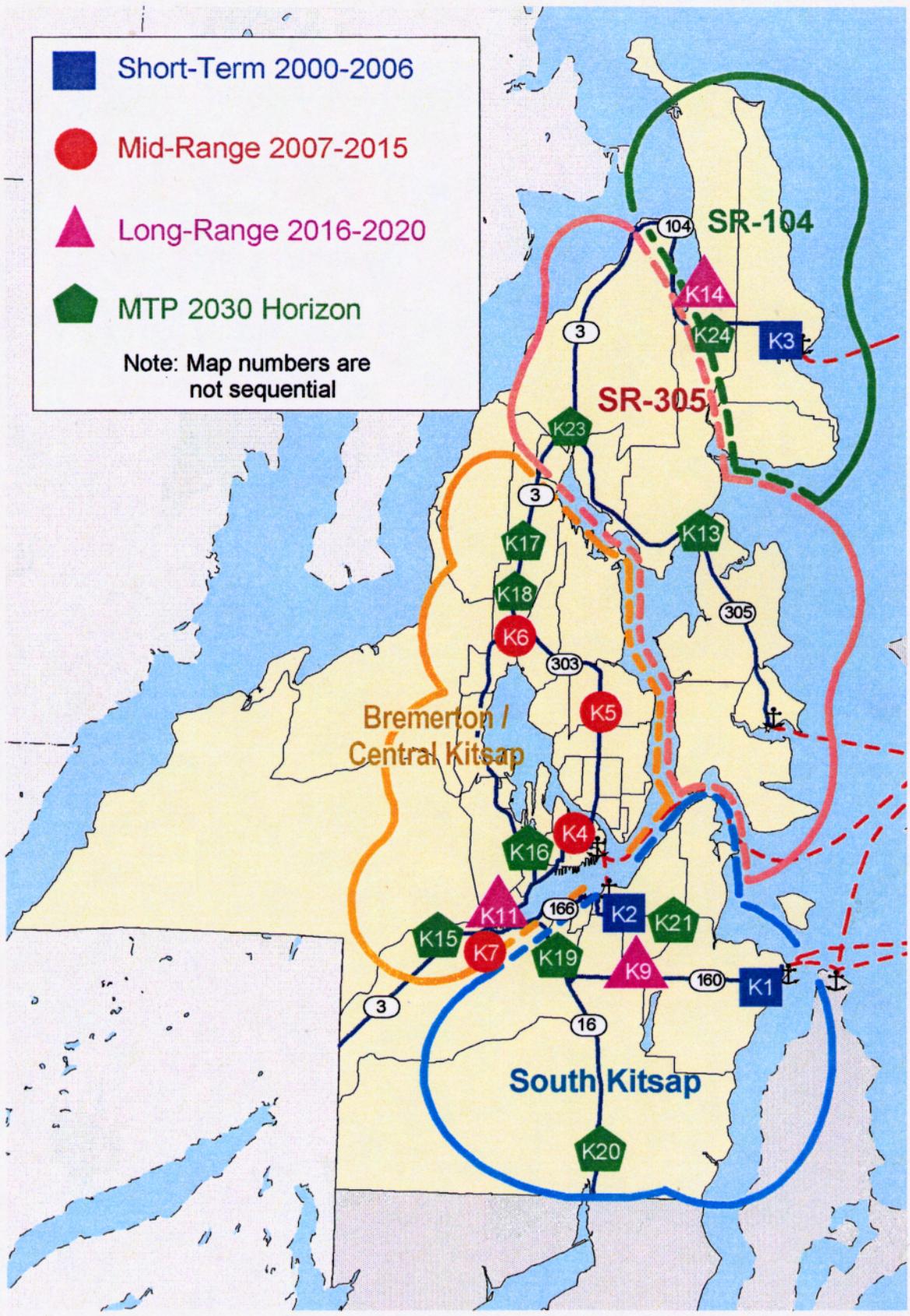


■ Short-Term 2000-2006
● Mid-Range 2007-2015
▲ Long-Range 2016-2020
◆ MTP 2030 Horizon

Note: Map numbers are not sequential



 Existing Ferry Terminal
 Existing Ferry Route



Kitsap County Proposed Project Program

Puget Sound Park-and-Ride System Update

FIGURE 6.6

METHODOLOGICAL ASSUMPTIONS SPECIFIC TO KITSAP COUNTY

The methodology utilized for the Kitsap County analysis closely followed the methodology outlined in Section III of this report. Adjustments in methodology which pertain only to this county are presented below.

Coverage Areas

An initial step in the demand estimation involves the identification of ideal coverage areas for each corridor. Coverage areas for individual park-and-ride facilities within each transit corridor are shown in Figures 6.7 through 6.10. Proxy lots and combined existing lots shown in these figures were located for analysis purposes, and do not suggest finalized recommendations.

Transit Assumptions

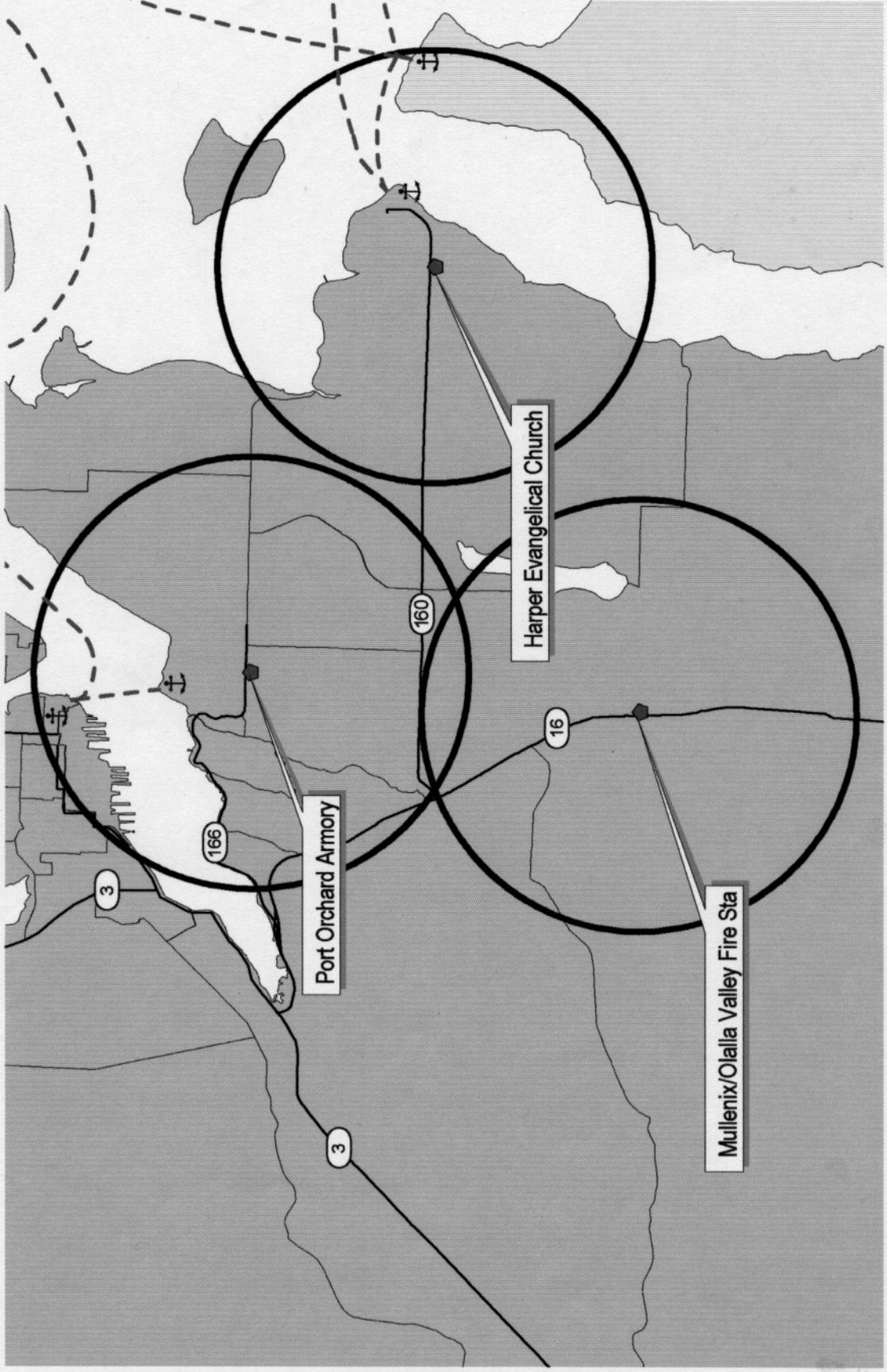
The PRD model requires the input of transit assumptions. In order to estimate “unconstrained” park-and-ride demand, reasonably aggressive existing and future transit service levels were assumed. These assumptions included:

- Worker-driver buses were treated as standard service in terms of scheduled times and headway inputs.
- Implementation of a Kingston-Seattle CBD passenger-only ferry by 2010, accompanied by transit re-routes from Bainbridge to Kingston.
- 10 minute average headways by year 2020 from remote ferry lots.
- 30 minute average headways by year 2020 from outlying lots.





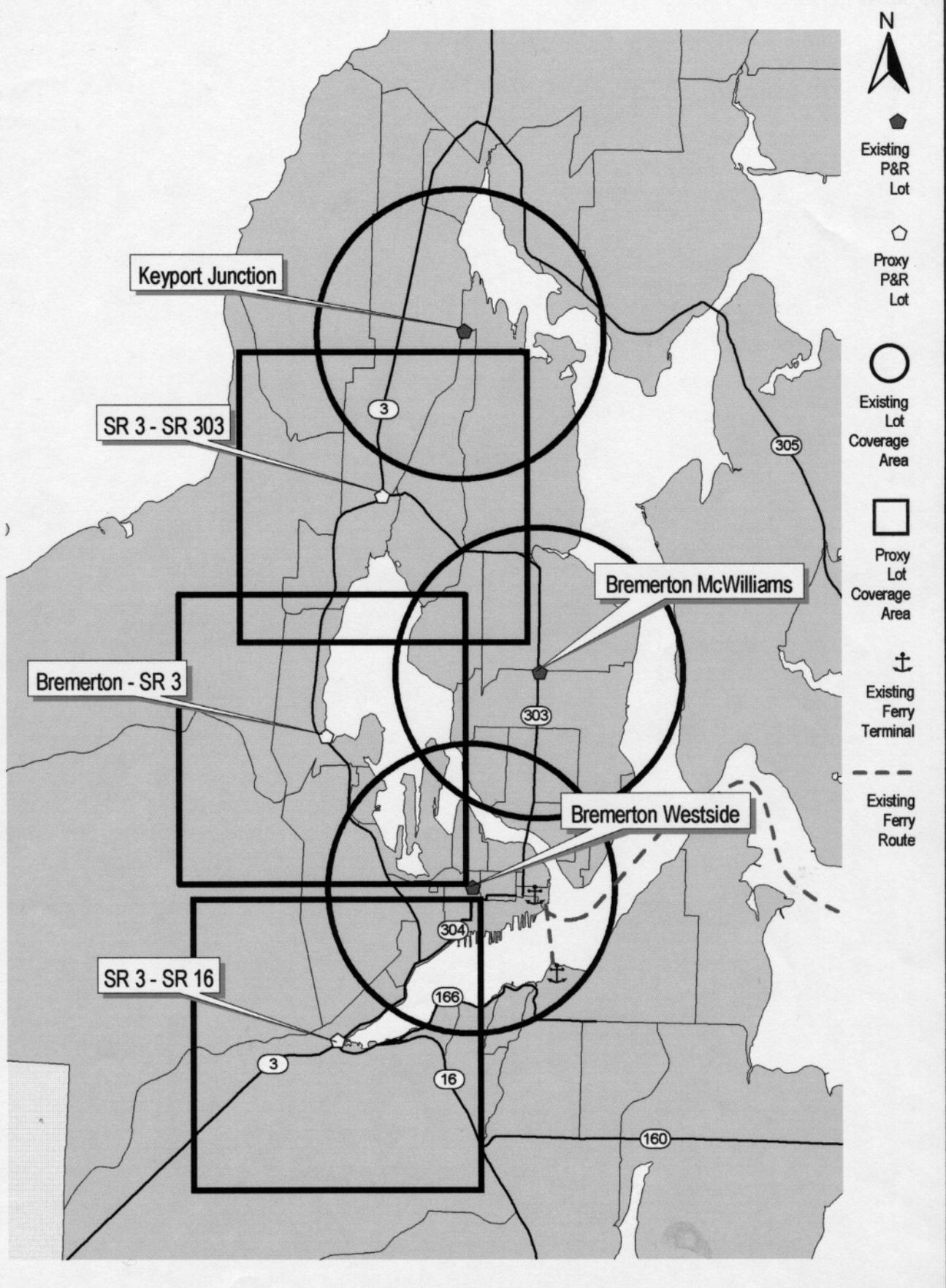
-  Existing P&R Lot
-  Existing Ferry Terminal
-  Existing Ferry Route
-  Existing Lot Coverage Area



Coverage Areas for the South Kitsap Corridor



WSDOT on call traffic: 2524011 ext 3 Four County PRT edrinc@GIS Databank co analyst apr



Existing P&R Lot

Proxy P&R Lot

Existing Lot Coverage Area

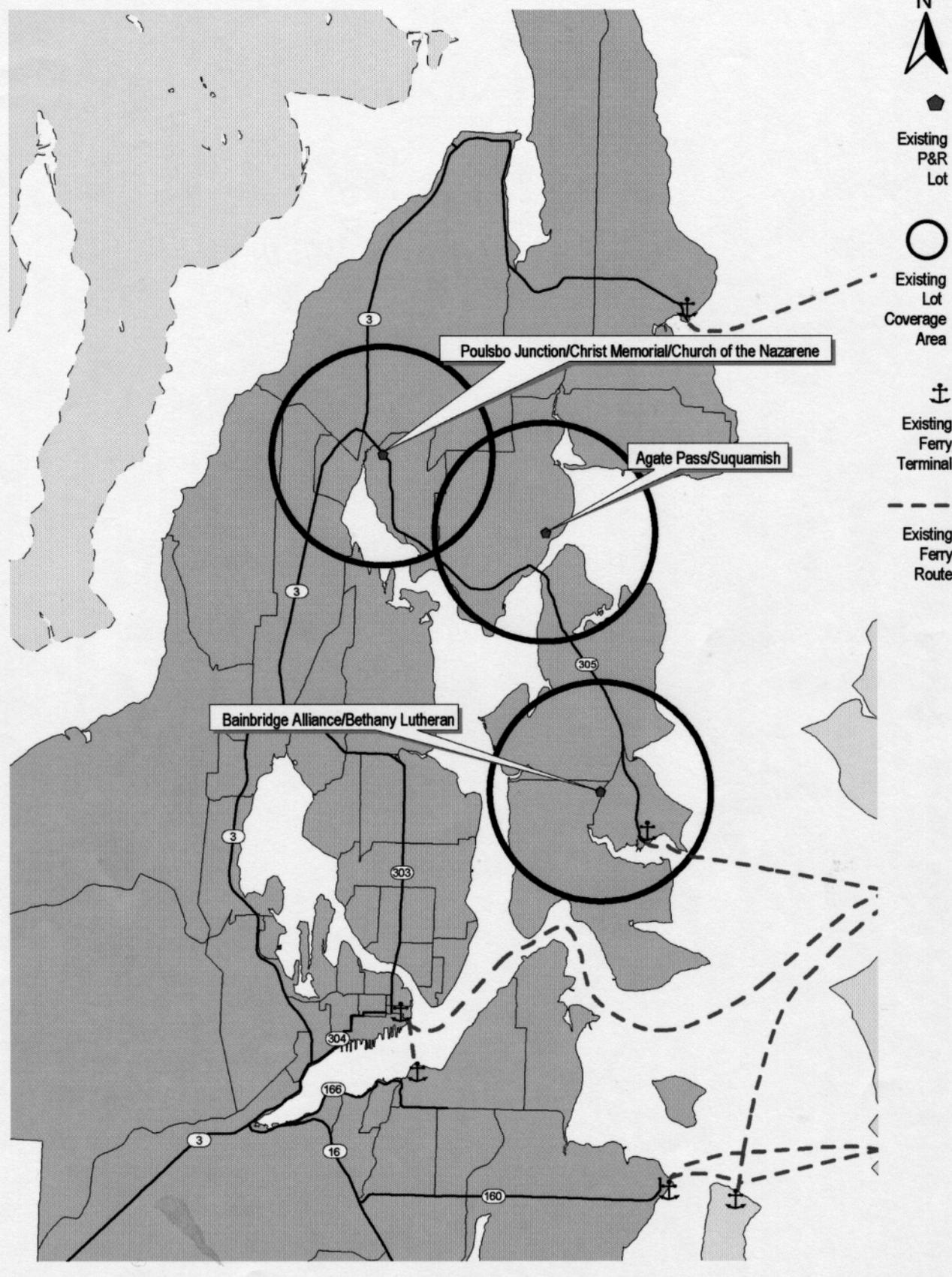
Proxy Lot Coverage Area

Existing Ferry Terminal

Existing Ferry Route

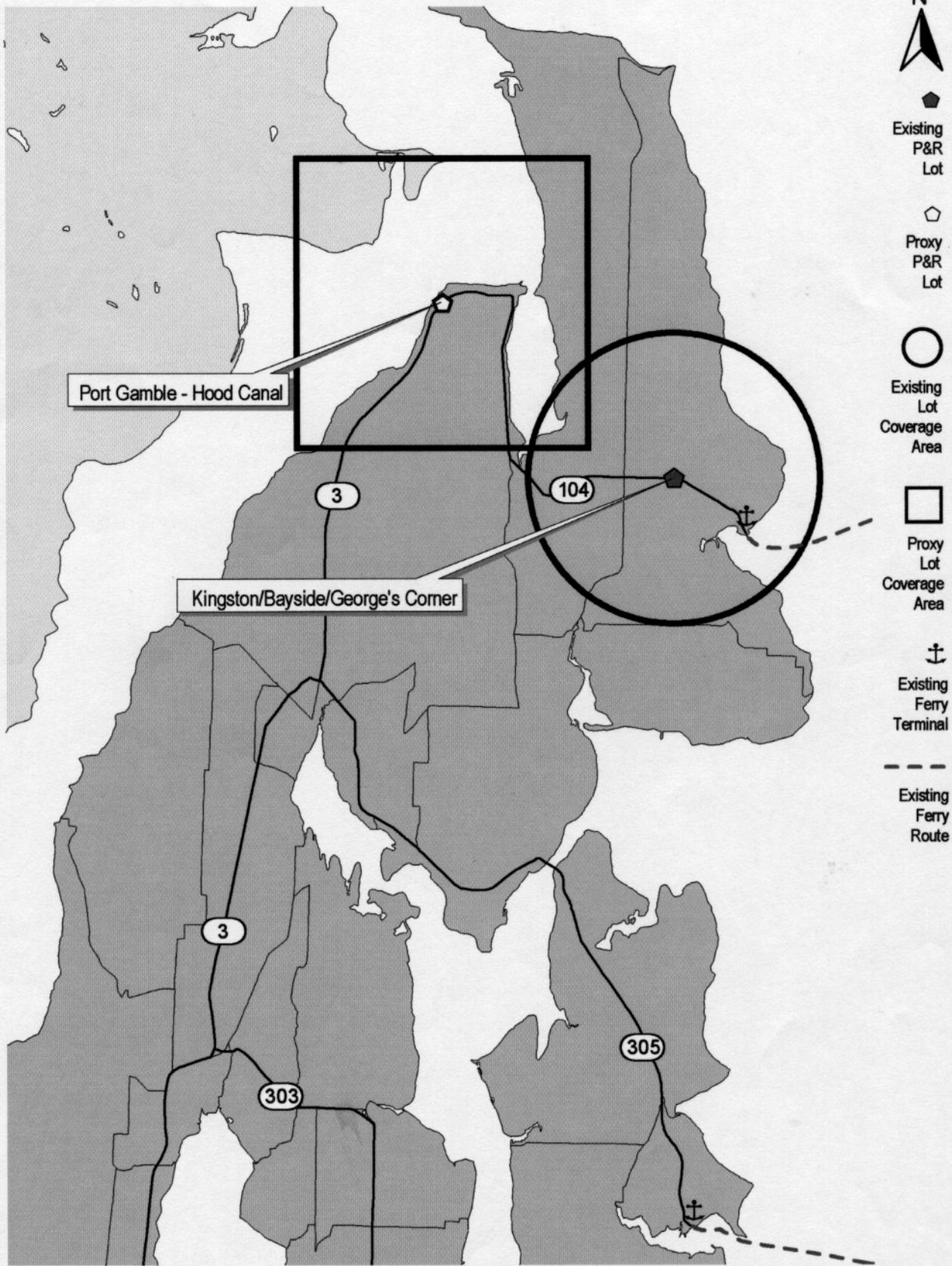
Coverage Areas for the Central Kitsap Corridor





Coverage Areas for the SR 305 Corridor





Local Methodological Adjustments

A uniform methodology was applied throughout the study in order to assure consistency of findings. The three step approach outlined in the Methodology chapter (Section III) of the report allowed for minor modifications to be made for each county.

Because the PRD model was primarily developed in King County, adjustments were required to validate the model for use in Kitsap, Pierce, and Snohomish counties. These adjustments were made on a trial-and-error basis using existing observed demand to obtain reasonable results. The following methodological adjustments were made for the Kitsap County analysis:

- Kitsap County differs from the other three counties in that the ferry terminals serve as major destinations. Ferry terminal parking per se was not analyzed as part of this analysis. All routes headed toward ferry terminals were treated as transit routes to their ultimate destinations.
- Since travel times for automobiles, walk-ons, and transit are equal once on the ferries, ferry transit times were not included in the inputs for total transit travel time to the Seattle CBD.
- Ferry walk-on fares were considered part of the total transit cost.
- Puget Sound Naval Shipyard (PSNS) was substituted for the University of Washington, and Edmonds for Everett Boeing, as major destinations in the PRD model.
- Inputs to the model for the Silverdale location were specifically requested by Kitsap Transit, including freeway proximity, midday service, and a 30-minute travel time to Bremerton and the PSNS with two am peak period trips to each location.
- Consistent growth rates were applied throughout Kitsap County: 1.035 for the transit-based analysis, and 1.018 for the population-based analysis. These growth rates were derived from the PSRC model.

It should be noted that due to the dependence upon ferry service, any changes to WSF schedules will have an effect on park-and-ride demand in this county. This will need to be addressed in detail at the time of implementation.