



# SR 16 Park and Ride Study

PRESENTATION TO
KITSAP TRANSIT BOARD OF DIRECTORS

October 6, 2020



# PARK AND RIDE STUDY

- Kitsap Transit conducted a study to identify a park and ride location along SR 16.
- Study limits were from the county line to the Tremont area, within one-half mile of the four interchanges.



### PROJECT BENEFITS

- Improved mobility and greater transportation choices to access downtown Port Orchard, downtown Bremerton, and the Southworth Ferry Terminal.
- Expanded connections to transit.
- Improved carpools and vanpools access.
- Reduced parking demand and traffic congestion.
- Improved quality of life through reduced traffic and parking congestion.
- Increased use of non-SOV options leading to decreased greenhouse emissions.

#### PARK-AND-RIDE LOCATION NEEDS

- Sufficient area for up to three bus bays and layover space for buses.
- Can accommodate required mitigation for impacts to critical areas (wetlands, streams).
- Located within one-half mile of an interchange along SR 16.
- Located in an area that facilitates connections to high-activity areas, such as downtown Port Orchard, Bremerton, and the Southworth Ferry.
- Located within the urban growth boundary that can capture growth to the west of SR 16.

### PROJECT PRIORITY

- Intercept single-occupancy vehicle (SOVs) to reduce congestion in:
  - Gorst area
  - Downtown Bremerton
  - Downtown Port Orchard

- While considering:
  - Transit operations and site accessibility
  - Southworth fast ferry access

# **STAKEHOLDERS**

- City of Bremerton
- City of Port Orchard
- Kitsap County
- Kitsap Public Health
- Puget Sound Naval Shipyard
- Suquamish Tribe
- WSDOT

# **EVALUATION AND SCREENING**

# Four screens with increasing detail were conducted:

- Fatal Flaw
- Level 1
- Level 2 (shown)
- Level 3

http://parametrix.maps.arcgis.com/apps/MapSeries/index.html?appid=09f23b184dfc4bb8b276dd9d7a0b4423

			Site Score									
			Tremont Sedgwick									
<b></b>		Metric	2	3	4	7	1002	9	13	17	1006	1007
Objective	1A	Is the site free of challenging topography or other		3	4		1002	9	13	1/	1006	1007
Minimize Impacts from Critical Area Constraints		critical areas that would increase construction costs on the site (e.g., there are no steep <u>slopes</u> or no retaining walls/other infrastructure are required)?	5	4	5	1	5	3	2	5	5	3
2. Safety	2A	What is the public perception of safety (personal and property) at the site based on the surrounding land uses/developments?	1	2	3	3	4	3	4	3	3	3
	3A	Is development of a traffic control device (traffic signal or roundabout) feasible to minimize traffic impacts and improve transit and vehicular access to/from the site?	5	5	5	5	5	5	5	5	5	5
Minimize Impacts     to Traffic and	3B	How congested are major roadways/arterials that would be used to access the site during AM and PM peak periods? How much congestion will users attempting to access the site encounter? (Does not include site access point(s), as it is assumed a traffic control device would be constructed.)	5	5	5	5	4	3	3	1	1	1
Transit Operations	3C	Is there potential for the site to be accessed from more than one roadway? Is there potential to segregate transit operations from general-purpose traffic with respect to site access?	5	5	5	3	2	3	3	3 1 : : : : : : : : : : : : : : : : : :	5	4
	3D	Can the site serve as a terminus for existing fixed-route bus service?	5	5	5	4	3	5	5	3	3	3
	3E.	How efficiently can fixed-route bus service serve all project destinations (downtown Port Orchard, Southworth Ferry, City of Bremerton)?	3	3	3	3	3	3	3	3	3	3
	4A	How well does the site facilitate connections to SR 16 and points north for drivers traveling from areas west of SR 16 forecast to have significant development (e.g., McCormick Woods)?	5	5	5	5	3	3	3	2	2	2
4. Site Functionality	4B	How well does the site facilitate connections to downtown Port Orchard for drivers traveling from areas west of SR 16 forecast to have significant development (e.g., McCormick Woods)?	5	5	5	5	5	3	3	2	2	2
for Users	4C	How well does the site facilitate connections to the Southworth Ferry Terminal for drivers traveling from areas west of SR 16 forecast to have significant development (e.g., McCormick Woods)?	5	5	5	5	2	5	5	1 1 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 1 1 1 4 4 4	5	5
	4D	How well served is the site by worker/driver buses?	action of safety (personal and ed on the surrounding land ed on the surroun	3								
	4E.	Is the site visible to drivers from SR 16?	1	1	1	3	1	3	1	1	1	1
5. Potential for Transit Oriented Development	5A	Do the surrounding uses encourage or support future <u>transit oriented</u> development?	1	1	1	1	3	5	5	4	4	4
		Total	48	48	50	45	44	47	45	41	42	39

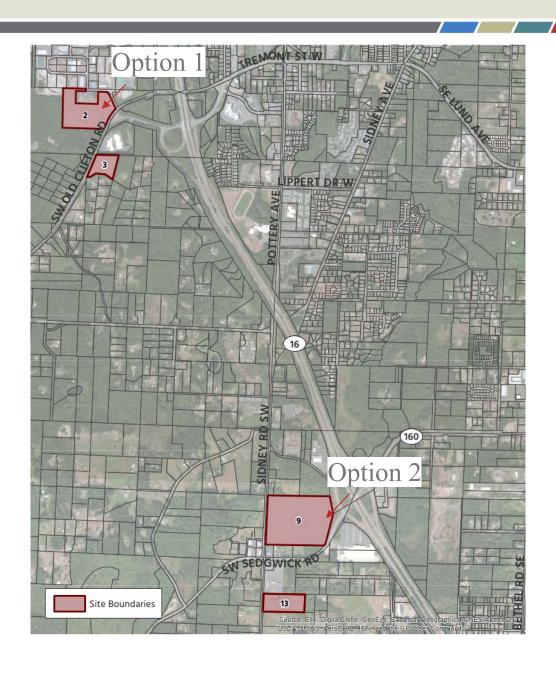
### **EVALUATION CRITERIA**

- Within half mile of SR 16 interchange
- Site value
- Site size
- Visibility and accessibility
- Transit operations
- Traffic operations
- Sensitive lands/ topographic constraints
- Zoning

- Ease of development and acquisition
- Potential for expansion
- Cost
- Parking demand/ draw
- Served by existing bus routes
- Safety
- Transit-oriented development opportunities
- Meet principles of the Growth Management Act

**Parametrix** 

# FOUR SITES FOR LEVEL 3 SCREEN

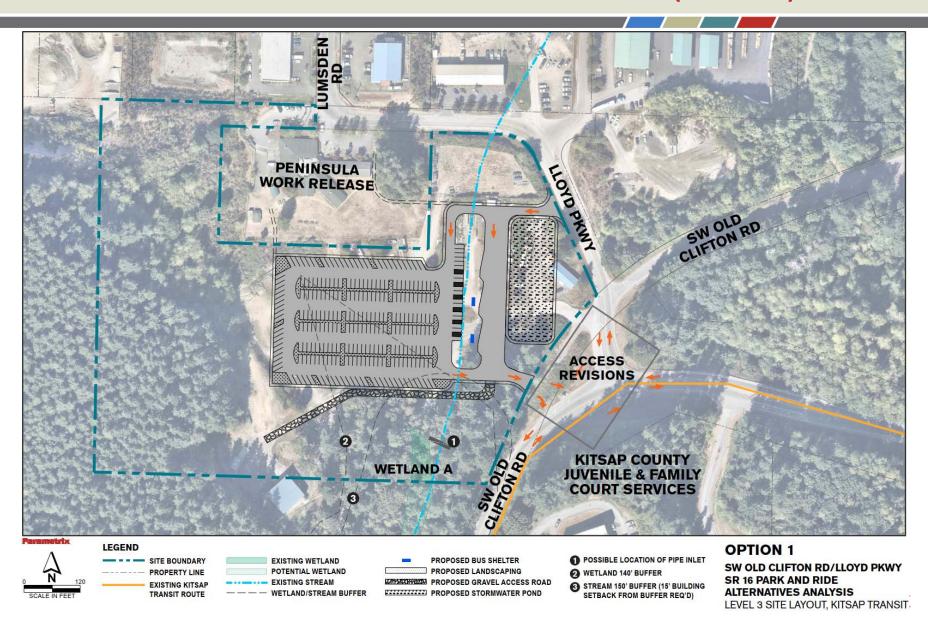


**Parametrix** 

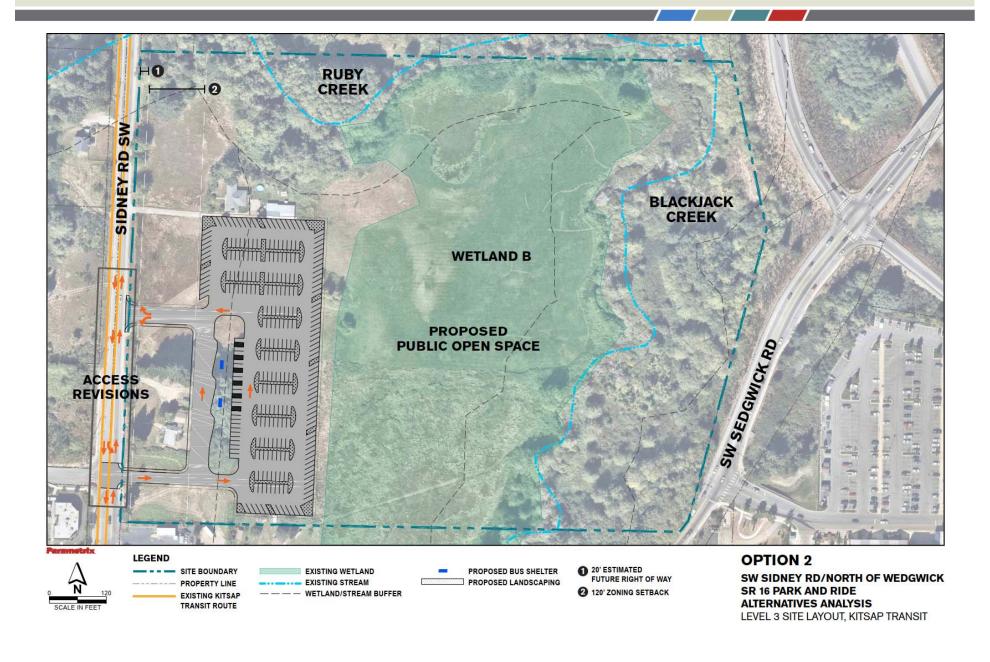
# **EVALUATION OF FOUR SITES**

				Site	Score	
	Comparative		Trer	nont	Sedg	gwick
Objective	Metrics	Metric	2	3	9	13
1. Potential for Use	1A.	What is the potential attractiveness ("draw") of the site to users based on ease of access to employment markets via transit?	5	5	4	4
2. Minimize Environmental	2A.	Can the site be developed without impacts to environmentally critical areas? If impacts to environmentally critical areas are anticipated, can they be mitigated?	5	1	2	1
Impacts	2B.	Can development of the site be combined with achievement of other local goals, such as hazardous site mitigation or improved wetland functionality?	5	1	5	1
3. Minimize Impacts to Traffic	3A.	How will the level of service at nearby intersections and interchanges be affected by the operation of the facility?	5	5	5	5
	3B.	Are potential site access points forecast to remain unblocked during peak traffic periods?	5	5	5	5
4. Facilitate Efficient Transit	4A.	How well does the site accommodate transit turns? Are out-of-direction movements required? Can operations be accommodated on-street?	5	2	4	2
	4B.	Is designated access for transit feasible?	5	1	5	1
Operations	4C.	Does forecast traffic flow well at the site access points or can significant congestion be mitigated?	5	5	5	5
5. Safety	5A.	How well does the site design incorporate Crime Intervention through Environmental Design (CPTED) principles that promote safety and security for transit users?	3	3	5	4
<b>,</b>	5B.	How well does the internal site design minimize potential conflicts between modes?	5	5	5	5
6. Maximize Site Accessibility and Functionality for Users	6A.	How easy is it for users to access the site? Are roadways serving the site congested during peak periods?	5	4	2	2
7. Potential for Transit Oriented Development	7A.	Can the site be developed with transit oriented development? Do the surrounding uses encourage or support future transit oriented development?	1	1	5	4
8. Consistency with Local Plans and Future Development	8A.	Does the site have sufficient space to meet all requirements of the development code? (Setbacks, landscaping, etc.)	5	3	5	3
9. Potential for Expansion	9A.	Is the site large enough to accommodate additional capacity (greater than 250 stalls) or future expansion of the park and ride?	4	1	3	1
10. Cost	10A.	How do the costs associated with the design and potential construction compare with other Top Tier sites?	3	4	4	2
	11A.	Is the property owner(s) a willing seller?	5	3	5	3
11. Ease of Acquisition	11B.	Are relocations required in order to develop the property? What are the anticipated costs associated with relocation?	4	5	4	5
	Total		75	54	73	53

# REMAINING TWO SITES - OPTION 1 (SITE 2)



# REMAINING TWO SITES – OPTION 2 (SITE 9)



# **MAJOR BENEFITS AND RISKS**

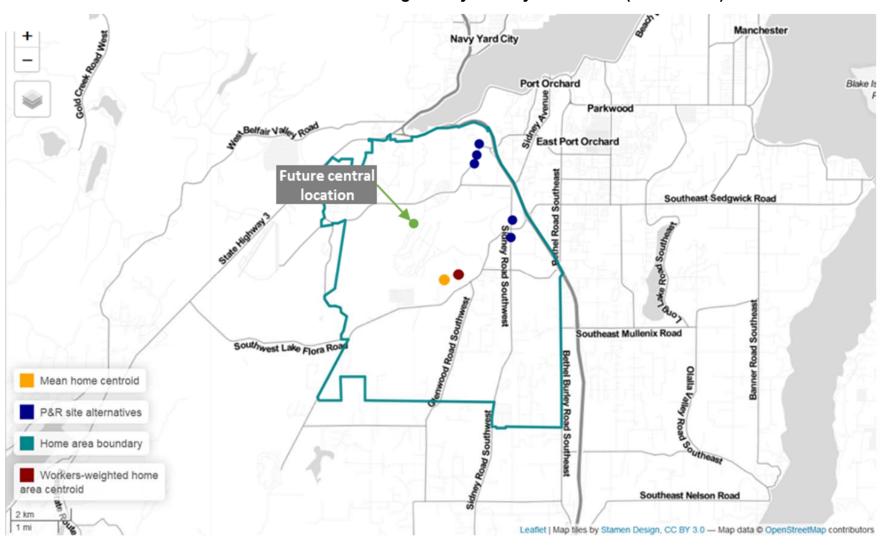
Option 1 (Site 2) Old Clifton/ Lloyd Pkwy	Option 2 (Site 9) Sidney/ North of Sedgwick
Landfill remediation would result in a longer schedule timeline for site development, a complicated permitting process, and higher project costs.	Development of a park-and-ride is consistent with the Ruby Creek Subarea Plan, with the potential to support and/or achieve the overall vision for the area.
Landfill remediation and use of the site as a park-and-ride serve as community benefits.	Impacts to critical area buffers would require off-site mitigation and additional approvals from the City of Port Orchard.
There are perceived safety issues due to proximity to work release facility and juvenile detention center as well as fewer eyes on the site.	Current and planned development will result in increased density in the neighborhood and provide for greater visibility on the site.
Current zoning and future land use plans allow little opportunity for transit oriented development at or surrounding the site.	The Ruby Creek Subarea Plan envisions substantial growth in the vicinity, including transit oriented development.

# MAJOR DIFFERENCES

Option 1 (Site 2) Old Clifton/ Lloyd Pkwy	Option 2 (Site 9) Sidney/ North of Sedgwick
The site has a slightly higher draw for single-occupancy drivers but would have fewer walkers to the site.	Future development in the area would support nonmotorized access to the site; additional transit options in the area could offset some of the transportation impacts associated with growth.
Cost: Design and Construction \$11 - \$17M Remediation (assume by Port Orchard) \$8.8M	Cost: Design and Construction \$8 - \$13M Right of Way \$4 - \$10M  Opportunity to sell street frontage for transit- oriented development which could fund an additional Park and Ride at Site 2.

# **DENSITY OF WORKERS**

#### Location of home area centroid weighted by density of workers (commuters)



Note: The red centroid corresponds to the weighted home area centroid, the yellow point is showed as reference for the mean home area centroid.

# **EXPECTED DEMAND**

	Total		Curr	Future central Location				
Employment workers driving alone		P&R clusters alternative	(%) time difference to driving alone	Estimated (%) workers attracted P&R	P&R demand	(%) time difference to driving alone	Estimated (%) workers attracted P&R	P&R demand
Bremerton	005		8.3%	36.7%	108	11.1%	35.6%	105
Bremerton	295	Option 2 (Sedgwick Rd)	8.3%	36.7%	108	44.4%	22.2%	0
Port Orchard	177	Option 1 (Old Clifton Rd)	6.3%	37.5%	66	10.0%	36.0%	64
Port Orchard	177	Option 2 (Sedgwick Rd)	0.0%	40.0%	71	60.0%	16.0%	0
Southworth	620	Option 1 (Old Clifton Rd)	27.3%	29.1%	180	0.0%	40.0%	248
		Option 2 (Sedgwick Rd)	9.1%	36.4%	225	9.1%	36.4%	225
		Option 1			355			417
		Option 2			404			319

Information is based on County Comprehensive Plan. With changes such as Ruby Creek sub area plan, Option 2 would see more demand than shown for the future.

### ONLINE OPEN HOUSE

#### Online Open House July 8 – July 28, 2020

- 87 participants submitted feedback.
- Participants did not have a strong preference between the two park and ride location options and felt that both provided good access.
- Participants liked the option to have more free, public parking options for accessing public transportation.
- Participants expressed concerns that the cost of the projects will be too high to justify a small reduction of the number of vehicles on the road and would not serve to reduce congestion.

**Parametrix** 

#### ONLINE OPEN HOUSE

Online Open House July 8 – July 28, 2020 (Continued)

- Participants mentioned they would like to see expanded bus routes as a part of the project.
- Some respondents felt that the survey did not adequately address drivers who frequently travel through Gorst.
- Proximity to interchanges was the overwhelming priority for participants when selecting a park and ride location.

# **FUNDING**

Project Description	Phase	Grant Program	Funding Status	Funds Type	Grant \$	Local \$	Total \$
Hwy 16 Park & Ride Alternatives Analysis	PL	2018 -2020 FHWA Countywide Competition	Secured	Federal / STP(U)	\$249,000	\$62,250	\$311,250
SR 16 Park & Ride	PE	2021 -2022 FHWA Countywide Competition	Secured	Federal / STP(U)	\$889,285	\$138,790	\$1,028,075
SR 16 Park & Ride	ROW	2023 -2024 FHWA Countywide Competition	Secured	Federal / STP(U)	\$1,700,000	\$1,050,000	\$2,750,000
SR 16 Park & Ride	CN	2021 -2023 WSDOT Regional Mobility Grants Program	Pending	State / WSDOT	\$6,250,000	\$4,089,325*	\$10,339,325

<sup>\*</sup>PL, PE & ROW match to CN grant

### RECOMMENDATION

#### Team recommends Option 2:

- Development aligns with the Ruby Creek Subarea Plan
- Presents an opportunity for partnership to develop community assets
- Potential to serve multiple uses during non-peak demand times -Parking for park users or business, special events
- Offset transportation impacts of growth
- Greater opportunity for nonmotorized access
- Lower development risk
- Shorter schedule







#### RECOMMENDATION

While the project team recommends Option 2 (Site 9), Option 1 (Site 2) is still considered a feasible site for location of a parkand-ride facility, subject to site remediation. With the selection of Option 2, upon development, Kitsap Transit could sell the frontage property and fund the development of Option 1.

### **NEXT STEPS**

- 2021 Preliminary Engineering and Environmental Evaluation
- 2022 Right-of-way Purchase and Final Design
- 2023 Construction and Project Opening (Goal, contingent on funding)

# **QUESTIONS**

# Questions?