

SILVERDALE TRANSIT CENTER

Silverdale, WA 98383

550 Average weekday transit boardings

0 Parking spaces

- Current site will be impacted by new development
- Served by Kitsap Transit

The Silverdale Transit Center is located in Unincorporated Kitsap County. This case study is unique in that it considers both the existing and possible future location of the Silverdale Transit Center (marked E and F, respectively, in Figure 1). Both are in the PSRC-designated regional growth center boundaries of Silverdale.

The possible future site was identified by the Kitsap Transit Board of Commissioners in July 2015. It is currently undergoing environmental review with conceptual design expected—though not certain—in 2017.

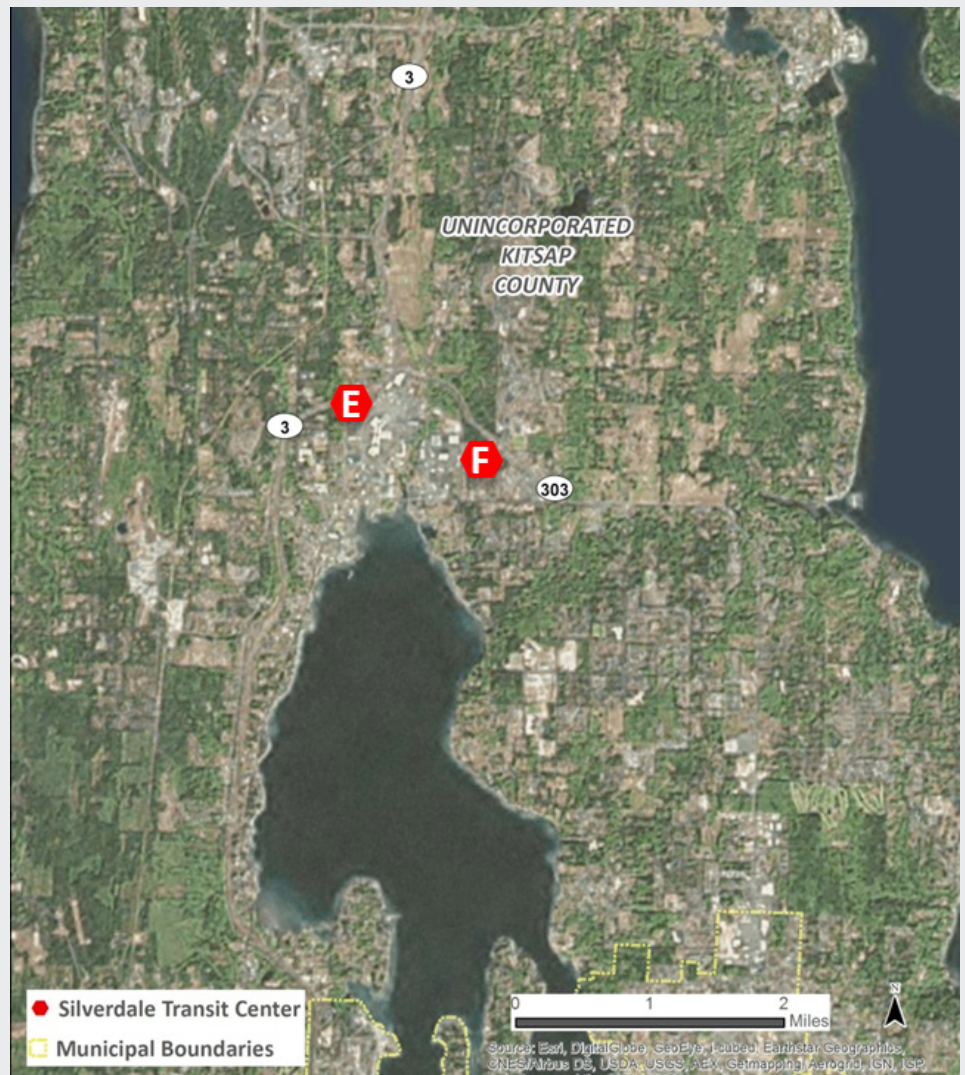


Figure 1: 3-Mile Context Map

Figure 2 below gives a closer look to the existing and potential future site of the Silverdale Transit Center along the perimeter of the existing development pattern of Silverdale. The current location—marked as “E”—sits within the interchange of SR 3 and SR 303.

The potential future location of the Silverdale Transit Center—marked as “F”—sits just southwest of the interchange of SR 303 and Ridgetop Boulevard NW across from the Harrison Medical Center. Both locations are in auto-oriented areas with large land parcels, lots of surface parking, and busy streets that do not always connect with each other. The proposed new Transit Center location is closer to housing and employment centers than the present location.



Figure 2: Half-mile Context Map (E is existing site, F is possible future location)

LAND USE, POPULATION, AND EMPLOYMENT

Both the current and potential future locations are located in the PSRC-designated regional growth center. The area of the potential future location of the Silverdale Transit Center is surrounded by a diversity of land uses—the Harrison Medical Center just to the north, the Kitsap Mall and other retail and commercial uses to the west, multifamily residential to the north and east, and single family residential just south—though these uses are sharply divided in some cases by large arterials.

More population growth than employment growth is expected between now and 2040 in the area near the potential future Silverdale Transit Center, though the employment number might undercount the growth potential of the Harrison Medical Center expansion, described below.

Current Population: 8,715
Current Employment: 3,898

2040 Population: 13,130 **(+51%)**
2040 Employment: 5,294 **(+36%)**

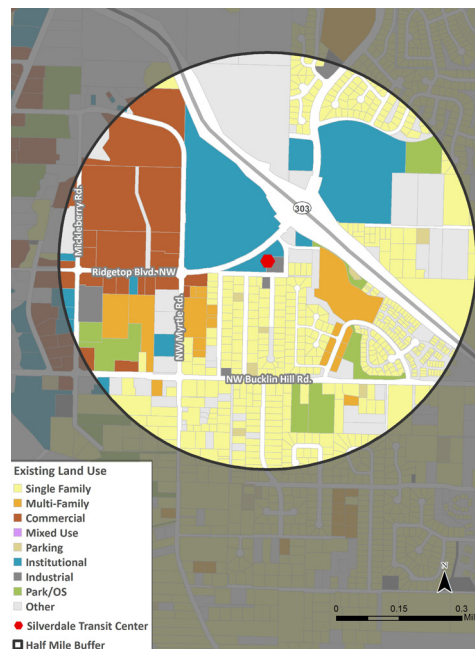


Figure 3: Existing Land Use



Figure 4: Future Land Use

An expansion of the Harrison Medical Center is currently underway and is expected to add significant new employment just north of the potential future Silverdale Transit Center. The expansion will occur in three phases, with the first two phases expected to be complete and open by 2019.

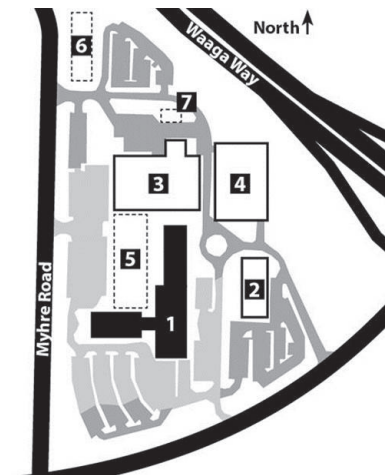


Figure 5: Harrison Medical Center Expansion Plan



Figure 6: Existing Condition of Harrison Medical Center

ROADWAY CHARACTERISTICS

Figure 7 shows the roadway characteristics in the area around the potential future site of the Silverdale Transit Center. The potential site sits just southwest of the interchange of SR 303 and Ridgetop Boulevard NW. SR 303 is a state highway connecting Bremerton to the south with Silverdale and SR 3, which continues onto Poulsbo and the Olympic Peninsula further north. Ridgetop Boulevard NW distributes vehicles from SR 303 into the various destinations in the Silverdale regional growth center and also functions as major collection point back onto SR 303.

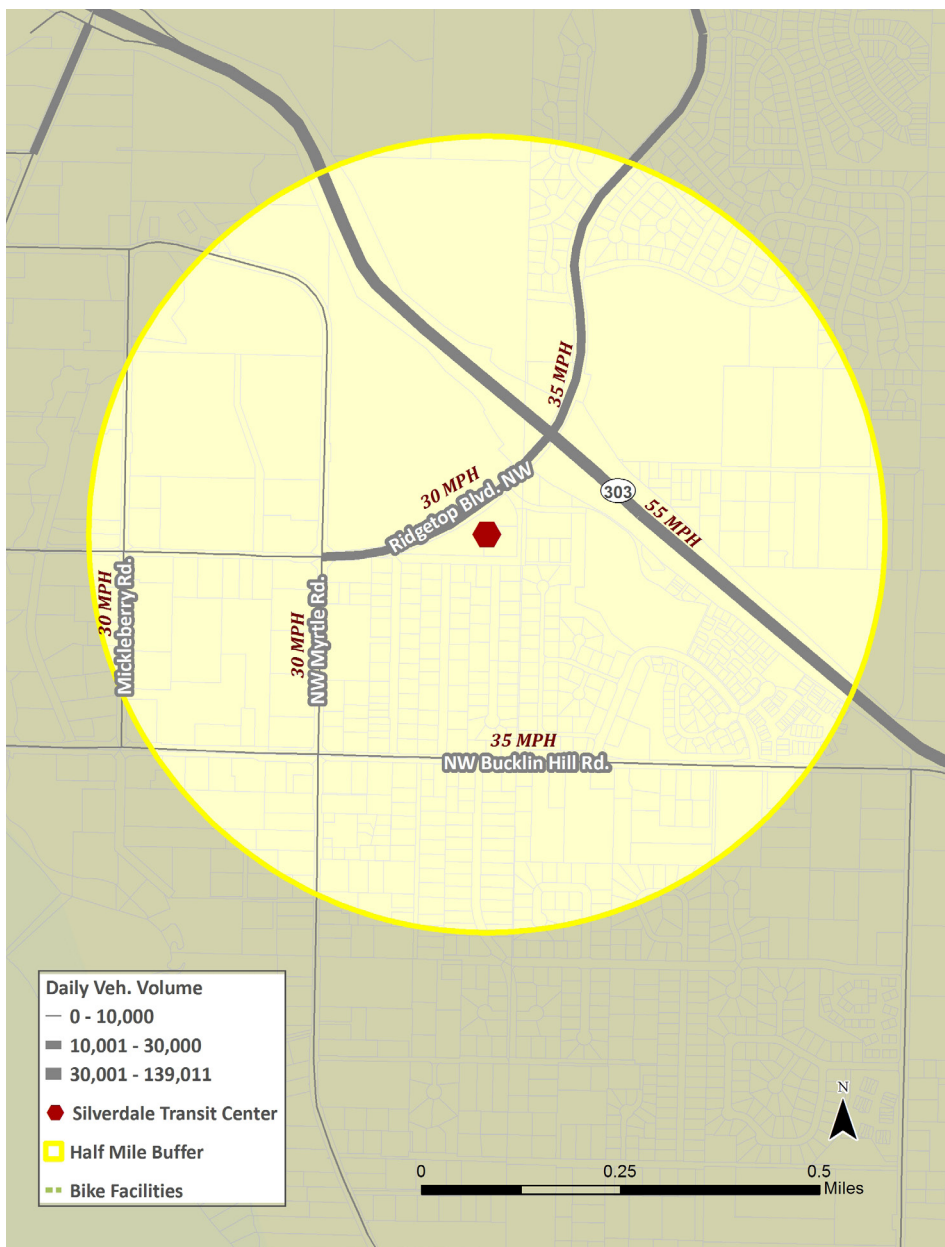


Figure 7: Roadway Characteristics

NONMOTORIZED CONNECTIVITY

The nonmotorized environment is challenging in the vicinity of the current and potential future site of the Silverdale Transit Center. Both locations are in auto-oriented areas with large land parcels, lots of surface parking, and busy street that don't connect with each other, necessitating longer trips on foot than a straight-line path would take. In addition, there are no bicycle facilities in the vicinity of either the existing or potential future site.

Figures 8 and 9 show the 15-minute walkshed from the existing and potential future site of the Silverdale Transit Center. Both have obvious constraints, mostly due to major roadways and large land parcels, but Figure 9 shows greater access to the single family neighborhood just south of the potential future site as well as to the residential area northeast of SR 303.

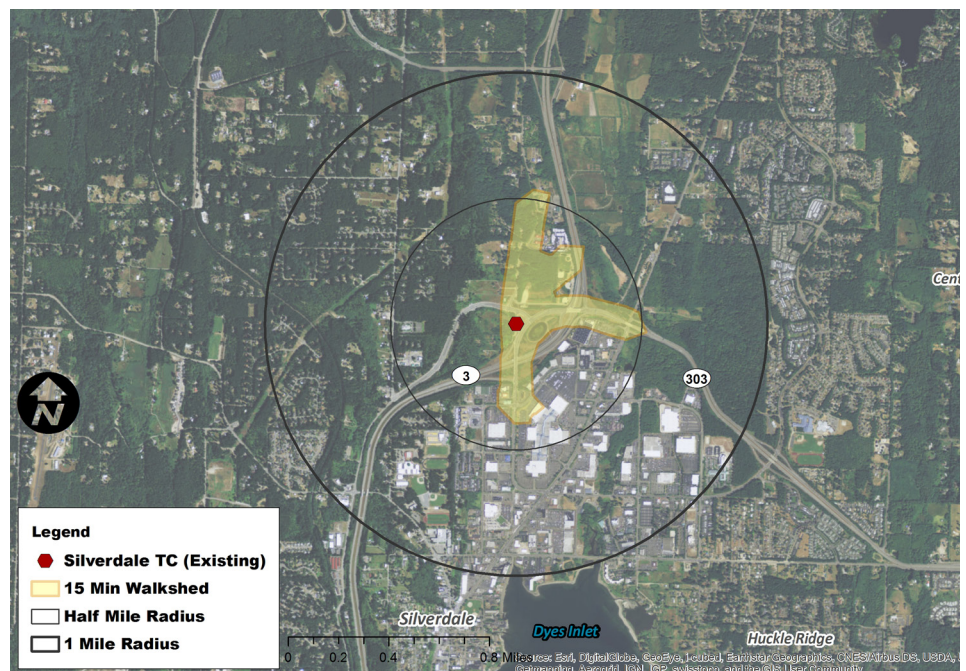


Figure 8: 15-Minute Walkshed (Existing Site)

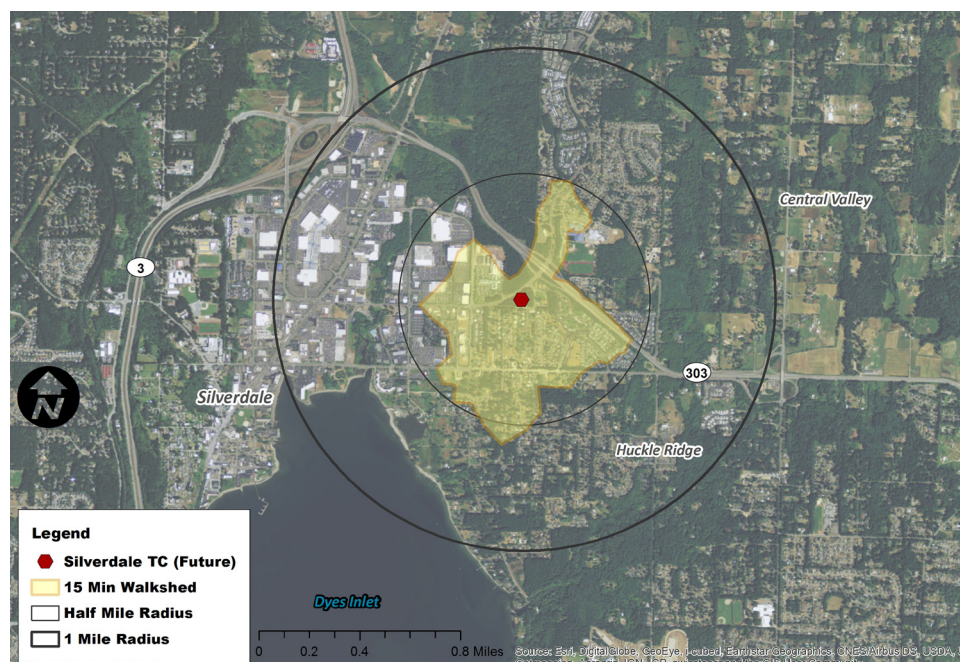


Figure 9: 15-Minute Walkshed (Potential Future Site)

TRANSIT SERVICE

Route	Service Period	Peak Headway	Off-Peak Headway	Travel Time	On-Time Performance	Average Weekday Ridership (2015)	Destinations Served
KT 12	All-day	-	60	60	-	-	West Bremerton TC
KT 13	All-day	-	60	60	-	-	East Bremerton TC
KT 17	All-day	-	60	60	-	-	East Bremerton TC
KT 32	All-day	-	60	55	-	-	Poulsbo TC, Olympic College
KT 33	AM/PM Peak	45	60	45	-	-	Bainbridge Ferry Terminal
KT 34*	AM/Mid/PM	-	60	25	-	-	Bangor Shelter 2510
KT 35*	AM/Mid/PM	-	60	25	-	-	Kitsap mall, Bucklin Hill, Doctor's clinic
KT 36*	AM/Mid/PM	30	60	25	-	-	Kitsap mall, Ridgetop, Doctor's clinic
KT 37*	AM/Mid/PM	-	60	25	-	-	Kitsap mall, Bucklin Hill, Kitsap pavilion
KT 38*	AM/Mid/PM	-	60	25	-	-	Kitsap mall, Harrison
KT 39*	AM/Mid/PM	-	60	25	-	-	Kitsap mall, Bucklin Hill

*Shuttle services departing from Silverdale Transit Center

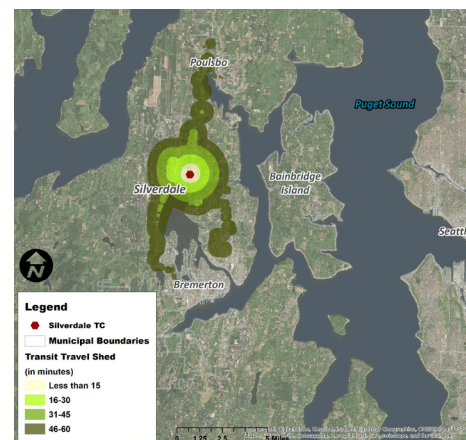


Figure 10: Transit Travelshed

The existing Silverdale Transit Center is served by 11 Kitsap Transit routes. Many of these routes operate on a pulse system, meaning that the buses or shuttles operating these routes all arrive around the same time, provide an opportunity for riders on these routes to transfer to routes serving their final destinations, and depart shortly thereafter. In a pulse system, transit centers like Silverdale are very important. Approximately 6% of Kitsap Transit's average daily boardings occur at the Silverdale Transit Center. These boardings are almost entirely transfers between routes due to the existing Silverdale Transit Center's location, which doesn't have parking, is not proximate to residential populations, and lacks connecting nonmotorized facilities.

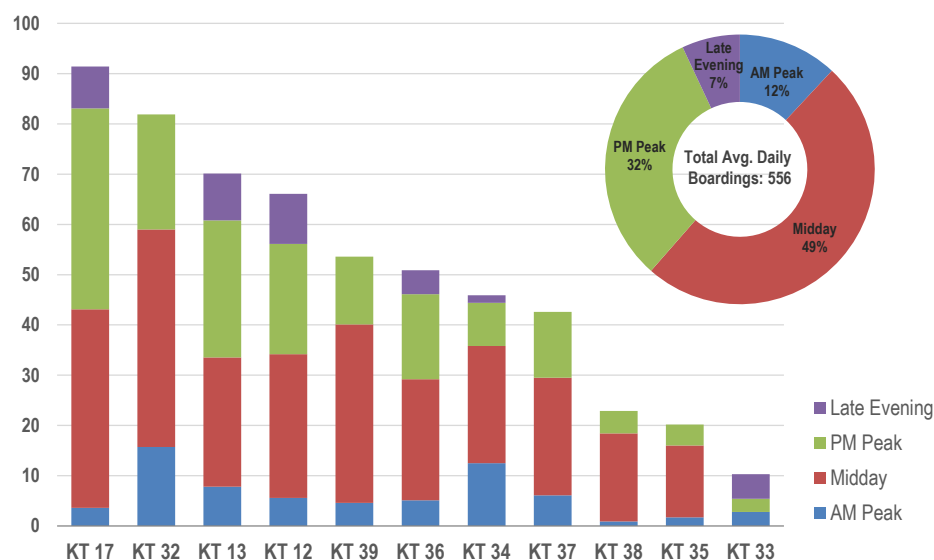


Figure 11: Daily Boardings by Route and Time of Day

Figure 11 shows boardings by route and time of day, which demonstrate that almost half of the boardings observed occur in the mid-day period. This data indicates that users aren't necessarily peak-period commuters but instead transit-dependent riders.

PARKING CHARACTERISTICS

There is no dedicated transit parking—either permanent or leased—at the existing Silverdale Transit Center. There may be a possibility for a small number of parking spaces at the potential future site of the Silverdale Transit Center. Kitsap Transit, in consultation with the Harrison Medical Center, is also exploring the possibility of using one floor in a parking garage that will be constructed as part of the Harrison Medical Center expansion for shared rides only (i.e., private carpools and Kitsap Transit vanpool groups).



Figure 12: Harrison Medical Center Aerial View

Figure 13 shows that there are not any public park and rides in a one mile radius from the potential future site of the Silverdale Transit Center.



Figure 13: Park and Ride locations near Silverdale Transit Center

FINDINGS

In consultation with Kitsap Transit staff and the Transit Access Working Group that oversaw and provided guidance on this Transit Access Assessment, the following findings—organized by Urban Form, Transit Service, and Parking—were reached regarding transit access at Silverdale Transit Center.

Urban Form

- Kitsap County and Silverdale have a rural/suburban character
- Likely changes coming both to regional growth center and urban growth area boundaries
- Retail development and medical service are the major destinations but lack transit supportive infrastructure
- Hospital expansion is likely to have a major impact
- Significant employment and residential growth expected

Transit Service

- Current location is not easily accessible by foot, bike, or car
- As such, most access is transit-to-transit/transfer behavior
- Future location will be much more proximate to a major employment location
- Expectation from Kitsap Transit is that this will be a key facility in the future with more service frequency

Parking

- There is no transit parking at the current location and very little in the immediate Silverdale area
- There is the potential for up to 50 stalls on the future site, but still uncertain
- Demand for parking is expected to grow with new facility and potential transit service improvements
- Likely shared parking arrangement with hospital
- More vanpool formation expected in the future



Figure 14: Existing Silverdale Transit Center