Appendix D

KITSAP TRANSIT PLANNING CONTEXT AND TRENDS ANALYSIS

Current Service Span

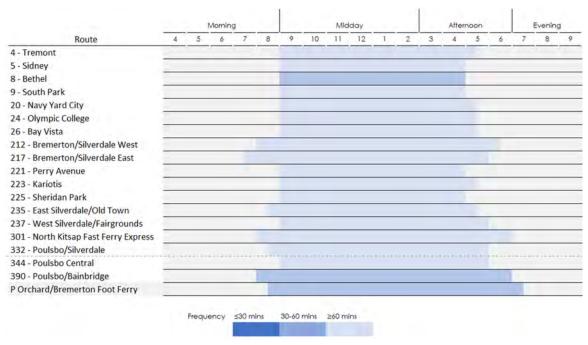
The times of day and frequencies at which transit service operates are just as important as the places transit goes to. Figure 2-39 shows weekday span of service and frequencies for Kitsap Transit fixed-route bus and ferry service.

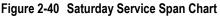
Kitsap Transit fixed-route bus service is designed primarily as all-day or peak period-only service. Only one bus route, the 81 local in Port Orchard, achieves 15-minute headways. Several routes, including many in north Kitsap County, operate at frequencies of greater than 60 minutes. There are several routes with all-day service that begin relatively late in the morning and end relatively early in the evening, such as routes 223 and 235, which provide local service in central Kitsap

Route - Tremont - Sidney - Bethel - South Park	4	5	6	7	8 9	10	11	12	1	2	3	4	5	6	7	8
- Sidney - Bethel			-							1.4						0
- Bethel					-										_	
Contraction of the second s			_												-	
- South Park																_
											_					
) - Navy Yard City																
- Olympic College																
5 - Bay Vista											-					
L - Annapolis Commuter																
- Mullenix Express																
5 - Southworth Shuttle																
- Manzanita Commuter											- 1				1.0	
- Agate Point Commuter																
- Battle Point Commuter	- 1															
- Sunrise Commuter																
- Crystal Springs Commuter		_														
- Fort Ward Commuter																
- Bill Point Commuter																
6 - Fletcher Bay Commuter		-														
84 - Harper Shuttle																
02 - Central Kitsap Fast Ferry Express														-		
12 - Bremerton/Silverdale West		10														
15 - McWilliams Commuter											_			-	_	-
17 - Bremerton/Silverdale East	-	10										-				
19 - Crossroads Commuter		-	_								-	_		_		-
21 - Perry Avenue	-										_	-				
23 - Kariotis					-								_			
25 - Sheridan Park														_		
35 - East Silverdale/Old Town	-	_												-		-
87 - West Silverdale/Fairgrounds		_		_	-									-		-
01 - North Kitsap Fast Ferry Express	-													-		
02 - Kingston/Suquamish Fast Ferry																
07 - Kingston/N Viking Fast Ferry Expr.								****								
32 - Poulsbo/Silverdale				-				-						_	_	_
33 - Silverdale/Bainbridge	-										-					_
38 - Gateway/Bainbridge Express	-			-							-			-		
4 - Poulsbo Central	-		_	-	-								_	-		_
90 - Poulsbo/Bainbridge	-					_								-		-
Orchard/Bremerton Foot Ferry						_			_						1	-
remerton Fast Ferry		_					-	_	_	-		_		-	-	-
-	-	-			-			_	_	-	-	_			-	-
ngston Fast Ferry outhworth Fast Ferry		-		_			-	_	-	-	_	-		-		_

Figure 2-39 Weekday Service Span Chart

Saturday service spans and frequencies on Kitsap Transit's fixed-route bus and foot ferry are in Figure 2-40. On Saturdays, all bus routes are designed as all-day service, although most routes end relatively early in the evening, with some—such as routes 5, 8, 9, 221, and 225—stopping service at approximately 5:30 p.m.





Current Vehicles Used

Kitsap Transit owns 191 buses of various sizes for use in fixed-route, Worker/Driver, and flexible or dial-a-ride services. Vanpool and *ACCESS* VanLink use 149 vans owned and maintained by the agency. Ferry services use seven ferryboats, three of which were purchased in 2019 for fast ferry service. Recent replacements of 30-foot buses have resulted in a higher average condition and remaining useful life for that part of the fleet. A detailed table of Kitsap Transit's fleet is in Figure 2-41.

Many of Kitsap Transit's 40- and 35-foot heavy-duty transit buses are nearing the end of their useful life. As these vehicles are replaced, Kitsap Transit has an opportunity to satisfy the Washington State law that transit agencies adopt electric or biofuel vehicles in their fleets.³

³ Washington State Legislature. 2021. RCW Section 43.19.648. https://app.leg.wa.gov/RCW/default.aspx?cite=43.19.648