

APPENDIX E

REVISED TRANSIT AND PARK & RIDE DEMAND

Revised Transit and Park & Ride Demand

The following transit and Park & Ride demand estimates are revised from those established for the SR 305 Corridor Vision Study. The updated ferry ridership estimates done for the Washington State Ferries 2009 Long Range Plan reduced projections for future ferry boardings affecting both the transit ridership estimates and the Park & Ride demand estimates. Additionally, the vehicle capacity on the double-decker buses currently being planned for by Kitsap Transit is greater than that for the base BRT vehicle estimate used in the Vision Study, further reducing the peak vehicle need. The following tables provide the revised estimates used in the SR 305 Alternative Analysis Technical Study calculations.

Figure E-1 Projected Transit Ridership in SR 305 Corridor

Factor	Estimate Per Ferry Landing ²
2010 Walk-on ferry ridership ¹ (2,660 per PM Peak)	566
2030 Walk-on ferry ridership ¹ (3,480 per PM Peak)	740
Increase in walk-on ferry ridership	174
2010 Transit ridership (34% of walk-on) ³	192
2030 Transit ridership (2010 + increase in walk-ons) ⁴	367
BRT vehicle needs (based on vehicle capacity of 83)	5

¹2009 WSF LRP Appendix D (Ridership Forecasting Technical Report), page 16

²Per ferry landing estimates are based on 4.7 landings per PM peak period (3:00 – 7:00) in Bainbridge Island

³Based on a 34% transit mode share for ferry riders using 2003 transit and Ferry ridership estimates

⁴ Parking limitations at ferry terminal will result new walk-on riders not being able to park at the ferry terminal

Figure E-2 Park & Ride Need

Factor		Estimate
2010 Walk-on PM peak ferry ridership ¹ (2,660 per PM Peak)		2,660
2030 Walk-on PM peak ferry ridership ¹ (3,480 per PM Peak)		3,480
Increase in walk-on PM peak ferry ridership		820
Increase in walk-on all-day ferry ridership (125% of PM peak) ²		1,025
Increase in Park & Ride demand (70% of increase in walk-ons) ³		718
Allocation of Park & Ride Spaces		
Day Road	25% of increase in demand ⁴	179
Viking Way	North Kitsap facilities absorb 50% ⁵ of increase in demand plus the roughly 300 spaces currently used for Route 90 service	174
Poulsbo/South of Hostmark		319
Casino/Suquamish Way		166
Total		838

¹2009 WSF LRP Appendix D (Ridership Forecasting Technical Report), page 16

²Based on peak to all-day ratio for ferry ridership estimates by WSF

³70% Park & Ride use based on existing usage along with assumption that future land uses will remain dominated by automobile dependent developments

⁴Assumes 25% travel to Bainbridge Island based on 2002 license plate survey at Winslow ferry terminal conducted for the City of Bainbridge Island –Island Wide Transportation Study.

⁵North Kitsap Park & Ride capacity based on 50% travel north of Agate Pass per ferry terminal license plate survey.