

Road Segment (start/end)	Sponsor	Current Posted Speed Limit	Proposed Speed Limit	Reasons for Reducing Speed Limit	Road Segment Distance	Additional travel time at proposed speed limit compared to current speed limit	Activity Level (x/5)	Conflict Density (x/5)	Road in/along UGA (yes=1; no=0)	Schools Served by Road (yes=1; no=0)	Parks Served by Road (yes=1; no=0)	Libraries Served by Road (yes=1; no=0)	Retail Served by Road (yes=1; no=0)	Transit Served by Road (yes=1; no=0)	Non-Motorized Route Served by Road (yes=1; no=0)	Sidewalks along Road (no=1; yes=0)	Paved Shoulders along Road (no=1; yes=0)	Bike Lane along Road (no=1; yes=0)	Hazardous Road Characteristics	Cumulative Score (x/20)	Problem (Further expained)	Contributing Factors
Perry Ave., from Sylvan Way (north) to where 25mph zone begins south of Sheridan	BW	35mph	25mph	High conflict density; high activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits.	.575 miles	25.2 seconds	4	4	1	1	0	0	1	1	1	1	0	1	high frequency of commercial and residential driveways and cross streets	15		
Sylvan Way, from Ridgeview Drive (east) to where 25mph zone begins near Olympus (west)	BW	35mph	25mph	Medium conflict density; medium activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits	.938 miles	39.6 seconds	2	2	1	0	1	0	0	1	1	1	1	1	Steep hills	11		
Fairgrounds Road from Tracyton Blvd (west) to Hwy 303 (east)	BW	35mph	25mph	Medium conflict density; medium activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits	2 miles	83 seconds	3	2	1	1	1	0	1	1	1	1	1	1		14		
Foster Road from Central Valley Road (west) to Old Military Road (east)	BW	35mph	25mph	Medium conflict density; medium activity level. Elementary school and residential areas served by Foster.	.602 miles	25.2 seconds	2	2	1	1	0	0	0	1	0	1	1	1	20 mph school zone	10		
Central Valley Road from Miramar Circle (south) to Waaga Way (north)	BW	35mph	25mph	High conflict density; high activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits. 3 schools on this road segment.	1.56 miles	57.6 seconds	4	3	1	1	0	0	1	1	1	1	0	1	Three 20 MPH school zones in this segment	14		
Silverdale Commercial Slow Zone: all streets in the area bordered by Byron (south) to Hwy 303 (north), Anderson Hill Road & Randall Way (west) to Hwy 303 & Myrhe Rd./Tracyton Blvd (east)	BW	30mph for most arterials	25mph for arterials	High conflict density; high activity level. Already a pedestrian corridor; could be safer and more inviting with lower speed limits.	NA	NA	5	5	1	1	1	1	1	1	1	0	1	1	High frequency of commercial driveways and cross streets. Very high traffic activity.	19		
Tracyton Beach Rd from Ridell Rd (north) to Bremerton City Limits	BW	25mph	20mph	Curvy, narrow road; scenic route; could be safer and more inviting with lower speed limits.	1.02 miles	39.6 seconds	2	1	1	0	1	0	0	0	1	0	0	0	Very curvy road with hills. Narrow lanes. Little to no shoulder.	6		

Project Name	Route	Speed Limit	Current Speed	Description	Length (miles)	Travel Time (seconds)	Category 1	Category 2	Category 3	Category 4	Category 5	Category 6	Category 7	Category 8	Category 9	Category 10	Category 11	Category 12	Category 13	Category 14	Category 15
Chico Way from Erlands Point Road (south) to Newberry Hill Road/Silverdale Way Round-about	RF	40 mph	30 mph	This road is the primary portion of the north-south non-motorized route connecting central Kitsap County between the metropolitan areas of Bremerton and Silverdale.	2.92 miles	86.4 seconds (1m 26s)	4	3	1	1	1	0	1	1	1	1	0	1			15
Erlands Point Road from Austin Drive (east) to Chico Way (west)	BW	35	25	Narrow laned road with no shoulders. Medium activity level; medium conflict density. Serves as NM route between Bremerton and Silverdale.	.531 miles	22 seconds	3	2	1	1	1	0	1	1	1	1	1	1			14
National Ave from 1st St (north) to Loxie Eagans (south)	BW	35	25	estrian corridor; cc	.402 miles	16 seconds	4	3	1	1	0	0	1	1	1	1	1	1			15
Seabeck Hwy from Anderson Hill Rd (east) to 25mph zone near marina (west)	NW & BW	35	30	ad; no shoulders; l	2.39 miles	41 seconds	4	4	0	0	0	0	0	0	1	1	1	1			12
Phillips Ave from Sedgwick (south) to Salmonberry (north)	RF	35mph	25mph	This is a forest lined street that has 26 driveways and 3 inlets to cul-de-sac neighborhoods. It is a neighborhood with no sidewalks and no	.49 miles	18 seconds	2	2	1	0	0	0	0	0	0	0	1	1			8
Jackson Avenue from Mile Hill (north) to Sedgwick Road (south)	RF	35 mph	30 mph (plus make no passing road)	Make the entire length a no passing zone (i.e., double yellow lines with 6" white fog lines) to reduce the chance of fatalities. This road is the primary north-south non-motorized route connecting Kitsap County and Pierce County. The final draft of the fifth (5th) segment of Cushman Non-Motorized Shared Use Trail from the Narrows Bridge to Kitsap county is intended to	2 miles	32.6 seconds	4	3	1	1	1	0	1	1	1	1	0	1			15
Bethel-Burley Road From Purdy (south) to Port Orchard Fred Meyers (north)	RF	45 mph	35 mph	This road is the primary North-South Connector from Pierce County to Kitsap County. With a speed limit of 45 mph it becomes too dangerous with just 4 foot shoulders. 2020 fatality on it near Mullenix.	7.48 miles	169.2 seconds (2m 49.2s)	4	3	1	0	1	0	1	1	1	1	0	1			14

NE Columbia Street from Lincoln Road (north) to 25 mph zone before Brockton Avenue NE (south)	DW	35 mph	25 mph	NM route. No shoulders. Loose gravel and ditches. Road is curvy with limited sight distance. Main route between Suquamish and Poulsbo. Main route from Suquamish to Hwy 104.	1.7	70.2 seconds	3	1	0	0	0	0	0	0	1	1	1	1	or cyclists between	8	
Lincoln Road from Stottlemeyer (west) to Pt Gamble Road (east)	BW	45	40	no shoulders; bike route; intersections; new homes with kids; STO access	1.31 miles	13 seconds	4	2	0	0	0	0	0	0	1	1	1	1	ns; main route in i	10	Lincoln is the main route for cyclists going in & out of Poulsbo to Kingston, Hansville, Indianola, Suquamish; Lincoln is an access route to the future STO, and may be the route itself.