Question #1: Please provide additional information regarding how the project connects travelers between Bainbridge Island and the Downtown Seattle Regional Growth Center. For example, how many bike or walk-on passengers use the ferry terminal today, and do you have data on the forecasted impacts from this project?

Answer #1: The Washington State Ferries (WSF) boats between Bainbridge Island and the Downtown Seattle Regional Growth Center transport over 4.5 million pedestrian and bicycle passengers annually, about a third of the total bike/ped passengers for the entire ferry system. While vehicle ridership over the past five years has been flat or decreasing, passenger and bicycle ridership has shown consistent increases. Kitsap Transit is currently expanding the capacity of its bicycle storage facility at the ferry terminal, based on increased demand. A forecast was not produced for this project, but the utility of the trail will continue to grow as it is extended to the north and pathways and other facilities for walking and biking are completed to connect it to residential areas, commercial areas and parks along its route.

Question #2: Please elaborate on the existing nonmotorized facilities and how this project relates to those facilities and provides a new, or extended, connection.

Answer #2: The Sound to Olympics Trail is a planned shared-use path that would extend the entire seven miles along SR 305 between the Bainbridge Ferry Terminal (southern terminus) and the Agate Pass Bridge (northern terminus). The first mile of trail, beginning at the ferry terminal, was completed last year. This project would complete the next mile northward, and extend the existing facility another mile to additional significant community destinations.

Question #3: How will the trail be oriented alongside/protected from SR 305?

Answer #3: This trail project would be oriented along the west side of SR 305. The southern portion (about 20% of the total project) would be built within Park District property, outside of the highway right-of-way, to preserve views within the park. The remaining 80% of the trail would be constructed within the highway right-of-way, separated from the roadway with a native landscape buffer between the path and the road shoulder.