

8

NEXT STEPS

This page left intentionally blank.

8. Next Steps

Going forward, Kitsap Transit will continue to work with its regional partners to identify priorities for phased multimodal transportation improvements as well as a preferred alternative for transit service enhancements in the SR 305 corridor. These efforts should address congestion for transit vehicles, especially in PM peak at Sportsman Club and Day Roads and at the Agate Pass Bridge. Investments in intersection and queue jump enhancements will provide transit speed and reliability improvements benefiting both corridor commuters and Kitsap Transit operations (lowered bus operating costs) and could lay a foundation for future enhanced transit solutions.

Based on the results of this study, a hybrid of Tier III Alternative 5 and either Alternative 3 or Alternative 4 (spot northbound intersection improvements or transit lane in conjunction with Agate Pass bridge transit access improvements) should result in the greatest benefits in terms of transit travel time and seems to make sense to address transit service expansion needs within the next ten years.

Additional elements of the BRT alternatives should be explored to build transit ridership in the corridor in the short term. These include the marketing of investments in travel time improvements and/or fleet upgrades, and the addition of a park-and-ride facility on Bainbridge Island near Day Road to capture additional riders from that part of the island. Similarly, Kitsap Transit should continue work to implement the park-and-ride facilities at Viking Way and in the Poulsbo area to migrate toward the park-and-ride strategy identified in this study.

Looking to the future, Kitsap Transit will continue to work with the FTA and regional partners to fully understand the unique markets in the corridor and quantify changing land uses, especially the growing and aging population in Poulsbo, including potential land use changes along the Viking Avenue corridor, as well as evolving conditions in the Suquamish vicinity and on Bainbridge Island, and other factors that will grow transit use in the corridor. Kitsap Transit should continue to monitor emerging trends and technology related to commute patterns, teleworking, rideshare programs, and other transportation demand management efforts in the region.

Continuing to build transit ridership along the SR 305 corridor will be important. Increases in future ridership will help show greater benefits when looking at project cost effectiveness and would sustain the all-day frequent service levels associated with New Starts/Small Starts projects. In the next few years, Kitsap Transit will continue to work with the FTA to assess potential eligibility for Very Small Starts project funding and/or other funding from other sources to support phased multimodal improvements in the corridor. This ongoing coordination should involve working with FTA to recognize the role of vanpools and other high-occupant vehicles in the corridor. Federal funding opportunities such as FTA discretionary funding for bus transit improvements as well as state and local matching funds will be explored as feasible in close coordination with regional partners.

SR 305 Corridor Enhanced Transit Project

FINAL REPORT: Alternatives Analysis Technical Study Report

KITSAP TRANSIT

This page intentionally left blank.