Road Segment (start/end)	Sponsor	Current Posted Speed Limit	Proposed Speed Limit	Reasons for Reducing Speed Limit	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)	; Road (yes=1;	Non- Motorized Route Served by Road (yes=1	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 Characteristi cs	tive	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			
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.			

Chico Way from Erlands Point Road (south) to Newberry Hill Road/Silverdale Way Round-a- bout				This road is the primary portion of the north-south non-motorized route connecting central Kitsap County between the metropolitan areas of															This is one of the most bike and pedestrian traveled shoulders in Kitsap County. Some curvy sections.	This road parallels a 60 mph divided highway within a 1/4 mile. For throughway users they should use the highway. Kitsap County has no proposal to build a Shared Use path in continuing this route; thus, the importance of safe shoulders on this community connector and treasure.	ws th-
	RF	40 mph	30 mph	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	.531 miles	22 seconds	3	2	1	1	1	0	1	1	1	1	1	1	Narrow lanes with no shoulders.	14	
National Ave from 1st St (north) to Loxie	BW	35	25	route between Bremerton and Silverdale.	.402 miles	16 seconds	4	3	1	1	0	0	1	1	1	1	1	1		15	
Eagans (south) Seabeck Hwy from Anderson Hill Rd (east) to 25mph zone near marina	NW & BW	35	30	estrian corridor; co	2.39 miles	41 seconds	4	4	0	0	0	0	0	0	1	1	1	1	ial and residential	High scenic value ro	ıte.
(west)				ad; no shoulders;															y road. Blind drive	Deced its levest this street is and. This will be further	
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-desac neighborhoods.	.49 miles	18 seconds	2	2	1	0	0	0	0	0	0	1	1	1		Based its layout, this street is and should be low key and not be treated as a throughfare. It is a neighborhood. In talking with neighbors, it unfortunately serves as a not-so-unknown "secret detour" for west bound ferry traffic	al
Jackson Avenue from Mile Hill (north) to				It is a neighborhood with no sidewalks and no																vs. driving to the light at Jackson Ave one block west. Per the neighbors, with the chance of a traffic ticket being "zero" speeds It is a medium to high level foot traffic and bicycle traffic road along its whole length. Whereas, south of observe unsafe uses	ffic g wth laily
Sedgwick Road (south)	RF	35 mph	30 mph (plus make no passing road)	(i.e., double yellow lines with 6" white fog lines) to reduce the chance of	2 miles	32.6 seconds	4	3	1	1	1	0	1	1	1	1	0	1	High Bike and Pedestrian Usage (1 of 2 North/South corridors for the Port Orchard district)	Lund Ave. it has 5 to 7 foot wide shoulders on both sides. While north of Lund Ave. is has no paved shoulders and no sidewalks. While it is a Kitsap County managed area, Parkwood is basically an urban area of Port Orchard. This road is access to several Grade Schools and a Junior High and the It is medium use and It is and It is medium use and It is and It is and It is and It is and I	en ss). , it ort
Bethel-Burley Road From Purdy (south) to Port Orchard Fred Meyers (north)				fatalities.  This load is the primary north- south non- motorized route  connecting Kitsap County  and Pierce County. The final															This road is the primary North-South Connector from Pierce County to Kitsap	This road parallels a 60 mph divided highway within a 1/4 mile. For throughway users they should use the highway. Kitsap County has no proposal to build a Shared Use path in continuing this route. Therefore, it will rely on the sides of Bethel-Burles.	on 1 y.
	RF	45 mph	35 mph	draft of the fifth (5th) segment of Cushman Non- Motorized Shared Use Trail from the Narrows Bridge to Kitsap county	7.48 miles	169.2 seconds (2m 49.2s)	4	3	1	0	1	0	1	1	1	1	0	1	County. With a speed limit of 45 mph it becomes too dangerous with just 4 foot shoulders. 2020 fatility on it near Mullenix.	transport. It will be the connecting multi-modal transpor portion (to Cushman path in Pierce will be the connecting County) of the County's future long portion (to Cushman	e (4'- not per for i. It
				Shared Use Trail from the Narrows Bridge															shoulders. 2020 fatility on it near	considered protocol pe standards for multi-mo transport. It will be the portion (to Cushman pa County) of the County's	er accepted considered protocol p accepted standards for connecting wath in Pierce will be the connecting

Southworth Drive from Colchester																				Serves as NM route from Southworth to Port
(west) to where 35mph zone starts (east) NEED TO VERIFY	BW	45mph	40mph	High scenic value; popular bicycling and walking route	3.49 miles	35 seconds	4	2	0	1	0?	0	0	1	1	1	1	1	12	Orchard; high scenic value
Colchester Drive from just south of the north end of Puget Drive (north end) to Southworth Rd. (south end)	RP & BW	40 mph	35 mph	High scenic value; popular bicycling and walking route; principal route	1.42 miles	19 seconds	4	4	0	0	1	1	1	1	1	1	0	1	15	high scenic value route; leads to Manchester center
				populated with steep drives on both sides														High	h Bike and Pede	
Lemolo Shore Drive, East End, from Hwy 305 (east) to Delate Rd.	DW & BW	35mph	30mph	Narrow laned road with no shoulders. Medium activity level; medium conflict density. Serves as NM route between Bainbridge and Poulsbo. High	.835 miles	15 seconds	3	3	1	0	0	0	0	1	1	1	1	( 1 nar	Curvy road; rrow lanes; no shoulder; orested road	Lemolo Shore Drive has high scenic value. Very popular bicycling and walking route.
		35mph	25mph		1.31 miles	54 seconds	3	3	1	0	0	0	0	0	1	1	1	1 nar	Curvy road; rrow lanes; no shoulder;	Lemolo Shore Drive has high scenic value. Very popular bicycling and
nd, from Delate Rd Stottlemeyer Road from Lincoln Road (south) to Gunderson Road	DW & BW	45mph	35mph	onflict density. Ser  Medium activity level; Serves as NM route to Port Gamble Heritage	1.42 miles	32.4 seconds	3	1	0	0	1	0	0	1	1	1	1	fo 1	orested road	walking route.
(north) Gunderson Road from Hwy 104 (west) to Miller Bay Rd (east)	BW	45mph	35mph	Park. High activity level; serves as east-west NM route from	2.29 miles	54 seconds	4	1	0	0	1	0	0	1	1	1	1	1	11	Serves as connecting NM route between NK Heritage Park and Port Gamble Heritage Park.
Miller Bay Road from end of Augusta 25mph zone (south) to	BW	45mph	35mph	Poulsbo to Indianola High activity level; serves as north-south NM route from	4.42 miles	100 seconds (1m 40s)	4	1	0	1	1	0	1	1	1	1	1	1	13	
Hwy 104 (north)  Miller Bay Road from West				Suquamish to Kingston																
Kingston Road (south) to Bond Road (north) West Kingston	DW	45mp	35mph	Bring this section	0.965	22 seconds	4	1	0	0	0	0	1	1	1	1	0	1	10	Kingston Middle School;
Road from Miller Bay Road (west) to beginning of 20mph school zone (east)	BW	40mph	30mph	of West Kingston Road into allignment of the speed limits on the rest of West Kingston Road; 20mph school	.662 miles	21.6 seconds	3	1	1	1	1	0	0	1	1	1	0	0	10	route to NK Heritage Park; connector to ferry
Port Gamble Road from Bond Road (south) to Port Gamble 25mph zone				zone																Serves as north-south NM route from Kingston to Port Gamble; serves Port Gamble Heritage Park; high scenic value
(north)	BW	50mph	40mph	NM route of high scenic value; no shoulders	3.49 miles	64.8 seconds	4	1	0	0	1	0	1	1	1	1	1	1	12	
																		N	No shoulders	

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	2 seconds	3	1	0	0	0	0	0	0	1	1	1	1	or cyclists betweer 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	miles 13	seconds	4	2	0	0	0	0	0	0	1	1	1	1	າns; main route in ≀ 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.