

ORDINANCE NUMBER 34 - 16

AN ORDINANCE AMENDING ORDINANCE 129-08 REVISING
CHAPTER VIII – TRANSPORTATION –
OF THE MASON COUNTY COMPREHENSIVE PLAN

AN ORDINANCE amending Chapter VIII – Transportation – of the Mason County Comprehensive Plan, under the authority of RCW 36.70A.

WHEREAS, the Washington Growth Management Act (RCW 37.70A) requires each county, including, Mason County, to take legislative action to review and revise its Comprehensive Plan and development regulation periodically, if needed, to ensure that the plan and regulations continue to comply with the requirements of the Act; and

WHEREAS, Mason County last updated the Transportation element December 9, 2008, under Ordinance 129-08; and

WHEREAS, the County identified through the periodic update checklist, revisions that need to meet regulation requirements of the Washington Growth Management Act.

WHEREAS, on May 23, 2016, the Mason County Planning Advisory Commission held a public hearing about the proposed changes to the Transportation Element of the Comprehensive Plan and passed a motion to recommend the approval of said changes; and


WHEREAS, based upon staff reports, the proposed revisions to the Mason County Comprehensive Plan and public testimony, the Mason County Board of Commissioners has approved the finding of facts to support its decision.

THEREFORE, BE IT RESOLVED, that this ordinance amends those portions of Ordinance 129-08 pertaining to Chapter VIII - Transportation;


NOW THEREFORE, BE IT HEREBY ORDAINED, that the Board of Commissioners of Mason County hereby approves and adopts revisions to the Transportation Element (Chapter VIII) of the Mason County Comprehensive Plan (Attachment A).

DATED this 21 day of June 2016.

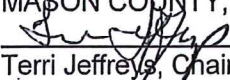
ATTEST:


Julie Almanzor, Clerk of the Board

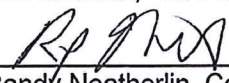
APPROVED AS TO FORM:


Tim Whitehead,
Deputy Prosecuting Attorney

BOARD OF COUNTY COMMISSIONERS
MASON COUNTY, WASHINGTON


Terri Jeffreys, Chair


Tim Sheldon, Vice Chair


Randy Neatherlin, Commissioner

Draft Mason County Transportation Plan

Summary of Public Comments Received Since May 27, 2016 - Interagency Review Comments, Responses, and Proposed Language

City of Shelton

Comment | Response and Proposed Language Change

Population projections on page 11 should be revised to reflect an increase of 4,000 people above the OFM medium growth series. Also, increase the total share of future growth going into Shelton and its UGA from 1/3 of all future growth to 50% of all future growth. This deviation was vetted with Mason County Community Development Department and is documented in a memo dated 4.20.16. Population references in the plan should be updated to reflect this increase. Assume that 90% of Shelton Hills will be built out between 2022 and 2036; assume that the potential Goldsborough development intended for the expanded UGA would occur late in the twenty year planning horizon.

Response and Proposed Language Change

Confirmed with Mason County staff that population forecast should be increased by 4,000 people. [page 11]

Mason County Long-Range Growth Forecast

Mason County	2010	2015	2020	2025	2030	2035	2040
Population	60,699	63,203	67,545	71,929 73,929	76,401 78,401	80,784 82,784	84,919 88,919
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. Adjusted upward by 4,000 people as per forecasting agreement between Shelton and Mason County.
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.

Update the traffic forecast analysis to reflect the population adjustment described above.

Response and Proposed Language Change

The proposed shift in population projections from rural County into Shelton and its UGA reduces the projected long-range growth in traffic elsewhere in Mason County. Even with the additional increase, the County's 2040 population and employment forecast remains lower than the previous 2025 forecast on which prior plans were based and approved.

No changes are proposed.

Comment | Response and Proposed Language Change

Add the Railroad Avenue Corridor project to the long-range CFP as a place-holder. Current planning efforts just getting underway will identify the project package details at a later date.

Response and Proposed Language Change

Add a placeholder project to Mason County's project list that speaks to the intent of the Railroad Avenue Corridor Study and the need to improve the multimodal and "gateway" character of this important corridor, from US 101 to the westerly city limits. Proposed language: [page 47]

Mason County Long-range Transportation Capital Facilities Plan

Project Lead	Project Name	Project Description & Notes	Estimated Cost	Funding Source
Mason County	Railroad Avenue Corridor Project	Project will improve motorized vehicle safety and mobility, and enhance the non-motorized transportation system along the Railroad Avenue corridor between the western city limits and US 101, building off of results of the 2016 Railroad Avenue Corridor Study. Project may include sidewalks, bike lanes, crosswalks, illumination, signage, landscaping, street side amenities or other features. Project details and costs to be determined during the Corridor Study.	TBD	State grants Federal grants Developer mitigations Local sources

Add a discussion to the Intergovernmental Coordination section regarding the upcoming request by Shelton to Mason County for an amendment to the Shelton UGA boundary. Such an amendment is likely to result in a new traffic analysis for the UGA and potential list of mitigations, some of which Mason County will need to execute until such time that Shelton annexes the UGA. A Planned Action Ordinance is envisioned for the Shelton UGA.

Response and Proposed Language:

Reference to this will be added to the section on Intergovernmental Coordination on page 55.

... These partnerships all shape and inform Mason County's transportation policies, projects, and future activities. For example, an expansion of the urban growth area proposed by Shelton will not only entail coordination between the City and the County to implement such a change, it will also require on-going collaboration between the two jurisdictions since the County will be responsible for implementing development regulations and permitting in the urban growth area until such time that it is annexed by the City. Intergovernmental coordination ensures that all parties are involved in the decision-making process for changes such as this and are onboard with the proposed changes. [page 55]

Mason County

Comment | Response and Proposed Language Change

Correct the title and description of the Belfair Area Safety and Widening Improvements project on page 48. This should be Stage 2 of this project, with extents from SR 106 to the southern extents of Stage 1, at Sweetwater Creek.

Response and Proposed Language:

Rename as Stage 2 – Belfair Area Safety and Widening project with updated limits and costs. [page 48]

WSDOT	<u>Stage 2 – Belfair Area Safety and Widening Improvements</u>	Widen SR 3 from its existing two-lane configuration between SR 106 and Old Belfair Highway <u>Sweetwater Creek</u> to a three-lane roadway with bike lanes and sidewalks in each direction, a two-way left turn lane, and a closed drainage system. <u>Stage 1 is underway and will be complete in early 2017; it extends from Sweetwater Creek to Ridge Point Boulevard.</u> 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 <u>\$6,000,000</u>	State grants Federal grants Local revenues
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Skokomish Indian Tribe

Comment | Response and Proposed Language Change

Pg 12, Policy Action 1.1.4: “Partner with the Tribes to maintain safe and convenient access for pedestrians, bicyclists, and vehicles to tribal enterprises for visitors, vendors, and employees.

Response and Proposed Language:

Update policy action language.

1.1.4 Partner with the tribes to maintain safe and convenient access for pedestrians, bicyclists, and vehicles to tribal enterprises for visitors, vendors, and employees. [page 12]

Pg 15, Policy Action 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 and support local jurisdictions in their attempt to reduce the speeds for pedestrian safety.”

Skokomish Indian Tribe

Comment | Response and Proposed Language Change

Response and Proposed Language:

Update the language as requested, with clarification that there may be times when additional considerations may over-ride the local jurisdiction's desire to reduce the speed limit or other means of reducing vehicle travel speeds.: "...including the degree of pedestrian activity in the area and support local jurisdictions in their attempt to reduce the speeds for pedestrian safety as warranted." This acknowledges

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 and support local jurisdictions in their effort to reduce the speeds for pedestrian safety as warranted. [page 15]

Pg 20, regarding vegetation control: Efforts to clean equipment between roadside mowing should be encouraged to reduce the spread of invasive non-native plants.

Response and Proposed Language:

Add additional language to this effect.

Keeping the roads safe and life cycle costs as low as possible requires a non-stop regimen of: ...

- **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. Care is needed to ensure invasive non-native plants are not inadvertently spread by maintenance equipment when mowing and pruning. The County uses a fully integrated vegetation control plan that is cost effective and still remains sensitive to the environment as needed.* [page 20]

Pg 34, regarding non-motorized facilities: Efforts should be made to use street sweepers along the shoulders to keep them clean for bicyclists and to reduce pollutants in the waterways.

Response and Proposed Language:

Add language to the non-motorized facilities section beginning on page 34 regarding importance of maintaining shoulders. Add language to policy action 5.1.2 (pg 17) recognizing the value of street sweeping for reducing pollutants that contaminate waterways.

...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 and street sweeping activities strive to keep

Skokomish Indian Tribe

Comment | Response and Proposed Language Change

shoulders free of debris that can create conflicts for cyclists. In this way, non-motorized infrastructure is gradually becoming more widely available for those who walk or cycle Mason County's rural roads. [page 17]

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, regularly sweeping streets to reduce runoff of waterway pollutants, and decreasing toxics used in road maintenance. [page 34]

Pg 57, last paragraph: In some cases, the lanes may be restriped to allow for a wider shoulder for bicyclists and pedestrians.

Response and Proposed Language:

This comment pertains to the section on Road Standards on page 61 of the draft for County Commissioner review. Additional language will be added to clarify what is meant by "practical" approaches to non-motorized facilities, such as what was proposed.

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 such as wide shoulders and evaluating the local system with these new standards to identify and prioritize deficiencies. [page 61]

Appendix, Page 6f: "The County is also working to improve the walkability of small community destinations like Hoodspport and Skokomish, where residents and tourists alike must navigate US 101 on foot to reach the local destinations."

Response and Proposed Language:

This comment pertains to the Department of Commerce compliance checklist, which is not included in the County Commissioner review draft. Language in the checklist will be updated to include this reference.

- Non-Motorized Facilities [page 34]
 - "... 'Complete Streets' policy pointed to a strong desire for better walking and biking options on Mason County roads."
 - "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 and Skokomish, where residents and tourists alike must navigate US 101 on foot to reach the many local establishments."

Skokomish Indian Tribe

Comment | Response and Proposed Language Change

Appendix, Page 9 – Please add Squaxin and Skokomish Tribes to the Intergovernmental Coordination list.

Response and Proposed Language:

This comment pertains to the Department of Commerce compliance checklist, which is not included in the County Commissioner review draft. Language in the checklist will be updated to include this reference. Note that in the plan itself, on page 55 in the section on Intergovernmental Coordination, a paragraph in that section is devoted to government to government relations and consultation between Mason County and the Skokomish Indian Tribe and the Squaxin Island Tribe.

Mason County maintains active transportation partnerships with: Shelton, the Skokomish Indian Tribe, the Squaxin Island Tribe, 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.

Ensure the Skokomish Indian Tribe is referenced consistently throughout the plan.

Response and Proposed Language:

Correct the reference on page 29 to the Skokomish Tribal Nation.

MTA is partnering with the Skokomish ~~Tribal Nation~~ Indian Tribe in a Pilot Transportation Project with funding secured by the Tribe through the Federal Transit Administration's Tribal Transit Grant Program.

Note that the Tribe's long-range plan is available on request.

Response and Proposed Language:

Update the language on page 3.

Tribal Plans

The Skokomish Tribe is completing its long-range transportation plan in 2016, which will be reflected in the next update to this transportation plan. The Skokomish Tribe's plan will be available on request.

Squaxin Island Tribe

Comment | Response and Proposed Language Change

Pg 3 – Squaxin Island Tribe has a 2015 long-range transportation plan. Change reference to this, remove link to old plan, and add note that the current plan is available on request.

Response and Proposed Language:

Update the language on page 3.

Tribal Plans

Squaxin Island Tribe 2015 Tribal Transportation Program Roadway Inventory Update & Long Range Transportation Plan. Copies available on request.

Pg 29 – There is an incorrect reference to the Squaxin Island Tribe. Also ensure internal consistency in references to Skokomish Indian Tribe.

Response and Proposed Language:

Replace Squaxin Indian Tribe with its correct name, Squaxin Island Tribe. Replace reference to Skokomish Tribal Nation to Skokomish Indian Tribe on page 29, as described previously.

The Squaxin ~~Indian~~ Island Tribe operates Squaxin Transit, a free public transportation service serving the residents and employees of the Squaxin Tribal community and the surrounding Kamilche area.

Mason Transit Authority

Comment | Response and Proposed Language Change

Ensure all references to the transit agency use the full name – Mason Transit Authority – or the official abbreviation, MTA.

Response and Proposed Language:

Reviewed plan and found no inconsistencies on naming convention for the agency.

TIP-CAP

Comment | Response and Proposed Language Change

Page 3, Urban Growth Area Plans

1. Was the Belfair Future Roads study used in the development of the transportation plan and also be listed?
2. Please consider using the graphic on page 69 of the Allyn sub-area plan.

Response and Proposed Language:

A copy of the map created as a part of that study effort in 2009 was reviewed; a study report or plan was not available. We are not aware of any formal adoption of suggested routes and connections. Instead, it appears that findings from this work found their way into the Belfair Bypass Proviso report, Belfair Bypass EA, and the Bremerton Economic Development Study. Other suggestions, such as the need to define future access and circulation enhancements through a Belfair circulation study are addressed in this plan through follow-up activities identified for the SR 3 corridor. *No language changes proposed.*

The existing graphic on page 3 will be replaced with the requested graphic, which is an illustration of potential circulation routes in relation to zoning.

Page 3, Modal Plans - Reference the 2013 Mason County Parks and Trails Comprehensive Plan?

Response and Proposed Language:

The 2013 Parks and Trails plan was reviewed and should be referenced in the transportation plan. Update language to include this.

Modal Plans

- Mason County Parks and Trails Comprehensive Plan 2013: https://www.co.mason.wa.us/forms/parks/park_plan.pdf
- 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>

Page 11, Table 1: 2036 Population and Employment Projections - Is there more recent data than 2010? Are these projections consistent with those used in the rest of the Comp Plan? How does the growth forecast relate to the long-range revenue and expenditure forecast on page 54?

TIP-CAP

Comment | Response and Proposed Language Change

Response and Proposed Language:

2010 provides a starting point for population forecasts because it is the actual count derived from the decennial census. The forecast itself was developed by the Office of Financial Management and adopted in 2012. It is the most recent long-range forecast for Mason County. Note that in a previous comment by the City of Shelton and as supported by Mason County planning, the population forecast for the County will be increased by 4,000 people from the OFM forecast.

The text accompanying this table indicates that when the County completes its population and employment forecast then these numbers will be reviewed. If the new forecast is significantly higher than what is projected by OFM and currently used in this plan, and/or it results in a significant increase in the share of growth locating in rural Mason County (unlikely) then traffic forecasts should be reviewed to ensure they are still relevant.

In terms of the relation between the growth forecast and the revenue and expenditure forecast, it is primarily attributable to the Road Levy collected by the County, which is based on property valuation. Most of the expenditures are required, with or without changes in population projections. *No language changes proposed.*

Page 17, 5.1.3 - Consider adding private partners to the sentence: "... and work with private, local, regional..."

Response and Proposed Language:

Change language as requested.

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, private, and state partners to establish a robust electric vehicle charging network for the US 101 Olympic Peninsula loop.

Page 19, 6.3 - We recommend adding a statement about being good financial stewards of the transportation system.

Response and Proposed Language:

Change language as requested.

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

6.3.6 Ensure transportation investments reflect good financial stewardship of the transportation system.