Kitsap County
PUBLIC WORKS

SR 104 Holding Lanes - ATMS

Ferry Traffic Holding Lane &
Active Traffic Management System (ATMS) Project

Project Will:

- Build a ferry traffic holding lane and boarding pass kiosk.
- Reduce traffic congestion.
- Improve access to businesses.
- Address air quality concerns in town from idling vehicles.

What to Expect:

- One-way alternating traffic controlled by flaggers at project site.
- Occasional traffic stops in both directions approaching the work zone.

Every effort will be made to minimize disruptions to travel. Emergency vehicles will always have access. Work will not block driveways near the project site. When completed, **Washington State Ferries** will operate and maintain the ATMS.

For more information on this project visit kcowa.us/ATMS
or call Kitsap1: 360.337.5777

Kitsap County PUBLIC WORKS

SR 104 Holding Lane/ATMS
FAQ Sheet

The Kingston-Edmonds ferry route handles the second highest annual volume of vehicles and drivers (1.9 million/year) and the second highest volume of additional passengers (1.8 million) in the Washington State Ferry system. Currently inbound traffic to the ferry terminal loads through the heart of Kingston Village Center on Main Street and exits along First Street. Ferry loading backups during peak times create ferry traffic congestion, pedestrian circulation conflicts, air quality concerns from vehicle idling, and traffic circulation gridlock within the Village Center and along State Route 104.

Kitsap County, Kitsap Transit, and the Port of Kingston worked with the Washington Department of Transportation (WSDOT) and Washington State Ferries (WSF) to identify and implement improvements on SR 104 to reduce traffic issues. The SR 104 Holding Lane/Active Traffic Management System (ATMS) project is a "practical solutions" approach to manage eastbound ferry traffic within Kingston.

Q: What is the timeline for the ATMS?
A: Construction to begin spring 2025 with the objective to have the system operational by summer 2025.

Q: When the ATMS ferry holding lane light turns green, is that triggered by a manual switch from the ferry tollbooth workers or an automated sensor?
A: A boarding pass and stop light system detects traffic backup/capacity on Main Street and will dictate the light accordingly.

Q: Has this mechanism been used in other areas of the state?
A: This will be the first time an ATMS is implemented at a ferry terminal. Similar technology is used at highway onramps and with SR 167 HOV lane pricing.

Q: How many cars backed up on Main Street is considered "crowded" and thus stops the holding lane?
A: That exact number is to be determined, but we do not expect ferry traffic to back up beyond Iowa street. We will evaluate the requirement during the design phase. The system will require optimization once installed.

Q: Will the timing of traffic signals at Lindvog and Bannister be coordinated to ensure ferry vehicles move directly to the toll booths?
A: This will be part of the design process of the Active Traffic Management System.

Q: What is the status and timeline for the realignment project that moves ferry traffic to 1st Street?
A: WSDOT has funding to complete the design of the realignment of both ingress and egress ferry traffic to 1st Street. The plan will include moving the toll booths to the 1st Street entrance to the terminal, reconfiguring the terminal parking lanes, and redeveloping the downtown blocks of main street to support a pedestrian, bike, and transit oriented streetscape. During the design development and environmental assessment, WSDOT determined that Whisper Creek flows through an underground pipeline across 1st Street and along main and is impacted by the project. Since Whisper Creek is classified by WDFW as a fish-bearing stream, a correction to the fish-passage barrier must be evaluated. WSDOT is conducting a pre-design study to address the Whisper Creek issue. This evaluation will take 6-12 months.

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