POPULAR CYCLING ROUTES IN MASON COUNTY

Road or Highway	Miles	General Route Condition
<i>Federal Highways</i>		
US 101 ¹	44.4	Poor
<i>State Highways</i>		
SR 106	20.1	Fair
SR 108	7.7	Fair
SR 3	27.0	Poor
SR 300	3.2	Poor
<i>Mason County/City of Shelton</i>		
Agate Road	6.6	Fair
Anthony Road	3.0	Good
Brockdale Road	5.5	Poor
Cloquallum Road	12.5	Poor
Cole Road	3.2	Fair
Craig Road	0.1	Fair
Dayton Airport Road	4.6	Poor
Grapeview Loop	8.1	Good
Harstine Island Loop	10.3	Fair
Johns Prairie Road	2.0	Poor
Lynch Road	2.7	Fair
Mason Benson Rd	3.1	Fair
Mason Lake Drive	9.0	Fair
Mason Lake Road	1.9	Fair
McEwan Prairie Road	2.5	Fair
North Bay Road	5.7	Poor
North Shore Road	15.6	Fair
Pickering Road	6.3	Fair
Purdy Cutoff Road	2.8	Poor
Railroad Avenue	0.9	Fair
Satsop-Cloquallum Road	9.3	Fair
Shelton-Matlock Road	6.3	Poor
Skokomish Valley Road	6.2	Fair
Trails Road	3.3	Good
Wingert Road	1.1	Poor
Total	235.0	

¹ US 101 is not a popular bike route among many residents (due to narrow shoulders), but is used by touring cyclists, particularly those traveling along the west shore of Hood Canal.

- **Connect destinations** - Develop trails where they can connect destinations
- **Population proximity** - Locate trails close to population centers so more people can use them
- **Enhance mobility** - Use trails to enhance local access and circulation within urban growth areas or areas of more intense rural development
- **Maximize opportunities** - Consider future opportunities when making trail siting and design decisions today
- **Accommodate all** - Design trails to consider the needs of all trail users
- **Access water** - Use trails to promote and help people access Mason County's many miles of saltwater and freshwater resources

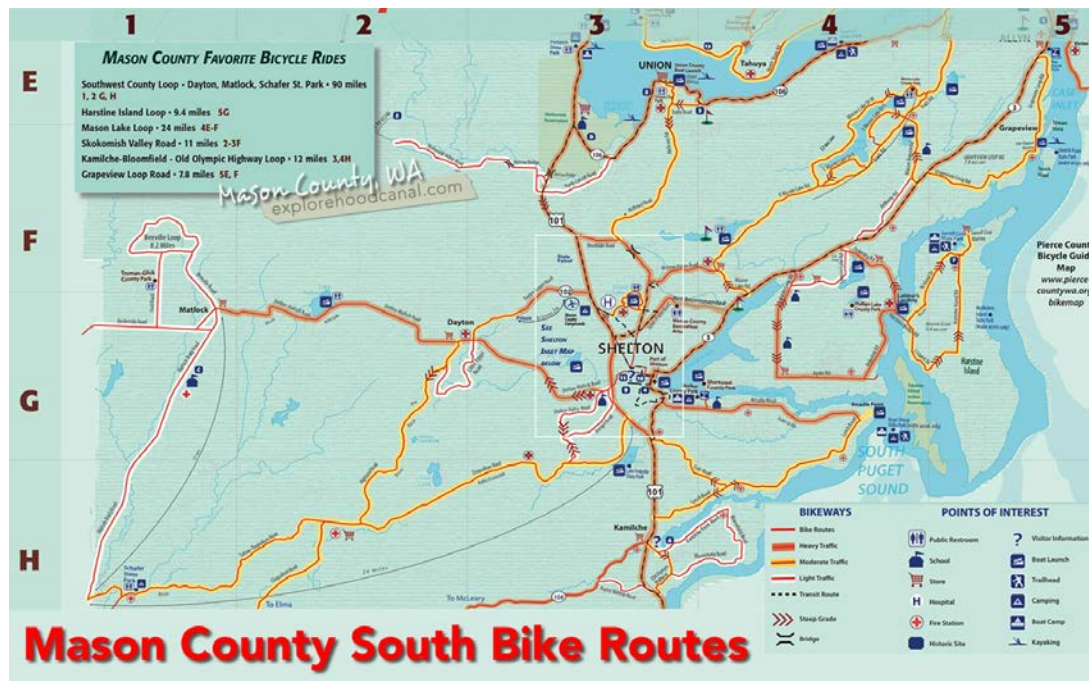


FIGURE 11: MAP OF POPULAR BIKE ROUTES - EXPLORE HOOD CANAL VISITOR BROCHURE

Within its urban growth areas, Mason County is working to create a more walkable, bike-friendly environment through its road standards, site design, and building standards. This includes sidewalks, bike lanes, and pathways as well as a connected grid of local streets that provide more route options for non-motorized travelers. The County is also working to improve the walkability of small community destinations like Hoodspport, where residents and tourists alike must navigate US 101 on foot to reach the many local establishments.

AIRPORT

Mason County has one publicly owned airport. Sanderson Field is owned and operated by the Port of Shelton. It covers over 1,000 acres and has one active runway which is just over 5,000 feet in length. A second runway is not in use and has been closed since the 1960s.



As of July 2015, the airport averaged 131 aircraft operations a day. Of that, 55 percent was transient general aviation, 24 percent was local general aviation, 20 percent was military, and less than 1 percent was air taxi service. There were 99 aircraft based at the field, including 77 single-engine planes, 4 multi-engine planes, 6 helicopters, and 12 ultralights.

Mason County land use policy works to ensure that land use encroachment does not impede the long-term viability of Sanderson Field for aviation purposes.

RAIL

Mason County has several rail lines under different ownership serving business and the military; there is no passenger rail service in the County. The only active rail line recognized by WSDOT in Mason County has its southern terminus in Grays Harbor at Aberdeen and its northern terminus in Bremerton. There is a spur with limited rail service into and out of the Port of Shelton's Johns Prairie industrial site.

The primary industrial interest in rail has been for the lumber and wood products industry, though demand for this has declined steadily over the last 15 years. The Green Diamond Resource Company, formerly Simpson Timber, owns the majority of old, inactive lines. As these lines are abandoned, it creates partnership opportunities to secure them for public-access trails.

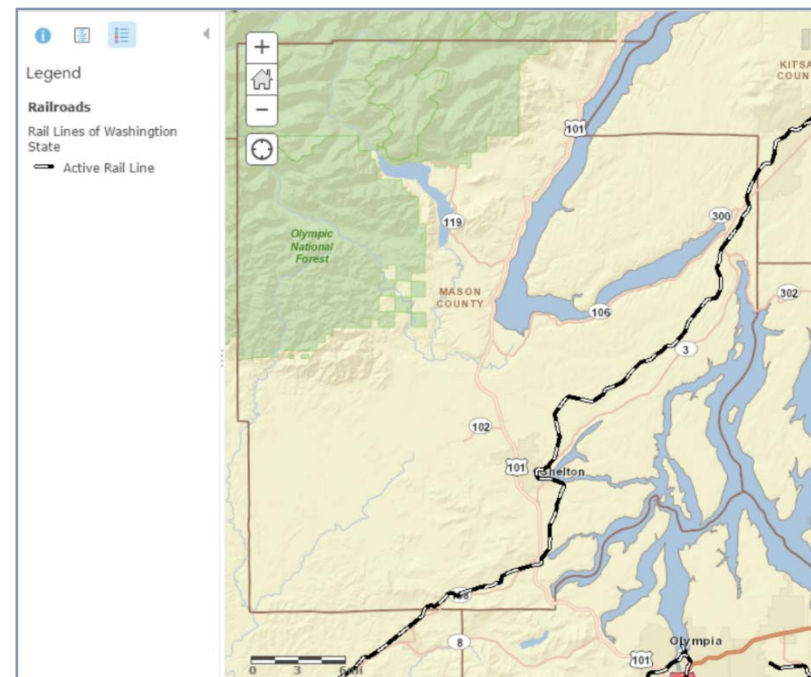


FIGURE 12: ACTIVE RAIL LINES IN MASON COUNTY

MARINE TERMINALS

Mason County has no publicly owned marine terminals; however, there are numerous public launches commonly used by tribal and commercial fishermen. These facilities directly support the local economy. They include the Port of Allyn's Northshore launch and the Allyn dock; Port of Hoodspout launch; Potlatch launch; Twanoh State Park launch; Union boat launch at the Union marina; Latimer Landing; and Jarrell's Cove State Park launch.

FREIGHT ROUTES

Freight mobility is an important function of the transportation system. It is how goods get to stores and how local businesses get products to their customers. Freight mobility is an integral part of the County's overall economy. Freight routes are designated by the State and approved by the Freight Mobility Strategic Investment Board. They are classified according to the total tonnage they carry throughout the year. Freight routes range from T1 – the greatest amount of tonnage carried throughout the year – to T5 routes, which carry the least amount of tonnage.

T1 – more than 10 million tons/year
T2 – 4 million – 10 million tons/year
T3 – 300,000 – 4 million tons/year
T4 – 100,000 – 300,000 tons/year
T5 - >20,000 tons in 60 days but < 100,000 tons/year

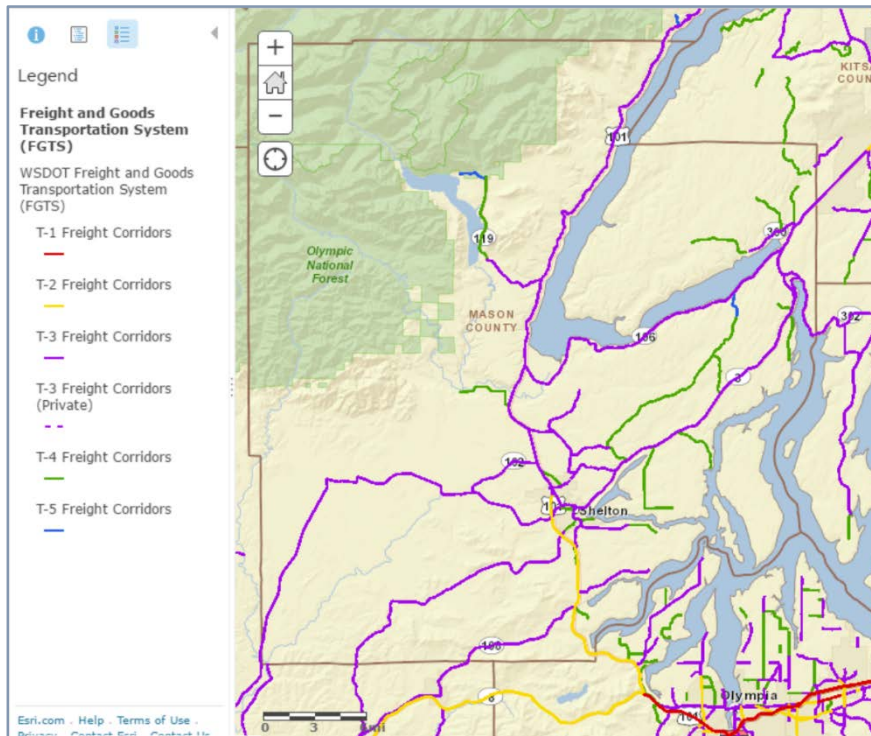


FIGURE 13: FREIGHT ROUTES IN MASON COUNTY



2036 TRAFFIC FORECAST

Mason County must forecast future traffic and its impacts on local and state systems. The forecast must be consistent with adopted land use plans and accommodate future growth in land use.

The most current detailed land use forecast for Mason County predates the Great Recession and its impacts. Those forecasts are being updated in early-2016 but are not available for this Transportation Plan update. However, estimates from the Office of Financial Management (OFM) and the Employment Security Department as well as traffic count data from WSDOT provide sufficient input to develop a long-range forecast and determination of future impacts to local and state systems.

Detailed origin and destination surveys, travel demand analyses, and forecasts were conducted for Mason County and Shelton in 2005 and 2007, respectively. Those analyses were based on the previous land use forecast and reflected the strong population and travel growth trends evident in the early 2000s. As presented in the 2005 Mason County Comprehensive Plan, Mason County's population was forecasted to be about 84,530 people by 2025; its 2025 employment was estimated to be 39,170. These forecasts were distributed to traffic analysis zones based on adopted land use plans. Those numbers were used in 2005 to estimate traffic impacts on local roads and state highways using detailed traffic analysis models. Analysis in the 2005 transportation plan approved by WSDOT and the Department of Commerce demonstrated that the local transportation system had abundant capacity to accommodate future growth with travel assignments based on adopted land use patterns.

Current forecasts from the OFM generated in 2012 estimate Mason County's total 2025 population will be closer to 71,930. The 15% difference between the two 2025 forecasts can be explained in large measure by impacts attributed to the Great Recession. The elimination of jobs, the collapse of housing markets, and for some time, fuel costs in excess of \$4 per gallon – all have had significant impacts on population forecasts and travel demand. These changes are reflected in the current OFM estimates, which extend to 2040.

What this means is that the detailed travel analyses conducted in 2005 and 2007 considered traffic volumes resulting from a much higher population than is likely to be realized by 2025. In fact, the earlier forecasts closely resemble OFM's current 2040 estimates for Mason County population. Similarly, as explained previously, Mason County is far from recovering all the jobs it lost during the Recession and even farther from its original 2025 jobs forecast. It is not that the growth envisioned in those earlier analyses will not occur; it will just occur at a slower pace and take a longer time to materialize. Analysis of state highway traffic counts, which include local trips on the state highway system as well as those trips just passing through Mason County, confirms this.

The WSDOT is responsible for collecting traffic counts on its facilities. Of those, US 101 and SR 3 are the two busiest highways and carry the most traffic. The vast majority of actual traffic counts conducted in 2013 and 2014 are no higher than actual counts collected in 2003 and 2004; counts in many parts of the



County have not even returned to those previous levels. There are some exceptions, particularly within Shelton’s urban growth area, but generally traffic volumes are little changed from the early 2000s.

The following tables illustrate this. The first table highlights select mileposts on SR 3, and the second table highlights select mileposts on US 101. These locations were selected because WSDOT recognizes them as experiencing more congestion – or likely to experience more congestion in the future – than other parts of the highway system in Mason County. As such, they could be expected to rebound from the Great Recession sooner than other areas and demonstrate a notable increase in recent traffic compared to ten years ago. There is little evidence of this.

Actual Traffic Counts on SR 3 by Milepost

	MP 1.49	MP 1.51	MP 24.91	MP 26.34	MP 26.38	MP 28.68
2003	13,000	14,000				
2004			16,000	19,000	14,000	17,000
2013	13,000		15,000	18,000	13,000	
2014		13,000				17,000

Source: WSDOT Annual Traffic Reports

Notes: WSDOT conducts actual traffic counts as opposed to estimated counts at different locations each year.

Figures above are actual traffic counts provided by WSDOT.

Actual Traffic Counts on US 101 by Milepost

	MP 353.81	MP 350.38	MP 348.82	MP 346.47	MP 344.72	MP 324.80
2002		25,000	16,000		11,000	
2003				13,000		2,500
2004	24,000					
2013	22,000	25,000	17,000	15,000	11,000	2,400

Source: WSDOT Annual Traffic Reports

Notes: WSDOT conducts actual traffic counts as opposed to estimated counts at different locations each year.

Figures above are actual traffic counts provided by WSDOT. MP 324.80 is included because it is the site of a permanent traffic counter; it is located near Lilliwaup.

Are these traffic counts right? Sometimes actual traffic counts can seem very different from what a driver experiences. Peaks in traffic during the day, disruptions caused by construction activities, detours resulting from car crashes somewhere else on the system, and surges during holiday travel can all contribute to a sense that traffic counts must be off. An incident in one location can have ripple effects all across the County, sometimes lasting for hours. Volumes do fluctuate during the day and many different factors can cause them to fluctuate even more, making traffic a dynamic phenomenon with many different effects on the driving experience.

The only two locations where traffic volumes not only recovered to their pre-recession levels but exceeded them to any degree are on US 101 within the Shelton Urban Growth Area. Milepost 348.82 is located just north of the US 101 interchange at SR 3; milepost 346.47 is just north of Shelton-Matlock Road. The proximity of these locations to Shelton accounts for the stronger recovery than is seen elsewhere. That said, neither of these locations nor any of the others identified in the tables above, have volumes approximating WSDOT’s own 2015 projections conducted previously.

While the earlier land use forecast for Mason County is significantly higher than what is currently projected by the OFM, the long-range land use patterns associated with that forecast remain intact. Future land use plans accommodate three urban growth areas in Mason County – one for the City of Shelton, as well as at Allyn and Belfair. It also designates three Rural Activity Centers – at Union, Hoodsport, and Taylor Town – as well as hamlets at Bayshore, Dayton, Deer

Creek, Grapeview, Lilliwaup, Matlock, Potlatch, Spencer Lake, and Tahuya. The rest of Mason County will remain quite rural, with vast extents of land owned by the federal and state governments, private timber companies, and other low-growth entities. Even the historic hamlets and Rural Activity Centers designated in the land use plan are quite small and rural in character and will experience very low growth over the next 20 years.

Most of Mason County’s roads are extremely low volume but a few do carry higher volumes of traffic. Using the same distribution of land use activities from the previous forecast but calibrating them to reflect more modest rates of growth, this plan forecasts future traffic for the most heavily used local roads. This plan focuses on those local facilities with the highest volumes because it can reasonably be assumed that they would be overloaded first if growth is outpacing local system capacity. Local roads that carry more than 1,000 vehicles per day on average were selected for this analysis, using counts from the highest volume locations.

The most recent traffic counts for each of these locations were inflated at an average annual rate of 1.13%. This is the estimated average annual growth rate for Mason County as a whole between 2010 and 2040 according to the current OFM forecasts. This is likely to be higher than what most of Mason County will experience since much of this future growth will locate in Shelton and established Urban Growth Areas; therefore, these are considered to be upper level estimates of future traffic volumes on these roads. All of these roads are two lanes.

No additional capacity is needed on the local system to accommodate demand for future travel though assumptions will be revisited and updated if warranted upon completion of the new land use forecast. Alternate types of system needs to improve access, circulation, safety, and multimodal mobility are included in the Capital Facilities Plan later in this report.

TABLE 3: 2036 AVERAGE DAILY TRAVEL AND PM PEAK HOUR VOLUMES

2036 Average Daily Travel (ADT) and PM Peak Hour Volumes					
Road Name	Milepost	ADT	Year	2036 ADT	2036 PM Peak Hour Volumes
Agate Road	3.90	2,919	2012	3,823	382
Bear Creek Dewatto Rd	10.30	2,585	2012	3,385	339
Belfair Tahuya Road	11.4	2,776	2012	3,635	364
Brockdale Road	4.9	2,336	2011	3,094	309
Cloquallum Road	4.62	1,129	2011	1,495	150
Cole Road	3.23	2,562	2012	3,355	336
Crestview Drive	0.01	1,353	2012	1,772	177
Dayton Airport Road	0.06	1,668	2014	2,136	214
Harstine Bridge Road	0.18	2,204	2012	2,886	289
Lynch Road	0.40	2,057	2012	2,694	269
Mason Benson Road	0.23	1,047	2012	1,371	137
McReavy Road	6.8	2,990	2011	3,960	396
North Bay Road	0.05	2,416	2012	3,164	316
North Island Drive	0.04	1,119	2012	1,465	147
North Shore Road	3.48	5,491	2012	7,191	719
Old Belfair Highway	0.01	5,083	2014	6,508	650
Old Olympic Highway	0.15	2,450	2011	3,245	325
Pickering Road	0.70	3,760	2015	4,761	476
Sand Hill Road	0.10	3,737	2012	4,894	489
Shelton-Matlock Road	7.24	2,176	2014	2,786	279
Skokomish Valley Road	1.76	1,043	2011	1,381	138
South Island Drive	0.04	1,031	2012	1,350	135
Trails Road	1.58	2,001	2012	2,620	262

SYSTEM PERFORMANCE

The way system performance is measured is commonly referred to as its “Level of Service.” Level of Service standards, or LOS standards, describe expectations about what is acceptable and unacceptable in terms of how the transportation system performs. It is traditionally applied to evaluate congestion levels; this plan continues that tradition. However, recurring congestion is not a problem throughout most of Mason County. The Strategic Action Plan identifies the need for some additional measures tailored to the specific needs of Mason County for evaluating the effectiveness of policies and investments and to help prioritize competing needs. The next update of this Transportation Plan will include those new measures. This plan focuses on compliance with current requirements.

PERFORMANCE OF LOCAL ARTERIALS

Mason County is required to establish Level of Service standards for its local arterials and to evaluate the performance of its local arterials currently and in the future. If future growth will cause those facilities to fall below adopted LOS standards, then projects must be identified to restore system performance. Rural Mason County has no local arterials. All arterials in unincorporated Mason County are state highways and are evaluated in the next section.

PERFORMANCE OF STATE HIGHWAY FACILITIES

Mason County has sole authority to plan for and implement recommendations for its local transportation system, but not for state routes. The Washington State Department of Transportation (WSDOT) has sole authority to plan for and implement recommendations for the highways in Mason County. Among the various factors it considers when developing its plans, WSDOT uses output from the local long-range forecasting process to estimate how its highway system might perform in the future and where the hotspots are likely to be. WSDOT maintains its own transportation plans and project lists.



The GMA requires Mason County to include Level of Service standards for state-owned highways in its transportation plan. However, chapters 47.06 and 47.80 of the Revised Code of Washington (RCW) explain that while the State may consult with local agencies in the matter of system performance, WSDOT retains the sole authority to establish Level of Service standards for state facilities. WSDOT has established LOS D for state highways within Mason County’s three urban growth areas and LOS C outside of them. Highways of Statewide Significance (US 101 and SR 3) are exempt from complying with adopted Level of Service standards under state law.

This transportation plan must include an evaluation of highway system performance. This is a long-range planning analysis and not a near-term operational analysis; it is conducted at an appropriately high level. The WSDOT Design Manual (November 2015) identifies the role that Trend Line Projections can plan in estimating future travel demand. Analysis of the state highway system in Mason County conducted by WSDOT provides a useful starting point for this analysis. This planning analysis builds upon comprehensive highway system evaluation conducted by WSDOT and refines it to better reflect current expectations about growth in travel demand.

As described in the previous section, actual traffic volumes remain significantly lower in most parts of Mason County than was envisioned 15 years ago. The areas of greatest concern – where the performance of the state highway system may fall below adopted LOS standards – are on US 101 in Shelton’s urban growth area and on SR 3 in the Belfair area. Projects exist for both of these hotspots that will enable US 101 and SR 3 to maintain LOS standards.

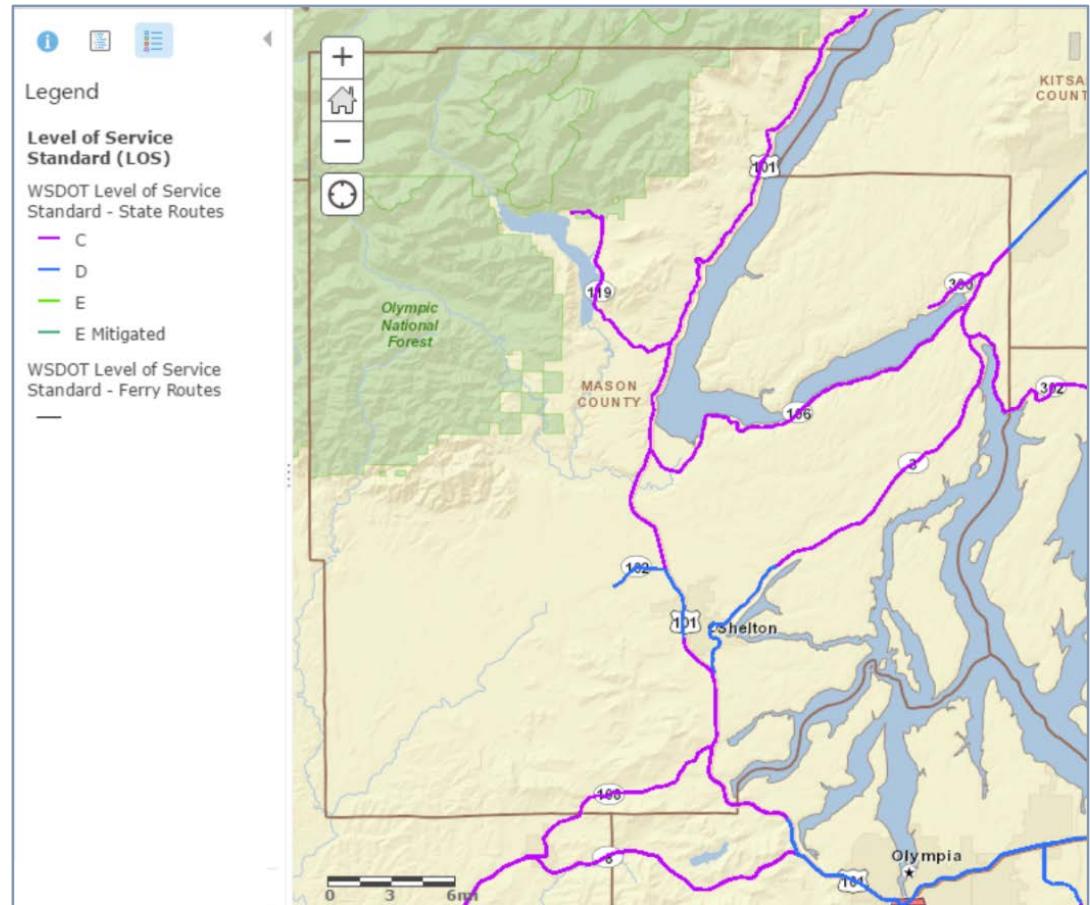
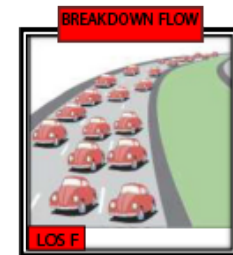
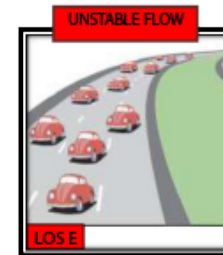
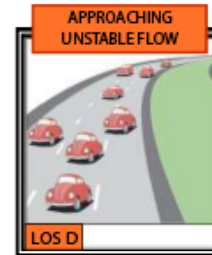
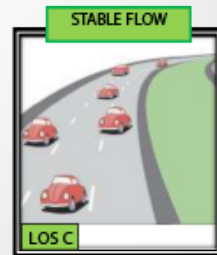
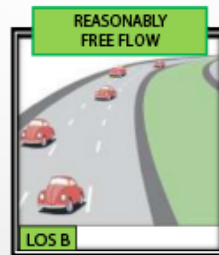


FIGURE 14: LOS STANDARDS FOR STATE HIGHWAYS AND LOCAL ARTERIALS

What is LOS?

Level of Service – or LOS – is a way of evaluating system performance. Traditionally, LOS has focused primarily on vehicle congestion: the more congested a facility becomes, the lower its LOS. LOS is usually measured during the most congested time of the day which is the evening rush hour in most communities.

Grades from A to F are typically used to describe level of service. Unlike school grades, where A is the best, cost-effective level of service standards tend to strive for LOS C in more rural areas and LOS D in small urban areas. That is because LOS A – completely free flow conditions – are not practical during the evening rush hour. It would be an extremely expensive proposition to have no congestion at that time both in terms of costs and in right-of-way impacts on adjacent land uses. LOS C, which is Mason County's standard for its arterials, is relatively reliable and with good signage, lane markings, and roadway configurations, it is completely acceptable system performance.



As it updates its LOS standards, Mason County may consider identifying additional performance measures for the rest of its system. This may include congestion levels for collectors and intersections, measures to evaluate walkability in urban growth areas, safety, system completeness, or other community-supported indicators of system performance.

PERFORMANCE OF PUBLIC TRANSPORTATION

Mason Transit Authority establishes and maintains its own performance standards, which Mason County supports and adopts by reference with this plan. MTA is highly sensitive to operating costs in such a far-flung service area; careful attention to scheduling and coordination with other transit agencies is key to MTA's ability to meet community expectations for transit service, as are its innovative partnerships and programs. These all help account for MTA's recognition by the Community Transportation Association of America as the best Rural Transit Agency in 2015.

The ability of MTA to not just satisfy immediate needs but to grow its program is reflected in ridership trends since 2008.

Service	Annual Ridership							2008-2014	
	2008	2009	2010	2011	2012	2013	2014	% Chg	Avg Annual Chg
Fixed Route	233,225	304,644	328,193	341,517	414,434	416,022	404,199	73%	9.6%/year
Vanpool	33,364	53,114	57,236	48,219	44,430	42,956	46,768	40%	5.8% / year
Worker/Driver	54,883	57,354	53,467	52,805	54,777	57,841	53,854	n/a	n/a
Dial-a-Ride	49,129	52,018	53,863	52,296	51,464	52,072	50,687	3%	0.5% / year

Mason Transit Authority develops its own service projections based on its evaluation of travel demand and system resources; its projections extend to 2020. Based on those projections, MTA anticipates the following ridership by 2020:

- Fixed-route service – 408,112 passengers
- Vanpools – 42,139 passengers
- Worker/Driver program – 62,878 passengers
- Dial-a-Ride – 52,129 passengers



CONCURRENCY

Concurrency is the process of determining whether transportation infrastructure can accommodate new development and if not, what mitigation measures will be required. Concurrency can result in denial of a development proposal if it cannot mitigate its impacts on adopted LOS standards. In the legislation regarding the transportation element of the Comprehensive Plan, GMA stipulates ***“after adoption of the comprehensive plan...local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service...to decline below the standards adopted in the transportation element...unless improvements or strategies to accommodate the impacts of development are made concurrent with the development.”*** While the concurrency ordinance is not part of this transportation element, it incorporates level of service standards and growth assumptions identified in this plan; if the transportation system cannot accommodate future growth and maintain adopted LOS standards, the concurrency ordinance will specify what actions to take to restore those standards. Based on adopted levels of service and forecasted traffic growth, Mason County facilities can accommodate future growth with careful consideration of site design, access management, street standards, and SEPA mitigations. Mason County intends to update its concurrency ordinance upon completion of its transportation plan and updates to its growth plans for the Belfair and Allyn UGAs.



CAPITAL FACILITIES PROJECT LIST

Mason County’s Transportation Plan identifies important capital projects needed over the next 20 years to support mobility, safety, and efficiency needs. This is in addition to programmatic efforts such as culvert retrofits to eliminate fish passage barriers, or maintaining the road network and adding shoulders.

The projects identified in the Capital Facilities Plan include major WSDOT projects as well as those for which Mason County is solely responsible. It includes projects that improve mobility for cars as well as projects that enhance non-motorized travel options or make transit a more viable option for more people. Many of the projects are drawn from detailed plans and studies completed since the last update of the Comprehensive Plan. Several are still somewhat conceptual in nature, with a focus more on the function than the form of the project. Any costs that have been developed are provided, as well as potential funding sources. This plan anticipates that WSDOT projects identified in previous studies will be subjected to a Practical Design analysis and may be modified from what is described here.

Mason County Long-range Transportation Capital Facilities Plan

Project Lead	Project Name	Project Description & Notes	Estimated Cost	Funding Source
Mason County	Belfair Bypass Connectors	Several studies of the Belfair Bypass have included consideration of potential connections from the new bypass to SR 3, located somewhere midway along the new corridor. While a few potential alignments have been discussed - an extension of Rasor Road to the new bypass facility, an extension of Romance Hill Road to SR 3 and the new bypass, and a Newkirk Road connection – no final connectors or alignments have been identified. What is known is that the connections will be County roads and will not be funded as a part of the Belfair Bypass project. The <u>Belfair Bypass Connector Study</u> included in the Strategic Action Plan will identify practical routes to pursue. At that time costs for the Belfair Bypass Connectors can be determined. The goal is for construction of at least one new connector to be completed when the new bypass is completed, which is slated for 2022.	TBD	State grants Federal grants Developer mitigations Local sources
Mason County	Allyn Sub-area Plan Recommendations	The Allyn Urban Growth Area Comprehensive Plan identified numerous projects to improve access and circulation in this small urban center. Near-term needs include planning for a new connection from Rasor Road to SR 3 (in conjunction with Belfair Bypass project), reconfiguration of the “wye” intersection at SR 3 and North Bay Road, resolution of vacated street issues, and projects on numerous existing streets to improve walkability, mobility, and access. This project supports recommendations of the PRTPO Human Services Coordinated Transportation Plan to increase safe pedestrian access to transit corridors. All told, about \$8 million in future projects are identified in the sub-area plan. Of those, an estimated \$2.5 million in pedestrian improvements will be dependent on grant funding, another \$2 million will be driven by development and financed by mitigation fees, and another \$2 million will be dependent on state or federal safety grants.	\$8,000,000	State grants Federal grants Developer mitigations Local sources

Mason County Long-range Transportation Capital Facilities Plan

Project Lead	Project Name	Project Description & Notes	Estimated Cost	Funding Source
Mason County	Bicycle improvements – vicinity of Squaxin Island / Little Creek Casino	Important bike routes in the vicinity of the Squaxin Island Tribe’s primary business center are almost non-existent. This project, identified by the Tribe, would add bike lanes or wide multi-use shoulders to Old Olympic Highway, Bloomfield Road, Lynch Road, and Simmons Road. Potential leverage of the ‘Connecting Washington’ US 101/Lynch Road project should be considered.	TBD	Local revenues State grants Federal grants Bureau of Indian Affairs
Mason County	Bicycle improvements – Lynch Road-Arcadia Road loop	This project would add bike lanes or a wide, multi-use shoulder to a popular cycling route, enhancing safety for cyclists and drivers alike. This scenic route is a favorite for tourists.	TBD	Local revenues State grants Federal grants
Mason County	Shelton to Belfair Trail – Planning Process, Alignment Report, and Funding Strategy	A 2012 community survey by Mason County Parks found that regional trails are a high priority for the community, and that a trail connecting Shelton to Belfair is the highest priority trail need. While the need for this is also addressed in the Parks and Trails Element of the Comprehensive Plan, it is included here for its rich value to Mason County’s non-motorized transportation network.	\$50,000	Local revenues State grants Federal grants
Mason County	SR 3 at Belfair – Non-motorized Improvements	This project will apply Complete Streets standards to SR 3 where it serves as ‘main street’ for Belfair. It will widen the existing two-lane roadway to include bike lanes and sidewalks with a closed drainage system from Old Belfair Highway to the northern limits of the Belfair urban growth area. It will include pedestrian crosswalk safety improvements at the intersection of SR 300 and Clifton Road. This project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations. It supports recommendations of the PRTPO Human Services Coordinated Transportation Plan to increase safe pedestrian access to transit corridors.	\$3,000,000	State grants Federal grants Local revenues
Mason County	Allyn Non-motorized Improvements	Install sidewalks, curbs and gutters within the Allyn business district. This project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations. Some part of this work is also identified in the Allyn sub-area plan. It supports recommendations of the PRTPO Human Services Coordinated Transportation Plan to increase safe pedestrian access to transit corridors.	\$8,000,000 s	State grants Federal grants Local revenues
WSDOT	SR 3 – Belfair Bypass	The Belfair Bypass project will result in a two-lane limited access highway with a design speed of 60 miles per hour on a new alignment east of SR 3. Its design and right-of-way acquisition will accommodate an ultimate four-lane configuration. It is intended to carry regional through-traffic between Shelton and Bremerton and willouold replace the existing SR 3 as the primary state highway route. The proposed alignment will connect from approximately MP 22.81 and MP 29.49. It includes an intersection in the vicinity of Alta Road, at MP 23.79. Mason County can proceed with planning for potential new connections including an extension of Rasor Road to the new bypass facility, an extension of Romance Hill Road to SR 3 and the new bypass, and a Newkirk Road connection. Project is fully funded through the Connecting Washington budget; revenues will be available beginning in 2019.	\$67,000,000 for bypass only	“Connecting Washington” funding, secured and scheduled to get underway in 2019

Mason County Long-range Transportation Capital Facilities Plan

Project Lead	Project Name	Project Description & Notes	Estimated Cost	Funding Source
WSDOT	SR 3 at Johns Prairie Road Intersection and Roadway Safety Project	This project would relocate the intersection of SR 3 and Johns Prairie Road to the south to improve intersection operations and add a new roadway link to relieve pressure on the existing intersection. This project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations and addresses a deficiency identified in the PRTPO Regional Transportation Plan.	\$20,000,000	State grants Federal grants Local revenues
WSDOT	Belfair Area Safety and Widening Improvements	Widen SR 3 from its existing two-lane configuration between SR 106 and Old Belfair Highway to a three-lane roadway with bike lanes and sidewalks in each direction, a two-way left turn lane, and a closed drainage system. The project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations. It supports recommendations of the PRTPO Human Services Coordinated Transportation Plan to increase safe pedestrian access to transit corridors.	\$19,000,000	State grants Federal grants Local revenues
WSDOT	SR 3 Intersection Safety Improvements	Install roundabouts or traffic signals based on detailed traffic study and warrants to improve SR 3 intersections at the following locations: North Bay Road, Lakeland Drive and Evans Street, Pickering Road, Agate Road, Mason Lake Road, Grapeview Loop Road, and Cranberry Creek Road. The need for these projects was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations.	\$14,000,000	State grants Federal grants Local revenues
WSDOT	US 101 Intersection Improvements	Install roundabouts or traffic signals based on detailed traffic study and warrants to improve US 101 intersections at the following locations: northbound ramps at Wallace-Kneeland Boulevard, SR 102/Dayton Airport Road, northbound ramps at Shelton-Matlock Road. The need for these projects was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations.	\$6,000,000	State grants Federal grants Local revenues
WSDOT	New County Road and Improved SR 3 Intersection	Install new county connector roadways to combine traffic from Cranberry Creek Road, Deer Creek Road, and Agate Road. Install roundabout or traffic signal at common point for intersection at SR 3, limiting access at other locations to right-in/right-out movements. This project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations.	\$9,000,000	State grants Federal grants Local revenues
WSDOT	US 101 Widening to Four Lanes – Wallace-Kneeland Boulevard to Shelton-Matlock Rd.	Widen US 101 from two lanes to four between Wallace-Kneeland Boulevard and Shelton-Matlock Road. This project includes improvements to the Matlock Road interchange. This project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations. It is consistent with vicinity projects identified in Shelton’s 2007 Comprehensive Plan for its urban growth area.	\$55,000,000	State grants Federal grants Local revenues
WSDOT	SR 3 Safety Improvements – East Grapeview Loop Road to Sherwood Creek Rd	Add wide shoulders to both sides of SR 3 between East Grapeview Loop Road to Sherwood Creek Road. This project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations.	\$2,000,000	State grants Federal grants Local revenues

Mason County Long-range Transportation Capital Facilities Plan

Project Lead	Project Name	Project Description & Notes	Estimated Cost	Funding Source
WSDOT	SR 3 Safety Improvements – Pickering Road to Grapeview Loop Rd	Widen shoulders from Pickering Road to Grapeview Loop Road; install a southbound left-turn lane at South Grapeview Loop Road and a northbound right-turn lane at North Grapeview Loop Road; add passing lanes as warranted. This project was identified by WSDOT as a part of the Bremerton Economic Development Study (BEDS) recommendations.	\$72,000,000	State grants Federal grants Local revenues
WSDOT	US 101/Lynch Road Safety Improvements	This project will address long-standing safety issues associated with this at-grade US 101 intersection. It will include intersection modifications and may also include a new roadway segment between Lynch Road and Simmons Road to better disperse traffic and alleviate conflicts. This is a Connecting Washington project. It has secured funding, beginning with engineering and design in the 2015-2017 timeframe enabling construction in the 2017-2019 timeframe.	\$5,500,000	“Connecting Washington” funding secured

Note that while WSDOT is the lead for projects located on SR 3 and US 101, Mason County is responsible for securing the needed funding to complete most of these projects. Mason County will pursue state grants and earmarks, federal grants, developer mitigations where appropriate, and other partnership funding opportunities in addition to its own local resources.

FUNDING ANALYSIS

Mason County must demonstrate that it has the financial resources to accomplish recommended actions in this plan for which it is responsible. If the County is unlikely to be able to afford the projects necessary to maintain and improve its transportation system, then either additional revenues must be generated, system LOS standards need to be revised, future land use patterns need to be reevaluated, or some combination of these actions. It is important that the County's plan be reasonably achievable.

A funding analysis looks at two basic things: revenues and expenditures. This section summarizes key considerations for each and then concludes by demonstrating that the recommendations in this plan are achievable though additional resources may be needed in the outside years of this planning horizon.

REVENUES

County revenues for transportation typically fall into three buckets: local revenues, state revenues, and federal revenues.

Local revenues are the ones over which the County has the greatest control and discretion. They come from a variety of different sources – property taxes (the growth of which is capped at 1% per year by state law), utility tax, franchise fees, Real Estate Excise Tax, and rent for space within the Public Works building. Note that property taxes available for transportation are reduced by \$1.5 million per year to support County Sheriff services. This is a 71 percent increase over diverted funds in 2013; sufficient resources to backfill this diversion have not yet been identified.

State revenues come from the state gas tax, in two forms, and from timber taxes. Mason County receives an annual direct distribution from the state gas tax that is earmarked for counties. The County also receives state grants that are funded by the state gas tax, either from WSDOT or more commonly, from the County Road Administration Board. Grant revenue is project specific and depending on the nature of the grant program, can be for capital or operations. Grant revenue is volatile from year to year and difficult to predict over time.



The other principal source of state revenue comes from the Department of Natural Resources in the form of timber taxes. These revenues can also vary widely from year to year. Forecasts for this plan take a conservative approach to estimating these revenues.

Federal revenues, which are derived primarily from the federal gas tax, come from grants administered by Peninsula Regional Transportation Planning Organization and from WSDOT. These funds are typically applied to capital projects or larger preservation projects.

As noted previously, state and federal grants are unpredictable. An entity other than the County determines what the funding priorities are in any particular year and decides which projects will be funded. Mason County competes with other communities for scarce resources. This makes it difficult for the County to establish a reliable, priority-based funding strategy with these revenues. In addition, grant programs

are reimbursement programs. This means that the County gets reimbursed for its expenses; it does not receive grant funds up front. All of this combines to make forecasting revenues available for transportation a very speculative endeavor.

The revenue forecast assumes a relatively flat annual rate of change in revenues available for transportation.

EXPENDITURES

County expenditures for transportation typically fall into two broad categories: capital expenditures and operating expenditures. Programs like preservation, maintenance, engineering, and striping are considered operating expenditures. Construction projects resulting in new or expanded infrastructure (roads, sidewalks, intersections) are considered capital expenditures. It can also include major reconstruction that significantly extends the life of these facilities or alleviates structural deficiencies.

Some revenues dictate the kind of expenditures that will be made. For example, County Arterial Preservation Program (CAPP) grants received from the County Road Administration Board can only be used for preservation projects; Mason County cannot build sidewalks, for example, with those funds. Similarly, grants that the County might receive for a specific construction project can only be spent on that construction project. Project expenditures from year to year are highly informed by the revenues available.



What is hard to predict in a long-range plan such as this are the actual construction costs associated with recommended projects. Until detailed engineering and design is conducted, project costs are little more than high level planning estimates and are likely to change as work gets underway on the project.

For that reason, this plan is most concerned about near-term project costs. It recognizes that projects identified for outside years of the plan – those likely to occur 10 years or more in the future – are more speculative at this point in time and may change as conditions evolve and more detailed analysis is conducted. Projects identified in the Transportation Improvement Program have been scoped in more detail and represent truer cost estimates than those in outlying years. This plan will be updated several times between now and 2036; those updates will revalidate the need for longer-range projects and update essential cost information as more details are known.

SIX-YEAR FINANCIAL SUMMARY

The 2016-2021 six-year financial summary provides the detailed forecast analysis needed to support Mason County's Transportation Improvement Program (TIP). This forecast takes a conservative approach to revenue forecasts based on recent trends and other competing budget priorities for the County. It is easier to adapt to higher-than-anticipated revenues than it is to accommodate lower-than-anticipated revenues when dealing with the annual budgets this forecast will support.

The forecast includes those state and federal grants for local projects that have already been secured or that recur on a predictable basis. Most grants have not been awarded for 2017 and beyond, so with compelling proposals Mason County may secure more state or federal revenue than this forecast suggests. It is clear that additional revenues will be needed to complete the local work anticipated between 2016 and 2021, which includes addressing design deficiencies, increasing multimodal travel opportunities, and improving system reliability while maintaining and preserving the system that is already in place. Of particular note, the opening cash "carryout" balances intended to alleviate budget pressures before property tax payments are received in late-April go from slim to non-existent over this six-year horizon. Insufficient opening cash balances means that Mason County will have to "borrow" funds from another County department to cover day-to-day transportation expenditures until property tax revenues are received in April if additional revenues are not secured.

Big-ticket WSDOT projects are not included in this forecast. Mason County has no budget authority over those projects. Project descriptions in the Capital Facilities Plan indicate which of those projects have secured funding and which are still planned projects with no secured revenue.

Following is the six-year revenue and expenditure forecast for Mason County's transportation program.



TABLE 4: 2016-2021 REVENUES AND EXPENDITURES

REVENUE ESTIMATE (\$1,000)	2016	2017	2018	2019	2020	2021
Estimated Beginning Fund Balance	\$ 3,374	\$ 2,434	\$ 1,627	\$ 18	\$ (2,374)	\$ (3,971)
Motor Vehicle Fuel Tax	\$ 2,100	\$ 2,100	\$ 2,100	\$ 2,100	\$ 2,100	\$ 2,100
County Arterial Preservation Program (CAPP)	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400
County Road Levy (less diversion)	\$ 8,161	\$ 7,982	\$ 7,982	\$ 7,982	\$ 7,982	\$ 7,982
State DNR Timber Transfer	\$ 400	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200
Excise Taxes (Timber harvest and leasehold)	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275	\$ 275
Other	\$ 730	\$ 796	\$ 796	\$ 796	\$ 796	\$ 796
SUBTOTAL LOCAL REVENUE	\$ 15,440	\$ 14,187	\$ 13,380	\$ 11,771	\$ 9,379	\$ 7,782
Federal Surface Transportation Funds (STP)	\$ 935	\$ 978	\$ 978	\$ 978	\$ 978	\$ 978
Federal Bridge Replacement or Rehabilitation (BRAC)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds - CRAB Administered (RAP), Earmark and State Budget	\$ 2,076	\$ 328	\$ 4,800	\$ 630	\$ 53	\$ 315
Federal Highway Safety Improvement Program (administered by WSD)	\$ 151	\$ 466	\$ -	\$ 70	\$ 680	\$ -
Federal Transportation Alternatives Program (administered by PRTPC)	\$ -	\$ -	\$ -			
USFW, SRFB, RCO or other salmon recovery funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUBTOTAL GRANT REVENUE	\$ 3,162	\$ 1,772	\$ 5,778	\$ 1,678	\$ 1,711	\$ 1,293
TOTAL ALL REVENUE	\$ 18,602	\$ 15,959	\$ 19,158	\$ 13,449	\$ 11,090	\$ 9,075
EXPENDITURE ESTIMATE (\$1,000)	2016	2017	2018	2019	2020	2021
DESIGNATED ROAD FUND EXPENDITURES						
Maintenance (#542)	\$ 6,905	\$ 7,112	\$ 7,326	\$ 7,545	\$ 7,772	\$ 8,005
Administration (#543)	\$ 1,362	\$ 1,403	\$ 1,445	\$ 1,488	\$ 1,533	\$ 1,579
Operations (#544)	\$ 1,741	\$ 1,793	\$ 1,847	\$ 1,902	\$ 1,960	\$ 2,018
Extraordinary Operations (#545)	\$ 125	\$ 129	\$ 133	\$ 137	\$ 141	\$ 145
Interfund Loan (#581)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital (#594)	\$ 396	\$ 300				
Operating Transfer (#597)	\$ 1,164	\$ 1,170	\$ 1,170	\$ 1,170	\$ 1,170	\$ 1,170
SUBTOTAL DESIGNATED EXPENDITURES	\$ 11,693	\$ 11,907	\$ 11,920	\$ 12,243	\$ 12,575	\$ 12,917
CONSTRUCTION EXPENDITURES						
Construction (#595) (Local Share)	\$ 1,313	\$ 653	\$ 1,442	\$ 1,902	\$ 776	\$ 788
Construction (#595)(Grant Revenues)	\$ 3,162	\$ 1,772	\$ 5,778	\$ 1,678	\$ 1,711	\$ 1,293
SUBTOTAL CONSTRUCTION EXPENDITURES	\$ 4,475	\$ 2,425	\$ 7,220	\$ 3,580	\$ 2,487	\$ 2,081
TOTAL EXPENDITURES	\$ 16,168	\$ 14,331	\$ 19,140	\$ 15,823	\$ 15,062	\$ 14,998
CARRYOUT (total cash)*	\$ 2,434	\$ 1,627	\$ 18	\$ (2,374)	\$ (3,971)	\$ (5,923)

*\$2.1 million is needed each year in carryout to support activities from Jan to April to avoid short-term loans until property tax receipts are received.

LONG-RANGE FORECAST

In looking out over a 20-year planning horizon, revenue and expenditure forecasts necessarily become less detailed and more conceptual. Detailed project costs have not been developed nor have specific revenue sources been identified for most projects at the local level beyond the next 6-10 years. The goal is to develop a forecast that is generally right as opposed to being precisely wrong.

Using County Road and City Street Revenue and Expenditure data compiled by WSDOT from accounting reports submitted by Mason County on an annual basis, general trends in revenues and expenditures over the last 10 years were examined. As noted earlier, grants are typically a volatile source of revenue when developing long-range projections. The ten-year historical analysis also included all the effects of the Great Recession, which took a toll on property taxes, gas taxes, and other revenues which in turn affected expenditures during those years. After converting all revenues and expenditures to constant 2015 dollars for purposes of comparison, no discernible growth trends were identified to use as a basis for long-range projections. Instead, average annual amounts were established for each revenue source and expenditure category. Assumptions about revenue diversions for traffic policing were updated to reflect the current 2016 budget guidelines; other than that, annual averages were established for analysis purposes.

Based on this review of revenues and expenditures, this transportation plan projects a combined revenue between 2016 and 2036 of just over \$350 million for local projects and a combined expenditure of \$355 million. This means that over the next 20 years Mason County will need to generate an additional \$5 million in revenues or reduce its expenditures by that amount. This plan and its accompanying forecasts will be updated several times between now and 2036 and will incorporate updated financial information as it emerges. Following is a summary of Mason County’s 20-year revenue and expenditure forecast.

TABLE 5: 2016-2036 FINANCIAL SUMMARY

Forecast	2016-2036
Construction	133,598,085
Maintenance/Preservation	121,513,226
Administration and Operations	59,301,735
Facility maintenance/other	9,369,736
Traffic Policing	31,500,000
Total Expenditures	355,282,781
Local Revenues	242,555,558
State Revenues	72,739,682
Federal Revenues	34,706,664
Total Revenues	350,001,904



INTERGOVERNMENTAL COORDINATION

Coordination between government agencies is a key tenet of the Growth Management Act. The transportation element must describe *“intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.”* This requirement makes good sense; Mason County cannot develop a realistic plan for its growth without considering its impacts on Shelton and the area’s tribal communities, and their impacts on Mason County. Mason County cannot provide for the commuting travel needs of its residents without collaborating with Mason Transit Authority, Kitsap Transit and Kitsap County, the WSDOT, and the Kitsap Regional Coordinating Council for the SR 3 corridor. Mason County maintains active transportation partnerships with: Shelton, Mason Transit Authority, Port of Shelton, Peninsula RTPO, Kitsap County, Kitsap Transit, Kitsap Regional Coordinating Council, Jefferson County, Thurston County, Thurston Regional Planning Council, Grays Harbor County, and the WSDOT.

In addition, Mason County maintains government to government relations with the Squaxin Island Tribe and the Skokomish Tribe, both of which have treaty rights within the County. The Tribes are important partners; Mason County has long maintained a respectful, working partnership with these two governments to identify and address mobility issues and improve travel conditions for tribal members, employees, and tourists to tribal facilities.

These partnerships all shape and inform Mason County’s transportation policies, projects, and future activities.

STRATEGIC ACTION PLAN

Updating the long-range Transportation Plan provides an infrequent opportunity to inject emerging local initiatives into Mason County’s long-range planning framework. This is a transparent way to demonstrate how broad, long-range goals and needs help shape day-to-day implementation activities that get into more detail than any long range plan should attempt. These are areas identified for follow-up over the next few years that build on previous work and help the County achieve its broader strategic objectives. They are not prioritized; Mason County needs to retain flexibility to pursue funding and partnership opportunities as they arise in order to accomplish this work.



SUB-AREA PLAN UPDATE/IMPLEMENTATION

BELFAIR UGA PLAN UPDATE, INCLUDING ACCESS AND CIRCULATION STUDY

Planned construction of a sewer system and improvements associated with the Belfair Bypass create an opportunity for Mason County to realize its long-range vision for this small urban growth area and reduce growth pressures in outlying areas. A transportation plan coordinated with intended changes to land use will help guide near-term and long-term investments in order to maximize the opportunities presented by upcoming Belfair Bypass project funding, maximize mobility benefits to this small community, and inform WSDOT decisions about practical solutions for enhancing the character of SR 3 through Belfair, where the state highway effectively functions as “Main Street” for this small community. A focus on access and circulation can address not only long-term opportunities but also the near-term impacts associated with what will be several years of major traffic disruption caused by Bypass construction activities. An access and circulation study can also speak to specific local concerns such as emergency response access, and appropriate speed limits on urban facilities.

ALLYN ACCESS, CIRCULATION, AND ROW PLAN

The Allyn Urban Growth Area Comprehensive Plan suggested a number of follow-up transportation strategies that would improve access and circulation, address outstanding questions about unused public rights-of-way, enhance walking and biking options, and facilitate compatible residential and business development. Some of these actions should be coordinated with WSDOT to improve the character and function of SR 3 where it serves as ‘main street’ to Allyn as well as address existing issues associated with ingress/egress to local businesses and residences associated with congestion on SR 3. In addition, there is the potential for Low Impact Development standards to reduce impacts of stormwater runoff on area water quality. A comprehensive transportation plan for Allyn with a prioritized list of implementation recommendations is needed to advance near-term opportunities while preserving long-range opportunities outside of this planning horizon, enabling Allyn to grow in an efficient and logical manner as required by the Growth Management Act.



RURAL NEIGHBORHOOD CENTERS STRATEGY

Mason County’s plans for its small rural neighborhood centers envision these places becoming more walkable and people-oriented over time. A strategic plan for how to encourage more transportation-oriented commercial and residential development in each of these areas will inform development guidelines and help shape road design standards and investment strategies. Sometimes very small investments – such as a high visibility crosswalk treatment near an established transit stop – can have profound benefits on mobility in the local area.

IMPLEMENTATION OF SR 3 CORRIDOR PLANS

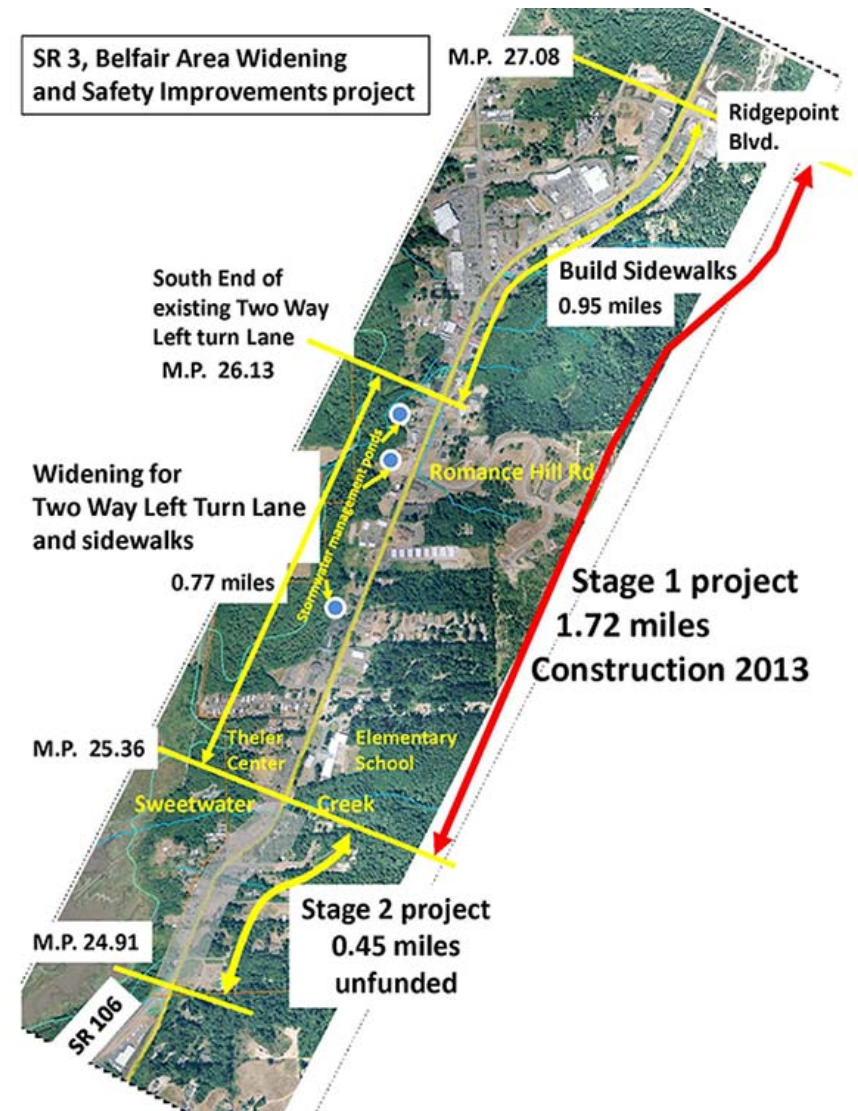
Numerous planning activities associated with SR 3 have resulted in specific projects and recommendations to improve access to jobs, multimodal safety and mobility, and the area's economy. All of these are inter-regional planning efforts. Mason County has been an active partner throughout the development of these studies and recommendations. On-going engagement is important now that implementation activities are beginning to emerge.

BELFAIR BYPASS

The Belfair Bypass, a new limited access state highway that will roughly parallel SR 3 between milepost 24.91 and milepost 27.08, received construction funding from the Legislature and is scheduled to get underway in 2019. While this is a WSDOT project, planning for and implementing the construction phase will entail active participation by Mason County and close coordination with Mason Transit Authority, as well as Mason County's partners in Kitsap County to ensure local needs and opportunities are fully considered.

BELFAIR CONNECTOR STUDY

While the Bypass itself is a funded WSDOT project, many ancillary projects and needs will require Mason County's leadership and coordination if they are to be fully realized. This includes the location and configuration of potential new connections between SR 3 and the new bypass. Various studies over the years have considered possible connections between the limited access bypass and SR 3. Some of the potential connections discussed previously have included Rasor Road, Romance Hill Road, and Newkirk Road. The Belfair Connector Study will identify the most practical route options and an associated funding strategy. These will be County roads, not WSDOT facilities. Ideally, construction of one or more of these new connections will be complete at the same time as the new bypass, in 2022.



BREMERTON ECONOMIC DEVELOPMENT STUDY


The recently completed Bremerton Economic Development Study, or BEDS, identified many project needs for the US 101 and SR 3 corridors necessary to support the region’s economic engine in Bremerton. The list of needs identified by WSDOT exceeds the likely funding capacity of the state. In addition, “practical design” methodologies are likely to be applied to project recommendations in an effort to reduce overall project costs. Mason County will stay engaged with its partners at the local, regional, and state levels as further analysis and refinement of these projects progresses to ensure the needs of area residents and businesses are fully considered and to coordinate local and state strategies and investments where possible.

PUGET SOUND INDUSTRIAL CORRIDOR

Mason County continues to work with local and regional partners to promote the Puget Sound Industrial Corridor for its economic development benefits to area residents and businesses. Critical transportation infrastructure along the SR 3 corridor as well as new connections will enhance investment interest in this vital industrial corridor.

WSDOT SR 16 CORRIDOR CONGESTION STUDY

In 2016 WSDOT will commence a major study of the SR 16 corridor from the Tacoma Narrows Bridge to Gorst. Given the nature of traffic issues at Gorst where SR 3 intersects SR 304 and SR 16, and the importance of jobs and economic development in the vicinity of Gorst and Bremerton to the health of Mason County’s own economy, some monitoring of activities and possible engagement by Mason County will be prudent to ensure the recommendations of previous studies to improve SR 3 are fully considered and all opportunities to improve multimodal mobility are maximized.



Contact
Mayor Patty Lent
Chair of SKIA MIC
Implementation Committee
360-417-93766
mayor@bremerton.wa.us

SR 3 Defense Industrial Corridor

Growing 10,000 new and supporting 16,000 current industrial jobs

Objective
To support existing defense and industrial employment and achieve Prosperity Partnership Goal of Creating 10,000 new industrial jobs in the Bremerton South Kitsap Industrial Area MIC. The SKIA near term growth projection is 3-5,000 jobs over 10 years.

Current Conditions
Naval Base Kitsap- Bremerton is home to the Puget Sound Naval Ship Yard the largest maritime industrial site in Washington State. While PMNS is site constrained, the largest vacant industrial site in Puget Sound is 7 miles away at SKIA. SKIA is ideally suited for off-base defense contractor support yards, warehousing and aerospace growth.

NBK- Bremerton Employment:
3,000 Active Duty Navy
11,000 SKD Civilian
2,000 Private Contractor

SKIA:
1,000 Private industrial

Site:
SKIA - MIC, 3700 acre Industrial Site with 1,200 acres of vacant industrial land.
6,000 ft runway at Bremerton National & two industrial rail sidings

Planned Action: US completed in 2012
SKIA is located inside the City of Bremerton and just goes to the Balfour USA.

Recent Infrastructure Investment:
\$2.4M Cross-SKIA Connector Phase 1 - 2010
\$4.875M Balfour Treatment Plant - 2012
\$18.1M SR3 Balfour Widening & Safety Improvements - 2014

PROJECTS LIST

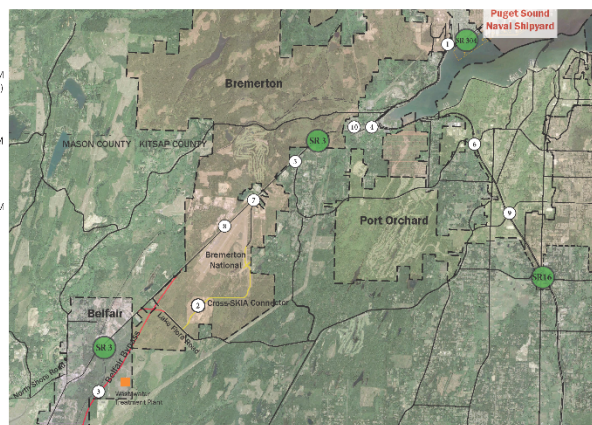
Regional Projects


- ① **SR 3/304 NBK-Bremerton Interchange*** \$22M
* WSDOT Feasibility Study \$500K (funded 2013)
* Design of Mobility Improvements to Main Entrance to NBK-Bremerton
- ② **Cross-SKIA Connector** \$11.6M
\$2.4M Phase 1 Completed 2010 (PSPK Funded)
Freight Mobility and Aerospace Investment
- ③ **Balfour Bypass*** \$72.2M
\$1M WSDOT Environmental Assessment 2013
Freight Mobility and Safety Improvements Assessment completed

Gorst Area Improvements

- ④ **SR 3/Christopherson Rd Intersection*** \$3M
- ⑤ **SR 3/Sunnyslope Road*** \$2M
- ⑥ **SR 16/Old Clifton Rd Ramps*** \$1.5M
- ⑦ **SR 3/Airport Way Intersection*** \$0.5M
- ⑧ **SR 3/Imperial Way*** \$2M
- ⑨ **SR 16 Ramps/Sedgwick Road*** \$1.6M
- ⑩ **Feasibility/Phasing Plan for Gorst to Bremerton Corridor Elements of the Bremerton Economic Development Study** \$1M

* Projects identified in 2012 WSDOT Bremerton Economic Development Study
Publication Date: March 2014
This map will be updated to reflect progress on project funding.

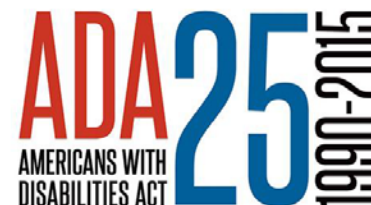




OTHER LOCAL WORK PROGRAM ELEMENTS (IN ALPHABETICAL ORDER)

ADA TRANSITION PLAN

An ADA transition plan is the tool used by communities like Mason County to assess local infrastructure for its compliance with Americans with Disabilities (ADA) Act requirements for accessibility, and identify a strategy for upgrading inadequate facilities over time. All new infrastructure is built to comply with these standards; the challenge is the retrofit of preexisting infrastructure. ADA regulations recognize that Mason County cannot afford to update all of its infrastructure at once. A transition plan will help the County prioritize and budget for retrofits in a rational and methodical way.



BIKE FACILITIES REVIEW AND PROJECT LIST

Mason County is working to establish a more complete and connected bike network to support local travel needs and stimulate regional bike tourism opportunities. This work program element will review existing network conditions, opportunities, and demand, and identify a prioritized list of projects that will help establish logical and safe cycling routes throughout Mason County.

COMMERCIAL ACCESS GUIDELINES

Developing standards for how to accommodate commercial access to properties will help Mason County to better manage the flow of traffic and the friction created by people turning in and out of driveways.

COMMUNITY-DERIVED PERFORMANCE MEASURES

The Growth Management Act requires Mason County to adopt transportation system performance measures, also called Level of Service standards; however, it doesn't dictate how those standards are established and calculated. That means Mason County can develop performance measures that resonate with its constituents, measures that will help the County gauge the effectiveness of its policies and investments in meeting community expectations. This effort will result in a select list of performance measures to apply and incorporate into future transportation plans.

CONCURRENCY ORDINANCE UPDATE

Mason County's concurrency ordinance addresses public infrastructure but as the County updates its system performance measures and completes its planning activities in Belfair and Allyn, a revisit of that concurrency ordinance is appropriate. An updated concurrency ordinance will be a useful tool for evaluating and mitigating the impacts of growth, particularly in urban growth areas transitioning to higher density small urban places.

IMPROVED WAYFINDING FOR TOURISTS

As the gateway to the Olympic Peninsula, Mason County attracts a large number of tourists every year. Wayfinding is the means by which people who are not familiar with Mason County will be able to conveniently navigate through the area or take a deliberate detour to sample local services and products. A carefully

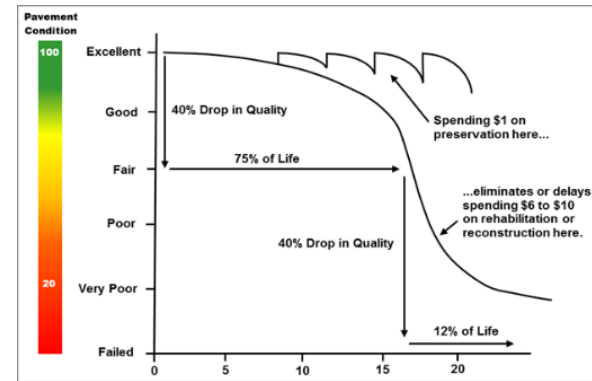
thought-out system of wayfinding helps reduce mystery for tourists and can actually encourage the kind of excursions that generate good economic benefit for the local economy.

PAVEMENT MANAGEMENT PROGRAM

Pavement management is perhaps the most important preservation strategy for local agencies like Mason County to keep costs as low as possible while providing a structurally sound road network. A pavement management program is at the heart of a good, cost-effective investment strategy. Such a plan helps identify and prioritize project needs in a way that keeps life-cycle costs low.

PROGRAMMATIC SAFETY PROJECTS

Mason County regularly evaluates transportation system safety. Some safety projects are significant undertakings but many are relatively small projects that can be accomplished within an annual work program budget or in conjunction with other programmatic functions like pavement preservation. For example, resurfacing of North Island Road on Harstine Island can include minor widening to allow for the painting of a fog line to improve visibility at nighttime. These projects are identified on an annual basis as part of Mason County's on-going work program.



RAILROAD AVENUE CORRIDOR UPGRADE PLAN

Railroad Avenue extends from the waterfront in downtown Shelton through the city and out through the urban growth area where it intersects with US 101. Shelton led a multi-agency, community-based visualization and design process for downtown Shelton in 2015 that included recommendations on ways to make Railroad Avenue more people-friendly and better able to accommodate walking and biking. Shelton plans to move forward with some of those recommendations beginning in 2016. Mason County will continue to participate in this effort that will transform Railroad Avenue within the urban growth area to a corridor more compatible with the multi-modal, small city vision described in Shelton's downtown plan.



ROAD STANDARDS

While Mason County has few issues with congestion on its local roads, there are outstanding concerns about design standards. This effort will revisit County standards for collectors and local access roads, updating those standards to incorporate practical non-motorized facilities and evaluating the local system with these new standards to identify and prioritize deficiencies.

SUPPORT MTA IN ITS PARK-AND-RIDE DEVELOPMENT ACTIVITIES

Mason Transit Authority received a substantive state grant to improve and expand its park-and-ride facilities. Work commences in 2016. Mason County, as a long-standing partner to MTA, has an interest in this process and can support MTA through its access management policies. In addition, the new Belfair Bypass includes potential new connections between it and SR 3 in the Belfair area. This can offer a unique opportunity to MTA in the siting of its new Belfair park-and-ride facility; close collaboration between MTA and Mason County will ensure the final location and site design maximize system efficiency for transit, roads, and riders alike

Ride the Worker/Driver Bus Today!

Ride a MTA Worker/Driver route to work at Puget Sound Navel Shipyard (PSNS) and save gas money, the hassle of parking and your time. It's easy, FREE for federal workers with a TIP pass and it's a fun ride to work. Not a PSNS employee or federal worker with a TIP pass? It's okay, anyone can ride and fare is just \$2.50 per ride. Routes originate in Shelton and Belfair.

DRIVE LESS. SMILE MORE. 

CALL 360-432-5725

APPENDIX

A. GLOSSARY OF ACRONYMS AND UNCOMMON TERMS

B. 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM

C. SUMMARY OF PUBLIC COMMENTS AS OF MAY 27, 2016

APPENDIX A – Glossary of Acronyms and Uncommon Terms

Acronym or Term	Meaning
Access Management	Access management is the process of coordinating access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.
ADA	Americans with Disabilities Act, the 1990 federal law that provides civil rights protections to people with disabilities. Among other things, it guarantees individuals with disabilities equal access to transportation.
BEDS	Bremerton Economic Development Study, a March 2012 study by the Washington State Department of Transportation focused on the South Kitsap / North Mason county area.
CFP	Capital Facilities Plan, an integral element of the Comprehensive Plan which is essentially an investment strategy that identifies what public facilities are needed over the next 20 years and how they will be paid for.
Complete Streets	Complete Streets is a term for streets that accommodate the needs of all travelers, not just car drivers. This can include bike lanes and sidewalks in more urban areas, wide shoulders and trails in more rural areas.
Comprehensive Plan	A Comprehensive Plan is a broad statement of the community’s vision and the goals, policies, and investments that will help realize that vision over the next 20 years. Also called “Comp Plans,” they must address land use, housing, transportation, utilities, and capital facilities in order to comply with the Growth Management Act; they may also address other community needs such as parks, economic development, emergency services, etc. Comprehensive Plans must be consistent with Countywide Planning Policies. Day-to-day implementing regulations and procedures must be consistent with the Comp Plan. The Growth Management Act requires periodic update of Comprehensive Plans.
Concurrency	Concurrency refers to the need for adequate public infrastructure – transportation, sewer, water, etc – to be in place to serve new development as it occurs. If it is not then a plan is needed to ensure it is in place within six years. Concurrency is a requirement of the Growth Management Act.
CTR	Commute Trip Reduction refers to efforts to reduce the growth in traffic congestion by increasing the share of commute trips that are made by transit, vanpool, carpool, biking, or walking, or by increasing the use of telework or flex-schedules that reduce the need to travel during peak periods. A state law requires participation in CTR programs for all employers with over 100 employees arriving at work between 6:00 am and 9:00 am.
CWPP	Countywide Planning Policies are a coordinated, county-wide policy framework that ensures consistency between county and city Comprehensive Plans and investments as required by the Growth Management Act.
Functional Classification	Functional classification is the process by which streets and highways are grouped into classes or systems according to the character of traffic they are intended to serve. All streets and highways are grouped into one of three classifications: arterials provide the highest level of service at the greatest speed for the longest

	uninterrupted distance, often with some degree of access management; collectors provide a moderate level of service at a slower speed for shorter distances by collecting traffic from local roads and connecting them with arterials; and local roads consist of all other roads not defined as arterials or collectors, primarily providing access to land with little or no through movement.
GMA	Growth Management Act, a 1990 state law (RCW 36.70A) that requires state and local governments to manage Washington’s growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans and implementing them through capital investments and development regulations. It is intended to reduce uncoordinated and unplanned growth that poses a threat to the environment, sustainable economic development and the quality of life in Washington. GMA focuses on local control within the framework provided by the mandates of the Act.
HSS	Highways of Statewide Significance refers to interstate highways and other principal arterials identified by WSDOT that are needed to connect major communities in the state. The designation assists WSDOT in the allocation of transportation funding. SR 3 and US 101 are both designated as Highways of Statewide Significance.
LOS	Level of service, which is a measure of system performance. The Growth Management Act requires LOS standards to be set for arterials, at a minimum. Traditionally, LOS has measured traffic congestion during the most congested time of day; however, flexibility in the Growth Management Act encourages communities to define system performance in ways that are most meaningful to their communities. This might entail extending LOS standards to collectors or intersections. It can also be used to evaluate the walkability of urban communities, system safety, or the completeness of the transportation system, among other things.
MTA	Mason Transit Authority, the public transportation service provider for Mason County.
Multimodal System	Multimodal Systems accommodate more than one mode of travel. For example, a road with no shoulder or sidewalks is not multimodal – it can only safely accommodate driving. However, a road with wide shoulders or sidewalks in urban areas is considered multimodal because people can safely walk or bike, in addition to driving. Mason County is striving to create a more multimodal transportation system that affords more people more travel choices for more of their trip purposes.
NHS	National Highway System, a network of strategic highways and arterials in the United States that connect to airports, ports, rail or truck terminals, railway stations, and other strategic transport facilities.
Practical Design	Practical Design is a relatively new concept in transportation that provides greater flexibility in design so that transportation investments address problems and needs without being over-built, thus reducing overall project delivery costs.
PRTPO	Peninsula Regional Transportation Planning Organization is the voluntary association of governments within the Mason – Kitsap – Jefferson – Clallam County region on the Olympic Peninsula. Created by the state in 1990, it is one of 14 Regional Transportation Planning Organizations that provide a formal mechanism for local governments and the state to coordinate planning for regional transportation facilities.

Road Standards	Road standards provide the minimum criteria for design and construction of roadways, access, drainage, and other considerations in Mason County. They help preserve the function and safety of the roadway system and can enhance the aesthetics, ease of maintenance, and support for non-motorized travel based on the road type.
RTP	Regional Transportation Plan is a long-term blueprint for the region’s transportation system describing the region’s vision and the means of achieving it. It is the plan developed by PRTPO encompassing the four-county Olympic Peninsula region.
RTPO	Regional Transportation Planning Organizations are state-designated voluntary associations of local governments within one or more counties whose mission is to ensure coordinated planning and investments for major facilities serving the region. Created under the Growth Management Act, RTPOs prepare the Regional Transportation Plan, certify that countywide planning policies and the transportation element of local Comprehensive Plans are consistent with the Regional Transportation Plan, and develop and maintain a six-year Regional Transportation Improvement Program. PRTPO is the Regional Transportation Planning Organization for Mason County.
Rural Activity Center	Rural Activity Centers are small established rural places designated by Mason County for special land use policies. Mason County designated three Rural Activity Centers – Hoodspout, Taylor Town, and Union.
TDM	Travel Demand Management is the application of strategies and policies to increase overall transportation system efficiency. Encompassing a wide range of concepts, TDM strategies can include measures to increase transit or other ridesharing options, shift more travel to walking and biking, create more transportation-efficient land use patterns offering viable travel choices, shift more travel to off-peak times, etc. The ultimate aim is to maximize the capacity of the existing system and increase its overall operating efficiency, minimizing the need for costly road widening.
TIP	Transportation Improvement Program, a short-range planning document updated annually based on needs and policies identified in the Transportation Plan. It also identifies projects that have secured funding but have not yet proceeded. Mason County established a “TIP-CAP” – a Transportation Improvement Program-Citizen Advisory Panel – to provide citizen input into the County’s transportation investment process.
UGA	Urban Growth Area, that part of unincorporated Mason County within which urban-style growth is encouraged. Urban growth areas are a mechanism to reduce the impacts of residential sprawl on rural resource lands and lifestyles by limiting development outside of UGA boundaries to that which is truly rural in character. Mason County has three UGAs: Shelton, Allyn, and Belfair.
WSDOT	Washington State Department of Transportation, the state agency responsible for constructing, maintaining, and regulating the use of state transportation infrastructure including highways, rail lines, and ferries.
WTP	Washington Transportation Plan, the State’s long-range transportation plan.

RESOLUTION NO. 49-15
Six-Year Transportation Improvement Program

WHEREAS, in compliance with 136-15 WAC, Mason County has prepared the attachment Six-Year Transportation Improvement Program for the period January 1, 2016 through December 31, 2021; and,

WHEREAS, the Board of County Commissioners hereby certifies that the priority array of potential projects on this County's road system, including bridges, was prepared by the County Engineer during the preparation of the said Six-Year Transportation Improvement Program; and,

WHEREAS, the Board of County Commissioners has reviewed the bridge condition report as prepared by the County Engineer during the review of the proposed 2016-2021 Six-Year Transportation Improvement Program.

WHEREAS, the Board of County Commissioners finds that the proposed 2016-2021 Six-Year Transportation Improvement Program is consistent with the County Comprehensive plan; and,

WHEREAS, the Board of County Commissioners has held a public hearing on this 20th day of October 2015.

NOW, THEREFORE, BE IT RESOLVED, that the attached Six-Year Transportation Improvement Program for 2016 through 2021 be adopted, which are hereby incorporated and made part of this Resolution.

BE IT FUTHER RESOLVED that the County Engineer is hereby directed to distribute copies of the Six-Year Transportation Improvement Program for 2016-2021 to all required agencies.

ADOPTED this 20 day of Oct. 2015.

**BOARD OF COUNTY COMMISSIONERS
MASON COUNTY, WASHINGTON**

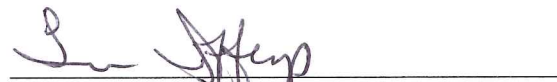
ATTEST:



JULIE ALMANZOR,
Clerk of the Board




RANDY NEATHERLIN, Chair



TERRI JEFFREYS, Vice Chair

APPROVED AS TO FORM:



TIM WHITEHEAD,
Ch. Deputy Prosecuting
Attorney



TIM SHELDON, Commissioner

- cc: Commissioners
- Public Works
- Community Development
- County Road Admin. Board
- WSDOT

Six Year Transportation Improvement Program From 2016 to 2021

Agency: **Mason County**

Co. No.: **13**

City No.: **- - -**

Co. Name: **Mason County**

MPO/RTPO: **Peninsula**

Hearing Date:

Amend Date:

Adoption Date:

Resolution No.:

Functional Class	Priority Number	Project Identification A. Federal Aid No. C. Project Title D. Street/Road Name of Number E. Beginning MP or road - Ending MP or road F. Describe Work to be Done	B. Bridge No.	Total Length	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only				
					Project Phase	Phase Start (mm/dd/yy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir Type	R/W Required Date (mm/yy)			
							Federal Fund Code	Federal Cost by Phase	State Fund Source	State Funds	Local Funds	Total Funds									
07 08	1	HMA Overlays Rd. No.: Various From: MP various To: MP various Total 2016 Project Cost \$ 1,280,000		4	PE	1/1/2016	STP	26					4	30	30	60	60	180	E		
					RW																
					CN	6/1/2016	STP	909				341	1250	1250	1071	1071	3213				
					TOTALS			935			345	1280	1280	1131	1131	3393					
08	1	Countywide Safety Grant - Highway Safety Improvement Program Rd. No.: Various From: various To: various Total 2016 Project Cost \$ 151,000		---	PE	1/1/2015	HSIP	143					143	143				50	DCE	2/16	
					RW	3/1/2015	HSIP	8				8	8			20					
					CN	9/1/2015	HSIP							466			680				
					TOTALS			151			151	151	466			750					
07 08 09	1	MISCELLANEOUS Total 2016 Project Cost \$ 100,000		---	PE							10	10	10	10	10	30				
					RW						5	5	5	5	15						
					CN						85	85	85	85	255						
					TOTALS					100	100	100	100	100	300						
07 08 09	1	COUNTY WIDE CULVERTS Total 2016 Project Cost \$ 130,000		---	PE							20	20	20	40	50	180				
					RW						10	10	10	10	15	60					
					CN						100	100	100	350	435	1260					
					TOTALS					130	130	130	400	500	1500						
09	1	Carman Road Culvert Rd. No.: 08810 - Carman Rd North Replace existing culvert with a new structure Total 2016 Project Cost \$ 210,000		---	PE	1/1/2015						40	40	40							
					RW	6/1/2015					10	10	10								
					CN	8/1/2016					160	160	160								
					TOTALS					210	210	210									
09	1	Homer Adams Road Culvert Rd. No.: 00610 - Homer Adams Road Replace existing culvert with a new structure Total 2016 Project Cost \$ 250,000		---	PE	1/1/2016						25	25	25							
					RW																
					CN	6/1/2016					225	225	225								
					TOTALS					250	250	250									

Phase
PE - Preliminary Engineering
RW - Right of Way
CN - Construction

Funding
STP - Surface Transportation Program
HSIP - Highway Safety Improvement Program
RATA - Rural Arterial Trust Account
BRAC - Bridge Replacement Advisory Committee
TP - Transportation Partnerships
TAP - Transportation Alternatives Program

9/12/2014

Six Year Transportation Improvement Program From 2016 to 2021

Agency: **Mason County**

Co. No.: **13**

City No.: **- - -**

Co. Name: **Mason County**

MPO/RTPO: **Peninsula**

Hearing Date:

Amend Date:

Adoption Date:

Resolution No.:

Functional Class	Priority Number	Project Identification A. Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name of Number E. Beginning MP or road - Ending MP or road F. Describe Work to be Done	Total Length	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only			
				Project Phase	Phase Start (mm/dd/yy)	Federal Funding			State Funds			1st	2nd	3rd	4th thru 6th	Envir Type	R/W Required Date (mm/yy)	
						Federal Fund Code	Federal Cost by Phase	State Fund Source	State Funds	Local Funds	Total Funds							
08	1	CRP 1993 Shelton Matlock Road Culvert Rd. No.: 90100 - Shelton Matlock Road From: MP 8.03 To: MP 8.03 Replace existing culvert with a new structure Total 2016 Project Cost	---	PE	5/1/2015			RATA						80				
				RW										10				
				CN	7/15/2019			RATA								400		
				TOTALS				RATA								90	400	
08	1	CRP 1994 Highland Road Culvert Rd. No.: 04450 - Highland Road From: MP 1.47 To: MP 1.47 Replace existing culvert with a new structure Total 2016 Project Cost	---	PE	5/1/2015			RATA						60				
				RW										10				
				CN	7/15/2019			RATA								300		
				TOTALS				RATA								70	300	
08	1	CRP 1995 Cady Creek Culvert Rd. No.: 70390 - North Shore Rd From: MP 6.92 To: MP 6.92 Replace existing culvert with a new structure Total 2016 Project Cost	---	PE											56			
				RW												20		
				CN													350	
				TOTALS				RATA*									426	
08	3	CRP 1916 Cloquallum Road Rd. No.: 10000 From: MP 5.85 To: MP 6.85 3R Improvement - Resurfacing, Restoration and Rehabilitation Total 2016 Project Cost \$ 947,000	1.00	PE				RATA	30	4	34	34						
				RW	11/1/2015					21	21	21						
				CN	5/1/2016			RATA	754	138	892						892	
				TOTALS				RATA	784	163	947	947						
08	2	CRP 1970 Matlock Brady Road Rd. No.: 90100 From: MP 26.37 To: MP 27.6 Reconstruction Total 2016 Project Cost \$ 1,610,000	1.23	PE	5/1/2015			RATA	77	9	86	86						
				RW	9/1/2015					80	80	80						
				CN	5/1/2016			RATA	1015	429	1444						1444	
				TOTALS				RATA	1092	518	1610	1610						
08	4	CRP 1861 Simmons Road Rd. No.: 15240 From: MP 0.00 To: MP 1.06 ROW acquisition only Total 2016 Project Cost \$ 200,000	1.06	PE				State	30		30	30	118.5	127.5				
				RW				State	170		170	170	209	200				
				CN				State							5000	1079		
				TOTALS					200		200	200	327.5	5328	1079			

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9/12/2014

Six Year Transportation Improvement Program From 2016 to 2021

Agency: **Mason County**

Co. No.: **13**

Co. Name: **Mason County**

Hearing Date:

Adoption Date:

City No.: **- - -**

MPO/RTPO: **Peninsula**

Amend Date:

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Functional Class	Priority Number	Project Identification A. Federal Aid No. C. Project Title D. Street/Road Name of Number E. Beginning MP or road - Ending MP or road F. Describe Work to be Done	B. Bridge No.	Total Length	Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
					Project Phase	Fund Source Information				Total Funds	1st	2nd	3rd	4th thru 6th	Envir Type	R/W Required Date (mm/yy)		
						Federal Fund Code	Federal Cost by Phase	State Fund Source	State Funds								Local Funds	
07	5	Belfair Area Sidewalks - Old Belfair Highway Rd. No.: 98250 From: various To: various Construct ADA compliant Sidewalks Total 2016 Project Cost \$ 185,000		---	PE					25	25	25					E	Sep-15
					RW					15	15	15						
					CN					145	145	145						
					TOTALS					185	185	185						
07		Rd. No.: From: To:		---	PE													
		Total 2016 Project Cost			RW													
					CN													
					TOTALS													
09		Rd. No.: From: To:		---	PE													
		Total 2016 Project Cost			RW													
					CN													
					TOTALS													
08		CRP Rd. No.: From: MP To: MP		1.06	PE													
		Total 2016 Project Cost			RW													
					CN													
					TOTALS													
08		CRP Rd. No.: From: MP To: MP		1.06	PE													
		Total 2016 Project Cost			RW													
					CN													
					TOTALS													
				TOTALS	3.29													
						1086		2076	1901	5063	5063	2425	7219	8148				

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9/12/2014

APPENDIX C – Summary of Public Comments as of May 27, 2016

PUBLIC REVIEW AND COMMENT OPPORTUNITIES

Comments on the draft Mason County Transportation Plan were encouraged.

Two public open houses were held to review and discuss the draft plan and its recommendations. Those meetings were held on **Saturday, May 14, 2016:**

1. **Belfair Timberland Public Library – 10:00 – 12:00**
2. **Mason Transit-Community Center – 2:00 – 4:00**

Staff were on hand to answer questions, solicit input, and provide context on the relationship of this transportation plan to the overall comprehensive planning process.

Public Hearing Opportunities:

A public hearing before the Planning Advisory Commission was held on **Monday, May 16, 2016 at 6:00 pm** in Building 1 of the Mason County Courthouse Campus, at 411 N. 5th Street in Shelton. The hearing was extended to **May 23** to provide additional opportunity for review and comment. A second hearing on the draft Plan, before the Board of County Commissioners, is scheduled for Tuesday, June 21, 2016. Those comments will be added to those in this summary for the final adoption version of the plan.

**Draft Mason County Transportation Plan
Summary of Public Comments Received as of May 27, 2016**

May 14, 2016:

Open Houses at Belfair Timberland Library and the Transit-Community Center in Shelton

Comment	Response	PAC Direction
“Level of Service” concept needs more definition. LOS C and LOS D don’t mean anything to most people.	Recommend adding an explanation or illustration to System Performance content on pages 41-42 of current draft.	PAC approves the recommendation.
The Belfair Urban Growth Area Plan is characterized on page 1 as the result of a “recent” sub-area planning effort – the Belfair Plan was adopted in 2004.	Recommend revising language to more accurately depict age of the plan.	PAC approves the recommendation.
The Belfair UGA Plan is identified as a “previous plan” (pages 2-3) that has shaped the content of this draft plan. That Belfair Plan is outdated; there is greater clarity today on the issues and opportunities facing the Belfair community, and some of the transportation projects it proposed are in the works. The Belfair UGA plan needs to be updated to remain relevant and consistent with this transportation plan and other Comprehensive Planning requirements.	The draft plan does include an update of the Belfair UGA Plan in its Strategic Action Plan on page 53 though the name of that effort is not as clear as it could be. Recommend revising the name of follow-up activity to <u>Belfair UGA Plan Update</u> .	PAC approves the recommendation.
Countywide Planning Policies call for establishing LOS standards that encourage urban densities in urban growth areas. The draft plan only identified LOS for arterials.	A follow-up work program element in the Strategic Action Plan is intended to do just that (page 58). The goal of <u>Community-Derived Performance Measures</u> is to develop meaningful measures (levels of service) tailored to the different needs of the County, inside and outside of the UGAs. These may include congestion factors, as well as safety or multimodal factors. No change is recommended.	PAC approves the recommendation.

Comment	Response	PAC Direction
<p>Traffic counts are too old. The Average Daily Traffic volumes for North Shore Road, Old Belfair Highway, and Sand Hill Road seem low (page 40). Construction activities are driving a lot of traffic onto these roads, which were not built to carry this many vehicles.</p>	<p>The use of traffic counts from 2012 is not inappropriate for a plan such as this, nor would it be prudent to identify long-range road widening projects for temporary construction impacts. That said, Belfair is looking at many years of construction in front of it with massive traffic disruptions. It is possible that some interim and/or temporary measures could provide relief for access and circulation.</p> <p>Recommend adding a <u>Belfair Access and Circulation Study</u> to the list of follow-up activities to address interim and long-term needs for improving mobility in Belfair.</p>	<p>PAC approves the recommendation.</p> <p>Request a call-out box explaining role of traffic counts in evaluating system needs, and how the day-to-day travel experience may differ from what is presented in a long-range plan due to things like construction, holiday travel, etc.</p>
<p>Traffic congestion in Belfair impedes emergency response vehicles.</p>	<p>Such issues would be addressed by a <u>Belfair Access and Circulation Study</u>.</p>	<p>No change.</p>
<p>Speed limit on Old Belfair Highway is 45 mph. This is too high for the urban growth area. Also, people regularly drive much faster than that.</p>	<p>Such issues could be addressed by a <u>Belfair Access and Circulation Study</u>.</p>	<p>No change.</p>
<p>There are inherent conflicts between the exemption of SR 3 for concurrency and Mason County’s own GMA compliance requirements. WSDOT is not required to adhere to LOS standards for SR 3 because it is a Highway of Statewide Significance yet impacts of SR 3 traffic are diminishing Belfair’s quality of life.</p>	<p>This plan cannot address the legislation exempting WSDOT from complying with level of service and concurrency requirements on SR 3.</p> <p>No change is recommended.</p>	<p>PAC approves the recommendation.</p>
<p>Will WSDOT relinquish SR 3 when the Bypass is constructed or will it retain both roads as state highways? Mason County needs this information in order to plan for its future.</p>	<p>An inquiry has been sent to WSDOT soliciting a response to this question.</p>	<p>No change.</p>
<p>SR 3 improvements from the Theler Community Center to SR 106 are not included in the WSDOT highway system plan. They’re needed.</p>	<p>Though it is not in the highway system plan that project is included in this transportation plan because it is needed to improve mobility and safety for cyclists and pedestrians. Currently described as “SR 3 at Belfair – Non-motorized Improvements.”</p>	<p>No change.</p>

Comment	Response	PAC Direction
Add to the project description on page 46 of the “SR 3 at Belfair – Non-motorized Improvements” project a signalized pedestrian crosswalk at the intersection of SR 3 and Clifton Road.	Recommend adding “pedestrian crosswalk safety improvements” to the list of example projects needed to make SR 3 through Belfair safer for pedestrians.	PAC approves the recommendation. Also, correct intersection is SR 300 and Clifton Road.
Traffic congestion is causing people to leave Allyn because they are having such difficulty getting to their jobs in Bremerton at the Shipyard and Naval Station.	While this plan itself will not solve this problem it includes projects and policies intended to alleviate congestion levels people are currently experiencing. No change is recommended.	Add a reference to this problem to the description of the Allyn Access and Circulation Plan, identified in the Strategic Action Plan.
In the next to last sentence on page 42, add “on SR 3” in the Belfair area for added clarity.	Recommend revising language to include reference to SR 3 in the Belfair area, similar to the use of US 101 in Shelton’s urban growth area.	PAC approves the recommendation.
The last sentence on page 42 suggests the projects included in this list will enable US 101 and SR 3 to maintain their LOS standards. This is doubtful since the rest of the SR 3 project is not in the WSDOT plan and so won’t be funded in the course of this plan.	This plan does include a project to address the rest of SR 3, though funding is not yet identified. No change is recommended.	PAC approves the recommendation.
On page 44 the Plan references Concurrency Ordinance 10-07. That ordinance has since been updated.	Most of Mason County’s congestion is on SR 3, a state facility exempt from concurrency requirements. In addition, construction-related congestion on local streets is outside the typical realm of concurrency evaluation. That said, a local concurrency ordinance is a useful tool for evaluating and mitigating impacts of growth, particularly in urban growth areas where higher density development is desired. When Mason County completes its performance measures, those relevant to growth and concurrency should be incorporated into a concurrency ordinance that supports this plan. Recommend adding <u>Update Concurrency Ordinance</u> as a new work program element in the Strategic Action Plan.	PAC approves the recommendation.
Mason Transit is terrific – just the best!!!!	Passed that comment along to MTA.	No change.

Comment	Response	PAC Direction
<p>On page 45, the Belfair Bypass project description includes additional elements that are not included in that funded project, and which are Mason County responsibilities. Suggest pulling those elements out and creating a Belfair Connector Study as a separate project. Ensure it allows for earlier proposed routes to be revisited in case there is a more practical and affordable solution.</p>	<p>This suggestion could add clarity to the funded project and better emphasize the separate but related need to identify connectors between the new bypass and SR 3.</p> <p>Recommend revising project description to remove the potential connectors from Belfair Bypass and create a new <u>Belfair Connector Study</u> project with Mason County as the lead.</p>	<p>PAC approves the recommendation.</p>
<p>Strategic Action Plan should include reestablishment of a Belfair Sub-area Planning Group with inclusive membership, including school districts. Should include interviews with school bus drivers.</p>	<p>The Action Plan does include a <u>Belfair UGA Plan Update</u>. The County will determine the appropriate working group when it has the funding to pursue this work.</p> <p>No change is recommended.</p>	<p>PAC approves the recommendation.</p>
<p>Consider moving the Belfair UGA line to improve transportation.</p>	<p>Modifying UGA boundaries is the responsibility of the land use element, not the transportation element. Nothing in this plan precludes such analysis or action, if warranted.</p> <p>No change is recommended.</p>	<p>PAC approves the recommendation.</p>
<p>Mason County concurrency ordinance 10-07 or its update is not being enforced.</p>	<p>This topic is outside the parameters of this plan. Mason County experiences little growth-related congestion on its local streets. When system performance measures (LOS standards) are established the concurrency ordinance should be updated with any new growth-related measures.</p> <p>No change is recommended.</p>	<p>PAC approves the recommendation.</p>
<p>Merge the two UGAs – Belfair and Allyn.</p>	<p>Modifying UGA boundaries is the responsibility of the land use element, not the transportation element. Nothing in this plan precludes such analysis or action, if warranted.</p> <p>No change is recommended.</p>	<p>PAC approves the recommendation.</p>

May 3 – May 20:

Comments submitted to Mason County Public Works

Comment	Response	PAC Direction
<p>North Island Road on Harstine Island needs to be widened so that a fog line can be installed.</p>	<p>This falls within programmatic safety upgrades, which would not be apparent to someone reviewing the plan.</p> <p>Add a new <u>Programmatic Safety Project</u> and use North Island Road fog line as an example of potential projects, which are determined on a regular basis as funding allows.</p>	<p>PAC approves the recommendation.</p>
<p>Does Mason County have a comprehensive list of fish blocking culverts, a prioritization for replacement, and a timeline for replacement?</p>	<p>Mason County works off the WDFW barrier inventory, which is comprehensive but probably not complete. Grant applications to complete inventories and assessments have been unsuccessful so far. There are about 75 known barriers under county roads, representing \$22.5 million in replacement costs assuming an average cost of \$300k per project.</p> <p>Replacement prioritization is a four-pronged approach:</p> <ol style="list-style-type: none"> 1. Culverts that are failing and a threat to the safety of the traveling public are prioritized for transportation grant funding. 2. Lead Entities and LIOs prioritize barrier removals based on a watershed approach, and Mason County participates as it can. 3. County road reconstruction projects often lead to barrier removal. 4. WSDOT projects may lead to county barrier removal if in close proximity and the County has time to program dollars. 	<p>PAC approves the recommendation.</p>

Comment	Response	PAC Direction
	<p>This approach allows more projects to move forward as opposed to using one prioritization scheme.</p> <p>No change is recommended.</p>	
Does Mason County have maintenance plans to address culverts and catch basins or ditches on county roads that may retain or transport pollution (such as bacteria, metals, and petroleum products)?	<p>Yes, Mason County has a routine maintenance schedule to clean catch basins, culverts and ditches. While the transportation plan is not really the place to address maintenance, it is supported via Transportation Goals and Actions which include 5.1.2 - <i>Minimize transportation-related impacts on salmon, shellfish, and other wildlife or habitats through the replacement or retrofit of inadequate facilities and reducing or treating stormwater runoff.</i></p> <p>No change is recommended.</p>	PAC approves the recommendation.

May 16 PAC Public Hearing and Discussion

Comment	Response	PAC Direction
Appreciates the recognition of Mason Transit Authority and its role in the community. Public transit is an economic necessity for many, enabling them to get to jobs. MTA is good for the environment and good for the economy.	Agreed.	No change.
Dismayed at the minimal attention to need for bike facilities. Biking is a good recreational opportunity which is good for public health. Bike tourism can also be a boon for the local economy.	During the ensuing PAC deliberation after the hearing there was agreement among the PAC members that a prioritized list of bike facilities would be useful in securing state or federal project grants.	PAC Direction: Add a Strategic Action Plan item that results in a prioritized list of needed bike facilities.
Look for opportunities to improve bike safety by adding wide shoulders to rural roads, and then maintaining those shoulders. Adding a shoulder is probably cheaper than building a trail, and it	One of the follow-up action items is developing road standards. Those standards will clarify the role of wide shoulders to improve bike safety as well as the condition of the roadway itself. Mason County currently looks for	PAC approves the recommendation.

Comment	Response	PAC Direction
can sometimes be done as part of a maintenance project.	<p>opportunities to add wide shoulders when it is feasible within the funds available.</p> <p>No change is recommended.</p>	
It is not apparent within the projects identified in the plan what Mason County's priorities are.	<p>The long-range plan provides a 20-year policy framework but prioritization details are best established and updated on a more regular basis. The TIP-CAP has a primary role in reviewing long-range project needs and balancing them with near-term programmatic needs and capital projects.</p> <p>No change is recommended.</p>	<p>PAC approves the recommendation, though requests a diagram explaining the relationship between long-range planning framework and the other implementing regulations and project selection processes, to help clarify for the public where in the process different decisions are made.</p>
Will the bypass really be a bypass or will it be something else, more of a byway? Too many connections will diminish its usefulness as a bypass and it will become congested like SR 3.	<p>During the ensuing PAC deliberation after the hearing there was agreement among the PAC members that many people aren't familiar with plans for the bypass. The new bypass is intended to be limited access, meaning that it won't have driveways and curb cuts like SR 3. The discussion of connections pertains to what was discussed in the approved Environmental Assessment.</p>	<p>PAC Direction: Ensure language in Bypass project descriptions is clear that this will be a limited access facility. Be sure that any language regarding the connections is clear that these are potential mid-point connections as discussed in the EA. Finally, add language that the goal is for connectors to be completed at the same time as the Bypass.</p>
There are a lot of private roads in Mason County. Many people do not know how to maintain them to keep them in good condition and minimize ruts and potholes. The County has extensive experience in maintaining dirt and gravel roads, and does a good job. It would be helpful if the County provided guidance to private road owners on how to properly maintain their roads.	<p>Information passed along to Mason County Public Works staff.</p> <p>No change is recommended.</p>	<p>PAC approves the recommendation.</p>

Comment	Response	PAC Direction
As part of its commitment to reduce transportation impacts on the natural environment, Mason County should become a “no spray” county. WSDOT no longer sprays on SR 106; this should be extended countywide.	This is a maintenance and operations question best addressed by Public Works in consultation with local, state, and tribal fire fighters and the WSDOT. No change is recommended.	PAC approves the recommendation.

May 23 PAC Public Hearing and Discussion

Comment	Response	PAC Direction
Question: When can the Transportation Plan be updated again?	At a minimum, the Growth Management Act requires an update every ten years. However, Mason County can update it anytime between now and then through a formal amendment procedure targeting specific updates.	No change.
Question: Why is the project list ordered the way it is? Can it be reordered?	The project list implies no particular order and can be easily rearranged.	Reorder project list by lead agency; many of the projects on the list will be WSDOT projects.
Question: Where is SR 102?	It is the first section off of SR 3 on Dayton Airport Road.	Add Dayton Airport Road to the SR 102 label.
On page 13, policy point 2.1.2 – change “Make funding for preservation and maintenance of the existing transportation system a priority...” to “Make funding for preservation and maintenance of the existing transportation system the top priority...”	Taking care of existing infrastructure is the single most cost-effective investment for keeping life cycle costs as low as possible.	Change “...a priority” to “...the top priority...” recognizing that there will be exceptions to this occasionally.
In policy section 2.1, “Make Smart Investments,” add a new policy action that the County will look at connectivity the rest of the rest of the transportation system and street standards when deciding whether to bring a private road into the County inventory. The County will be responsible for maintaining these facilities into	County staff do have procedures in place for reviewing potential road additions. Roads must meet design standards in order to be accepted by the County. The policies and procedures by which private roads are converted to County roads is on the website.	No change, though if possible to insert a callout box explaining where to find more information on this process it would be helpful.

Comment	Response	PAC Direction
perpetuity. They should not accept substandard roads and roads that don't connect to anything.		
On page 15, in policy section 3.3, "Prepare for Emergencies," add additional language to action 3.3.3 acknowledging the need for a response plan specific to something like a fuel truck running off the road and ending up in Hood Canal. Recent auto runoff into Hood Canal is a reminder that it can happen with tanker vehicles, too.	A fuel truck crashing into Hood Canal would have significant ramifications for aquaculture and water quality in the Canal and would pose significant rescue challenges. This fits within the intent of "catastrophic events" requiring collaboration between Mason County and other emergency response providers.	Update policy action language to include coordinated response for hazardous materials running off the road into Hood Canal or other water bodies.
On page 17, policy action 5.1.2, suggest revising existing language to read, "Minimize transportation-related impacts on salmon, shellfish, and other wildlife or habitats through the replacement or retrofit of inadequate facilities, and reducing or <u>and</u> treating stormwater runoff, <u>and decreasing toxics used in road maintenance.</u>	This is consistent with the Environment goal and supportive of policy 5.1, "Reduce environmental impacts on the natural environment."	Update policy action language as proposed.
Appreciation expressed for the public comment received last week about bike routes. Mason County is located on an established, major bike route.	The plan supports increased availability of bike infrastructure.	No change.
Request that Mason County update the transportation plan when it completes an update of its LOS standards and system performance measures.	That is a decision to be made by the Board of County Commissioners at that time.	No change.
Request that Mason County expedites the development of a transportation concurrency ordinance and the Belfair UGA planning work upon completion of this transportation plan update.	This is a work program / budget decision to be made by Mason County Public Works as a part of its annual budget process.	No change.
Some of the terms and acronyms in the plan are not familiar to people.		Add a glossary to the appendix.

Comment	Response	PAC Direction
Add an additional point to policy action 2.1.3 noting that avoidance of unnecessary major reconstruction also minimizes travel disruptions.	Good point.	Update 2.1.3 to read “Recognize that keeping life-cycle costs as low as possible supports sustainable economic growth and vitality by avoiding unnecessarily expensive infrastructure reconstruction and replacement <u>and its associated travel disruptions.</u> ”
The draft plan indicates there are no marine terminals in Mason County. However, there are numerous public docks and haul-out facilities that support tribal and commercial fishing, which is an important part of the local economy.	This is a good point. While the emphasis is typically on larger commercial considerations when thinking about marine terminals, it is appropriate for Mason County to highlight those facilities that support its local economy even though they may be small in comparison to “traditional” marine terminals.	Update system inventory on marine terminals (page 37) to include public launches with importance to tribal and commercial fisheries: Port of Allyn’s Northshore launch and the Allyn dock; Port of Hoodsport launch; Potlatch launch; Twanoh State Park launch; Union boat launch at the Union marina; Latimer Landing; Jarrell’s Cove State Park launch.

Internal Staff Review Revisions

Revision
Page 14, Policy Action 3.1.4: add maintenance to the end of the sentence, just before lighting.
Page 19, Policy Action 6.3.3: Change beginning of sentence to, “Use innovative design techniques in order to ...”
Page 20, 2 nd bullet: Change last sentence to read, “Mason County’s budget currently supports chip sealing about 40 miles of roadway each year.”
Page 20, 4 th bullet: Add to end, “The County uses a fully integrated vegetation control plan that is cost effective and still remains sensitive to the environment as needed.
Page 44, mid-paragraph: Rework sentence that begins “While the concurrency ordinance is not part of the Transportation element”.