2020 FHWA REGIONAL COMPETITION: PROJECT SPONSOR FOLLOW-UP QUESTIONS

AGENCY: Kitsap County
PROJECT: SR 104 Realignment - Kingston Phase 1

Question #1: The application references current transit delay and vehicle queuing in the ferry lines. Please provide any additional details and data, if available, on the current impacts and how the project alleviates them, particularly as they relate to mobility to/from the regional growth center.

Answer #1:

Bus/Passenger Times

Transit passengers (going to and from the Centers) currently load/off-load on Washington Boulevard. The project will move the load/off-load point to the WSF terminal, eliminating the 500’ plus walk for passengers on the WSF and KT Fast Ferry.

- About 2.7 minutes less each direction per transit trip to the Regional Centers.
- Increased visibility and access of transit will increase use of transit.
- Currently there are no transit stops on Main St. because transit must use the north “local” lane and cannot load or off-load passenger (door is on right side of bus). The reconfiguration of Main St. will allow for bus stop(s) within the Kingston Community Center, increasing access and use of transit.
- Pedestrian improvements on 1st and Main St. will encourage pedestrian connections to transit stops and access the WSF and Fast Ferry to the Regional centers.

WSF Vehicle Queue

Within the Kingston Community center ferry queue will be eliminated on Main St., separating transit from WSF congestion. While the reconfiguration will not remove the ferry queue from the Community Center it manages the queue in a significantly more effective manner by pulling the queue out of the commercial area, opening vehicular, pedestrian, and bike circulation within the Community Center.

People and buses will move through the Community Center freely, improving travel times, on-time performance, and “appeal” of non-vehicle to the Regional Centers.

“…the peak hour queue can extend all the way from the ferry terminal to Miller Bay Road NE [2.2 miles], with typical peak queues extending to Barber Cut Off Road NE. [1.33 miles], (Linvog Holding Area Traffic Study, 2020, pg. 10)

“…the 85th percentile queue corresponded to a 2-hour wait time. Using standard vehicle lengths established by WSF, we calculated that that 2-hour wait time translated to a demand of 524 vehicles in the existing condition. That demand included vehicles occupying a full dock lot plus the SR 104 shoulder and storage lanes. That distance for total vehicles translated to
approximately Barber Cut Off Road NE consistent with the Project Partners’ observations of that being the typical peak queue length.” (Linvog Holding Area Traffic Study 2020, pg. 10)

- 52% of day have delays of one hour plus
- 63% of delay days have two hour plus
- 73% of delays have not Washington State Patrol traffic control
- 100% of weekends have delay

(WSDOT data compiled by Kinston resident)

**VISSIM Model**

To visually show how the SR 104 Realignment project establishes a “open vs. congested” circulation pattern within the Kingston’s Village Core, here are two VISSIM traffic model simulations of the existing roadway configuration and the proposed reconfiguration with 2040 traffic levels. (Lindvog Holding Area Traffic Study, 2020)

While traffic queue on 1st St. (SR 104) remain after the reconfiguration, the circulation pattern within the Community Center is opened up. Vehicles and transit can move within the Community Center where under the existing design traffic is caught up in the ferry queue. Note that the VISSIM model shows vehicle strictly adhering to traffic laws, not blocking intersections, and existing “local” circulation volumes that is historically damped because of ferry congestion.

Elimination of ferry congestion is possible with a follow-on project being explored by WSDOT/WSF and the County through the use of Active Traffic Management and a remote WSF holding lot. The SR 104 reconfiguration significantly support the potential use ATM in the corridor.

Here is the link for the Existing Weekday PM
[https://vimeo.com/414037361/780b33835b](https://vimeo.com/414037361/780b33835b)

Here is the link for the 2040
[https://vimeo.com/414022174/a597ba3da1](https://vimeo.com/414022174/a597ba3da1)
Question #2: Regarding the use of toll credits, please provide additional documentation on the amounts available from the state and the amount to be used for this project.

Answer #2:

Good Morning Steve,

WSDOT has authorized $1.5M in toll credits for the SR 104 Realignment Kingston project. Please let me know if you need anything else.

Joseph J. Perez
Olympic Region Planning and Program Manager

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