



Sound to Olympics Trail

Alternatives Evaluation Memo

Agate Pass Bridge to Madison Avenue NE

February 2024

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SOUND TO OLYMPICS TRAIL

The Sound to Olympics Trail (STO) is a regional trail system that will connect Kitsap County to surrounding trail networks across Washington. The STO will provide a link to the Olympic Discovery Trail in the west, serving as the western terminus of the nationwide Great American Rail Trail, which will span from Washington to Maryland. STO’s two eastern termini are in Bainbridge Island and Kingston, where users can take the Washington State Ferries to connect to trails east of the Puget Sound, such as Burke-Gilman Trail and Sound to Mountains Greenway. As part of a \$16 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant from the U.S. Department of Transportation, the City will acquire \$1.7 million in federal funding for the STO from Agate Pass Bridge to the existing STO downtown. The broader initiative will plan and design 100 miles of new multiuse trails in the Puget Sound to Pacific (PS2P) corridor, extending from Bainbridge Island to La Push.

The existing 1-mile segment of STO on Bainbridge Island connects the Bainbridge Island Ferry Terminal north to Sakai Park. The proposed remainder of the STO throughout the city will mostly parallel SR 305, which is relatively flat with existing right-of-way (ROW) for the trail. The STO is designed as a two-way, shared-use path with a preferred 12-foot paved surface, accommodating users of all ages and abilities.

Alternatives Evaluation Memo

The project will determine the next steps for the STO on Bainbridge Island. An engineered 20% design will be developed for the section of trail from Madison Avenue to Sakai Park (Figure 1). Two planning-level alignments were identified for the remainder of the STO from Agate Pass Bridge to Madison Avenue. Two alignments were identified for the planning-level segments based on existing conditions, environmental constraints, and land availability. This memo documents the existing conditions and evaluation criteria used to determine a preferred alignment.

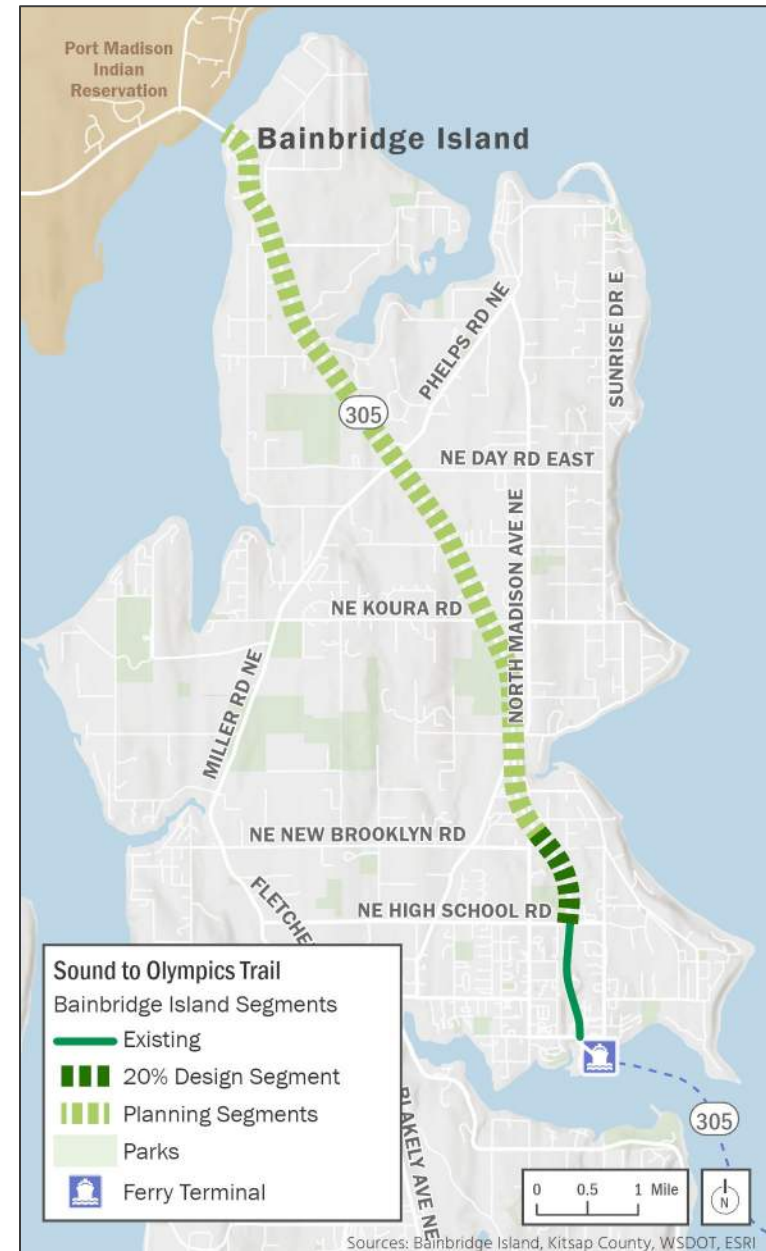


Figure 1. Project Segments

EXISTING CONDITIONS

Consistent with previous plans, the planning-level section of the STO (Figure 2) was divided into the following seven segments:

1. Local Connector Segment
2. Bloedel Segment
3. Hidden Cove Segment
4. Business-Industrial North Segment
5. Business-Industrial South Segment
6. Meigs Park Segment
7. Middle Schools/Coppertop Segment

Alignment Alternatives Development

The project team used geospatial data and analysis to map and document existing conditions along the SR 305 corridor for each of the segments. Opportunities and challenges were identified through site visits to determine potential locations for the trail alignments. The suggested alignments were crafted to fit entirely within the existing ROW or city-owned properties, considering connections to community areas and destinations. Additional consideration was given to minimize the impacts on existing trees and vegetation. The City then engaged the public in assessing these proposed alignments through an interactive web map.

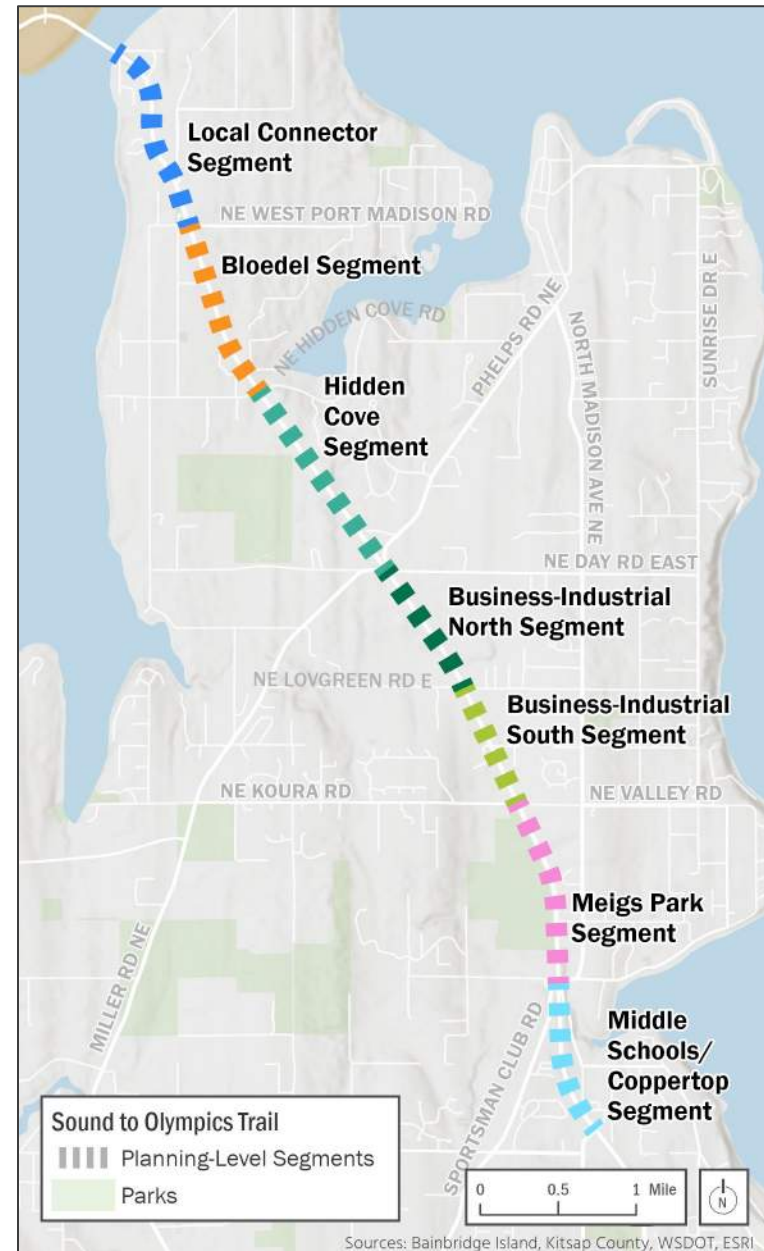


Figure 2. Planning-Level STO Segments

Transit Connections

Bainbridge Island's transit is managed by Kitsap Transit, with key routes along State Route 305, such as 390 (Poulsbo/Bainbridge) and 333 (Silverdale/Bainbridge). Additional routes like 94 (Agate Point), 93 (Manzanita), and 96 (Sunrise) intersect with the study area, enhancing accessibility. The Washington State Ferries operate from the Bainbridge Island Ferry Terminal at the southern end of Route 305. Once the Sound to Olympic Trail is completed, it will connect to the Bainbridge Island Ferry and provide a connection across the Puget Sound to Seattle.

Park-and-ride lots on Bainbridge Island include Bethany Lutheran Church, Island Church, and Day Road. Although not within the Bainbridge Island city limits, Clearwater Park & Ride is just over the Agate Pass Bridge and provides access to the island. Figure 3 shows key transit routes and the park-and-ride locations.

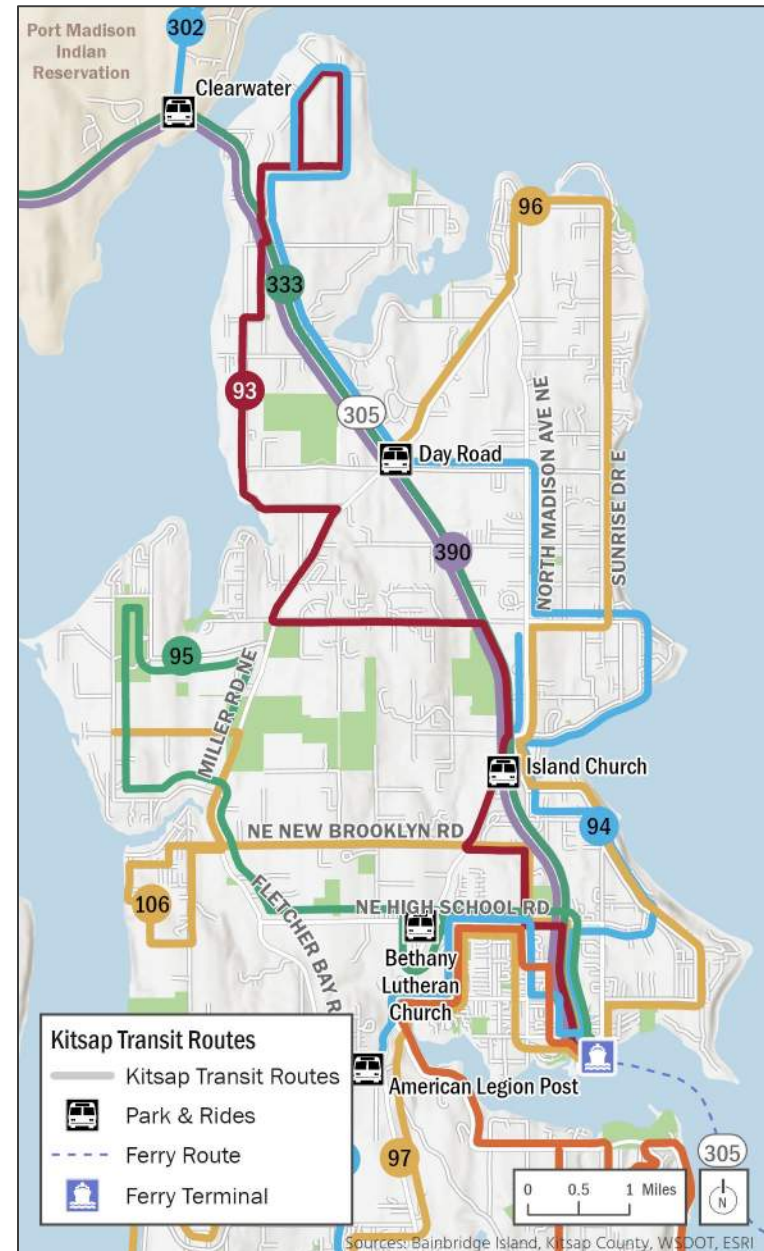


Figure 3. Transit Connections

Existing Topography

Building a trail adjacent to the SR 305 highway corridor is a strategic choice driven by several considerations, primarily the steepness of the terrain and the availability of land. This highway's ROW follows one of the longest continuous stretches of relatively flat land on the island, making it more feasible for a trail compared to the hilly terrain found elsewhere.

The STO alignments are intended to fall largely within the SR 305 ROW since it is already public land and would eliminate the need to secure easements through private property, a challenge in other locations. As portions of the corridor have already undergone grading, an alignment along SR 305 can minimize overall construction costs and preserve the unique topography of the area. In various locations, SR 305 follows a trapezoidal pattern, either elevated on fill or traversing through a cut. This characteristic will influence the construction of the trail, potentially necessitating extra cut and fill operations to add width for the trail.

Figure 4 shows elevation contours in areas surrounding the planning-level segments. Areas in red are over 40% slope and are classified as geohazard due to the susceptibility of steep slopes to erosion, landslides, and earthquakes. The area along SR 305 generally avoids some of these concerns.

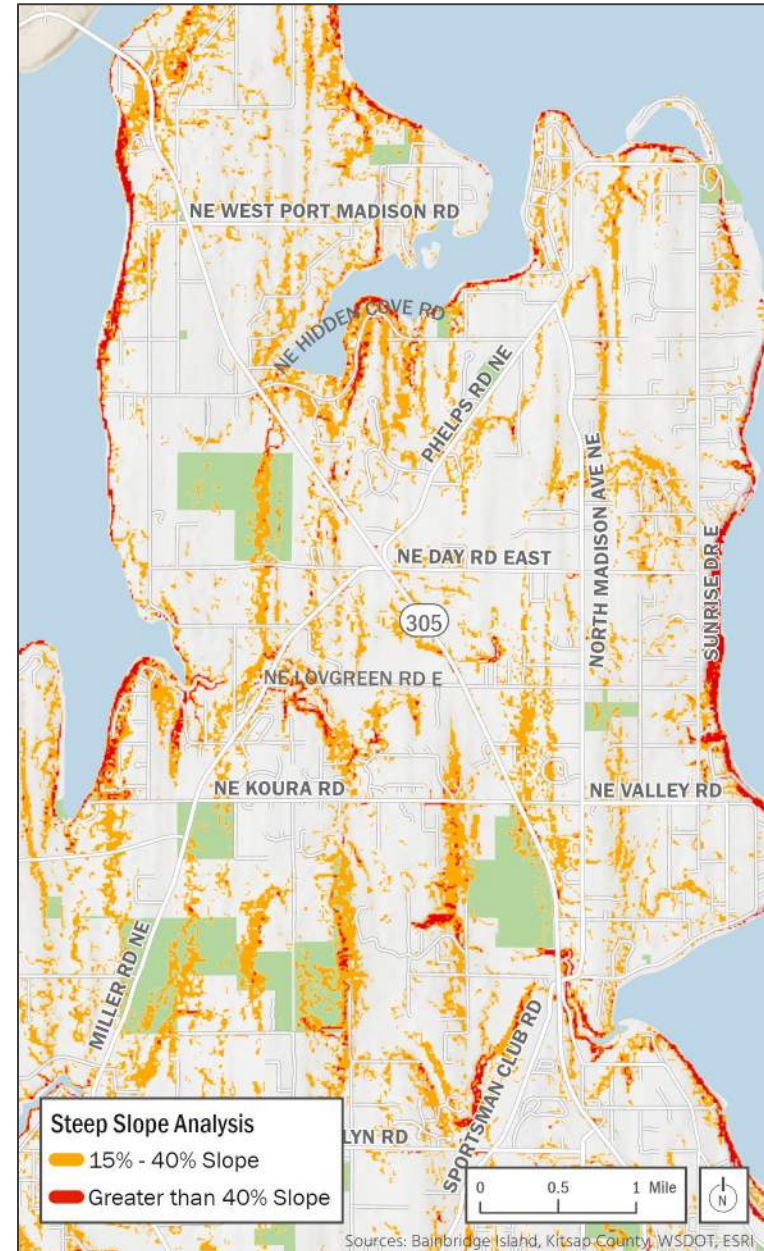


Figure 4. Existing Topography

Local Connector Segment

The Local Collector Segment extends south from the Agate Pass Bridge, which marks the northern boundary of Bainbridge Island, to NE Seabold Road/NE West Port Madison Road. Signs on the bridge and along the highway indicate shared use of the road for bicyclists and vehicles. There is limited or no shoulder on the eastern side of the road for approximately 1,000 feet south from Agate bridge, which restricts northbound access for bicyclists. South of Agatewood Road, the shoulders widen to 6 feet for the remainder of SR 305, consistent with Design Type B Shoulders in the City’s *Nonmotorized Transportation Plan* (2001).

There is an existing Puget Sound Energy (PSE) utilities easement within the SR 305 ROW. The easement extends south from Agate Pass Bridge to Rotary Centennial Park on the west side of SR 305 within the public ROW.

In 2012, the Bainbridge Island Land Trust acquired two parcels north of NE Adas Will Lane and created the Agate Passage Preserve. The 7.5-acre Preserve includes mixed, mature second-growth forest, open meadows, an intermittent stream without fish, and wetlands. The trail network at the Preserve is open to the public during daytime hours. There is no parking at the preserve, so users are instructed to park at Rotary Centennial Park and walk along an existing informal, unmarked trail to access the Preserve through a gravel road off NE Adas Will Lane. There is one existing trail through Rotary Centennial Park.

The northern end of the segment has an existing wetland west of SR 305, with a wetland buffer extending into the ROW. There is one stream crossing near Agate Preserve that is not known to be used by fish. A portion of the ROW along the northern end of the segment is within a geohazard risk area due to steep slopes. There are WSDOT roundabout projects in construction at NE Adas Will Lane/SR 305 and NE West Port Madison Road/NE Seabold Road/SR 305. Figure 5 shows key features of the Local Connector Segment.



Figure 5. Local Connector Segment: Existing Conditions

Bloedel Segment

The Bloedel Segment extends south from NE Seabold Road/NE West Port Madison Road to NE Hidden Cove Road. The trails within Rotary Centennial Park do not extend outside of the park’s boundaries. Bicyclists and pedestrians use the existing Design Type B shoulder, which is about 6 feet in either direction, along SR 305 throughout the Bloedel Segment.

Most parcels surrounding the segment are rural, single-family residential dwellings. Most public ROW in this area is along SR 305, with minimal ROW along the adjacent collector streets. Seabold United Methodist Church is northwest of the NE Seabold Church Road intersection with SR 305. Available ROW surrounding the church varies from 8 feet to 30 feet on either side of the road.

Wetlands are present northwest of the NE Hidden Cove Road intersection with US 305. A fish-bearing stream crosses SR 305 north of NE Manual Road. Topography is relatively flat in this area, with steep slopes indicating a geohazard risk just south of NE Hidden Cove Road. Figure 6 shows the existing conditions of the Bloedel Segment.

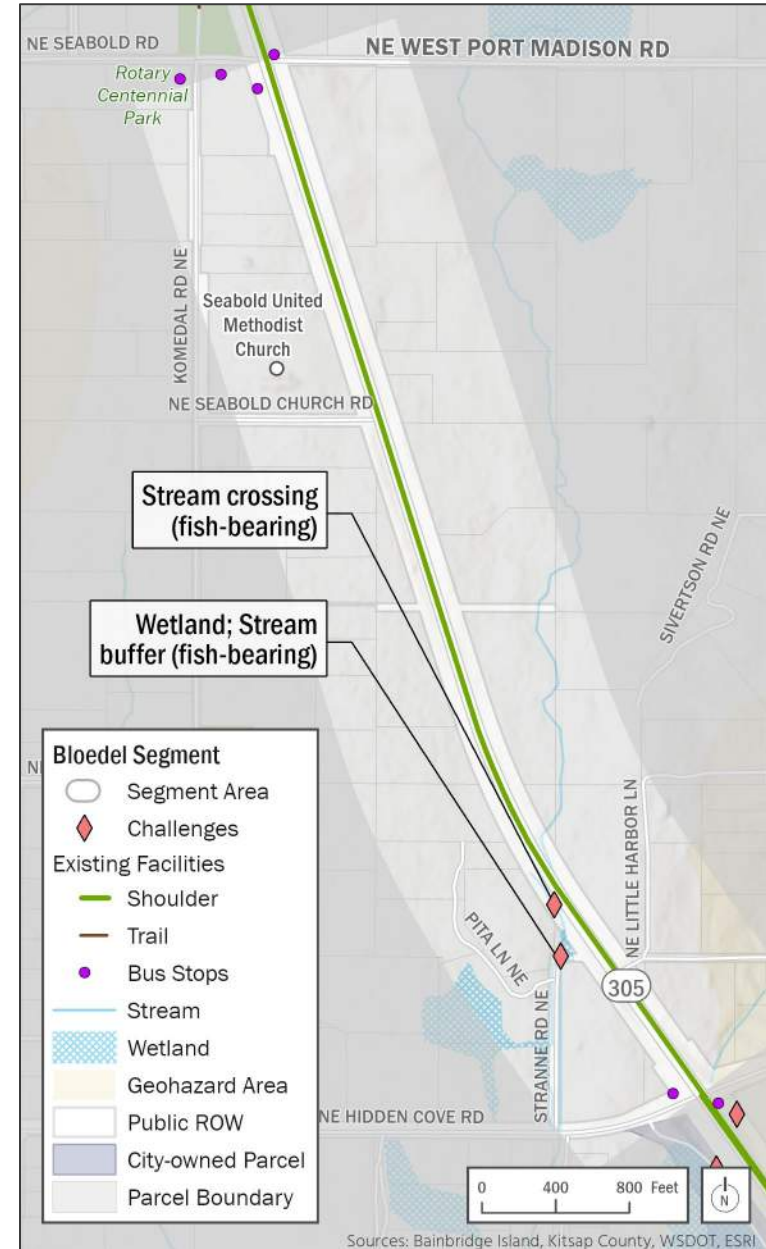


Figure 6. Bloedel Segment: Existing Conditions

Hidden Cove Segment

The Hidden Cove Segment extends south from NE Hidden Cove Road to NE Day Road (Figure 7). Bicyclists and pedestrians use the existing Design Type B shoulder, which is about 6 feet in either direction, along SR 305. One 4-foot bike lane is present on SR 305 for northbound bicyclists approaching the NE Day Road intersection. “Share the Road” signage is present along Phelps Road NE, which connects to NE Day Road near the intersection with SR 305.

The four parcels southwest of SR 305/NE Hidden Cove Road intersection are owned by the city. Bainbridge Island Public Works has a maintenance facility on the large parcel adjacent to SR 305, which connects to NE Hidden Cove Road via an access road across the parcel. A PSE substation is located at the southern end of the segment.

Manzanita Park is a popular community destination that is accessed via NE Day Road W. The park has 2 miles of equestrian and walking trails and connects directly to the Bainbridge Island Saddle Club, which is east of the park. The Bainbridge Island Saddle Club is a membership nonprofit organization dedicated to promoting good horsemanship and fostering amateur equestrian sports in the Bainbridge Island community through educational activities schooling shows, clinics, and member-only events and providing a supportive environment for horse enthusiasts while partnering with other nonprofit organizations and serving as the home for the Bainbridge Island Pony Club.

A large wetland is present in the northeast corner of the Hidden Cove Segment, extending south through the western side of Manzanita Park. A fish-bearing stream crosses SR 305 just north of the intersection with NE Day Road. There is a geohazard risk along the northwest corner of SR 305, with significantly steep slopes between the maintenance facility access road and SR 305.

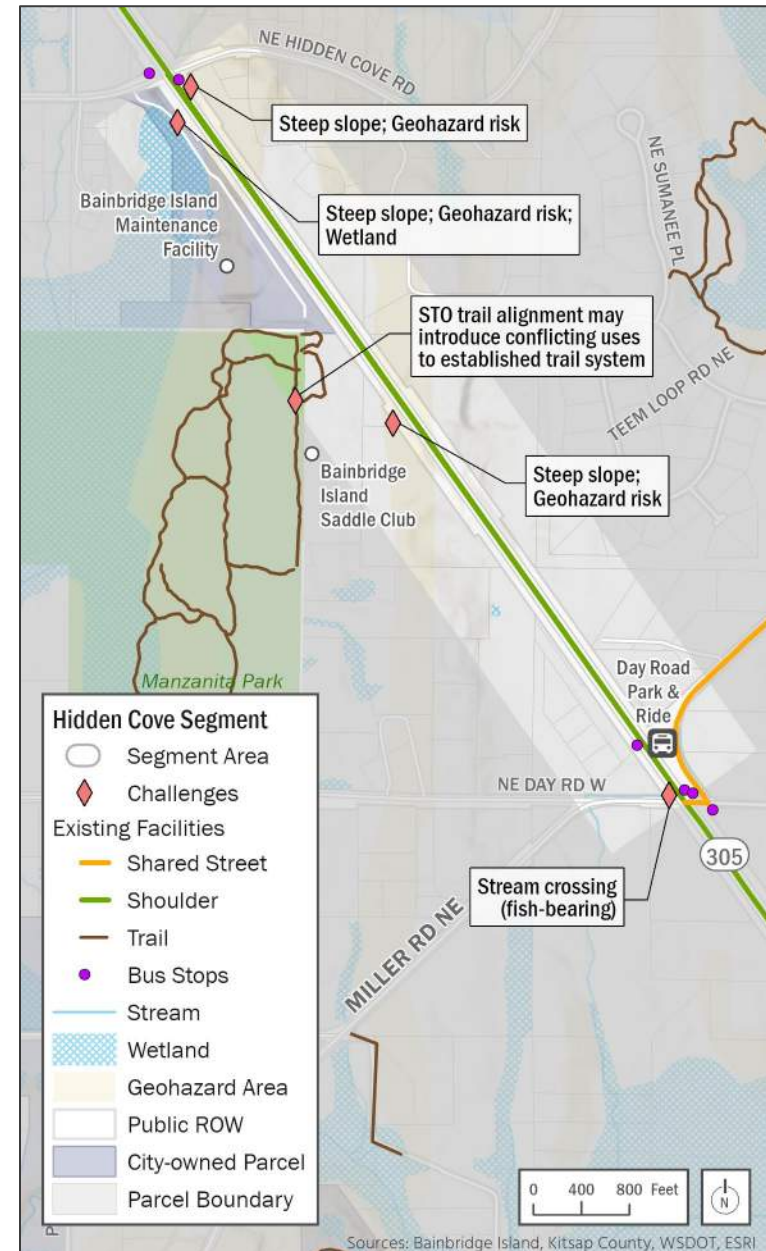


Figure 7. Hidden Cove Segment: Existing Conditions

Business-Industrial North Segment

The Business-Industrial North Segment extends south from NE Day Road to NE Lovgreen Road (Figure 8). One 4-foot bike lane is present on SR 305 for northbound bicyclists approaching the NE Day Road intersection. Bicyclists and pedestrians use the existing Design Type B shoulder, which is about 6 feet in either direction, along SR 305.

In 2022, the Bainbridge Island Parks & Trails Foundation started work on the Farm Trail. The trail, which was identified through the City’s Sustainable Transportation Plan, will connect NE Lovgreen Road to NE Day Road E along a strip of unopened ROW and easements east of SR 305. The trail borders city-owned and private farmlands and vineyards. Other destinations in the area include the Island School, a private elementary school on NE Day Road E.

Wetlands are present in the southern section of the Business-Industrial North Segment, west of SR 305. Manzanita Creek is a fish-bearing stream that crosses SR 305 just north of NE Lovgreen Road. There are some geohazard areas along the segment.



Figure 8. Business-Industrial North Segment: Existing Conditions

Business-Industrial South Segment

The Business-Industrial South Segment extends south from NE Lovgreen Road to NE Koura Road (Figure 9). Bicyclists and pedestrians use the existing Design Type B shoulder, which is about 6 feet in either direction, along SR 305. A 30-foot-wide strip of public ROW extends directly south from SR 305 to Koura Road.

The Bainbridge Island Recreation Center is accessed via NE Koura Road. The Recreation Center serves as a comprehensive facility within the Bainbridge Island Metro Park & Recreation District, offering diverse recreational opportunities, such as fitness rooms, sports gymnasiums, indoor tennis courts, a pool, and children's programs. The facility provides a versatile space for fitness, sports, and family-oriented programs for users of all ages.

Wetlands are present in the southern half of the Business-Industrial South Segment, west of SR 305. A fish-bearing stream crosses west of SR 305, with additional non-fish streams and perennial streams crossing to the east of the roadway. Approximately half of the SR 305 ROW in this segment is within a stream buffer. Some geohazard risks due to steep slopes are present at the SR 305 intersection with NE Koura Road/NE Valley Road.

NE Koura Road/NE Valley Road offer a potential east-west pedestrian and bicycle connector. NE Koura Road/NE Valley Road have low traffic volumes.

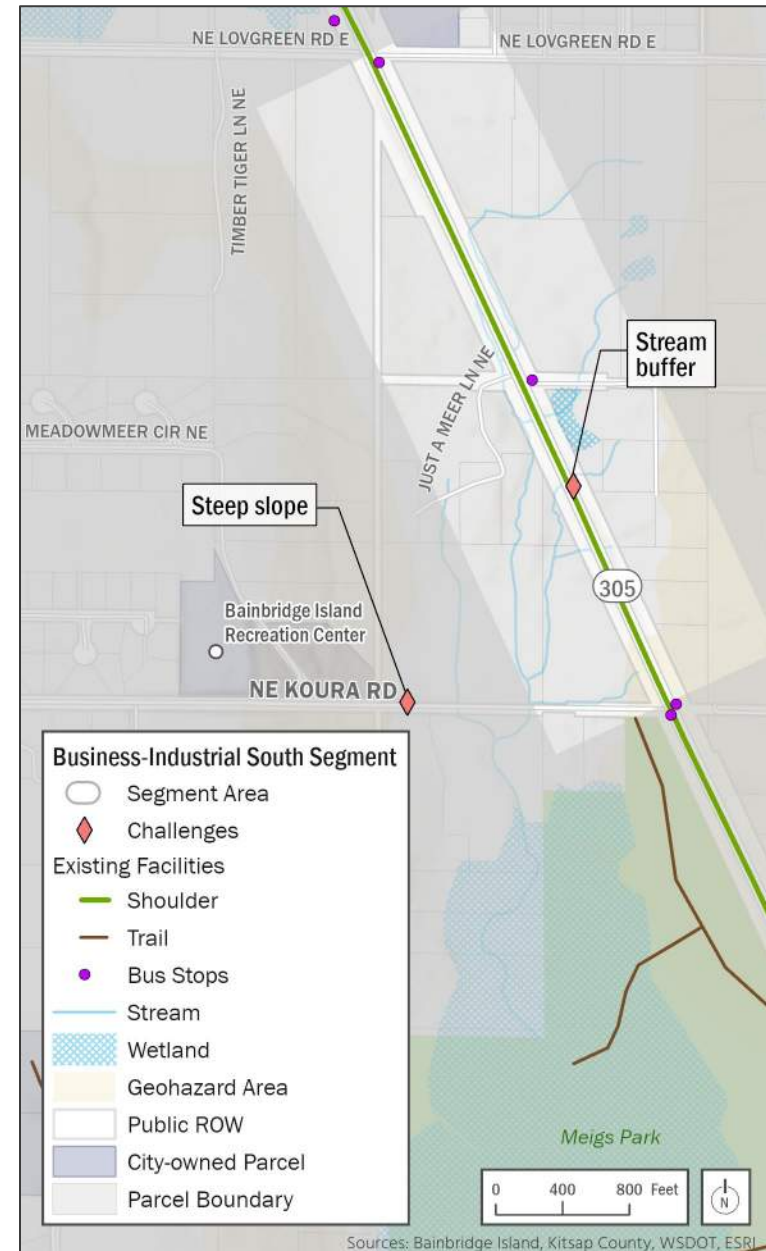


Figure 9. Business-Industrial South Segment: Existing Conditions

Meigs Park Segment

The Meigs Park Segment extends from NE Koura Road/NE Valley Road to Sportsman Club Road /N Madison Avenue NE (Figure 10). Two bike lanes are present for northbound and southbound bicyclists along SR 305 at the intersection with Sportsman Club Road NE/N Madison Avenue NE. Along the corridor, bicyclists and pedestrians use the existing Design Type B shoulder, which is about 6 feet in either direction. As mentioned above, NE Koura Road/NE Valley Road offer a potential east-west pedestrian and bicycle connector.

Meigs Park is located at the southwest corner of Koura Road and SR 305, spanning nearly 100 acres and featuring a rich ecosystem, including wetlands, ponds, native plants, wildlife habitat, and old-growth spruce. Founded in 1992 with the acquisition of the 67-acre parcel, Meigs Park expanded through the subsequent purchase of three additional parcels, collectively known as Meigs Farm, totaling 20 acres. The Bainbridge Island Metro Park & Recreation District (BIMPRD) holds conservation easements on both Meigs Park and Farm.

An existing trail parallels SR 305 along the eastern side of the park and is accessed via a small parking lot on NE Koura Road. Over half of the park is a designated wetland, with access near the delicate bog limited to the public. There is no existing access from the southbound terminus of the trail to SR 305.

Murden Creek, a fish-bearing stream and tributary to Murden Cove, extends through Meigs Park and crosses SR 305 north of Sportsman Club Road NE. WSDOT’s SR 305/Murden Creek project (completed November 2023) replaced an existing culvert with a new bridge at SR 305, which would accommodate a future shared-use path crossing. There is a Type A pedestrian facility on the west side and a Type B pedestrian facility on the east side. Steep slopes are present along the northern half of the segment and near the stream crossing. Additional wetlands are present east of SR 305 near N Madison Avenue NE.

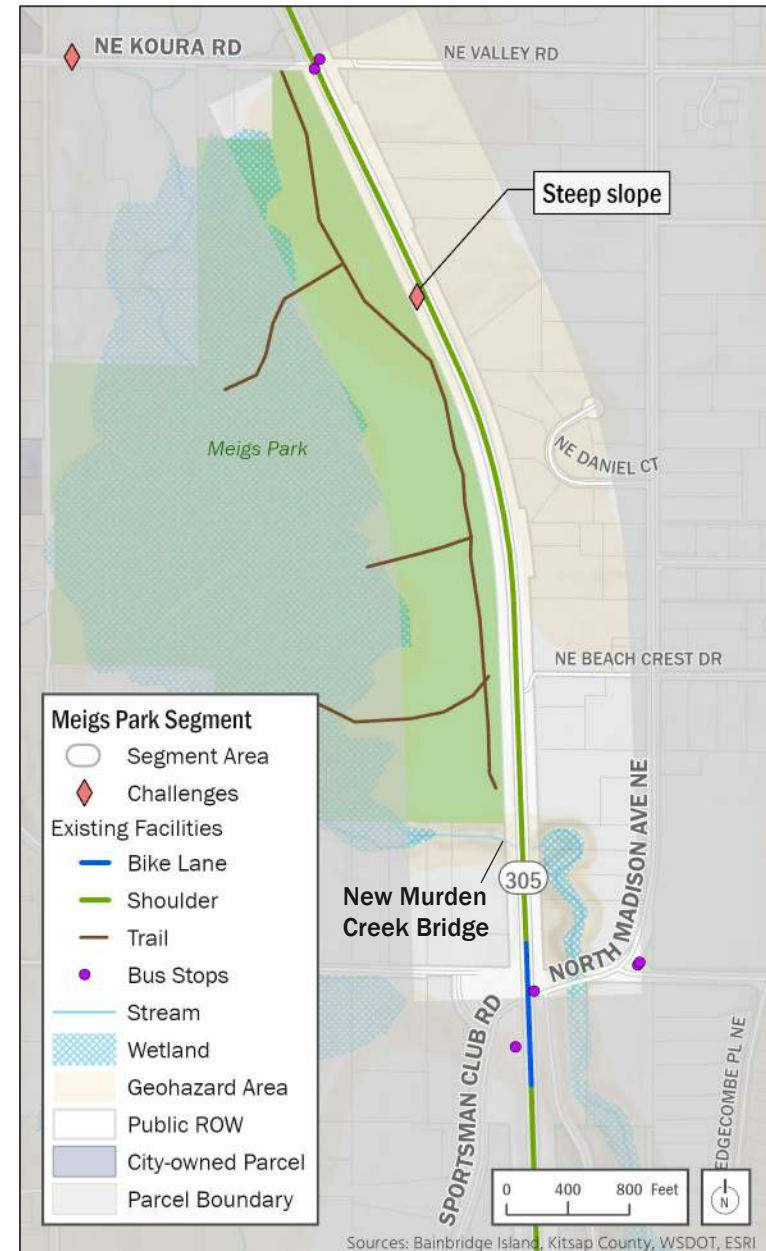


Figure 10. Meigs Park Segment: Existing Conditions

Middle Schools/Coppertop Segment

The Middle Schools/Coppertop Segment extends south from Sportsman Club Road/N Madison Avenue NE to Madison Avenue NE (Figure 11). This marks the southernmost section currently under consideration for planning purposes, while the remaining portion of the corridor, extending from Madison Avenue NE south to Sakai Park, will be planned with engineering design to 20%.

Two bike lanes are present at the intersection for northbound and southbound bicyclists along SR 305 at the intersection with Sportsman Club Road NE/N Madison Avenue NE. Along the corridor, bicyclists and pedestrians use the existing Design Type B shoulder, which is about 6 feet in either direction.

Coppertop Park is a commercial business complex between Sportsman Club Road and SR 305, including office space, dining, entertainment, and gyms. There is no existing nonmotorized or vehicular access that connects Coppertop Park to SR 305. There is an existing path adjacent to Sportsman Club Road from Coppertop Park to the crosswalk connecting to Sakai Intermediate School. Woodward Middle School is just south of Sakai Intermediate School. Sidewalks are present along some residential neighborhoods and south of the Middle Schools/Coppertop Segment.

A fish-bearing stream and wetland are present northeast of the corridor, with steep slopes creating a geohazard risk in some sections of the SR 305 ROW.

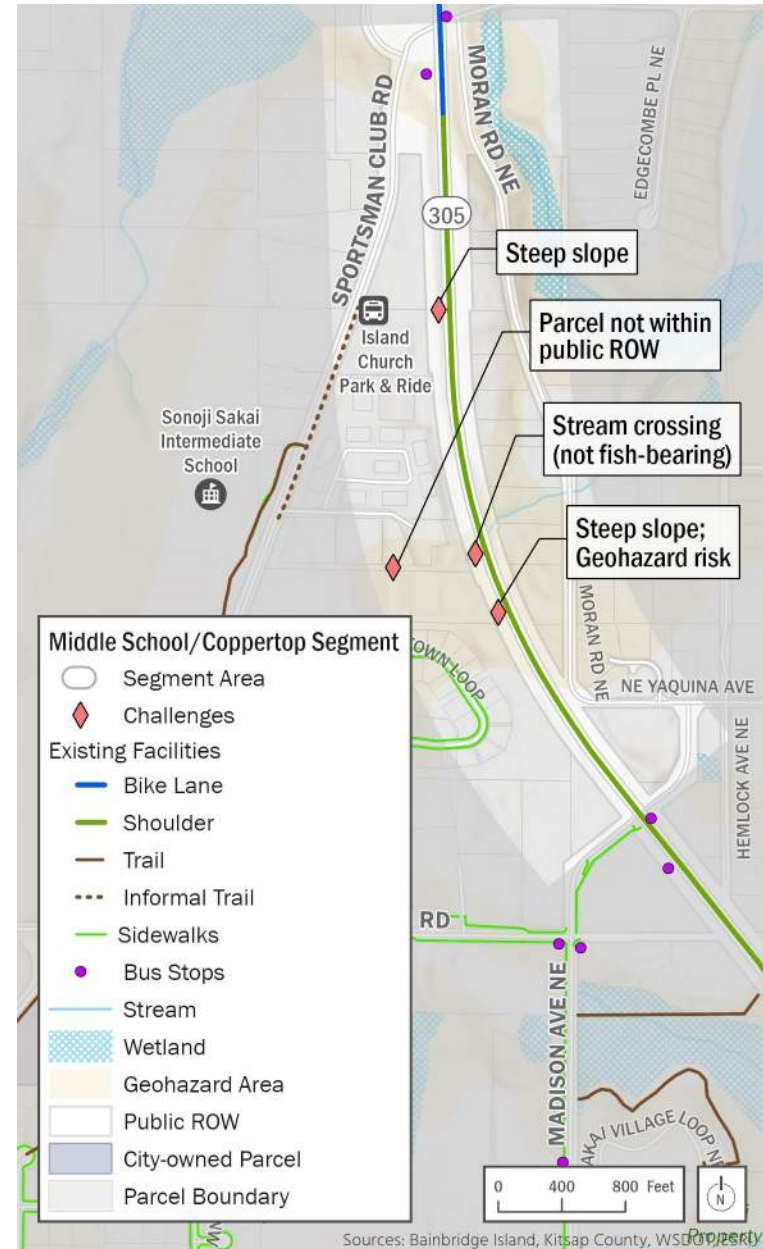


Figure 11. Middle Schools/Coppertop Segment: Existing Conditions

ALIGNMENT ALTERNATIVE EVALUATION

Two preliminary alternative alignments were developed for each planning-level segment from Agate Pass Bridge to Madison Avenue N based on existing conditions, available ROW, and environmental constraints (Figure 12). Alignments were developed to optimize route directness and utilize existing access via public ROW or easements. Upcoming projects along SR 305 were taken into consideration since they may present the opportunity to incorporate the trail. There are WSDOT roundabout projects in construction at NE Adas Will Lane and NE West Port Madison Road along SR 305, and another roundabout is planned at NE Day Road. Both alternative alignments are west of SR 305 due to significant slope challenges on the east side of the roadway.

Alignment 1 largely parallels SR 305, leveraging the existing ROW for the highway. This alternative minimizes land acquisition and offers a more straightforward route compared to using side roads. Alignment 2 utilizes existing open space or easements outside of the SR 305 ROW, offering a longer route but additional separation from the roadway.

This section of the report details each of the two alternatives considered for each segment. Opportunities identified by the project team are highlighted for each segment.

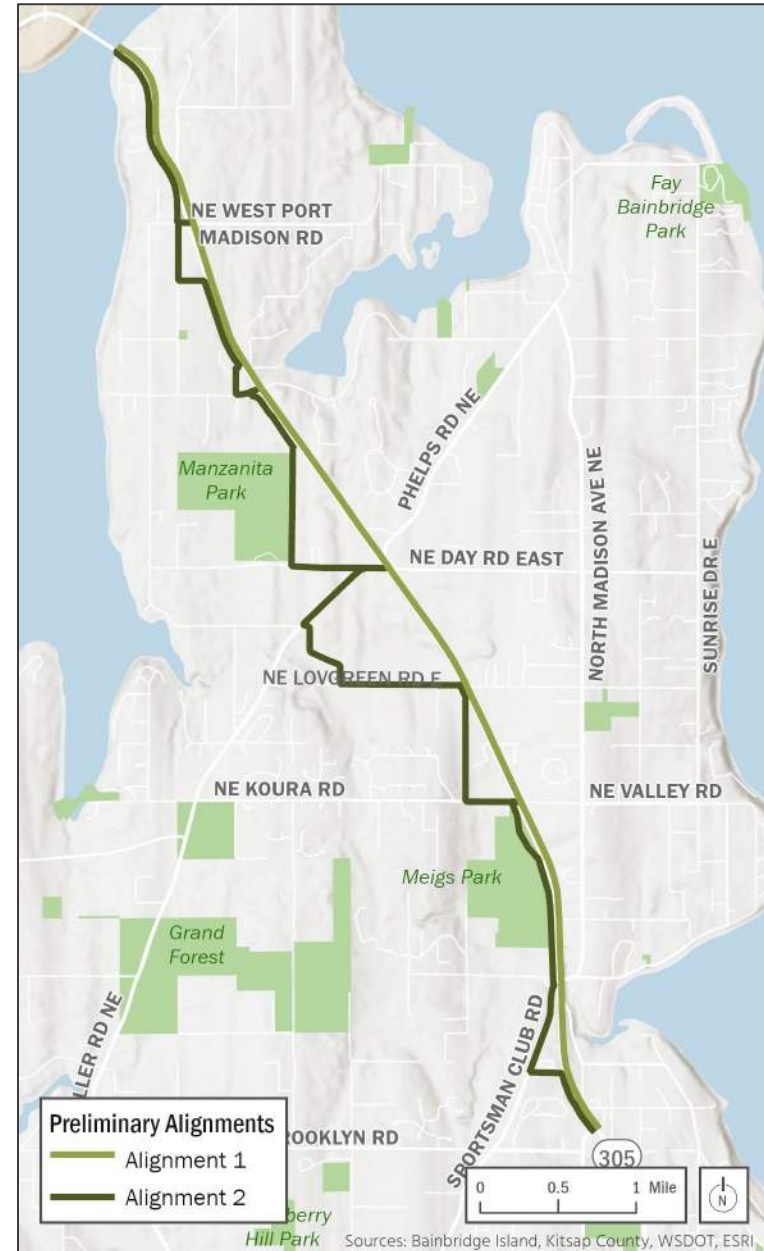


Figure 12. Preliminary Alignments

Evaluation Criteria

Evaluation criteria were developed to provide a comprehensive framework for assessing the suitability and viability of the different trail alignments for each segment. Criteria were grouped into three categories: feasibility, user experience, and environmental impacts. Table 1 shows the rankings applied for each segment, with detailed methodology and scoring included in Appendices A and B. Further field investigations would be required to determine a nexus with known cultural resources.

1. Feasibility

- **Capital Costs:** Initial costs and major improvements related to topography or environmental features, such as streams, wetlands, bridges, boardwalks, culverts, or retaining walls.
- **ROW Acquisition:** Capital costs associated with acquiring additional ROW.
- **Maintenance:** Anticipated ongoing maintenance costs for the trail.
- **Directness:** The efficiency of the trail route from the starting point to the endpoint.

2. User Experience










- **Accessibility:** Ease of access for users of all ages and abilities, including those with assisted mobility devices.
- **Destinations:** Access to local destinations, such as parks, schools, and businesses, and the opportunity to improve access to transit stops.
- **Aesthetics:** User proximity to scenic views or significant ecosystems, considering the impact of visual and sound elements and the proximity to SR 305 ROW.

3. Environmental Impacts

- **Trees:** Evaluation of impacts on trees, considering factors like age, health, and quantity.

- **Critical Areas:** Assessment of impacts on various environmental features, including wetlands, streams, sources of fresh drinking water, wildlife habitats, frequently flooded areas, and geologically hazardous areas.

Table 1. Evaluation Criteria Ranking

CATEGORY	MEASURE	RANKING
Feasibility	Capital Costs	
	ROW Acquisition	
	Maintenance	
	Directness	
User Experience	Accessibility	
	Destinations	
	Aesthetics	
Environmental Impacts	Tree Impacts	
	Critical Areas	

SEGMENT RANKING



Local Connector Segment

Alternative 1 parallels SR 305, positioned west of the road within the existing ROW using the informal trail alignment. Alternative 2 generally aligns with the SR 305 ROW but is farther west in the northern section than Alternative 1, passing under existing power lines to create additional separation from the road. The lower section of Alternative 2 crosses through Rotary Centennial Park, providing riders separation from SR 305 (Figure 13). There are unresolved issues regarding connecting the trail to Agate bridge that will be addressed in the future.

Alternative 1 ranked higher for the Local Connector Segment, driven by the ease of building adjacent to SR 305’s existing ROW. User experience was comparable, as both alternatives include connections to key destinations—Agate Passage Preserve and Rotary Centennial Park—in the study area. While Alternative 2 offers the option to cut through the park, it predominantly parallels the highway, resulting in similar noise levels. Alternative 1 parallels SR 305 and may have a greater impact to trees compared to Alternative 2, which follows the utility easement (Table 2).

Table 2. Local Connector Segment Evaluation

CATEGORY	MEASURE	LOCAL CONNECTOR SEGMENT	
		ALTERNATIVE 1	ALTERNATIVE 2
Feasibility	Capital Costs	Yellow	Green
	ROW Acquisition	Dark Green	Dark Green
	Maintenance	Dark Green	Yellow
	Directness	Dark Green	Green
User Experience	Accessibility	Green	Yellow
	Destinations	Dark Green	Dark Green
	Aesthetics	Orange	Yellow
Environmental Impacts	Trees	Orange	Green
	Critical Areas	Green	Yellow

Least Suitable Suitable Desirable Excellent

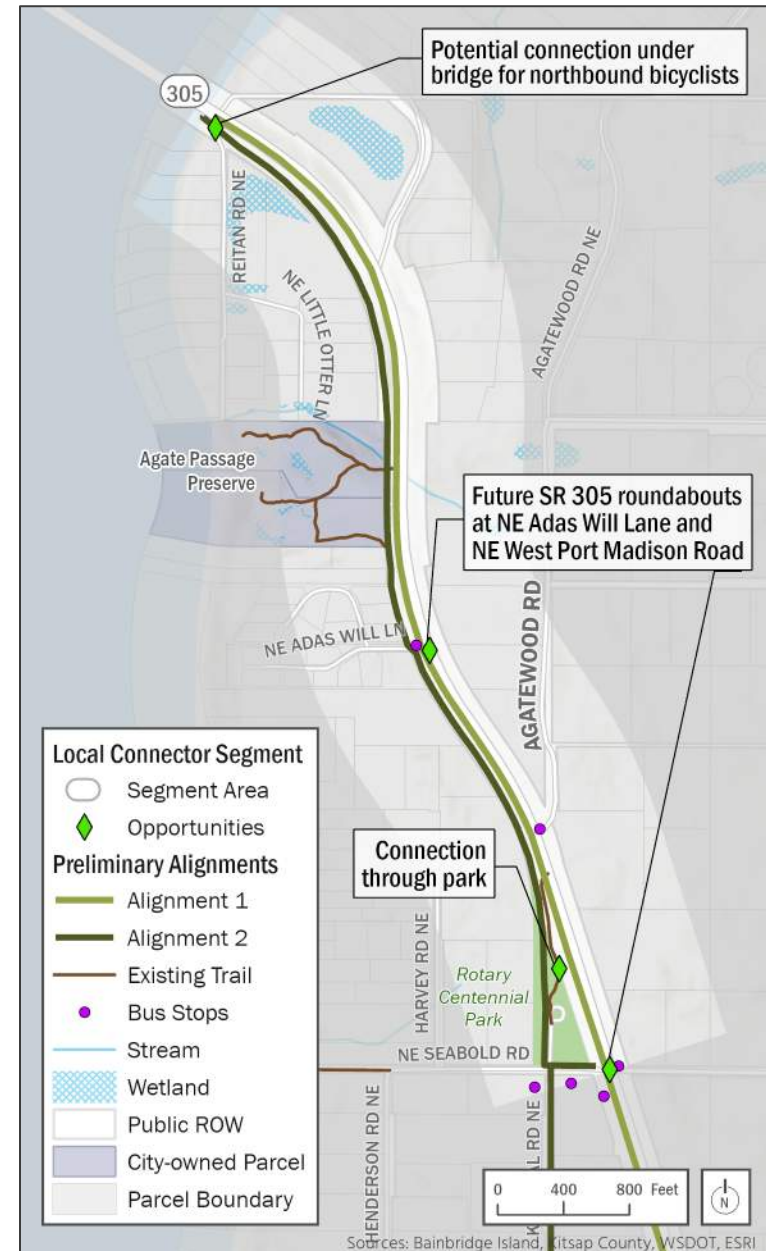


Figure 13. Local Connector Segment: Alignment Alternatives

Bloedel Segment

Alternative 1 parallels SR 305, positioned west of the road within the existing ROW (Figure 14). Alternative 2 adheres to the SR 305 ROW for approximately half of the segment but takes two detours along Komedal Road NE and Stranne Road NE.

Alternative 1 was ranked as the more suitable alignment given the existing ROW. Some additional maintenance outside of scheduled programs may be necessary due to stream and wetland crossings. Alternative 1 also earned a higher user experience ranking, primarily attributed to its shorter length and fewer turns compared to Alternative 2.

Alternative 2 would likely require ROW acquisition along Komedal Road NE and NE Seabold Church Road. Alternative 1 is anticipated to have fewer environmental impacts as it utilizes the existing ROW, while Alternative 2 involves traversing through existing wetland areas. See Table 3 below for details of the evaluation.

Table 3. Bloedel Segment Evaluation

CATEGORY	MEASURE	BLOEDEL SEGMENT	
		ALTERNATIVE 1	ALTERNATIVE 2
Feasibility	Capital Costs	Excellent	Desirable
	ROW Acquisition	Least Suitable	Least Suitable
	Maintenance	Desirable	Least Suitable
	Directness	Least Suitable	Desirable
User Experience	Accessibility	Desirable	Least Suitable
	Destinations	Desirable	Least Suitable
	Aesthetics	Least Suitable	Desirable
Environmental Impacts	Trees	Least Suitable	Least Suitable
	Critical Areas	Desirable	Least Suitable

Least Suitable	Suitable	Desirable	Excellent
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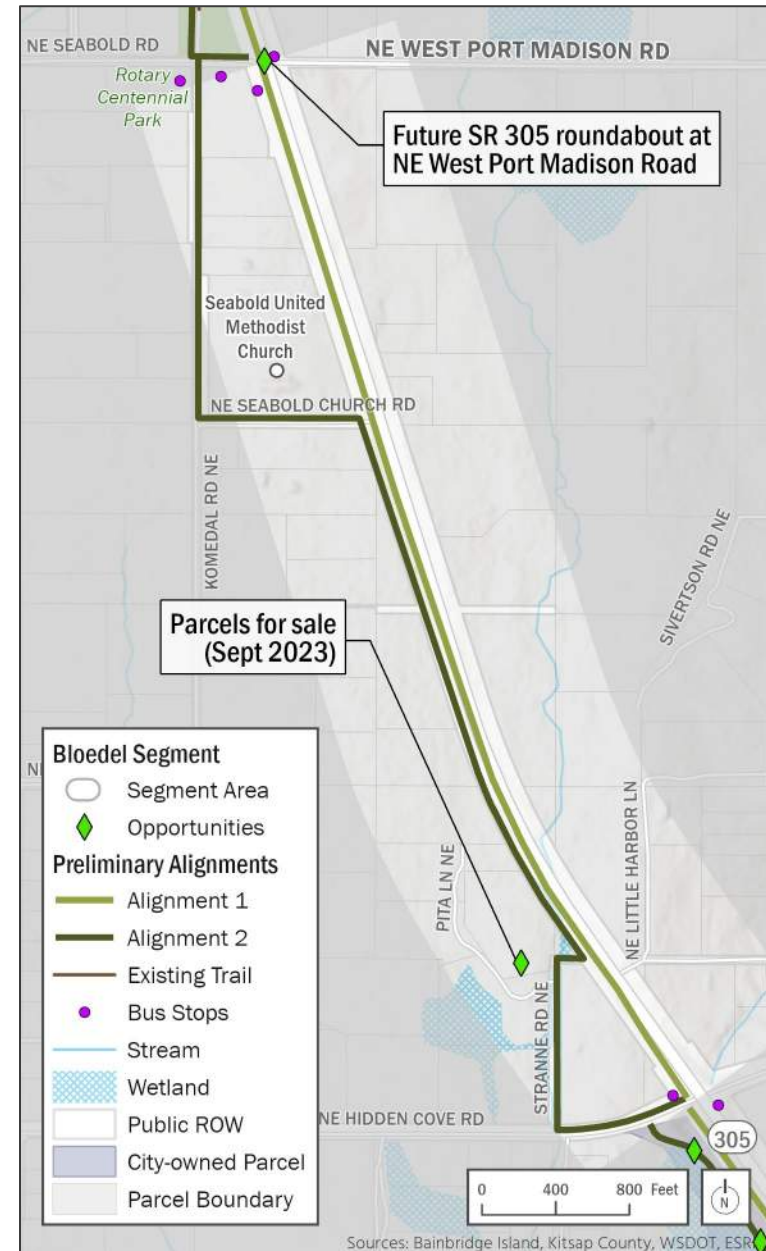


Figure 14. Bloedel Segment: Alignment Alternatives

Hidden Cove Segment

Due to the intricacies of the Hidden Cove Segment, the alignments for Alternatives 1 and 2 were subdivided into 1A, 2A, 1B, and 2B (Figure 15). Alternative 1 parallels SR 305, positioned west of the road within the existing ROW. Alternative 2 follows the Bainbridge Island Maintenance Facility access road and cuts south through Manzanita Park, building on existing equestrian and walking trails before reconnecting to SR 305.

In the northern portion of the segment, Alternative 2A was ranked higher as it leveraged the use of an existing access road that could be converted to a shared-use facility, with minimal additional impacts on the environment or grading. For the southern section of the segment, Alternative 1B received a higher ranking (Table 4). The slopes at the south end of the maintenance facility are gentle, where a transition from 2A to 1B would be feasible. The access road and SR 305 are similar in elevation with a ~7' ditch in between. The existing trails in Manzanita Park are tailored for equestrians and pose challenges in adapting them to accommodate multiple user types needed for the STO.

Table 4. Hidden Cove Segment Evaluation

CATEGORY	MEASURE	HIDDEN COVE SEGMENT			
		ALTERNATIVE 1A	ALTERNATIVE 1B	ALTERNATIVE 2A	ALTERNATIVE 2B
Feasibility	Capital Costs	Least Suitable	Excellent	Excellent	Excellent
	ROW Acquisition	Excellent	Excellent	Excellent	Excellent
	Maintenance	Desirable	Desirable	Excellent	Excellent
	Directness	Excellent	Least Suitable	Excellent	Excellent
User Experience	Accessibility	Least Suitable	Desirable	Excellent	Excellent
	Destinations	Desirable	Desirable	Excellent	Least Suitable
	Aesthetics	Least Suitable	Least Suitable	Desirable	Excellent
Environmental Impacts	Trees	Desirable	Desirable	Least Suitable	Least Suitable
	Critical Areas	Desirable	Desirable	Least Suitable	Least Suitable

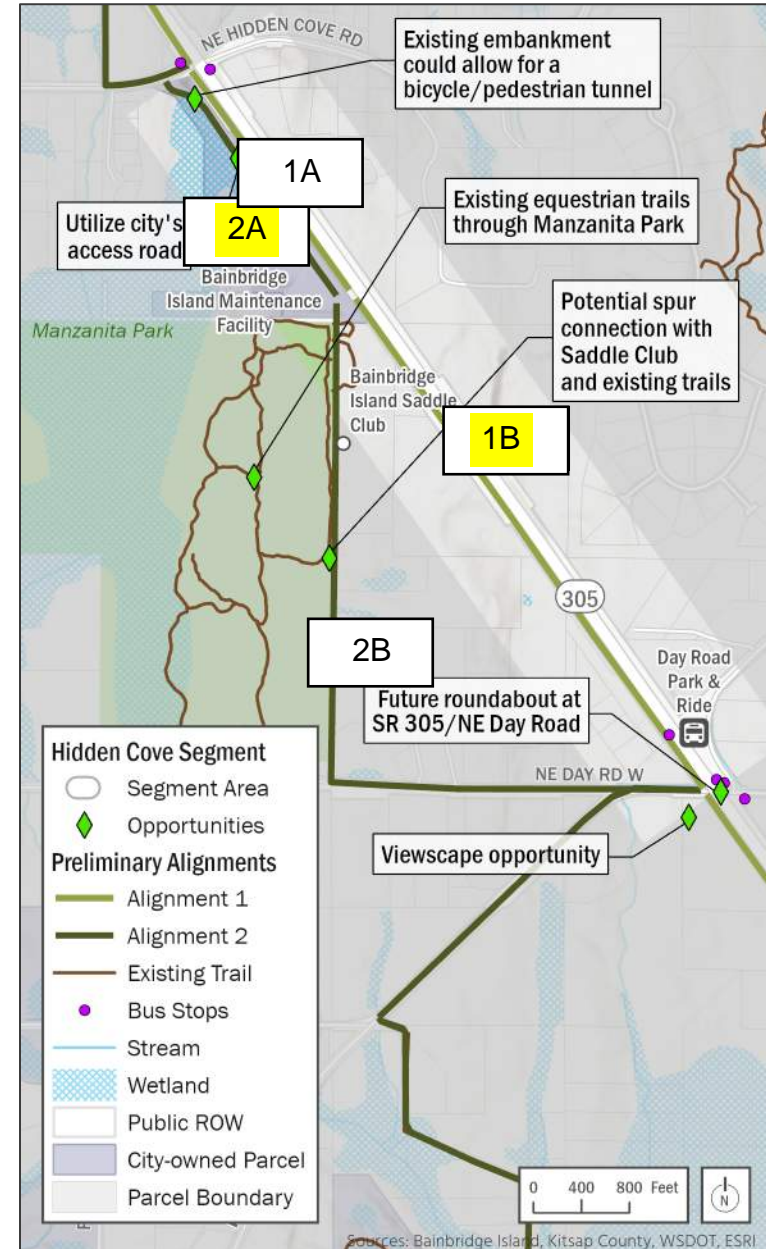


Figure 15. Hidden Cove Segment: Alignment Alternatives

Business-Industrial North Segment

Alternative 1 parallels SR 305, positioned west of the road within the existing ROW. Alternative 2 follows Miller Road NE and connects to NE Lovgreen using public open space (Figure 16).

Alternative 1 ranked higher given its direct route with fewer crossings through environmentally sensitive areas. Alternative 2 was significantly longer, with indirect turns and crossings through wetlands, steep slopes, and fish-bearing streams. Both had connections to transit and the Farm Trail, though Alternative 1 provided more direct connections between destinations. Alternative 2 included six fish-bearing stream crossings, as well as crossings through over wetlands, liquefaction areas, and priority habitats and species areas. Table 5 provides evaluation details.

NE Lovgreen Road offers a potential east-west pedestrian and bicycle connector. Based on the FHWA pedestrian crossing guide, given the speed limit (50mph) and traffic volumes (18,000 ADT), a pedestrian hybrid beacon (PHB) is recommended. A full signal could also be considered, dependent on warrants.

Table 5. Business-Industrial North Segment Evaluation

CATEGORY	MEASURE	BUSINESS-INDUSTRIAL NORTH SEGMENT	
		ALTERNATIVE 1	ALTERNATIVE 2
Feasibility	Capital Costs	Excellent	Least Suitable
	ROW Acquisition	Excellent	Least Suitable
	Maintenance	Desirable	Least Suitable
	Directness	Excellent	Least Suitable
User Experience	Accessibility	Desirable	Suitable
	Destinations	Desirable	Suitable
	Aesthetics	Least Suitable	Excellent
Environmental Impacts	Trees	Least Suitable	Suitable
	Critical Areas	Desirable	Least Suitable

Least Suitable Suitable Desirable Excellent



Figure 16. Business-Industrial North Segment: Alignment Alternatives

Business-Industrial South Segment

Alternative 1 parallels SR 305, positioned west of the road within the existing ROW. Alternative 2 uses a strip of public ROW between residential houses that connects south to NE Koura Road, just east of the Bainbridge Island Recreation Center (Figure 17).

Alternative 1 received a higher suitability ranking for the Business-Industrial North Segment. From a feasibility perspective, it would likely have lower capital costs due to its shorter and more direct route, which could be aligned with the existing maintenance program for SR 305. The existing ROW along Koura Road is approximately 45 feet. NE Koura Road/NE Valley Road offer a potential east-west pedestrian and bicycle connector. The existing public ROW immediately east of the Meadowmeer neighborhood is approximately 30 feet and requires further investigation regarding ownership and encroachments. Alternative 2, despite offering a more visually pleasing view, would extend the time and distance for the segment significantly and traverse more environmentally critical areas. Table 6 provides evaluation details.

Table 6. Business-Industrial South Segment Evaluation

CATEGORY	MEASURE	BUSINESS-INDUSTRIAL SOUTH SEGMENT	
		ALTERNATIVE 1	ALTERNATIVE 2
Feasibility	Capital Costs		
	ROW Acquisition		
	Maintenance		
	Directness		
User Experience	Accessibility		
	Destinations		
	Aesthetics		
Environmental Impacts	Trees		
	Critical Areas		

Least Suitable Suitable Desirable Excellent

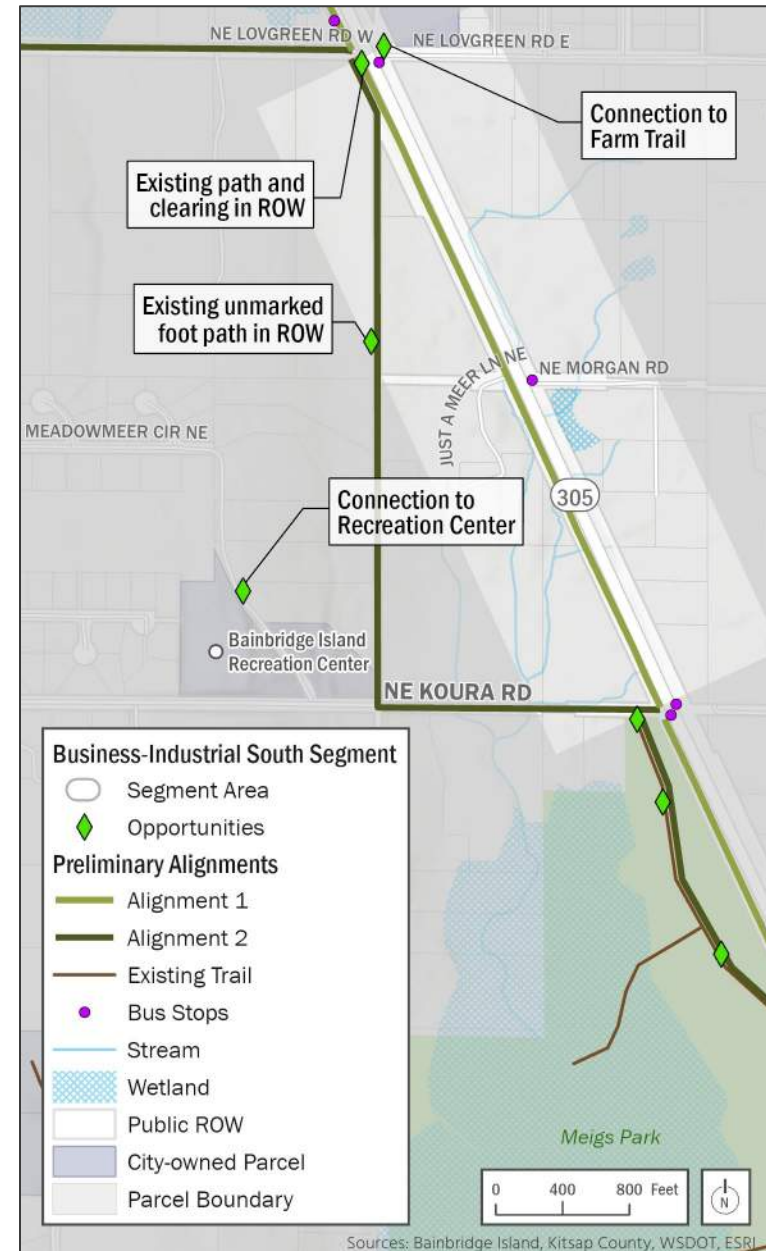


Figure 17. Business-Industrial South Segment: Alignment Alternatives

Meigs Park Segment

Alternative 1 parallels SR 305, positioned west of the road within the existing ROW. Alternative 2 follows the existing walking trail through Meigs Park and Meigs Farm, joining back to SR 305 near the southern terminus of the segment (Figure 18).

Alternative 2 was ranked more suitable for the Meigs Park Segment, as the implementation and capital costs could be reduced by leveraging the existing trail and old road grade network along the eastern side of Meigs Park. Improved access to destinations, including Meigs Park itself and several bus stops, along with other parks within a 1-mile radius, would be facilitated. Alternative 2, situated outside the SR 305 ROW for most of the segment, offers scenic views of the park and wetland areas. While both alternatives involve impacts to some trees, Alternative 2 is likely to have fewer impacts. Both options include a fish-bearing stream crossing (utilizing WSDOT’s new Murden Creek bridge), a wetland buffer crossing, steep slopes, and are within the potential liquefaction zone. Table 7 provides evaluation details.

Table 7. Meigs Park Segment Evaluation

CATEGORY	MEASURE	MEIGS PARK SEGMENT	
		ALTERNATIVE 1	ALTERNATIVE 2
Feasibility	Capital Costs	Yellow	Green
	ROW Acquisition	Dark Green	Dark Green
	Maintenance	Light Green	Light Green
	Directness	Dark Green	Light Green
User Experience	Accessibility	Light Green	Dark Green
	Destinations	Light Green	Dark Green
	Aesthetics	Orange	Dark Green
Environmental Impacts	Trees	Orange	Yellow
	Critical Areas	Light Green	Light Green

Least Suitable Suitable Desirable Excellent



Figure 18. Meigs Park Segment: Alignment Alternatives

Middle Schools/Coppertop Segment

Alternative 1 parallels SR 305, positioned west of the road within the existing ROW. Alternative 2 follows Sportsman Club Road to the crosswalk accessing Sonoji Sakai Intermediate before crossing through private open space to join back to SR 305. Alternative 2 follows a private, 20-foot-wide corridor connecting SR 305 to Business Park Lane through the business park. Figure 19 shows the alignment alternatives for the Middle Schools/Coppertop Segment.

Alternative 1 ranked higher for the Middle Schools/Coppertop Segment, given the route directness and connections to existing transit. Although Alternative 2 would establish community connections to businesses, schools, bus stops, and residential areas, it would require the acquisition of ROW in the open space to link Sportsman Club Road with SR 305. This alternative also offers users additional space from the road, which would be more comfortable for users. Alternative 1 would likely have a greater impact on trees along the segment.

Table 8. Middle Schools/Coppertop Segment Evaluation

CATEGORY	MEASURE	MIDDLE SCHOOLS/COPPERTOP SEGMENT	
		ALTERNATIVE 1	ALTERNATIVE 2
Feasibility	Capital Costs	Excellent	Excellent
	ROW Acquisition	Least Suitable	Suitable
	Maintenance	Desirable	Suitable
	Directness	Excellent	Desirable
User Experience	Accessibility	Excellent	Excellent
	Destinations	Excellent	Excellent
	Aesthetics	Suitable	Desirable
Environmental Impacts	Trees	Suitable	Desirable
	Critical Areas	Desirable	Desirable

Least Suitable	Suitable	Desirable	Excellent
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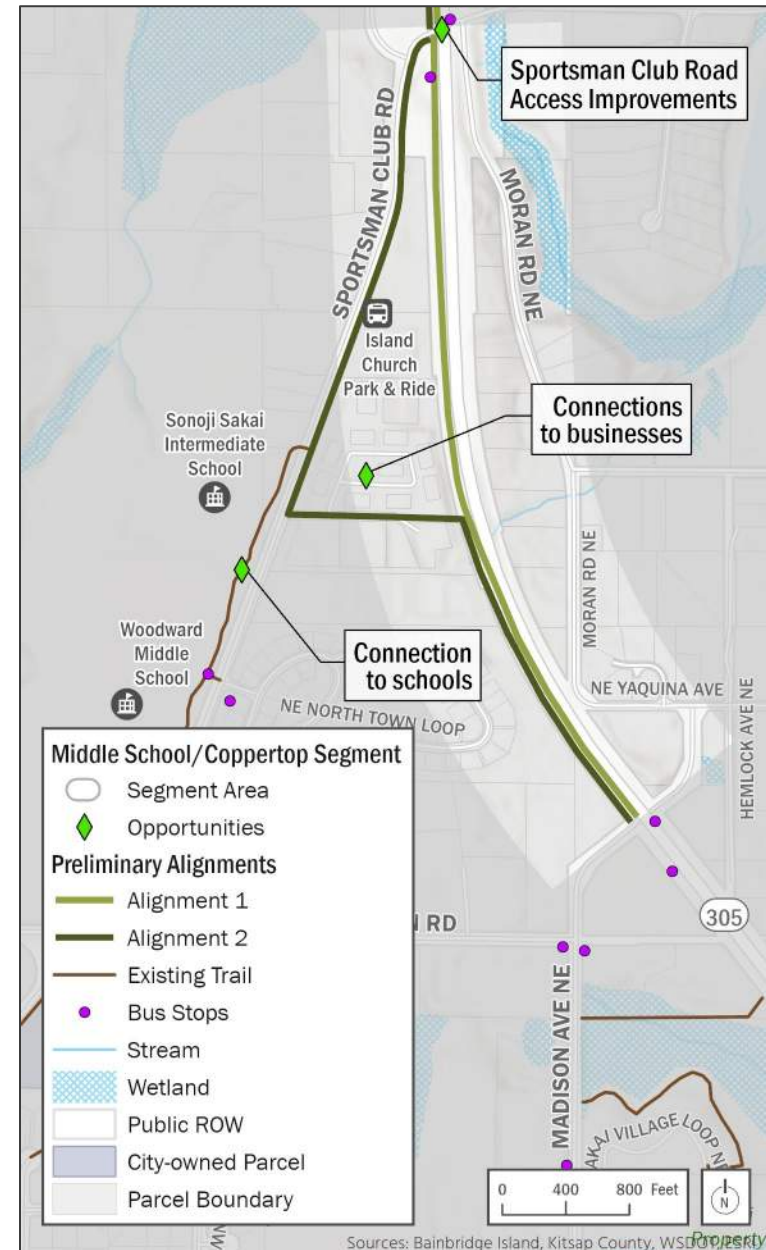


Figure 19. Middle Schools/Coppertop Segment: Alignment Alternatives

RECOMMENDED ALIGNMENT

Using the evaluation criteria, a draft preferred alternative alignment (Figure 20) was identified from Agate Pass Bridge to Madison Avenue NE. The preferred alignment primarily adheres to the existing ROW on the west side of SR 305 (Alternative 1) due to considerations for existing grading, topography, and the opportunity to bypass the need for private property acquisition. Exceptions are in the Hidden Cove Section, where the trail would use the existing city access road and through Meigs Park. The recommended alternative alignment will be reviewed with the City. Following internal review and confirmation, the preferred alignment will be shared through public engagement efforts.



Figure 20. Preferred Alignment

APPENDIX A: EVALUATION CRITERIA METHODOLOGY

Table A-1. Feasibility Criteria

MEASURE	DESCRIPTION	METHODOLOGY	
Capital Costs	Initial costs and major improvements related to topography or environmental features, such as streams, wetlands, bridges, boardwalks, culverts, or retaining walls	1	Significant length of segment includes steep topography and/or critical areas
		2	Multiple locations along segment includes steep topography and/or critical areas
		3	Some topography or critical areas to navigate
		4	Minimal or flat topography and no critical areas
ROW Acquisition	Capital costs associated with acquiring additional right-of-way (ROW)	1	Significant acquisition needed
		4	Limited or no acquisition needed
Maintenance	Anticipated ongoing maintenance costs for the trail	1	Significant maintenance effort due to access limitations and specialized building materials and structures
		2	Significant maintenance effort due to access limitations
		3	Some routine maintenance activities may be coordinated with scheduled maintenance program
		4	Most routine maintenance activities can be coordinated with scheduled maintenance program
Directness	The efficiency of the trail route from the starting point to the endpoint	1	Indirect route with many turns and significantly longer travel distance
		2	Somewhat indirect route with turns
		3	Some indirect portions with few turns
		4	Shortest and most efficient route with few or no turns

Table A-2. User Experience Criteria

MEASURE	DESCRIPTION	METHODOLOGY	
Accessibility	Ease of access for users of all ages and abilities, including those with assisted mobility devices	1	Significant design interventions to meet accessibility requirements (structures, grading)
		2	Moderate design interventions to meet accessibility requirements (grading, switchbacks)
		3	Rolling topography with some longer climbs
		4	Mostly flat topography with short climbs
Destinations	Access to local destinations, such as parks, schools, businesses, and the opportunity to improve access to transit stops	1	Does not connect to or support major destinations or transit stops along segment
		2	Within proximity to local destinations or transit stops that could be supported by trail
		3	Connects to and supports local destinations and transit stops
		4	Connects to and supports significant local destinations and transit stops
Aesthetics	User proximity to scenic views or significant ecosystems, considering the impact of visual and sound elements, and the proximity to State Route 305 ROW	1	Within SR 305 ROW with no visual separation from roadway and limited viewshed
		2	Within SR 305 ROW with visual separation from roadway
		3	Outside of SR 305 ROW with scenic views but impacted by noise
		4	Outside of SR 305 ROW and not impacted by sound, with scenic views that appeal to visitors and residents

Table A-3. Environmental Impacts Criteria

MEASURE	DESCRIPTION	METHODOLOGY	
Trees	Evaluation of impacts on trees, considering factors like age, health, and quantity	1	Impacts to healthy and/or mature tree stands
		2	Impacts to lower quantity of moderately healthy or middle-aged or fair-quality trees
		3	Impacts to some younger or unhealthy stands of tree
		4	No impacts to healthy or mature trees stands
Critical Areas	Assessment of impacts on various environmental features, including wetlands, streams, wildlife habitats, frequently flooded areas, and geologically hazardous areas	1	Considerable conflict with critical areas that would require mitigation
		2	Some constraints due to adjacent critical areas that may require mitigation
		3	Few or no environmental constraints expected
		4	Is not adjacent to any critical areas and no environmental constraints

APPENDIX B: DETAILED EVALUATION RESULTS

MEASURE		LOCAL CONNECTOR SEGMENT		BLOEDEL SEGMENT		HIDDEN COVE SEGMENT				BUSINESS-INDUSTRIAL NORTH SEGMENT		BUSINESS-INDUSTRIAL SOUTH SEGMENT		MEIGS PARK SEGMENT		MIDDLE SCHOOLS/COPPERT OP SEGMENT	
		ALT 1	ALT 2	ALT 1	ALT 2	ALT 1A	ALT 1B	ALT 2A	ALT 2B	ALT 1	ALT 2	ALT 1	ALT 2	ALT 1	ALT 2	ALT 1	ALT 2
Feasibility	Capital Costs	2	3	4	3	1	4	4	2	3	1	3	2	2	3	3	3
	ROW Acquisition	4	4	4	1	4	4	4	4	4	1	4	1	4	4	4	1
	Maintenance	4	2	3	2	3	3	4	2	3	1	2	2	3	3	3	1
	Directness	4	3	4	3	4	2	4	2	4	1	4	2	4	3	4	2
User Experience	Accessibility	3	2	3	2	1	3	4	4	3	2	3	3	3	4	3	4
	Destinations	4	4	3	4	3	3	3	1	3	2	3	4	3	4	3	4
	Aesthetics	1	2	1	3	1	1	3	4	1	4	1	4	1	4	1	3
Environmental Impacts	Trees	1	3	1	1	3	3	2	2	1	2	1	1	1	2	1	2
	Critical Areas	3	2	3	2	3	3	1	1	3	1	2	1	3	3	3	3
TOTAL		26	25	26	21	23	26	29	22	25	15	23	20	24	30	25	24