

ALLYN: MOVING FORWARD

A Circulation & Waterfront Access Plan



July 2017

Prepared by:

SCJ Alliance



On behalf of:

Mason County
Public Works Department



Acknowledgements:

The project team would like to thank Richard Bell, Jeff Carey, Debbie Clemen, Lary Coppola, Dennis Engel, Bonnie Knight, Christa Lyons, Kell McAboy, Brian Walsh, the Port of Allyn, Allyn Community Association, all of the workshop participants, and the entire community of Allyn for donating their time and energy in the development of this plan.

Table of Contents

INTRODUCTION	7
PLAN OBJECTIVES	7
SCOPE OF PLAN	7
PLAN DEVELOPMENT	8
ISSUES AND OPPORTUNITIES WORKSHOP	8
ONE-ON-ONE STAKEHOLDER INTERVIEWS	10
PRELIMINARY RECOMMENDATION PUBLIC WORKSHOP	10
GOVERNANCE BRIEFINGS	11
PLANNING CONTEXT	12
ALLYN URBAN GROWTH AREA PLAN (THE ALLYN PLAN)	12
ALLYN UGA ZONING CODE AND MAP	12
NORTH BAY TRAIL FEASIBILITY STUDY	13
BREMERTON ECONOMIC DEVELOPMENT STUDY (BEDS)	13
MASON COUNTY TRANSPORTATION PLAN	13
WSDOT SR 3 CORRIDOR SKETCH	13
EXISTING CONDITIONS	14
FACILITY INVENTORY	14
STREETS	15
TRANSIT	16
NON-MOTORIZED FACILITIES	16
PARKING	16
OPEN SPACE	17
CRASH HISTORY	18
RIGHT-OF-WAY STATUS	20
RECOMMENDATIONS	23
MAKE SR 3 A COMPLETE STREET	24
CORRIDOR TREATMENTS	26
Allyn Circulation & Waterfront Access Plan	3
TABLE OF CONTENTS	

INTERSECTION TREATMENTS	28
UPGRADE GATEWAYS	31
WAYFINDING SIGNAGE	32
SPEED LIMIT REDUCTION	32
ADVANCE THE LOCAL TRANSPORTATION NETWORK	33
RESOLVE ROW ISSUES	33
ACQUIRE CRITICAL COUNTY ROW	33
PRIORITY ROADWAYS	34
LOCAL STREET STANDARDS	36
NON-MOTORIZED CONNECTION TO LAKELAND VILLAGE AT WADE STREET	37
MANAGE DOWNTOWN PARKING	38
DESIGNATED PARK-AND-RIDE LOCATION	38
INTRODUCE BICYCLE PARKING	39
INSTALL ELECTRIC VEHICLE CHARGING STATIONS	39
OTHER PROJECT IDEAS	40
RASOR ROAD CONNECTION	40
EVAN STREET WATERFRONT PARK	40
NORTH BAY TRAIL	41
IMPLEMENTATION STRATEGY	42
<hr/>	
EVOLUTION OF A CORRIDOR APPROACH	42
ADOPT AND UPDATE PLANS	42
DEVELOP POLICIES AND STANDARDS	42
MAKE INITIAL INVESTMENTS	42
UPGRADE FACILITIES	42
SUMMARY OF RECOMMENDATIONS	43
KEY PLAYERS	45
FUNDING OPPORTUNITIES	45
STRATEGIC ACTION ITEMS	46

List of Figures

Figure 1: Issues and Opportunities Meeting Summary	9
Figure 2: Study Area and Facility Inventory	14
Figure 3: Crash History on SR 3 in Allyn	19
Figure 4: Vacated ROW in Allyn	21
Figure 5 SR 3 Corridor Recommendations	25
Figure 6: Town Center Standard Street Section	27
Figure 7: Town Edge Standard Street Section	27
Figure 8: Priority Roadways in Lower Allyn	35
Figure 9: Local Street Standard Street Section	36

INTRODUCTION

Allyn is an unincorporated community in Mason County situated on State Route 3 (SR 3) between Shelton and Belfair with roughly 2,000 residents and a whole lot of potential. Situated directly on the North Bay shoreline of Case Inlet, Allyn offers beautiful views, public waterfront access, and a well-developed water and sewer system. In 2006, The Allyn Urban Growth Area (UGA) Plan laid out an ambitious vision for a vibrant, mixed-use village center. This plan builds upon the prior work to provide specific transportation related recommendations that can help Allyn move forward to realize that vision.

Plan Objectives

How do we make SR 3 a better ‘Main Street’ for Allyn?

SR 3 is the main transportation artery of Allyn and the backbone of the commercial district. Thousands of vehicles pass through on this corridor every day and Allyn residents rely on it to get in and out of their community. How can the corridor be transformed from a highway to a multi-modal street that supports local businesses, improves safety, and conveys a sense of place while still fulfilling its highway function?

How do we enhance access to the waterfront and other community assets?

There are amazing waterfront amenities on the east side of SR 3 in Allyn but getting to them can be tricky. Congestion on SR 3, limited parking, and a lack of pedestrian facilities makes getting across SR 3 a challenge. What treatments will make it easier and safer for people to reach the places they want to go?

How do we improve circulation to support local trips and economic growth?

Allyn has an extremely constrained transportation network. There are few paved roads with limited connectivity between places in the community. The lack of roadway infrastructure and confusion over ROW status has hindered economic growth in Allyn. What are strategies for advancing the local street network and creating alternatives and redundancy in the transportation system? How can transportation improvements be made to support development?

Scope of Plan

While this study considered the entire Allyn UGA, the recommendations are largely focused on SR 3 and the commercial district. The Allyn UGA is often described in terms of Upper and Lower Allyn. Upper Allyn encompasses Lakeland Village, a large residential development nestled within a golf course and around Anderson Lake. Lower Allyn includes everything east and south of Lakeland Village, including the commercial district which is referred to as Downtown Allyn in this plan.

PLAN DEVELOPMENT

Public engagement is a critical component of any planning project. It facilitates the exchange of information between the project team and the stakeholders throughout the process. An effective plan must be informed by the people who will be most affected by its implementation and aim to accurately reflect their values and priorities. For this project, outreach efforts included presentations, public workshops, and individual meetings. Below is a summary of the outreach activities conducted throughout the plan development process.

Issues and Opportunities Workshop

Early in the planning process, Mason County partnered with the Allyn Community Association (ACA) to hold a public workshop on March 2, 2017. Participants were given a brief introduction to the project objectives and timeline then led in a mapping exercise to identify issues and opportunities. Some of the general themes heard at the meeting are listed below while specific input received at this meeting is summarized in Figure 1.

- More pedestrian and bicycle access
- Need for alternative routes for local traffic
- Parking is constrained in Downtown Allyn
- Need to address commuter parking activities
- Desire for standardized signage and wayfinding
- Poor lighting at night
- Difficult to make lefts onto and off of State Route 3 (SR 3)
- Need for additional access point in and out of Lakeland Village
- Improve pedestrian safety at intersections
- Better waterfront access and more open space



ACA members at the issues and opportunities workshop

Feedback from this meeting was used to guide further research and helped shape the preliminary recommendations.

Figure 1: Issues and Opportunities Meeting Summary



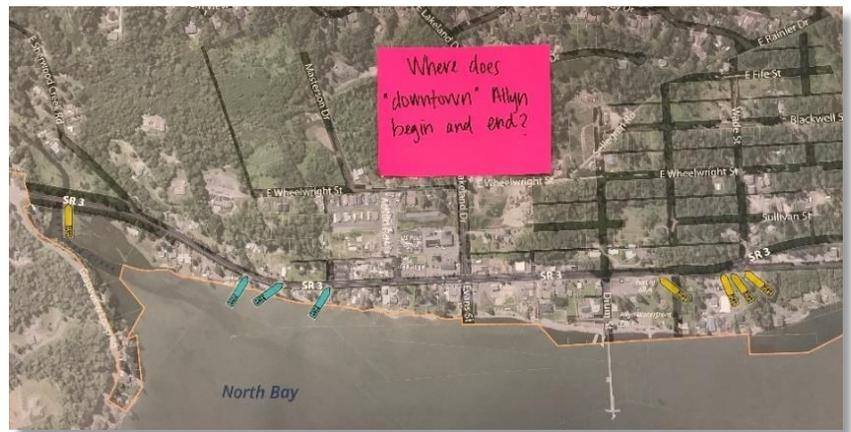
One-on-One Stakeholder Interviews

During the initial outreach phase, several members of the Allyn community were asked to participate in interviews to learn more about the area's history and their personal insights on transportation and development in the area. Interviewees included residents, property owners, utility providers, business owners, and local community leaders.

Preliminary Recommendation Public Workshop

A list of preliminary recommendations was developed after reviewing existing conditions data, stakeholder input, and past studies and plans. On May 11th, 2017, a public workshop was held in the Port of Allyn to share the preliminary list of recommendations and get further feedback.

One exercise asked participants to identify where 'Downtown Allyn' begins and ends. On the northern end, most people thought the border was near North Bay Road. On the southern end, most felt the boundary was near the Allyn Waterfront Park near the bend in the road where the bay comes into view.



Define 'downtown Allyn' exercise from public workshop

Participants reviewed the preliminary list of recommendations and shared their project priorities. The top priorities of those in attendance are listed below in order of priority:

- Improve pedestrian crossing at SR 3 and Lakeland Drive
- Lower speed limit on SR 3 in Downtown Allyn
- Improve Wheelwright Street
- Improve intersection of SR 3 at North Bay Road and Wade Street
- Improve intersection of SR 3 at Lakeland Drive and Evans Street
- Add pedestrian crossing at SR 3 and Drum Street
- Improve Wade Street
- Improve Masterson Street
- Build additional parking area
- Add left turn lanes or pockets in Downtown Allyn
- Build North Bay Recreational Trail
- Designate formal park-and-ride location
- Revise parking requirements in village commercial zone

Participants also learned about corridor and intersection treatments used to calm traffic and worked in groups to discuss roadway design options and potential street standards for the SR 3 corridor and the local street network.

Governance Briefings

Throughout the process, presentations were made to Mason County's Board of County Commissioners, Planning Advisory Commission, and Transportation Improvement Program Citizen Advisory Panel (TIP-CAP). During these briefings, information about the study was shared and input was solicited to direct policy decisions and provide guidance on recommendations.

PLANNING CONTEXT

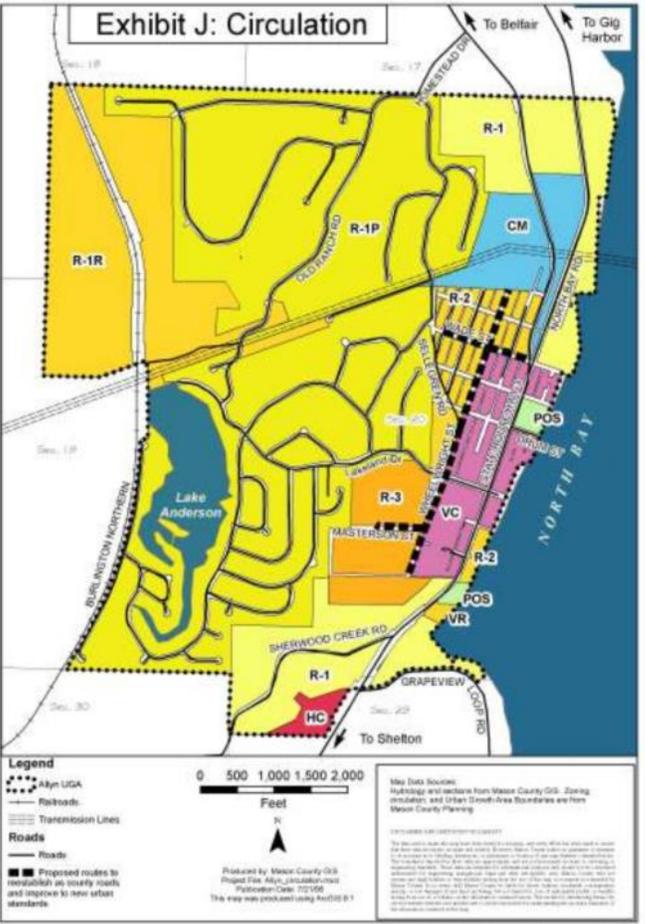
For such a small community, there has been an impressive amount of grassroots organizing and planning in Allyn. In addition, because of State Route 3's (SR 3) importance to the regional transportation network, there has been interest at the state level to understand how future growth will impact the corridor and communities like Allyn. The following is a list of previous planning efforts in Allyn with transportation components and how they relate the current planning effort.

Allyn Urban Growth Area Plan (The Allyn Plan)

In 2005, members of the community undertook an extensive planning effort to develop a comprehensive plan for Allyn's Urban Growth Area which resulted in the drafting and adoption of The Allyn Plan. One of the five elements of the plan is the Facilities and Services Element which includes sections on the existing conditions and desired conditions of the transportation system. The plan includes a list of recommended transportation and roadway projects, many of which are still relevant today. In this plan, Wheelwright Street, Wade Street, and Masterson Street were prioritized for future improvements due to their importance to the local street network and their development potential.

Allyn UGA Zoning Code and Map

The same community-driven planning process resulted in the creation and adoption of a zoning code and map for the Allyn UGA. In addition to regulations on commercial and residential development, the code includes sections that address off-street parking and a sign code. Changes to various sections of the code have been adopted over the last decade. The most recent, in March of 2016, allows multi-family residential units to occupy the ground level in the Village Commercial district.



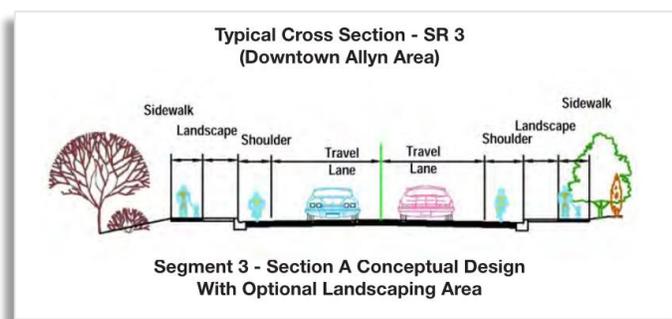
Roadway improvement priorities from The Allyn Plan

North Bay Trail Feasibility Study

In 2009, Mason County Parks and Trails published a feasibility and design report for a 3-mile recreational trail connecting Allyn to Coulter Creek in the northern end of Case Inlet. The North Bay Trail was identified in the 2008 Mason County Regional Trails Plan as a near-term priority. The study found the trail system to be generally feasible in terms of cost, potential trail and trailhead locations, and other practical considerations.

Bremerton Economic Development Study (BEDS)

In 2012, Washington State Department of Transportation (WSDOT) published a study that identified transportation improvements to support the growth and employment



Proposed SR 3 street section from WSDOT's BEDS Report

projections for the Bremerton area, targeting state highway corridors in the region including SR 3. In Allyn, the study proposed a street section for SR 3 in Allyn which included sidewalks on both sides of the roadway and identified the need for additional intersection control on SR 3 at N Grapeview Loop Road, Lakeland Drive, and North Bay Road. All potential improvements were evaluated based on safety, constructability,

congestion and mobility, environmental impact, and community issues. The Allyn projects were not included in the top tier of WSDOT priorities but remain identified as future needs.

Mason County Transportation Plan

Mason County's 2016 update of their Transportation Plan identified the need for a comprehensive transportation plan for Allyn with a prioritized list of implementation recommendations which aims to improve access and circulation, address outstanding questions about unused public rights-of-way, enhance walking and biking options, and facilitate compatible residential and commercial development.

WSDOT SR 3 Corridor Sketch

Washington State DOT's Corridor Sketch Initiative captures and documents consistent baseline information about each state transportation corridor to inform future investment decisions. Following Phase 1 of the initiative, the State's draft report stated that traffic forecasts showed traffic congestion through the Allyn area by 2030 and identified the need for an Allyn Congestion Relief Study to determine appropriate solutions. Phase 2 is currently underway and involves working with stakeholders to identify strategies to address the mobility performance gaps identified in Phase 1.

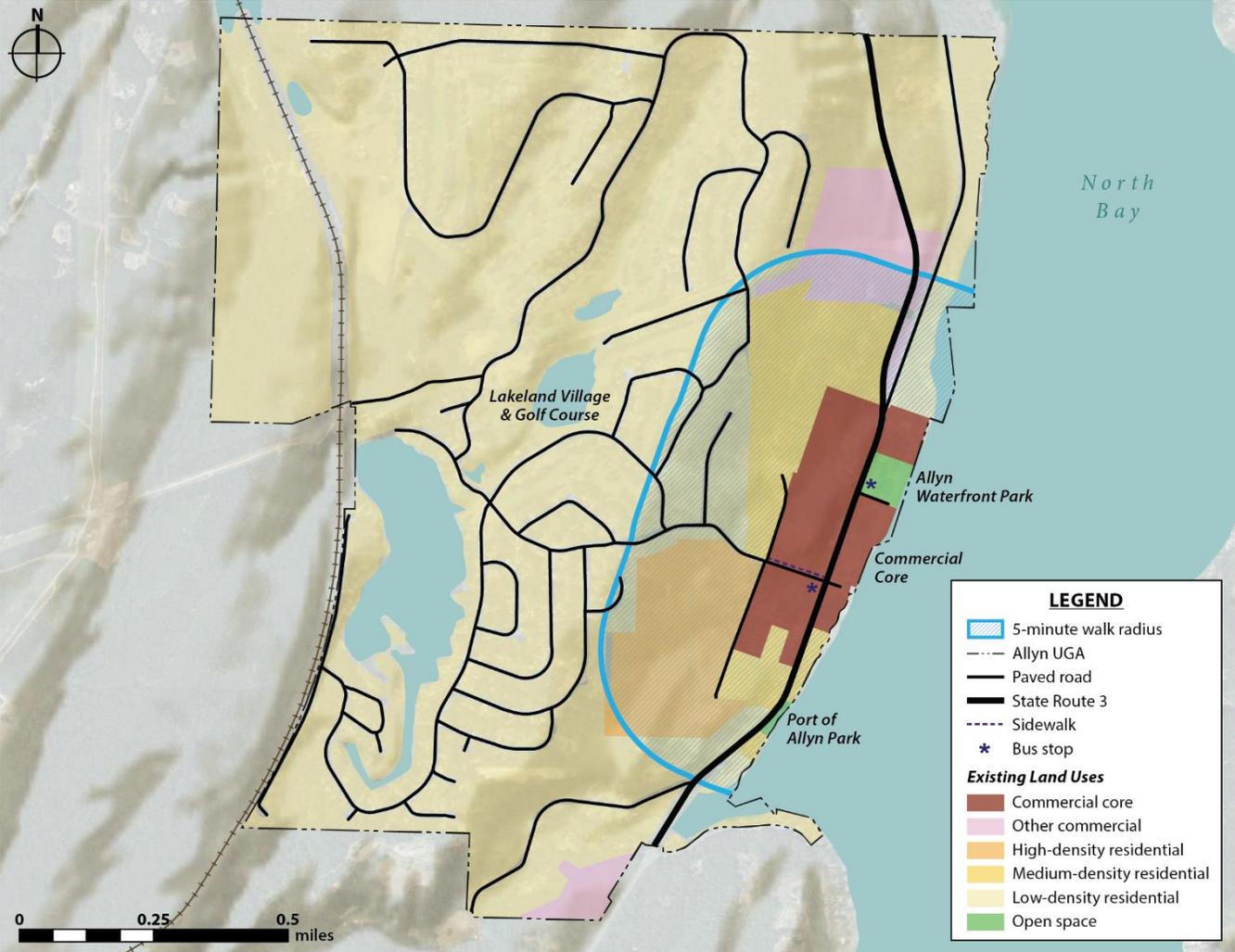
EXISTING CONDITIONS

In order to effectively plan for the tomorrow, it is important to understand what conditions exist today. As a part of this study, data was collected to develop a current snapshot of the transportation network in Allyn. Research included a facility inventory, an evaluation of crashes on State Route 3 (SR 3), and an analysis of right-of-way (ROW).

Facility Inventory

The following is a description of the transportation elements and open space assets that exist in Allyn today as shown in Figure 2.

Figure 2: Study Area and Facility Inventory



Streets

The primary roadway serving Allyn is SR 3, which runs north-south along Case Inlet. The highway runs right through the heart of Allyn, stretching from Shelton in the South to



SR 3 looking north at Evans Street

Belfair and communities on the Kitsap Peninsula in the north. Most of the commercial activity is located on either side of SR 3, making it the ‘Main Street’ of Allyn. The corridor has 12-foot lanes in each direction with a shoulder of varying width on either side. In 2007, upon community request, Washington State Department of Transportation (WSDOT) reduced the speed limit to 35 mph within the Allyn UGA boundary.

On the north end of Allyn’s town center at Wade Street, North Bay Road connects to SR 3 at a wye-intersection. As SR 3 begins to diverge from

Case Inlet, North Bay Road continues north along the shoreline, connecting Allyn to the Victor community, State Route 302, and Pierce County.

The Lakeland Village golf course and residential development has a system of curvilinear, low-volume public roads maintained by Mason County. There are two access points from Lakeland Village to SR 3; Lakeland Drive provides direct access to the center of Allyn and Homestead Drive provides access to SR 3 approximately one-mile north of Allyn.



Wheelwright Road looking south at Wade Street

Outside of SR 3 and Lakeland Village, there are few other paved roads in Allyn. There are two paved road spurs between SR3 and the shoreline; Evans Street, an extension of Lakeland Drive, and Drum Street at Port of Allyn Park. Also, a section of Wheelwright Street is paved between the Episcopal church and Sellegren Road.

Over time, other stretches of right-of-way have been graded to provide access to homes and property. These road sections are mostly gravel or dirt but some sections have been paved including a short section of Blackwell Street.

Transit

Mason Transit Authority (MTA) runs local and express bus service on SR 3. There are two designated stops in Allyn, one in each direction, found in the commercial core of the town. The stop in the northbound direction has a shelter outside the Port of Allyn building while a sign marks the southbound stop. Given the size of Allyn, transit services are well-used by commuters and informal park-and-ride activity occurs near Lakeland Drive and Evans Street in the center of town and on N Grapeview Loop Road just south of Allyn.



MTA bus shelter on SR 3 and Drum Street

Non-Motorized Facilities

By and large, the community of Allyn lacks pedestrian and bicycle facilities. Except for a 500' stretch of sidewalk on the north side of Lakeland Drive between SR 3 and Wheelwright Street, the state and county roads do not include bike lanes or grade-separated sidewalks. A shoulder of varying width is provided on either side of SR 3, delineated by a fog line. While pedestrians and bicycles can and do use this space to get from place to place, it does not adequately protect people from SR 3 traffic or convey to drivers that it is a pedestrian facility.

Parking

Free parking is available in Downtown Allyn at a few key locations. The Allyn Center, on Lakeland Drive between SR 3 and Sullivan Street, has several parking areas with approximately 100 spaces combined. The Port of Allyn also maintains two public parking lots north of Drum Street with approximately 60 spaces combined. Another small portion of public parking is available at the end of Evans Street.



Public parking areas in Lower Allyn



Picnic area at Port of Allyn Park

Open Space

There are two public open-spaces along the shoreline that are maintained and operated by the Port of Allyn. Both parks are accessible from SR 3 and are approximately half a mile apart.

Allyn Waterfront park is located at Drum Street near the Port of Allyn administration building and includes a picnic area, community gazebo, playground, dock, and boat launch.

Port of Allyn Park, also referred to as Allyn Kayak Park, is a smaller open-space located south of the town center which has picnic areas, beach access, and interpretive sign displays.

Crash History

An examination of the location, frequency, and types of vehicle crashes that have occurred can help to understand what safety issues might exist and how best to address them.

Crash data was obtained from WSDOT¹ for the one-mile stretch of SR 3 that runs through Allyn. The data includes all reported vehicle crashes that occurred in the most recent, complete five-year span of data available (January 1, 2012 through December 31, 2016).

During the five-year period, 51 crashes on SR 3 in Allyn were reported as summarized in Figure 3. There were no reported fatalities. A break-down of crash severity is provided in the chart to the right. It should be noted that it is likely more crashes occurred but went unreported.

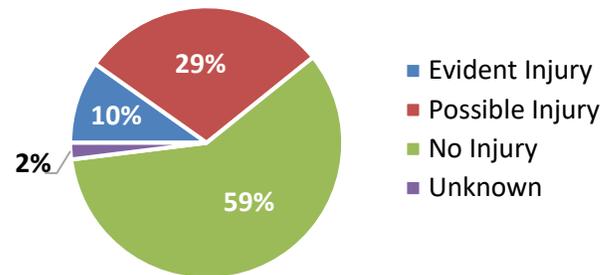
The data shows that locations with more turning movements experienced higher number of crash. The intersection at Lakeland Drive/Evans Street experienced eight crashes in the five-year period while the intersection North Bay Road/Wade Street experienced fifteen crashes. Also, the section of SR 3 just south of Drum Street that has several commercial driveways, including the gas station, had eight reported crashes in the five-year period.

Crashes involving left-turning vehicles and rear-ended vehicles made up 60 percent of the crashes. These findings support the community's noted difficulty making left-turns to enter or exit SR 3 and could support the need for a center turn lane for at least a part of SR 3 in Downtown Allyn. The occurrence of rear-end crashes also suggests that vehicles may be traveling too fast to adequately react to the actions of other vehicles on the road.

There was no apparent seasonality in the frequency of crashes. The same number of crashes were reported in summer and winter, both making up 29 percent of the total number of crashes. Crashes occurring in fall and spring made up 24 percent and 18 percent of the crashes respectively.

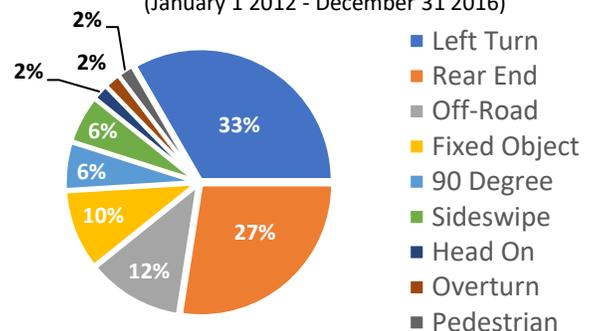
Severity of Crashes

(January 1 2012 - December 31 2016)



Type of Crashes

(January 1 2012 - December 31 2016)



¹ Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Figure 3: Crash History on SR 3 in Allyn



Right-Of-Way Status

The original 1889 plat of Allyn included a compact grid network of right-of-way (ROW) in Lower Allyn including north-south alleyways. However, many of these right-of-ways were never opened for public travel within five years of the plat and have therefore been vacated by operation of law under the State laws of 1889-1890. The laws governing ROW are complex and resolving issues or disputes requires a case-by-case approach.

Most of the ROW in Allyn remains unimproved and the roads are not maintained by the county but serve as utility and property access easements. In a number of cases where the ROW was never opened and vacated by operation of law, the County has processed formal vacation requests from property owners to create a public record of vacation. Figure 4 shows the sections of ROW that have been formally vacated through a property owner petition process.

In 2005, The Allyn Plan prioritized reestablishing Wheelwright Street, Wade Street, and Masterson Street as county roads to be improved. Red indicates vacated ROW sections on these roadways considered critical to the development of a local street network. Orange indicates vacated ROW sections that are not on critical roadways.

The history of ROW vacation in Allyn has resulted in unclear legal status that adversely affects private financing options and hinders development in the area.



Wheelwright Road looking south at Austin Street

Figure 4: Vacated ROW in Allyn



RECOMMENDATIONS

The recommendations in this plan are based on community input, existing condition data, and economic considerations. The aim of the following recommendations is to make Allyn a more vibrant, rural community with a walkable town center that celebrates its close connection to the water. This plan seeks to build on previous work, advance locally-identified priorities, and leverage opportunities to make progress on multiple fronts.

Recommendations have been categorized into the following three project areas:

MAKE SR 3 A COMPLETE STREET

Existing traffic conditions and potential economic vitality justify taking a complete streets approach along the segment of SR 3 that runs through the commercial core of Allyn. The objectives of the recommended improvements are to increase safety for all users, encourage walking and biking trips in the commercial core, improve access to the waterfront and other community assets, and develop a greater sense of place in Allyn.

ADVANCE THE LOCAL TRANSPORTATION NETWORK

There are limited options for people traveling in and out of Allyn which puts a lot of pressure on SR 3 and key intersections. Additionally, piecemeal County right-of-way and a lack of infrastructure has limited development opportunities in Lower Allyn. Advancing a network of local paved roadways would create redundancy in a constrained system, encourage economic development, and provide alternative routes for local trips. Additionally, increasing non-motorized connectivity between Lakeland Village and Lower Allyn expands local travel choices.

MANAGE DOWNTOWN PARKING

Limited parking or the perception of limited parking can discourage activity in the commercial core of Allyn. The purpose of these recommendations is to improve parking efficiency in Downtown Allyn, encourage high-occupancy commute options, and provide business-supportive amenities for cyclists.

Make SR 3 a Complete Street

The following recommendations pertain to the stretch of SR 3 in ‘Downtown Allyn’ which is defined in this plan as the segment between the intersection of North Bay Road and Wade Street to the north and Allyn Waterfront Park to the south. Most civic and commercial assets in Allyn are located along or adjacent to this portion of SR 3 including the two Port of Allyn parks and most of the local businesses.

The goals of these SR 3 related recommendations are to improve conditions for walkers and cyclists, calm through-traffic, reduce congestion, improve safety, and develop a corridor that looks and feels like Allyn’s ‘Main Street’ – clearly communicating to drivers that they are passing through a town with things to see and places to visit.

An overview of the SR 3 recommendations is shown in Figure 5 and are discussed in the order below. It should be noted, any and all work on SR 3 will require Washington State Department of Transportation (WSDOT) coordination and approval.

Corridor Treatments

For these recommendations, SR 3 through Downtown Allyn is separated into two segments based on adjacent land use and estimated pedestrian traffic. Recommended street standards are included for both of the following segments:

- **Town Center**
- **Town Edge**

Intersection Treatments

The plan gives recommendations for three intersections on SR 3 which are discussed from north to south in the following order:

- **North Bay Road and Wade Street**
- **Drum Street**
- **Lakeland Drive and Evans Street**

Gateway Treatments

This recommendation discusses possible gateway treatments and locations for either end of Downtown Allyn.

Speed Limit Reduction

This plan recommends a reduction in speed limit for SR 3 within Downtown Allyn.

Figure 5 SR 3 Corridor Recommendations



Corridor Treatments

In Allyn, SR 3 is a 60-foot wide right-of-way. The current configuration is roughly 40-feet wide with one 12-foot lane in each direction and shoulders of varying width on either side of the roadway. The current road profile does not provide adequate facilities for pedestrians and cyclists, offers no traffic calming, and simply feels like a highway speeding drivers through Allyn.

The following corridor treatment recommendations aim to manage traffic more efficiently and improve safety for all road users. The street sections have been tailored for the Town Center and the Town Edge which have distinct characteristics. When implemented, it will create a continuous pedestrian facility through Downtown Allyn – connecting the two Port of Allyn parks and all the businesses and homes found in between.

Town Center Corridor Treatment

Town Center has been defined as the section of SR 3 between Lakeland Drive and Drum Street, including the approaches to each intersection. This portion of SR 3 has the highest concentration of destinations that people would want to walk to or between.

The recommended street section for the Town Center is 52-foot wide which includes the following elements:

- (1) **11-foot travel lane** in each direction
- (2) **6-foot shoulder** on the west side of the roadway for bicycles traveling southbound, though pedestrians can use it too
- (3) **10-foot center turn lane** which clarifies driver intentions, allows through traffic to flow more freely, and reduces back-pressure on vehicles making turns off SR 3 which creates safety issues
- (4) **10-foot wide shared-use path** on the east side of SR 3 is recommended based on community feedback and given the right-of-way constraints on the corridor
- (5) **4-foot planting strip** between the shared path and the driving lane provides a buffer between moving traffic and pedestrians
- (6) **8-foot wide median refuge islands** should be considered where left turn volumes are low or restricted such as southbound at Evans Street and northbound at Drum Street.

Installing **center turn lanes** on two-lane roadways has been shown to reduce the occurrence of rear-end crashes

Median refuge islands allow pedestrians to make the crossing in two stages – finding a gap in traffic to cross one direction at a time. Islands must be 6-foot wide or greater to provide adequate protection.

Figure 6: Town Center Standard Street Section



Town Edge Corridor Treatment

Outside of the Town Center, pedestrian activity is not expected to be as high. Therefore, the recommended section is different for the Town Edge. The proposed street section still provides non-motorized connectivity but reduces the overall width of the roadway which will lower construction costs and limit potential conflicts with adjacent properties.

The recommended street section for the Town Edge is 40-foot wide which includes the following elements:

- (1) 11-foot travel lane in each direction
- (2) 6-foot sidewalk continued on the east side of the roadway
- (3) 6-foot shoulders on both sides of the roadway to accommodate cyclists in both directions and provide a buffer between moving traffic and pedestrians using the sidewalk

Figure 7: Town Edge Standard Street Section



Considerations

- *Any design and construction will require close coordination with adjacent property owners, businesses, and residents to mitigate potential impacts and ensure adequate access is maintained and parking is accommodated. While the proposed street profiles fit within the 60-foot ROW, there are existing uses within the ROW that would need to be resolved.*
- *Concerns were raised about people using the sidewalk or shared path as a parking lane or even as a driving lane. Special attention should be given to the design to discourage this behavior.*
- *Designs for SR 3 should consider Low Impact Development standards for storm water management to reduce impacts on water quality and potentially lower construction costs.*
- *Upgrades to roadway lighting should be included as a part of any SR 3 project, paying special attention to illumination at pedestrian crossing locations.*
- *The Allyn subarea plan should be updated to include the preferred corridor treatments on SR 3*

Intersection Treatments

Currently, SR 3 traffic through Allyn is uncontrolled – no roundabout, signals, or stop signs are present to stop or slow vehicles traveling north and south. Other than one marked crosswalk at Lakeland Drive, there are no other pedestrian facilities to help pedestrians cross the busy corridor. In addition, heavy traffic on SR 3 makes entering or exiting the corridor difficult.

More frequent intersection treatments in Downtown Allyn will make SR 3 feel more like a street and less like a highway. More frequent pedestrian elements, such as crosswalks, sidewalks, and median refuge islands, will demonstrate to drivers that they are traveling through a community and to proceed with care. In addition, intersection treatments improve the management of conflicting vehicular movements better which improves safety for everyone.

SR 3 at North Bay Drive and Wade Street

This is a multileg, irregular intersection. At this location, SR 3 and North Bay Road meet at a wye-orientation with Wade Street intersecting just north of the intersection. In addition, the grade and curvature of southbound SR 3 entering Allyn creates a dangerous mixture of speeding vehicles and poor visibility. As a result, vehicles approaching on either North Bay Road or Wade Street have a difficult time making turns onto SR 3. The need for upgrades at this intersection were identified in WSDOT's BEDS report. In addition, a preliminary study of current traffic volumes at this intersection indicate that it meets the warrant for a traffic signal or roundabout.

Single-Lane Roundabout	Traffic Signal
Reduces conflict points and opportunities for severe collisions	Drivers are familiar with this type of intersection control
Processes traffic more efficiently while calming traffic	Requires less space at the intersection
No signal maintenance costs	
More resilient in storms	
Opportunity for gateway treatments	

There are two options for additional intersection control at this intersection; a single-lane roundabout or a traffic signal. While both options have their advantages and disadvantages, WSDOT will require an Intersection Control Analysis (ICA) to determine the appropriate intersection design. An ICA is an official WSDOT approved evaluation

process which is required to pursue any change at this intersection.

Recommendation:

- **Perform an Intersection Control Analysis (ICA) to determine what control type WSDOT will require – single-lane round about or traffic signal.**

Considerations

- *Either choice would require an intersection design that incorporates Wade Street into the intersection, simplifies the conflicting turning movements, maintains access for trucks, and pays special attention to the private driveway on the east side of North Bay Road that serves multiple houses on the waterfront.*
- *A roundabout will have a larger footprint at the intersection and will likely require some ROW acquisition from adjacent property owners.*
- *During the outreach process, some residents voiced their concerns that a traffic signal will cause more congestion during peak periods and expressed an interest in a single-lane roundabout to calm traffic entering Allyn, simplify turning movements, and act as a gateway to the community.*
- *If a traffic signal is installed, the intersection could be simplified by removing the northbound slip lane onto North Bay Road – requiring northbound right turns to happen at the intersection in a designated right turn lane.*

SR 3 at Drum Street

The T-intersection with Drum Street running between SR 3 and the water provides access to the Port of Allyn Park, the public boat ramp, and waterfront homes. A northbound MTA bus stop with shelter is located on the northeast corner near the Port of Allyn building. Due to easy access to transit and waterfront amenities, this is a location likely to attract people who are walking. Additionally, residents expressed interest in an improved intersection treatment here. While traffic volumes at this intersection do not warrant traffic control, an uncontrolled crosswalk could be marked if traffic calming measures were installed.



Conceptual rendering of crosswalk at Drum Street looking north

The recommended treatment for the intersection at Drum Street includes:

- (1) Install crosswalks on the southern leg of SR 3 and across Drum Street
- (2) Add pedestrian warning signage at the SR 3 crosswalk
- (3) Construct median refuge island on southern leg

The Manual on Uniform Traffic Control Devices (MUTCD) provides guidance on the type of sign to use and proper location for pedestrian warning signage

SR 3 at Lakeland Drive and Evans Street

This intersection is the center of Allyn’s commercial district; there are well-established businesses on every corner, a bus stop on the southwest corner, and the only sidewalk in town is on the northwest corner. It is important crossing location between commercial centers on both sides of SR 3 and between the Lakeland Village neighborhood and the waterfront.

Currently, there is a crosswalk marked on the northern leg of SR 3 at the intersection but there is no signage to warn approaching vehicles of the pedestrian crossing location. Installing crosswalks on all legs of the intersection would make it clearer to drivers that pedestrians are likely to be crossing at this location.

Additionally, installing pedestrian warning signage would alert drivers of the crosswalk location further in advance which increases their likelihood of slowing and stopping for pedestrians.



Looking north at Evans Street toward existing crosswalk

This location is included in WSDOT’s SR 3 studies as a future traffic control location, but the current traffic volumes at this intersection are just below the federal requirements that must be met before for installing a traffic signal or constructing a roundabout. However, the current traffic volumes do meet the State requirements for a designated left-turn lane in the northbound direction. Furthermore, the crash history at this intersection and the commercial area just to the north indicate that turning movements were responsible for a number of crashes which suggests a center left turn lane could reduce the frequency of crashes.

With a center-turn lane installed, a median refuge island could be accommodated in the crosswalk on the northern leg of SR 3 due to the low volume of southbound vehicles turning left from SR 3 onto Evans Street. This would make it easier for people to cross the street at this busy intersection.

The recommended treatment for the intersection at Lakeland Drive and Evans Street includes:

- (1) Install crosswalks on all four legs of the intersection, including lighting**
- (2) Add pedestrian warning signage at both SR 3 crosswalks**
- (3) Install designated northbound left-turn lane on SR 3**
- (4) Construct a median refuge island on northern leg of SR 3**

Consideration

- *Coordinating with WSDOT to install Pedestrian warning signage at the existing crosswalk should happen as soon as possible.*
- *The potentially pent-up demand for a pedestrian crossing at this location, not represented in pedestrian counts due to a lack of safety, should be considered when determining the need for intersection control at this location.*

Upgrade gateways

Gateway treatments communicate to drivers that they have arrived at a town and should expect more pedestrian and commercial activity. Gateway treatments are often specially

designed to reflect the character of the community and help develop a sense of place.

The Port of Allyn installed welcome signs on SR 3 at Grapeview Loop Road and in the traffic triangle at North Bay Road. The existing signs feature seagulls which are representative of the waterfront in Allyn but the colors are muted and they are not in highly visible locations.

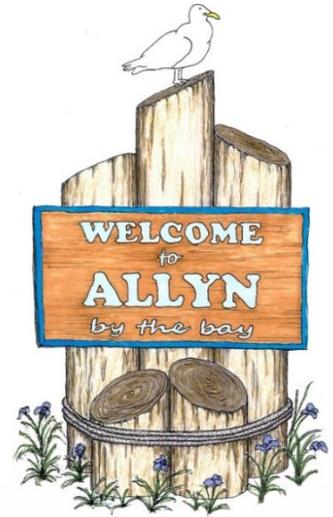


Existing gateway sign at Grapeview Loop Road

The current location at Grapeview Loop Road marks the official border of the Allyn UGA but it is somewhat removed from the businesses and community amenities associated with the community. The community of Allyn may consider relocating the southern sign to better reflect the entering and leaving the ‘Downtown Allyn’. Workshop participants identified the bend in SR 3, passing Allyn Waterfront Park when the bay comes into view, as the location where they feel like they have entered Allyn.

Recommendation:

- **Work with Port of Allyn and the Allyn Community Association to raise funds for replacing and/or relocating the gateway treatments.**



Concept for gateway treatment

Considerations

- *The sign on the north side of Allyn was recently hit by a vehicle and damaged which presents an opportunity to install a new gateway feature.*
- *If a roundabout is constructed at the intersection of SR 3 at North Bay Road and Wade Street, a new gateway feature could be incorporated into the design.*

Wayfinding Signage

The existing wayfinding signage in Allyn is mostly along SR 3 and is in the style of highway signs and only points to a few of the community assets including the post office and the public dock. To further develop the sense of place in Allyn, the community may want to design wayfinding signage that better reflects the character of the area and highlights more of the community assets. Two potential locations include SR 3 at Lakeland Drive/Evans Street and Drum Street.

Recommendation:

- **Develop uniform wayfinding signage plan for key locations in coordination with WSDOT.**



Existing signage on SR 3

Speed Limit Reduction

The posted speed through Allyn is 35mph which is too fast for an area working to increase walkability, transit access, and safety in its business core. A speed limit reduction to 25mph would signify that SR 3 in Downtown Allyn supports a walkable, vibrant town center. Approval from WSDOT will be required to implement a speed limit reduction and the request will only be considered if it is done in combination with other traffic calming measures and physical roadway changes as described in previous recommendations.

Recommendation:

- **Coordinate speed limit reduction request with future WSDOT traffic calming projects on SR 3.**

Advance the Local Transportation Network

Outside of Lakeland Village and SR 3, there are few paved roads within the community of Allyn. Most of the right-of-way (ROW) included in the original plat of Allyn has gone unimproved over the last 130 years. Over this same time span, there have been numerous vacations in Lower Allyn that have left a patchwork of ROW in the area. Many of the roads in Lower Allyn are informal, gravel roadways open to the public but primarily used by local residents.

Beyond improving access and circulation in Lower Allyn, there is a strong economic case for resolving the ROW issues and building a local street network. Currently, there is unmet development potential of land parcels in Lower Allyn, especially in areas zoned for commercial or multi-family residential uses. Clarifying the ROW status and paving critical local streets will make development more attractive and improve property owners' ability to gain financing. Ultimately, more development means more tax revenue for the County and a more vibrant Downtown Allyn.

Resolve ROW issues

Addressing the ROW issues in Allyn will require a land use law specialist to sort out where conflicts exist, determine if critical corridors have been vacated by operation of law, and review existing policy on ROW vacation to ensure critical roadways are sufficiently protected. The goal of this work would be to ensure critical roadway sections are under the jurisdiction of Mason County.

Recommendation:

- **Work with the Prosecutor's Office to reconcile the legal status of critical roadways and prepare a plan for reclaiming and protecting County ROW.**

Acquire Critical County ROW

For reasons of access and circulation as well as economic development, some roadways in Allyn serve a higher and greater use as public ROW than as private property. Property owner negotiations and acquisitions will be required to reestablish County ROW that is currently privately owned.

Recommendation:

- **Initiate the negotiation and acquisition process to reclaim critical County ROW**

Priority Roadways

Future roadway investments should prioritize roadways that create a network of interconnected streets – ensuring adequate access and circulation in the areas of Allyn with the most potential for future development. This plan, in agreement with the Allyn Plan, recommends the designation of the following priority roadways in Lower Allyn as shown in Figure 8:

- Wheelwright Street (entire length)
- Wade Street (Fife Street to SR 3)
- Masterson Street (entire length)

All three streets would support areas of Allyn zoned for either commercial or higher-density residential development. Masterson Street is located in the heart of the parcels zoned for high-density residential use and the combination of Wheelwright Street and Wade Street would create an alternative route to SR 3 and relieve pressure on the intersection of SR 3 and Lakeland Drive.

Recommendation:

- **Add the design, ROW acquisition, and construction of Wheelwright Street, Wade Street, and Masterson Street to the capital project lists.**

Consideration

- *The scope of these capital projects may be limited to ROW acquisition and design. Some or all of the burden to construct could be placed on the development community*
- *If constructed by the County, the scope may be limited to the roadway elements – asphalt travel lanes with shoulder, no gutter or curb.*

Figure 8: Priority Roadways in Lower Allyn



Local Street Standards

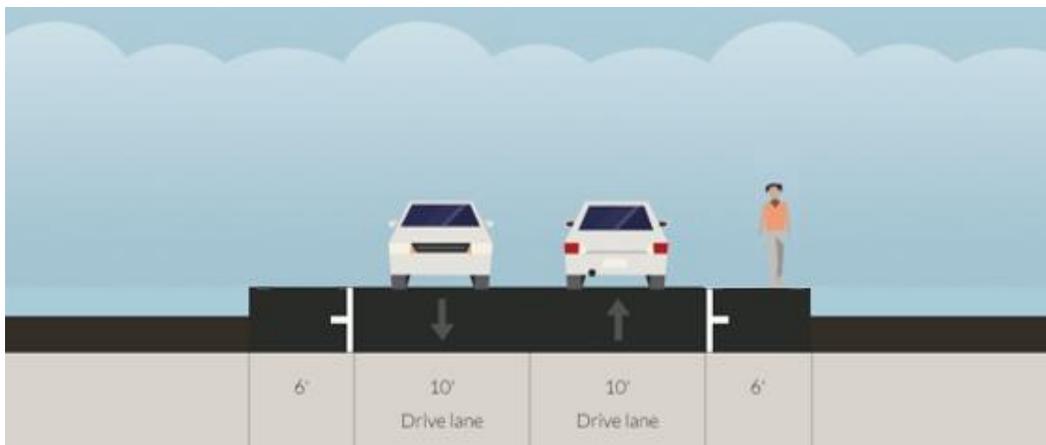
Each of the priority roadways was originally platted as 60-foot ROWs which is plenty to provide the corridor elements that are needed to support the low-volume, local access streets that are envisioned.

Due to the topography of Lower Allyn, imposing a strict street standard may cause unnecessary inflation of construction costs and/or create access issues for adjacent properties. The most important thing is that the street is wide enough to accommodate two-way vehicle traffic and provide some level of pedestrian access.

At a minimum, the recommended street section for local streets is 36-foot wide and includes the following elements:

- (1) 10-foot travel lane** in each direction
- (2) 6-foot shoulders** on both sides of the road delineated by a fog line or a low-profile asphalt curb

Figure 9: Local Street Standard Street Section



Considerations

- *Where feasible or as development occurs, 6-foot sidewalks could be constructed to replace the asphalt shoulder and provide a grade-separated pedestrian facility.*
- *Volumes on these roadways are expected to be low enough for bicycles to safely share the road with vehicles.*
- *Storm water management and design will need to be addressed on a case by case basis given the particular location and topography of the roadway segment*
- *The recommended local street section should be coordinated with or included in the existing County roadway standards and specifications*

Non-Motorized Connection to Lakeland Village at Wade Street



Possible alignment for trail connection

For residents of Lakeland Village, there are few connections between the residential neighborhood and the amenities located in Lower Allyn. By vehicle, there are only two access points; one at Lakeland Drive in Downtown Allyn and the other at Homestead Drive onto SR 3 north of Allyn.

This plan recommends formalizing a non-motorized access point by constructing a permanent pedestrian and bicycle trail connection from Lakeland Village's E Rainier Drive to Wade Street.

Recommendation

- **Reach out to the property owner of the affected parcel and conduct a targeted survey of residences nearby to gauge community support for the concept.**

Considerations

- *The project would require the acquisition of a small piece of the land with limited development potential that lies between Mason County's ROW on E Rainier Drive and Wade Street.*
- *The project may also require coordination with the Port of Allyn which owns an adjacent parcel of land where the water tower is located.*
- *The grade is steep in this area and a switchback design may be necessary to make it comfortable for more people.*

Manage Downtown Parking

During the outreach process, residents and business owners shared the observation that parking is limited in Downtown Allyn. While building a dedicated public parking facility in Lower Allyn is not an efficient or economical use of land, there are other measures that can be taken to make existing parking areas operate more efficiently.

In addition, carrying out the pedestrian connectivity elements of this plan are expected to improve parking operations. Once sidewalks and crossings are in place, visitors in Downtown Allyn will be able to park once and walk between multiple destinations. They will also feel more comfortable parking further from their destinations knowing they can safely walk there.

Designated Park-and-Ride Location

Identifying an alternative park-and-ride lot for commuters connecting to Mason Transit Authority (MTA) bus services would relieve pressure on the public parking in the center of Allyn where parking for businesses and services is now limited. In addition, having a secure and guaranteed location to park might encourage more people to choose to commute by bus could mean more people in downtown Allyn and less vehicles on the road.

The Port of Allyn Board of Directors has expressed interest in working with Mason County to explore creating a small park-and-ride facility on their property. The Port currently has two parking areas, both accessible from Drum Street, that serve the Port of Allyn Park; one on the waterfront and one closer to SR 3.

These parking areas experience higher usage over the weekend and in the summer months when people visit the park and use the boat launch. Members of the community mentioned that the waterfront parking area is also used during the day for families visiting the playground and workers on their lunch breaks. The parking area closer to SR 3 is used less often during the work day which, along with its proximity to the existing northbound bus shelter and SR 3, make it an ideal candidate for a commuter parking location.

Further discussions between Mason County, The Port of Allyn, MTA, and WSDOT will be required to formalize an agreement. A future project may include other elements such as bus stop upgrades or improved lighting and security features.

Recommendation:

- **Form a working group, including the Port of Allyn and MTA and WSDOT, to discuss the opportunities and challenges of locating a park-and-ride facility on Port of Allyn property.**

Introduce Bicycle Parking

Currently, there is no designated place to park a bicycle in all of Allyn. Installing bike racks outside of businesses is a low-cost improvement that can instantly make Allyn a more bike-friendly community.

There are potentially three kinds of bike riders that may want to have a safe place to leave their bike:

- Casual recreational riders from the surrounding areas accessing downtown businesses and activities
- Long-distance recreational cyclists on SR 3
- Commuters connecting to transit service

Offering a safe place for bicyclists to lock up if they want to stop for lunch or a beverage or park for the day while they are at work would be advantageous for businesses in Allyn.

Recommendation:

- **Identify local businesses that would be interested in installing bike parking and develop a bike parking program.**



Lock-and-Ride facility in Perth, Australia

Consideration

There may be an unmet demand for bike commuting in the area due to the lack of amenities. A bike-and-ride facility could serve commuters from Lakeland Village or Grapeview who live within biking distance of Downtown Allyn but don't have access to a secure place to park their bikes for the day. Planning and design of this facility could happen concurrently with the development of the park-and-ride lots.

Install Electric Vehicle Charging Stations

WSDOT has a goal to have 50,000 electric vehicles on their roads by 2020 and has launched a pilot program to expand the availability of EV fast charging infrastructure along state routes. Providing electric vehicle (EV) charging stations, can be a way for rural communities to attract visitors and offer them a spot to stay while they recharge. For instance, Belfair installed a station at Log Plaza in 2012. Allyn may consider doing the same and potentially coordinate installation with the proposed park-and-ride facility

Recommendation:

- **Investigate potential properties to install an EV charging station and research potential funding opportunities.**

Consideration

Installation will require the electrical infrastructure to support a level 2 charging facility.

Other Project Ideas

There were several other ideas that were discussed during the planning process with merit but were found to be outside of the scope of this plan. Brief descriptions of each concept are included here for reference and for future planning purposes.

Rasor Road Connection

For many years now, there has been interest in the construction a roadway connection between the west side of Lakeland Village and Rasor Road. This connection would create an additional access point in and out of Lakeland Village and relieve some of the pressure on the existing two access points. It could also create more development opportunities in areas in the Allyn UGA west of Lakeland Village. It would require the design and construction of a road between one-half mile and a mile long to connect to the existing Rasor Road.

The cost associated with the design and construction of this new roadway connection would be large. Before beginning the design process, a rough cost benefit analysis should be conducted to decide if the need for this project is great enough to justify the cost. If it is found to be justified, the next step would be to initiate a study to identify and evaluate alternative roadway alignments to determine a preferred alternative before developing a preliminary design.

Evan Street Waterfront Park

An idea was raised during a community meeting to construct a small waterfront park at the street end of Evans Street which would create an additional public open space and improve access to the waterfront. Currently, there is parking at this location. A park here could include a boardwalk element, seating, and/or interpretive signs. While the footprint of the park would be within the limits of the ROW, the project may require zoning map change and may remove some public parking spaces.



Existing conditions at the end of Evans Street at the waterfront



North Bay Trail

The North Bay Trail project has been on peoples’ minds for a long time. The proposed pedestrian and bicycle trail would connect downtown Allyn to Coulter Creek at the top of North Bay following the shoreline of Case Inlet. Mason County Parks and Trails published a feasibility and design report in 2009. The study found no insurmountable obstacles practically speaking and developed conceptual designs and a phasing strategy.

While the cost of the project as a whole is very large, it is intended to be implemented in phases. This project presents a large potential benefit to Allyn and the surrounding area. The trail would provide a safe place to walk, run, or bike for longer distances and could also be used for events such as community races. The next step in moving this project forward would be to identify the first segment to construct and obtain grant funding to complete the design.

IMPLEMENTATION STRATEGY

Evolution of a Corridor Approach

Transforming the transportation network in Allyn will be a long process dependent on funding availability and political will. This plan takes the evolution of a corridor approach when thinking about how to implement projects and identify next steps.



Adopt and Update Plans

Keeping local and regional planning documents up-to-date to identify current needs and future projects is the first step in creating a better transportation network. Once identified, a project is more likely to be incorporated into a capital program or be eligible for grant funding.

Develop Policies and Standards

Adopting policies, such as a ROW policy, help to ensure that as change happens in the community, there is guidance on how to proceed in accordance with the larger plan and vision. As appropriate, street standards should be incorporated into the Transportation Element of the Allyn UGA Plan to ensure that as roadway projects or developments get underway, specifications are available during the design phases to ensure streets are built to a uniform standard that furthers the community vision.

Make Initial Investments

Mason County should add the design and construction of priority local streets to their capital project lists. Mason County should also coordinate with WSDOT to accommodate modest improvements on SR 3 during their regularly schedule repaving work

Upgrade Facilities

Leverage development and obtain grant funding to construct pedestrian and bicycle infrastructure. Adopted street standards will require future developer-driven mitigations to build compatible frontage improvements.

Summary of Recommendations

As with many planning efforts, it is important to recognize that achieving the larger vision takes a lot of dedicated people making a series of small steps forward. Many of the recommendations included in this plan represent that first action that will be required to get the ball rolling for a potential project. Below is a summary of the recommended actions:

Making SR 3 a Complete Street (SR3)

SR3-1. The recommended street section for the Town Center is 52-foot wide which includes the following elements:

- (1) 11-foot travel lane in each direction
- (2) 6-foot shoulder on the west side of the roadway for bicycles traveling southbound, though pedestrians can use it too
- (3) 10-foot center turn lane which clarifies driver intentions, allows through traffic to flow more freely, and reduces back-pressure on vehicles making turns off SR 3 which creates safety issues
- (4) 10-foot wide shared-use path on the east side of SR 3 is recommended based on community feedback and given the right-of-way constraints on the corridor
- (5) 4-foot planting strip between the shared path and the driving lane provides a buffer between moving traffic and pedestrians
- (6) 8-foot wide median refuge islands should be considered where left turn volumes are low or restricted such as southbound at Evans Street and northbound at Drum Street.

SR3-2. The recommended street section for the Town Edge is 40-foot wide which includes the following elements:

- (1) 11-foot travel lane in each direction
- (2) 6-foot sidewalk continued on the east side of the roadway
- (3) 6-foot shoulders on both sides of the roadway to accommodate cyclists in both directions and provide a buffer between moving traffic and pedestrians using the sidewalk.

SR3-3. Perform an Intersection Control Analysis (ICA) to determine what control type WSDOT will require – single-lane round about or traffic signal.

SR3-4. The recommended treatment for the intersection at Drum Street includes:

- (1) Install crosswalks on the southern leg of SR 3 and across Drum Street
- (2) Add pedestrian warning signage at the SR 3 crosswalk
- (3) Construct median refuge island on southern leg.

SR3-5. The recommended treatment for the intersection at Lakeland Drive and Evans Street includes:

- (1) Install crosswalks on all four legs of the intersection, including lighting
- (2) Add pedestrian warning signage at both SR 3 crosswalks
- (3) Install designated northbound left-turn lane on SR 3
- (4) Construct a median refuge island on northern leg of SR 3.

SR3-6. Work with Port of Allyn and the Allyn Community Association to raise funds for replacing and/or relocating the gateway treatments.

SR3-7. Develop uniform wayfinding signage plan for key locations in coordination with WSDOT.

SR3-8. Coordinate speed limit reduction request with future WSDOT traffic calming projects on SR 3.

Advancing the Local Street Network (LSN)

LSN-1. : Work with the Prosecutor's Office to reconcile the legal status of critical roadways and prepare a plan for reclaiming and protecting critical ROW.

LSN-2. Initiate the negotiation and acquisition process to reclaim critical County ROW.

LSN-3. Add the design, ROW acquisition, and construction of Wheelwright Street, Wade Street, and Masterson Street to the capital project lists.

LSN-4. At a minimum, the recommended street section for the local street network is 36-foot wide which includes:

- (1) 10-foot travel lane in each direction
- (2) 6-foot shoulders on both sides of the road delineated by a fog line or a low-profile asphalt curb.

LSN-5. Reach out to the property owner of the affected parcel and conduct a targeted survey of residences nearby to gauge community support for the concept

Managing Downtown Parking (DP)

DP-1. Form a working group, including the Port of Allyn, MTA, and WSDOT to discuss the opportunities and challenges of locating a park-and-ride facility on Port of Allyn property

DP-2. Identify local businesses that would be interested in installing bike parking and develop a bike parking program.

DP-3. Investigate potential properties to cite an EV charging station and research potential funding opportunities.

Key Players

Making progress on any one of these recommendations or projects will require time, energy, and coordination from many different players within the community and region. Different organizations will have to take the lead on carrying out different aspects of this plan. Some of the key stakeholders that will need to be involved in the implementation of this plan include:

- Mason County
- Washington State Department of Transportation (WSDOT)
- Peninsula Regional Transportation Planning Organization (PRTPO)
- Mason Transit Authority
- The Port of Allyn
- Allyn Community Association
- Public Utilities District (PUD)

Funding Opportunities

Finding funding is one of the largest hurdles to overcome when it comes to implementing a plan. As an unincorporated community, Allyn is heavily reliant on Mason County, WSDOT, and grant funding to help them achieve their vision. Below is a list of transportation grants that fund the types of projects that are included in this plan.

Surface Transportation Block Grant Program – Provided by Federal Highway Administration (FHWA) and administered by Mason County, these grants can be used to fund roadway projects including the construction of pedestrian and bicycle facilities.

FAST Act Transportation Alternatives Set-Aside Funding – Provided by the FHWA and administered by PRTPO, this funding source replaces the previous Transportation Alternative Program (TAP) to fund projects with multimodal transportation and access to transit elements.

Regional Mobility Grant Program – Provided by WSDOT, these funds are awarded to local transit agencies to support projects that improve access to transit and reduce congestion on Washington’s heavily traveled roadways including park-and-ride lots.

Formula Grants for Rural Areas – Provided by the Federal Transit Administration (FTA), these grants are specifically awarded to rural communities trying to improve public transportation services.

People for Bikes Community Grant Program – Provided by the non-profit organization, People for Bikes, these funds are awarded to local agencies and advocacy organizations for bicycle projects including trails, programs, and other amenities, such as bicycle parking.

Aquatic Lands Enhancement Account – Provided by Washington State Recreation and Conservation Office (RCO), these funds can be used for the development of a waterfront park area.

Strategic Action Items

This plan will result in a series of projects. The following table summarizes the action items that will be required to implement the many elements of this plan. Potential project lead or leads have also been identified. Relative cost, priority, and time-frame are provided to help prioritize efforts and investments.

Actions	Lead	Relative Cost	Relative Priority	Relative Time Frame
SR 3 Complete Street Project	WSDOT	High	High	Long-Term
Intersection Control Analysis (SR 3 at North Bay Road/Wade Street)	WSDOT/Mason County	Low	High	Near-term
Resolve ROW Issues	Mason County	Low	High	Near-term
Acquire Critical County ROW	Mason County	Medium	High	Near-term
Design of Critical County Roadways	Mason County	High	Medium	Long-Term
Non-Motorized Connection to Lakeland Village at Wade Street	Mason County	High	Low	Long-term
Electric Vehicle Charging Station	Mason County/Port of Allyn/PUD	Low	Low	Near-term
Park-and-Ride Lot	MTA/Port of Allyn/WSDOT	Medium	High	Near-term
Bike Parking Program	Port Allyn/ACA	Low	Medium	Near-term
Upgrade Wayfinding Signage and Gateway Treatments	Port of Allyn/ACA	Low	Medium	Near-term