<table>
<thead>
<tr>
<th>Source</th>
<th>Question</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>QoW</td>
<td>Walkability</td>
<td>More street lights, lower speed limits</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>The traffic signal at Bethel and Sedgwick is AWFUL! Something needs to be done about the timing of the light. All those people WAITING in all those cars while they are spewing emissions into the air hour after hour is not a good thing for any of us.</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>There needs to be some type of traffic stop...perhaps a blinking red light at Hwy 104 and Highland, when Wolfle Elementary lets out.... as there have been numerous accidents at that corner, and there is fast moving traffic coming east from around a bend. If there could be a light that only operates at school opening and closing, it wouldn't necessarily back up traffic too much at Miller Bay Road.</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>A bridge connecting Burien to Vashon to Olalla and Hwy 16.</td>
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<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>A bridge connecting Hwy 18 in Burien to Vashon to Olalla and Hwy 16. This would help the entire Puget Sound region along with Kitsap County. Right now there is one bridge in Tacoma and a few ferries. This impacts residents by reducing the economic and cultural opportunities, burdening residents with onerous commuting time &amp; expenses, and increasing transportation burden on the Hwy 16 and 15 corridors as commuters make their way around the Sound. In IT we talk about redundancy and backup. Our transportation system in this area doesn't have that. If something or anything happened to the Narrows Bridge, it would be a major economic disaster for the Kitsap economy as a whole along with thousands of Kitsap families individually.</td>
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<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>Change the four-way stops at intersection to traffic circles.</td>
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<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>Rail service</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>Many cars daily turn onto Thompson Rd north of 305 interchange. Then make illegal U-turn on Thompson. Also U-turns on Hwy 3. Need ferry icons stating Kingston to Edmonds and Bainbridge to Seattle ferries.</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>Put in more street lighting and build more sidewalks. Many of streets people are FREQUENTLY walking now have no sidewalks whatsoever, are completely dark at night, and have very little in the way of a roadside or berm. In short, this is extremely dangerous. Also: Free bus service to the shipyard is ridiculous. ALL people need to pay SOMETHING if they want to ride public transportation.</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>A link from Kitsap County to the Amtrack station in Tacoma or the Greyhound bus station.</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>Take tractor business on Bay St. By eminent domain and utilize area to extend waterfront park. It is very unsightly with its junk visible to park visitors. There are plentiful empty bldgs. In the old Saar mkt. area that would be suitable for such a business.</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>2 lanes each direction on Sedgwick from Bethel to Hwy 16 would make sense. A light at Phillips and Sedgwick. People trying to turn on to Sedgwick heading West makes that intersection dangerous, especially when the ferry lets out. They can't make that turn.</td>
</tr>
<tr>
<td>QoW</td>
<td>Transportation Improvement</td>
<td>When can we see a stop light at Sedgwick and Phillips? Many accidents there and I fear for my families safety everytime they have to go that way and turn left onto Sedgwick.</td>
</tr>
<tr>
<td>QoW</td>
<td>Job Opportunity</td>
<td>Urban jobs near urban housing, thus minimizing the impact on transportation and other infrastructure as well as on rural areas.</td>
</tr>
<tr>
<td>QoW</td>
<td>Job Opportunity</td>
<td>technology services, technology development, etc. Great place for it, and requires more investment in fiber and broadband.</td>
</tr>
<tr>
<td>QoW</td>
<td>Open Space</td>
<td>Open space is space not occupied by buildings, roads, utilities or other structures. Public open space provides buffers between uses, wildlife corridors/habitats, etc. without giving up land ownership.</td>
</tr>
<tr>
<td>QoW</td>
<td>Healthy Community</td>
<td>HEALTHY COMMUNITY: One with a thriving business and industrial tax base to provide the services we all require such as good roads, hospitals, shopping etc.</td>
</tr>
</tbody>
</table>
A healthy community with diverse economic contributors. Not one dependent mainly on federal dollars. A healthy community is one in which community residents feel connected, have safe and accessible open spaces, retail areas and recreational amenities - preferably within walking distance on safe sidewalks, not paved shoulders - and is a community that takes its physical, economic and social health very seriously and works collaboratively to achieve a high quality of life.

What does a "healthy community" mean to you? One item on the top of the list for a "healthy community" is to have sewers around the areas of water.

A healthy community would be safe for kids and cats alike, a place where people know each other by first name and value their shared place enough to drive carefully and take an active role in taking care of it. It would have safe places to walk and the ability to access a healthy diet without requiring a vehicle.

A healthy community is one where the natural environment is appreciated and protected, the residents have productive employment, schools and other public services are well funded, and housing is well kept up but affordable.

Why are our natural systems going unprotected? A healthy community is one where we respect our assets, the waters, the wetlands, the fish we all want in our streams, by all doing our part to keep our valuable resource.

It means a community that is safe, proud enough of itself to take care of the way it looks, organized and well supported by a local government and its protecting agencies such as the police and fire departments. It means it’s people know what is going on in their neighborhood and work together to keep it a place people desire to live in. It is served honestly, fairly and efficiently by those elected to serve and those whose job it is to take care of community owned assets (streets, utilities, green belt, parks, etc).

A healthy community is one in which community residents feel connected, have safe and accessible open spaces, retail areas and recreational amenities - preferably within walking distance on safe sidewalks, not paved shoulders - and is a community that takes its physical, economic and social health very seriously and works collaboratively to achieve a high quality of life.

A healthy community would be one that supports residents in the necessities of life, liberty and pursuit of happiness! Where have we heard that before? I think it still applies. Although, the necessities change over time (for instance, we need paved roads now instead of trails), that is where the focus of community representatives focus should be. Its simple. Start with the basics limited to infrastructure. Are the basics/necessities available for residents. I would suggest starting with questioning whether sufficient/current emergency services (police, fire, medical, etc.), utility services (power/gas, water, sewage, trash), educational services (K-12 and higher ed.), transportation services (bus, taxi, rideshare senior

HEALTHY COMMUNITIES: Maintaining and promoting a healthy lifestyle. That is what the Comp Plan can help us do. Access to health care for all ages and economic classes. Access and preservation of farm land for, to healthy foods that are locally grown. Access to local recreational opportunities for keeping us fit and healthy. Safe routes to schools and work for non-motorized transportation. Also, Preserving our open spaces, waters and forests for; a healthy population of wildlife, cleaning our atmosphere and ground water, as these systems all help us keep healthy, too, on so many levels..... and of course, good access to a local brewery! Hum, might run into trouble trying to mandate that!? :)
| QoW | Healthy Community | A healthy community is one where there is equality and a sense of belonging, allowing its members to live within a sound, well-planned infrastructure that adequately supports their transportation, education, protection, and entertainment needs. A healthy community does not exist with advisory councils who are made up of members of the county government selects and are not voted or approved by the public whom they represent. Equality is also diminished, fueling an unhealthy community, when selective application or enforcement of county code or state directed standards is practiced. |
| QoW | Healthy Community | Plans for future growth (roads, parks, demographics) meaning 50 ,100 years from now now just 10 years. business traffic is on separate road from other traffic. plan more trees in in city and urban areas. listens to everyone without repercussions |
| QoW | Healthy Community | A community would need reliable public transit that offered regular trips to grocery or other retail and to perhaps medical centers. Another thing that a community woul deed is safe sidewalks, not paved shoulders, so that reutred and elderly could stroll at the pace they do without feeling threat ened by all other uses on the same roadway. Lighting is a factor too especially in the winter months . But all times of year are important for elderly to get outside and to walk safely. |
| QoW | Healthy Community | HEALTHY COMMUNITIES: transportation options, such as rail, bus, hire cars, etc that enable access to essential services and entertainment. availability of essential services nearby. |
| QoW | Healthy Community | RETIREMENT: A great place to retire would require a nice blend of the following things: Good recreational amenities such as parks, beaches, trails, hiking or picnicking areas. Animal friendly areas as most retired people tend to keep pets,. Good restaurants with variety and venue. Community centered recreational facilities such as gyms, theaters, museums, art centers, music centers. Educational facilities and good medical facilities with a wide variety of providers and specialists. Affordable housing and cost of living. Good roads and transportation facilities and venues. Easy access to government buildings and political representatives. Open spaces left for wildlife preservation and recreation. Well planned and attractive housing developments. Good opportunities for employment and commerce as well as volunteer opportunities. Good shopping facilities and well planned parking and transportation venues. |
| QoW | Healthy Community | RETIREMENT: ADA upgrades made easy. I have a two story and likely will not be able to get upstairs forever. |
| QoW | Healthy Community | RETIREMENT: More sidewalks, benches, transit or cabs. |
| QoW | Retirement | RETIREMENT: To retire comfortably in the Kingston community it needs to include the following: High quality & affordable food supply (combination of chain stores and farmers markets), affordable housing (taxes remain affordable), accessible healthcare (Harrison & local clinics), strong and vibrant social community with facilities to meet in town, walkable "downtown" (like Poulsbo or Edmonds), free downtown wifi would encourage "stickiness" to hang out, and lastly - strong protection of the natural wonders (seashore, woods, lakes) that brought us here in the first place. |
| QoW | Retirement | RETIREMENT: To retire comfortably in the Kingston community it needs to include the following: High quality & affordable food supply (combination of chain stores and farmers markets), affordable housing (taxes remain affordable), accessible healthcare (Harrison & local clinics), strong and vibrant social community with facilities to meet in town, walkable "downtown" (like Poulsbo or Edmonds), free downtown wifi would encourage "stickiness" to hang out, and lastly - strong protection of the natural wonders (seashore, woods, lakes) that brought us here in the first place. |
| QoW | Retirement | RETIREMENT: Retiring "in place" is something people have done for ages. What a retired or aging community needs is access to health care facilities within a reasonable distance and/or roads to accommodate optimum emergency response. Collector roads with speed bumps hamper and delay this essential service. Therefore they should be removed. More roads need to be lighted with street lights so people feel safer when driving at night. Putting in sidewalks to get walkers off the shoulders of the road is also a huge benefit to people who may want to walk to local destinations. Bus service should be expanded in order to give those living on a retirement income an economical option. Having less power outages is desired by all residents and almost essential for the retired who spend most of their time at home - - our state and county government should be working with utility companies to bury lines. The local Navy bases are essential for ensuring a comfortable retirement for many of the retired military in Kitsap County. |
| QoW | Recreation | RECREATION: I would like safe shoulders on the road for walking (and enforced speed limits). I would also like a real toilet and regular trash collection at Arness Park. |
| QoW | Recreation | RECREATION: Safer walking/bicycling paths along Miller Bay Road |
| QoW | Recreation | RECREATION: Safe, accessible bike routes on the sides of county roads. Too many roads have virtually NO shoulders, even though the road is a designated cycling route, such as route # 51, from Twin Spits to the Agate Pass Bridge in North Kitsap (Hansville Road & Miller Bay Road are killers). I am NOT asking for additional routes; just safe shoulders on the existing routes already listed in the Kitsap County Bike Route Numbering System. |
| QoW | Recreation | RECREATION: walking/biking trails - East Bremerton |
| QoW | Recreation | RECREATION: Walking on trails and in neighborhoods on complete streets with sidewalks is my preferred recreational activity. |
| QoW | Recreation | RECREATION: A nice bike and walking path. Right now there aren’t even shoulders on most of the roads, making walking and biking less safe and less enjoyable. |
| QoW | Recreation | RECREATION: Public beaches. |
| QoW | Recreation | RECREATION: walking trails and paths in rural areas away from any heavy traffic. Bike lanes as well. |
| QoW | Recreation | RECREATION: I moved here because of all the recreational opportunities Kitsap county naturally offers. I think the County just needs to continue supporting access to the natural environment around here. |
| QoW | Recreation | RECREATION: hiking/nature trails (unpaved) |
| QoW | Recreation | separated biking paths |

**QoW | Recreation |** RECREATION: I would love to be able to bicycle from Poulsbo to Silverdale to Bremerton on a pathway that is completely separate from cars. Rhode Island has such a “connect the towns” walk/bike pathway that is called the “East Bay Bike Path.”

1. Walking/Biking pathway: Bremerton > Silverdale > Poulsbo

Rhode Island’s East Bay Bike Path is a model for such a pathway. It runs for fourteen miles from Bristol to Providence. Along this pathway, one is at times touring beside the beautiful Narragansett Bay, or transiting between towns (where lemonade stands and bicycle shops have popped up), or riding through pleasant, small-town neighborhoods, or stopping to stroll on a town’s main street, or resting in a park and eating lunch. The Path is away from cars for most of its length, and it’s such a pleasant and healthy way to travel. The Path portion that transits towns has become a main means for residents to walk/bike to work and to school.

2. Nature parks: where I can walk, read, and think.

I love exploring Clear Creek Trail, walking and reading in Silverdale’s Old Mill Park, strolling the path near Dogfish Creek in Poulsbo’s Fish Park, visiting the shipbuilder’s displays and strolling the dock in Bremerton, riding my bicycle to Fay Bainbridge State Park, looking at the Olympics from Kitsap Memorial State Park, looking at the Puget Sound from the Point No Point Park, and learning about Northwest wildlife and habitat at natural areas. We’re blessed in Kitsap with a wonderful collection of beautiful parks and special places.

Discussion:

1. Walking/Biking pathway: Bremerton > Silverdale > Poulsbo

Rhode Island’s East Bay Bike Path is a model for such a pathway. It runs for fourteen miles from Bristol to Providence. Along this pathway, one is at times touring beside the beautiful Narragansett Bay, or transiting between towns (where lemonade stands and bicycle shops have popped up), or riding through pleasant, small-town neighborhoods, or stopping to stroll on a town’s main street, or resting in a park and eating lunch. The Path is away from cars for most of its length, and it’s such a pleasant and healthy way to travel. The Path portion that transits towns has become a main means for residents to walk/bike to work and to school.

Past ed below are two descriptions of the East Bay Bike Path. The first (from the Rails-to-Trails Conservancy)
**HEALTHY COMMUNITY:** Though regulations sometimes are criticized, they are essential to enforce standards for clean water, clean air, and clean food. Regulations work best, though, when the population is educated and knows why those regulations are necessary, and how those regulations keep people safe. I applaud Kitsap County for its active program of education regarding clean water, stormwater, shorelines, parks, wildlife and the environment, salmon, hazardous waste disposal, noxious weeds, septic tanks, where to dispose of trash and recyclables, and so much more.

Education: It helps us to hear what good and bad health practices are, and what healthy and unhealthy environments are.

Walking/biking to work, school, and the home promotes physical and mental well-being, decreases traffic congestion, and reduces pollution. Several decades ago, the city of Copenhagen, Denmark committed to getting 50% of their population to bike/walk to work and school, and they’ve succeeded brilliantly.

Parks and open areas are good for individuals, families, and wildlife. They give us a place to recreate, to think, and to offer thanks for our blessings.

It’s a national problem that we’re painfully working through, but we, as Americans, in contrast to most other industrialized nations, don’t yet have affordable health care and catastrophic health care coverage. Ours is the most expensive health care in the world, and yet it does not rank highly among industrialized nations. I realize that this is a national issue rather than a Kitsap County issue.

**RECREATION:**
Don’t need any more trails. It isn’t prudent to go wandering into the woods alone. Have more than adequate parks but insufficient parking - so expand the parking lots or allow parking along the roads. How about donating $1 M towards a North Kitsap fitness facility like you gave Central Kitsap for their Hazelwood YMCA? After all, the Y in Silverdale is too far from North Kitsap for most of North Kitsap’s residents to use. It would take me 45 minutes just to get to the YMCA. We need one in-between Poulsbo/Kingston.

**HOUSING:**
It would be great to see more cottage and carriage-house style units on small lot, zero lot-line, and condo developments. Incorporating community gardens and small open spaces could add character. These developments would be best close to, or inside, the urban core to make access to services easier. This would also help create a closer community feel in the areas supporting these developments, especially if there are neighborhood commercial uses built into and alongside these residential developments.

**HOUSING:** I’d like to see energy-efficient new homes and subsidized retrofits for existing homes owned by people on fixed incomes. Heating bills can really rack up, particularly for older people who need to keep their homes warmer. Along the same vein, I’d like to see continued/increased subsidies or other options that make it affordable for people to install solar panels, either free-standing or roof-top. This can also help keep bills down. Attractive communities near bus lines or within easy walking distance of stores would also be good. I’m thinking homes or small multiplexes with porches rather than garages or parking lots along their front sides, lots of greenery and small parks where folks can socialize, play croquet or bocci, etc.

**Walkability**
Make it easier to get around without driving--better exercise, fewer accidents, health benefits of being out in nature--e.g. through more extensive walking/biking trails or even just paved shoulders. More transit. Maybe even some sort of "safe ride home" program from bars. Create a stronger connection between Kitsap’s food producers and food purchasers, e.g. more zoned ag lands, more options for smaller farms that want to process meat for commercial sale, support for conservation easements that support agriculture.

**Walkability**
more walking trails and sidewalks

**Healthy Community**
Expand the sewer lines to all areas of the county so that all residences could have the opportunity to connect, thus reducing or eliminating failed septic systems. No septic system will last forever. They will all, ultimately, fail. When they fail, they pose a health hazard to all, especially those in proximity to the Sound or feeders to the Sound. The priority should be to expand to all areas in proximity to the Sound.

**Walkability**
more safe bicycle routes so cars won’t be so necessary and exercise will be more an integral part of life

**Healthy Community**
Do something big to get people to move! For example, complete a North-South bike trail including working with Navy to follow the water from Bremerton to Port Orchard. Build an aesthetically pleasing view platform at the top of Green Mountain. Create a big indoor farmer’s market for year round local food products.
<p>| QoW | Healthy Community | Support Non motorized transportation, parks, forests, shorelines, waters and fields (open spaces) and recreation. Helping our citizens with the most basic part of health, exercise in the “fresh” air. Exercise which has scientifically been proven to limit the cause of a lot of health problems. Whether its heart attack, stroke, obesity, dementia or so many other health problems. Supporting healthy ways to get around and places to get to saves us a lot of money and societal problems in the future. We won’t have to pay such high prices for, high insurance or more medical bills. We won’t have to pay so much for the monetary and family damage to everyone else that bankruptcies from health problems cause. Throwing money at the systems is very costly and doesn’t really work that well when considering that we could forgo a lot of this if we treat the cause in the first place, lack of exercise...and eating poorly. Also, the more open spaces preserved for farms, the more we have better and local food (jobs) for our tables and pollute less for the getting the food to our tables. |
| QoW | Healthy Community | HEALTHY COMMUNITY: To improve the health of our community we need to encourage people to get out and get safe exercise. We need to improve pedestrian options. As a runner in Silverdale I have had numerous close calls with autos not giving right aways on roadsidles and crosswalks. I would be happy to get involved should the opportunity come up to work out possible solutions. |
| QoW | Healthy Community | Continue sewer service for all of suquamish |
| QoW | Healthy Community | Protect the environment. |
| QoW | Walkability | Make our roads safer by providing more street lighting and removing unnecessary obstructions such as speed tables. Roads are for vehicle transportation, not pedestrians. Where residents want to walk, construct sidewalks. Accidents cause death, injuries, and stress due to traffic delays. Dark streets - especially intersections, are an extreme hazard. |
| QoW | Walkability | Start some planning to improve pedestrian safety in the suburban neighborhoods. People walk A LOT along the roadways at all hours of the day and night and in all weather conditions. The lack of street lighting, adequate sidewalks and/or berm and proper, established crossings makes walking extremely dangerous for those who must walk to/from work or other places or those just looking to exercise. This MUST be addressed. |
| QoW | Walkability | Pedestrian/bike pathways in each of our urban areas— that enable people to walk or bike to work, to school, and to stores— would promote our health. These pathways need to be completely separated from roads. People will not bike or walk next to cars on a busy road, as cars are big, noisy, and dangerous to walkers and bikers. Despite bike lanes attached to the sides of many busy roads, few people use them because walkers and bikers know that a second’s inattention with a small swerve by any one of the many drivers can kill. Zoning should allow for small stores within urban residential areas. People will walk to a produce shop, hardware store, drug store, cafe within their neighborhood, but now they’re forced to drive. Small stores within a neighborhood—and being able to walk to them—promotes physical health, mental health, saves gas, decreases traffic and congestion, and decreases pollution. Walk/Bike pathways in towns, and zoning that allows small stores within urban neighborhoods, promotes health |
| QoW | Transportation Improvement | Fix the Gorst Gore! |
| QoW | Transportation Improvement | 1. The road from Poulsbo to Winslow should be 4 lanes all the way. 2. Gorst is ok the way it is unless you build the bridge. 3. Widen Anderson Hill to 4 lanes |
| QoW | Transportation Improvement | COMMUTE: My husband and I have our own business so we do not &quot;commute&quot; to work any longer. But we do get around in the county plenty We both would appreciate the work to extend the two lanes at Gorst (southbound) to move forward. Not everyone is considerate and it is irritating when folk push thru in the right lane while more considerate drivers patiently wait in the left lane. The other area I am concerned with is the long light waits in Silverdale at evening rush hour. I routinely double cycle at Bucklin Hill and Silverdale Way westbound. With all the new development in the area, it will get worse. Light patterns and other options need consideration. |
| QoW | Transportation Improvement | COMMUTE: Bring decent paying jobs to Kitsap so we don’t have to commute outside the county. The only reason most of us face long commutes is that the Seattle-Tacoma area is the only place we seem to be able to find decent pay for the jobs we do. |</p>
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<tr>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td><strong>Highway 305</strong> has always been congested between the Bainbridge Island Ferry and Agate Pass; however, during rush hour the travel time from ferry to bridge can be 1 hour and 10 minutes (to go 8 miles). I am not a commuter, but that was my travel time when I was stuck in ferry traffic one day this week. Travel was so slow that traffic from the 3:45 and the 4:40 ferry arrivals were on the highway at the same time. What a mess! A solution needs to be found that may include widening the highway on the island and perhaps a new or additional bridge. As the population in North Kitsap grows this problem will worsen. If there were an express lane added for 2 passenger cars and buses it would likely increase bus ridership and decrease single occupant cars and greatly speed up the traffic from the ferry.</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>Go through with developing(paving) the Bypass/Connector road between Hood Canal Dr NE and Hansville Road (just south of the Driftwood Keys and Shorewoods Assoc).</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>more and safer routes for bicycles</td>
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<td><strong>COMMUTE:</strong></td>
<td>Expand the number of lanes at the choke points.</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>Put a four lane highway with no stoplights across Bainbridge Island to Poulsbo. Wouldn't it be nice to drive 8 miles in 10-15 minutes, rather than 45 minutes?</td>
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<td><strong>COMMUTE:</strong></td>
<td>For the Agate Pass bridge, please encourage the state DOT to pursue a plan of building a second bridge next to the existing one. The new one would have a reversible HOV, bike, and sidewalk. For the existing bridge, remove the the little sidewalks on both sides of the deck to allow the driving lanes to be wider. Reinforce the existing bridge so that the design is structurally more sound rather than the way it is now with its heavy dependence on the integrity of each rafter section- the sort of design shortcoming which caused the I-5 Burlington bridge collapse. There needs to be a walk-on commuter boat that can take people from downtown Poulsbo and the south end of Bainbridge over to Port Orchard and Southworth.</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>For Hwy 3 East and West it would be advantageous to have an alternative route other than driving 2 lanes through Gorst. Most of the time it’s doable but rush hour traffic can be a big time problem especially if there is an accident of any kind. If there was a way to connect Bremerton and Port Orchard in a direct route could be a big improvement. Or a fifth lane that switches direction depending on time of day to add a lane for rush hour crunch. Like in Seattle on Interstate 5.</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>Improve highway 3 to four lanes from Poulsbo to the Hood Canal bridge.</td>
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<td><strong>COMMUTE:</strong></td>
<td>1. Widening of the Agate Passage bridge to four lanes, with four lanes from Winslow to Poulsbo. 2. Widening of most roads to have good shoulders for bicyclists,</td>
</tr>
<tr>
<td><strong>COMMUTE:</strong></td>
<td>Build an overpass or underpass at the intersection at the Suquamish Casino. To help move traffic off Bainbridge Island. Also build it for four lanes plus good shoulders for bicycles to plan for the eventual second bridge and four lanes off BL.</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>Better bus service, more routes and include more of central kitsap i.e. anderson hill rd and seabeck hwy nw, express route from/to WSF terminal to Silverdale Mall and Poulsbo</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>Install a bridge from port orchard to Bremerton that eliminates the need to go through gorst.</td>
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<td><strong>COMMUTE:</strong></td>
<td>Bus stops close to medical and shopping areas with covered waiting areas...One &quot;near&quot; CK mall is a joke</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>plan for a train service between Poulsbo and Winslow, Poulsbo and Silverdale/Bremerton, and Bremerton to Tacoma</td>
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<td><strong>COMMUTE:</strong></td>
<td>I commuted to Seattle for 4 years. It took 2 hours each way. I took the bus to the Bainbridge ferry and a downtown bus to the Seattle center area. The commuter busses should be given priority for getting on the highway. This might motivate more people to use the busses. Have a light for the cross walk so the busses do not have to wait for every single pedestrian. Add a reversible lain on the Bainbridge highway. Otherwise work with the PSRC to add at least 1-2 stops for the Sounder for example at the Seattle center. That way more people may use the Kingston ferry.</td>
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<tr>
<td><strong>COMMUTE:</strong></td>
<td>Better road conditions on HWY 3 all the way to the Hood Canal Bridge. Safety should no longer be ignored by the county and state on this dangerous stretch of roadway. There needs to be turn lanes and enforced speed limits. It is unsafe for many to travel this highway and exit to their homes. Large trucks carrying heavy cargo should be more carefully scrutinized.</td>
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<td><strong>QoW</strong></td>
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<td>MCAC Open House</td>
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<td>MCAC Open House</td>
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**ZONING COMPATIBILITY:**

1. Do not create any such situations in the future. 2. Large setbacks for development on both sides of the line. 3. For new development, require in addition to setbacks, vegetative buffers, the maintenance of existing vegetation, berms and other barriers. 4. Access to these areas should be separated and especially the access to the industrial and commercial areas should be away from the residential areas. 5. Limit lighting, noise and other pollution in the area. 6. Easements and down zoning from willing landowners.

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**ZONING COMPATIBILITY:**

As I see it, the big issues would be a) lost property value for residential owners; b) noise pollution during the day and light pollution at night; c) potential decrease in air quality if there's a lot of gas- or oil-powered equipment; d) loss of visual appeal. Having vegetated buffers between zones could help to minimize noise and potentially light and air pollution, and increase attractiveness. Heck, a win-win situation would be to put a pedestrian and bicycle path in a vegetated buffer zone between commercial/industrial and residential areas. It would provide much-needed non-motorized transit options, and (if experience with the Burke Gilman in Seattle is relevant here) it would bump property values up a little. Having limits on operating hours for industrial activity could help, along with limiting light pollution from industrial/commercial areas (there's been all kinds of progress on lighting options to minimize light pollution). Maybe have some sort of subsidy for sound-proof windows, depending on how loud the commercial/industrial activities are? Or extra regulations around emissions related to poor air quality? It's also important for people buying residential property next to an area zoned commercial/industrial to be fully informed about this when they purchase the property.

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**ZONING COMPATIBILITY:**

Trees, rain gardens and greenery buffer and visually screen one from the other and make any space seem more livable.

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**ZONING COMPATIBILITY:**

Consider requiring screening buffers as well as use impacts on the other uses. For example, a tree planting strip, wall or fence may be appropriate for screening in some instances. Noise, smell and traffic impacts on residential should be evaluated and mitigated to certain standards. It may not be possible to give all parties all that they desire, but evaluation and mitigation seem reasonable.

---

**ZONING COMPATIBILITY:**

A good transition between the commercial property and adjacent residential property is to require a strip of landscaping between them to be maintained by the owner of the commercial property. A low open fence might be helpful to keep business customers from straying onto the home site. But a tall solid fence would just be ugly, and give a "we don't like you and don't want to have anything to do with you" impression. Try to make this look like a friendly neighborhood!
What is the plan for broadband access for residents of Manchester?

Possible talk about the fast foot ferries in this area

Would like more info on Suquamish Shores….can this be made available?

Would like room for bicycles on the road shoulders.

Public WiFi

Suquamish, Miller Bay, Augusta is the main arterial and in many places truly substandard. (road concerns)

2nd bridge over the estuary would be a huge asset.

Along south Angeline there is no shoulder to walk on.

Large group supported a library in the area - approximately 28 people in attendance who showed support.

re: Sewers - Septic systems will fail. It is too late to install sewers at that time. We should plan and invest our infrastructure for 2035. That means running main lines and pump facilities before individual systems fail.

What is the plan for broadband access for residents of Manchester?

The bike trail idea is great but please take care to the safety of walkers! We on Colchester would greatly appreciate extension of sewer lines. We don't want to argue about it! Plant height restrictions are very much needed.

If Colchester Drive put all the walking lanes on one side instead of both there should be enough room for a good walking/bike lane which could also be used for parking in snowy weather. People now park on both sides and it is unsafe.

I like being in a small town but would like to see more commerical, coffee - wine shop - ice cream. Also would like to see the Manchester map showing existing multi-family sites and existing condo sites.

2nd bridge over the estuary would be a huge asset.

Carpenter Creek restoration, how will this effect the water levels in the area for activities such as kayaking, etc?

The medium to high-density area on S. Kingston Road on the zoning map has septic systems; no sewer is available. No way could/should these lots support such density.

Would like more info on Suquamish Shores....can this be made available?

Public WiFi

Large group supported a library in the area - approximately 28 people in attendance who showed support.

Is going up Columbia considered County or Suquamish? The S curves? Very concerned for cyclists safety in this area.

Enabling sidewalks on Suquamish Way and Division Ave was noticed as much needed as well as a walkway to the park. This has already been submitted by the SCAC as part of the transportation plan. It’s on the transportation improvement plan but it is currently unfunded. Plan was to take is all the way to Old Man House.

How are we going to keep downtown a quaint seaside center of attraction with heavy traffic rolling through every day. Thinks it should be bypassed down Division.

Suquamish, Miller Bay, Augusta is the main arterial and in many places truly substandard. (road concerns)

Many stated a desire for sidewalks in the area.

-Another sidewalk on Center

-Lighting on the sidewalks on Geneva

Walkability-there is an encroachment on county right of way, intentional and unintentional. Pots and décor, etc sitting in the right of way so it is impassable. Are people allowed to do so? Basically is this enforceable?

Along south Angeline there is no shoulder to walk on.

Would like room for bicycles on the road shoulders.

Possible talk about the fast foot ferries in this area

Widenning of the shoulders to the school on Totten Road….but there was a problem with stormwater regulation. Now those rules have been relaxed-could this project be moved up now?
What is the engineering requirement for the highway that goes out to Hansville? What is the capacity?

Completing shoulders all the way along Miller Bay road walking and cycling. Lots of support for this.

Better detour routes through s curves and other areas...clearer signage.

In regard to stormwater and sewers-how was it determined which areas were getting upgrades?

Why is the County not requiring an increase in sewer? Why is there no action on this issue?

Policy or goal of sewering the entire boundary.

More sewer/stormwater service on South Angeline.

History of the sewer system in Suquamish would help explain why things are the way they are now.

Stormwater-I live on the higher part of Pine by Urban, none of those gutters seemed to be functional. Do they work and are they needed?

Where elementary school is and down to the water, all the lots are very small. Thought those weren’t buildable anymore. (main concern is affordable housing on smaller lots like this) Concerns about the stormwater in that area as well.

STREELAMPS AND STREET LIGHTS are a big concern.

Lots of water in the area...not a lot of access. Very few public entrances to the beach. Would like community access. Kayak, etc. And parking near that access as well.

I really like living on the reservation. I would rather have the tribe tell me what to do than the other way around.

This goes back to original idea of design review.....who can make sure these designs are all similar to keep up the quaint feel?

Listening to traffic concerns fro Suquamish Way at waterfront, I want to re-emphasize my recommendation of a new road from Totten/Suquamish Wayu up to near the Columbia/Lincoln Road intersection. This will divert some of the traffic using Suquamish Way to downtown.

Disaster Preparedness - expand/include County Disaster Preparedness to Suquamish. Community needs to know more about County plan and have or develop their own. Earthquake preparedness, etc.

Would love a library in town.

Street lights in downtown, some along Harris and Angeline Ave. NE

Establish official trail between Angeline Ave NE and next section of Angeline.

A food market in town, more than a convenience store.

Prohibit large trucks through Suquamish Way/Augusta.

Safe shoulders on Miller Bay and Columbia.

Possible sidewalk on Center Street.

More 1 way on Geneva and Center.

LED lighting were sidewalks are. A little light goes a long way.

Community involvement and responsibility for for sidewalk maintenance. They need to look cared for.

Suquamish has been a place where poor people can live a good life, don’t take that away.

People who move here need to accept that this is a Indian reservation. Suquamish should instantly be recognizable as a reservation.

It would be nice to know a “rough” cost estimate for the proposals ie: bike trails, sidewalks, etc. Then determine available funds. The community can then budget their needs versus wants.

Suquamish Village (town) zonign maps available for future planning and ideas?

Shoulders to walk on where no sidewalk is provided.

Sewers and Stormwater upgrade on the end of S. Angeline.
<table>
<thead>
<tr>
<th>SCAC Open House</th>
<th>Kitsap Likes and Dislikes</th>
<th>SCAC Open House</th>
<th>Kitsap Likes and Dislikes</th>
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</thead>
<tbody>
<tr>
<td>Open Public Comment</td>
<td>More shoulder paving on Totten Road to Tribal school up on the TIP to priority safe route to schools. Public works had this project years ago and the regs. By Ecology should have relaxed. Can we now complete this project?</td>
<td>Liked: open space, minimal 4 lane highways, non-Metropolitan pace and density, balance of local business and big box stores, no sky scrapers, natural shoreline and water wonderland, so far - local government that does not seem to grow unbalanced, close enough to collaborate with Seattle without becoming another Seattle (look what happened to Bellevue in just 25 or so years).</td>
<td>I picked and Dislikes: I love the quieter, slightly slower paced way of life compared to closer metro counties. The quality of roads (compared to Pierce County).</td>
</tr>
<tr>
<td>Electronic Survey</td>
<td>Kitsap Likes and Dislikes</td>
<td>I love the existing environment, the natural scenic beauty, and the wide variety of design in developments—both commercial and housing. Dislike unattended highway litter, both physical and visual (signs).</td>
<td>There is getting to be too much sprawl.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I moved from Colorado to Kitsap County in 2013, after purchasing a house here in 2011. While in line at Costco in Silverdale, I talked with a little girl who wanted to move to California. I told her and her grandpa that this is the best place in the world, period. And that's the way I still feel about it. I love the trees, I love the water, I love the rain, I love the space. I love the parks, the hiking trails, the library system, the ferry system and public transportation. I love everything about this place. You've done a good job! Keep it up!</td>
<td>Sprawl and lack of corresponding infrastructure.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>There are not any free water parks for small children. Pierce County has many water saving parks ranging from sprinklers to wave pools. More free recreation parks. Better use of road improvements.</td>
<td>Likes: Ease, lack of traffic, trees, green spaces Dislikes: Lack of organic stores, lack of diversity of restaurants, need to encourage small businesses especially in Bremerton</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Beautiful views, quieter than Seattle, nice hiking. It would be nice to have a more convenient bus service to connect to the ferry in Bremerton. High speed frequent foot passenger ferry Bainbridge to Seattle, broad band internet choice and natural gas available.</td>
<td>quiet</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>More public access to the beach areas.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I dislike the policy that allows outdoor burn piles. In addition to causing environmental degradation, burning of wood debris and trash in my neighborhood is a health hazard to people like myself with asthma and other respiratory illness.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Excessive growth over the last ten years. To many people. Additional people and the expansion of the Tacoma Narrows Bridge has made traffic worse. Developers building new instead of renovating existing commercial and industrial areas.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>The way the growth has been allowed to be spread all over the place, with no consideration for traffic flow or road improvements.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I like the rural nature of the County and the close knit feel in our communities. I believe the park maintenance and school structures should receive a higher priority. It is sad that we continue to put so much money into replacing culverts and bridge structures while the physical structures on our schools are showing signs of age and are not current in terms of student population nor a more modern teaching curriculum.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Rednecks, people that don't care about what their property looks like ie junky cars sitting around, litter on roads. Hard to ride bikes or walk due to safety (minimal sidewalks, dedicated bike paths)</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I like the close proximity to stores, schools, etc. The costs of living are decent here. We are JUST far enough away from Seattle and Tacoma to enjoy a little less fast paced lifestyle but close enough to access the big cities without much trouble. It seems however though, that is all changing. I love looking out and seeing the mountains, bays and wooded areas around the county but the area is growing faster than the infrastructure. They are fast cutting down vast forested areas to make way for more urban sprawl. Many areas have NO sidewalks or areas for pedestrians. A one foot or less shoulder is NOT sufficient for safe walking on the side of the road. Street lighting is minimal and there doesn't appear to be much that can be done about it (no room for expansion). People want to walk and ARE walking but it's clearly not safe. Noise and speed ordinances are not enforced except in a select few areas and then, only occasionally. The death of the young lady last week in Tracyton should be a wake up call despite the possible involvement of alcohol.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>There are less restrictions, fees, taxes, wood stove burn bans, and overall inconveniences in my life since moving here from Pierce County. Roads are much better than Pierce county!</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I like the fact we live close to a major city with easy access without feeling like one. My dislike is the unsafe nature of many of our roads for cyclists. It is a challenge to commuting on a bicycle as an alternative to driving a vehicle.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I like that I can find anything I need in Kitsap county and don't have to cross the bridge to shop. I truly dislike the choke point at the Bremerton waste treatment plant making commuting a nightmare.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>We like that our county can be classified as being more rural with some small cities but yet we have many amenities that most rural areas do not, such as shopping areas, high speed internet, and a good transportation network. A few of the thing that we dislike are 1) there are is only two ways out of the county with a vehicle, without paying a fee, and both of them require going thru Shelton, if you want to access south and east, 2) the access to and from Seattle has been cut dramatically over the years and does not look to be getting better for us in the future, 3) taxes seem to be going up but yet our property values keep dropping and they seem to be getting further and further apart and yet the counties service have not seemed to increase.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I dislike driving around the inlet from Port Orchard to Bremerton and believe all would benefit from a bridge across the inlet, including native salmon if it was constructed and maintained in an ecologically positive manner. I like the rural and semi-rural character of our county outside the urban areas and believe that rezoning to encourage higher-density development within already-developed areas should be pursued rather than any strategy that encourages further sprawl, whether it be commercial or residential.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>There's to much urban sprawl.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I dislike the roads That are overlook as far as traffic, Bethel, Lund, Jackson, Segwick. Ive lived here my whole life and there has been no change for the best.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Rural character, convenient services</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Like: The amenities of an international city are less than an hour away and it doesn't feel like I live in the traditional Suburb. Dislike: Permissibility for industrial and commercial development doesn't foster economic development. We need to accept the fact that Kitsap County will grow and increase the ability to foster good projects.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>No sidewalks. Very few areas for bike paths. Lack of character in some urban areas - specifically Port Orchard.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Lack of services in rural areas.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I like the small town feel and sense of community. I dislike that South Kitsap is lacking an established community center - in one location (performing arts theater, library, YMCA type activity center, park).</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Road conditions in severe weather.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Under five miles of separate bicycle lanes. The County has the ability to pave shoulders and should do so immediately. Bicycling is Kitsap dangerous; bicycle tourists spend 150 percent of the amount spent by general tourists. If Kitsap had safe bicycling, we could increase revenues substantially.</td>
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<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I do not like how the county government has taken action based on the desires of a few members of the community. The concept of area advisory groups has allowed the county to pander to a select few. The county commissioners do not listen, or take unbiased action, on matters of concern outside their own district. I’m not sure why we all vote for the commissioners, if they are just going to worry about their own one third. The speed tables installed in Hansville are a prime example. Another example is the previous aborted community plan effort. The members of Steve Bauer’s (then commissioner) formed Future’s group Vision document was blindly adopted by the county, thus denying the majority in Hansville a say. Basically, the county leadership and its staff have managed to alienate our community. It’ll be interesting to see who they chose to obtain their resident input from. This survey is pretty typical of past surveys initiated by the county, the inputs will be ignored unless they support DCD’s desired plan.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I like living in my little neighborhood, I like the convenience of services in Silverdale and Bremerton, I like living near (but not in) Seattle, and I love the many beautiful views toward the Olympics, Puget Sounds, and Mount Rainier.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>I like the shoreline but do not like that there is not very much of it that is accessible. I like when trees are saved during development but do not like that most new development always removes old growth trees I like the good condition of roads but am very disappointed that most all roadways do not have sidewalks.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Kitsap Likes and Dislikes</td>
<td>Lack of infrastructure, well planned pedestrian and bicycle urban streets, lack of realistic transit options.</td>
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<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>Public transport &amp; renewable energy support.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>I would like more local input on projects that occur in the local areas, particularly those that are not incorporated (Silverdale included.) More sidewalks and bicycle lanes would improve the quality of life and perhaps reduce vehicle traffic in our somewhat congested urbanized areas.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>1) I would like to see a bike and pedestrian path along Miami Beach Rd. between Seabeck Hwy and Scenic Beach Rd NW. There is very little road shoulder so biking or walking is hazardous. 2) Repair and deepen the Misery Point Rd. NW boat launch. 3) Do something positive with the old Seabeck Elementary School. 4) Help small businesses succeed in Seabeck such as the Lone Rock Merchantile.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>More bike lanes! Our county has some of the most scenic bike riding terrain anywhere. However, in most places, we don't have the bike lanes we need to make it safe, especially on Anderson Hill Road!</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>A walking/bicycle trail connecting different parts of the county similar to the Cushman Powerline trail or Foothills trail. Possibly a northern extension of the Clear Creek Trail to Poulsbo.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>I would like to see more money spent on improving transit service instead of street widening that only encourages more people to take their cars.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>The most important to me: All of the proposed Arborwood development area in Kingston needs to be added to the North Kitsap Heritage Park. There is absolutely no job base, nor public demand for the proposed housing there. There is, however, a huge interest in the park and its trails. Secondly, there needs to be a significant improvement to the current ferry line approach along Hwy. 104 into Kingston. Third, improve I3 north of Poulsbo to the Hood Canal Bridge. It is still a very dangerous stretch of roadway to drive on.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>In Kitsap County it would be nice to see more bicycle lanes on roads and increased public transit.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Types of Changes</td>
<td>See above. Do whatever is necessary (reduced taxes?) to encourage development in downtown Bremerton. I can envision it being more like Port Townsend or the Kirkland waterfront! Continue improving streets, sidewalks and lighting!</td>
<td></td>
</tr>
</tbody>
</table>
| Electronic Survey One | Types of Changes | 1. A covered and light free public skatepark in a central city like Silverdale. 2. A community campus + corridor plan that implements strategies such as: dedicated bike lanes, old mill arts park, space for the creative arts and local industry to create and design innovative products and projects, a plan that adds an edible landscape agenda to future county landscaping projects (introduce blueberry trees, strawberries, herbs such as lavender and sage to landscape). 3. enact an urban growth boundary for areas like Port Orchard, Bremerton, Silverdale, and Pouslbo in order to focus future development in defined areas and create a more varied, dense, rich, vibrant and mixed use of commercial, residential, and creative industrial zones. This would preserve undeveloped land for future parks or agricultural uses and unify the cities and create a more family friendly, community oriented network of cities and enhance efficiency of alternative transportation options. 4. Work with groups like the successful South Kitsap Skate Park Association to create skate spots and renovate and improve skateboard parks in Silverdale, Pouslbo, and Bainbridge. These existing parks are very old, wearing down, and the kids and enthusiasts need a safer facility to practice. A plan to implement skate spots similar to Seattle and Portland for example, would create art spots in designated neighborhoods that could also tie into community farms, parks, dog parks, and create a space that is family friendly. 5. Help community residents create a Sculpture park at the Old Mill Park. 6. Restore the shorelines along Silverdale waterfront from Old mill park to downtown Silverdale. Introduce boardwalk viewpoints, restore shoreline vegetation, add art installations and create a protected walking / bike lane that extends the CCT from Old Mill Park to downtown Silverdale. Connect the CCT up to Pouslbo.

Electronic Survey One | Types of Changes | It would be nice to have better small business incentives Better safe walking, bike, greenways: a way to move through the county without getting on roads Follow through on homes that are full of garbage outside (it lowers property value) Keep it Clean Be a more creative around types of businesses that are allowed and not taken down by time and red tape, goal should for them to flourish

Electronic Survey One | Types of Changes | More neighborhood gatherings and news about our specific area

Electronic Survey One | Types of Changes | We are very divided in our neighborhood. We have a defunct home owners’ association. Some residents would like to keep it that way. They don’t want people telling them what they can and can’t do with their house and property. On the other hand, we are responsible for a surrounding green belt, which is rapidly deteriorating. Our insurance has lapsed, and the drainage pond has eroded a pathway: if someone is injured or killed back in that greenbelt, we all stand to lose our shirts. I heard recent rumblings of reviving the HO Association, but within the past month, as usual, it has proved to be all talk and no do. My husband and I are planning to sell our house and move within the next year. I love it here, and I love my home. But I am very unhappy with the complete and total irresponsibility of many of the other homeowners here. I refuse to allow us to be jeopardized by other people’s ignorance.

Electronic Survey One | Types of Changes | Improve walkability....streets/shoulders are currently unsafe for walkers

Electronic Survey One | Types of Changes | More traffic and construction all the time

Electronic Survey One | Types of Changes | Extension of sewers to waterfront areas

Electronic Survey One | Types of Changes | Bike lanes. Lower speed limits in congested areas and areas with no sidewalks.

Electronic Survey One | Types of Changes | Seabeck marina operational

Electronic Survey One | Types of Changes | Set aside open spaces, continue the push to lessen stormwater draining into the sound. We need a north-south tram to commute people back and forth from the major population centers and to lessen the numbers of cars on the roads. In each city we need pedestrian/bike only paths for getting about the city.

Electronic Survey One | Types of Changes | More parks and conservation land, plus bike lanes, sidewalks and crosswalks.

Electronic Survey One | Types of Changes | Responsible clean-up of highway litter by the appropriate county agency. Competent management of public projects.

Electronic Survey One | Types of Changes | I would like to see truck traffic on Sidney Rd. SW substantially decreased. Give us a break down there. Please. Reroute all those dump trucks through downtown Port Orchard. Share the joy.

Electronic Survey One | Types of Changes | More patrols, less violence, graffiti, etc. Nicer police force

Electronic Survey One | Types of Changes | Signs littering the road areas need to be removed or not allowed or fined if they do not remove them. Political signs on the roads should not be allowed. This just makes it look bad.

Electronic Survey One | Types of Changes | 1. Get a metering light at auto center off ramp and dump the HOV lane at the ship yard. 2. G. Anderson company trying to get me to tie into water and sewer project for 3% at 15 years. NO WAY IN HELL. Leave us alone.
<table>
<thead>
<tr>
<th>Electronic</th>
<th>Types of Changes</th>
<th>Neighborhood - nothing. County - better wheelchair friendly access &amp; flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey One</td>
<td></td>
<td>24/7 bus service. Smaller buses more frequent runs. More economic development focused on nurturing local businesses that exist so that they can grow and expand, and thus hire more people. Better schools with higher academic goals. Make house and farm name signs legal. Make it easier to build and repair property, without so many permitting costs, including septic, so that the county isn't a field of costco tents. Educate county workers so that they understand the rules and regulations so that citizens don't distrust their govt.</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>clean up properties that fall under dump sites, squatters and such; return property rights back to owners if you are not breaking the law or rights of neighbors</td>
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<td>Survey One</td>
<td></td>
<td>Improved highway 305, Tree buffers when lots are cleared between streets and residential lots, better county support of parks, esthetically looking street lights for the neighborhood, sidewalks, designs where parking in the commercial areas do not conflict with pedestrian traffic and through traffic from Bainbridge Island to Kingston/Hansville</td>
</tr>
<tr>
<td>Survey One</td>
<td></td>
<td>I don't like seeing bikers stop traffic while they can hardly peddle up the hill, or replacing the kids on horse back along the sides of the roads, by paving the sides just for the bikers.</td>
</tr>
<tr>
<td>Survey One</td>
<td></td>
<td>road improvements. not making more or bigger just fixing what's there. and stop with the round abouts out in the middle of nowhere like the one on Lake Flora</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>Traffic improvements. The flow of traffic especially thru the Bethel corridor would definitely improve with additional lanes or traffic circles at the intersections.</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>I moved to Port Orchard in 1999, shortly after Fred Meyer opened. I was told about a plan to make improvements to and widen Bethel Rd and I'm still waiting to see that happen. That is and has been #1 on my wish list.</td>
</tr>
<tr>
<td>Survey One</td>
<td></td>
<td>Protect areas for recreation, farming and forestry. Protect water and make better use of rainfall by collecting water by avoiding runoff and erosion. This can be done by collection and reuse and using permeable surfaces rather than impermeable paving. There is no excuse for wasting all this rain, allowing flooding, having to drill deep wells for potable water used in summer, and other waste of this resource. Farmland needs protection from encroaching residential development. Wetlands need to be managed, and folks should never build in areas subject to flooding.</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>Better roads, especially turn lanes where it doesn't block traffic up.</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>I would like for the county to add a paved shoulders to its narrow (20 feet) roads on the uphill side for the very slow bicycles. The county should start this work for those roads designated as Bike Routes. It would make the roads safer. The one in my community is the +1 mile of Illahee/Brownville road from Illahee creek to Sylvan Way &amp; it's a Bike Route.</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>More lights,</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>Improved pedestrian and cycling routes.</td>
</tr>
<tr>
<td>Survey One</td>
<td></td>
<td>Bike lanes on our rural roads.</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>Take down the billboard signs on Sedgwick!! How would you like to come home to advertising every day? Port Orchard is not a commercial hub - put that junk at the dock for the trapped commuters - not the people who drive Sedgwick because we live there. “Your Doody is our Duty” or “Buy a car now” stinks. If they have to stay - keep ads like A&amp;W that promote &quot;the cruize&quot; or community centered advertising. We don't care about a break down lane - traffic already looks like someone broke down. Paint two lanes under that Puget Sound Naval Shipyard overpass so merging traffic does not have to merge into one lane. Make the Naval Shipyard a Yield or blinking yellow light - so folks don't barrel into traffic or reroute the Naval Shipyard traffic onto the Auto Center Way on-ramp so there is only one merge area that makes sense. We are tired of it taking 30-40 minutes to get through that one section of the roadway. The Sedgwick and Bethel light gets so backed up from ferry traffic that it takes 20 - 30 minutes just to get out of Port Orchard - this is traffic flowing in to catch the ferry and traffic flowing out from the ferry. We love living here - but we need to be able to leave when we have appointments elsewhere. Also, since we live off of Long Lake and Sedgwick, sometimes we cannot cross the road safely until we wait for the hoard to pass; sometimes we take our lives in our hands to turn due to waiting a long long time to get out. We are waiting for a fatal accident and have seen close calls - this needs to be addressed before it harms someone. If a light was on Long Lake and Sedgwick - would it slow the ferry traffic to Bethel?</td>
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<tr>
<td>Survey One</td>
<td></td>
<td>Drug tests and background checks for all county officials and welfare recipients.</td>
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<tr>
<td><strong>Electronic Survey One</strong></td>
<td><strong>Types of Changes</strong></td>
<td><strong>Next 20 Years</strong></td>
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<tr>
<td>We need a bike lane on Beach avenue going all the way to downtown Manchester from Bay street. We have many bikers and it causes a dangerous situation with people passing them. We don't need a large area just a few feet to allow bikes to travel on the side of the road. In many areas the shoulder is complete gravel or no shoulder at all. The road just needs to be widened down the busy Beach Avenue.</td>
<td><strong>Next 20 Years</strong></td>
<td><strong>Types of Changes</strong></td>
</tr>
<tr>
<td>I would like to see the concrete/brick structure replaced with a landscaped divider.</td>
<td></td>
<td>More boat ramps; a program to develop road ends that abut shorelines; dedicated bike lanes. Interconnected road bike lanes north to south, as well as the same north-south link (and/or east-west) for off-road mountain bike trails.</td>
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<td>More pedestrian safe walkways to get residents more ambulatory.</td>
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<td>Roads and traffic could be improved.</td>
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<tr>
<td>Less Beautification and more investment in equipment for services that maintain our infrastructure.</td>
<td></td>
<td>Sidewalks would be a big improvement. For some unknown reason the planners never assumed people would walk.</td>
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<td>Neighborhood clean up.</td>
<td></td>
<td>Looking pretty good right now. (Rural South Kitsap - between Port Orchard &amp; Sunnyslope)</td>
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<td></td>
<td></td>
<td>Sidewalks along the main roads, especially Fairgrounds Road.</td>
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<td></td>
<td></td>
<td>More shoreline access, more beaches to wlk on More trees in developed areas Lots and Lots more sidewalks</td>
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<tr>
<td>PSE does a good job of planning. We need to encourage the expansion of natural gas usage.</td>
<td></td>
<td>Promote the use of composting toilets for rural residences</td>
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<tr>
<td>Would like #Pud to do resident telco. Would like fiber connectivity also</td>
<td></td>
<td>Recycling collection- go back to source separation at curbside. Otherwise broken glass contaminates everything else and makes them less marketable</td>
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<td>Recycling collection- go back to source separation at curbside. Otherwise broken glass contaminates everything else and makes them less marketable</td>
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<td>More fiber optic (internet) connection and availability in our communities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expand and implement the fiber optics systems</td>
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<tr>
<td>More fiber optic (internet) connection and availability in our communities</td>
<td></td>
<td>Easier way to dispose of invasive plant life-that is also safe for the environment. (long haul to facility by airport!)</td>
</tr>
<tr>
<td>Keep rural Kitsap rural. Make sure that waterfront property owners are not polluting local waters. Same for local sewage treatment facilities. Keep our local waters healthy. Build bike lanes, trails and sidewalks and encourage residents to use them. Healthy people have much lower healthcare costs.</td>
<td></td>
<td>Improve present infrastructure (Poulsbo)</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Fix the traffic problems. also across from McDonalds on Phillips to allow a separate right turn lane at the stop light. Keeps traffic form backing up the hill on the weekends.</td>
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<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Find a vision. Involve and recruit community members. To preserve the change you will need to LISTEN to the people.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Fix the down town area of Port Orchard. Make sure the roads are addressed before new growth is allowed.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>In East Bremerton: attract retail businesses, add sidewalks, bike lanes, landscaping that will attract people to come, shop, visit and want to stay &amp; repeat their visits.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Create bike paths connecting all towns (use vacant RR lines?) or widen select roads to create a safe way to bike/walk. Bridges/tunnels to connect Kitsap County to King County.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Insure that more road/transportation planning is done in rural areas that are now being developed in Silverdale. I live at the corner of Apex and Anderson in an area where several new housing developments have been approved and the traffic at this stop sign has increased tremendously over the years. It is becoming increasingly congested and has been an area of many accidents and near accidents due to traffic pulling out at unsafe times. I think this road needs future planning for all the new residents that the new developments are bringing.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>4 lanes to Bainbridge ferry. Maintain parks, open space. Before new commercial construction is approved, fill up existing vacant stores. Tax credit for curing blight. Waaga way, Poulsbo. Encourage new business, call center ?</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Monitor development. What can we do with huge shopping centers/stores that move down the road and build another huge building? Residential development should include sewer rather than continue putting in septic systems, especially close to water.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Preserve - Require non-rural to be concentrated, rather than spread out. Design a exterior architectural theme, and hold violators accountable. Prevent unsightly urban sprawl. We can be a Seattle bedroom community, but we don't have to look improverished by a lack of planning.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Put a bypass bridge across Dyes Inlet to bypass Gorst and make it a straight shot across the water. I don't shop in Gorst because leaving and entering traffic is terrifying.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Don't let it become so populated that we can't get out onto the highways and have neighbors on top of each other.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Keep the rural areas by encouraging urban renewal especially in Bremerton. Ensure the water quality in our waterbodies by making sure the wastewater and stormwater are properly treated and monitored. Encourage projects such as water recycling.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Get rid of half the work staff you have and make the rest of them actually work. I have seen five people on a job with five trucks, and usually one or two persons working. What an embarrement to the county. I see the same roads paved over and over but no real traffic problems addressed. Jackson, no turn lane. Sdegwick what did you actually do last time? Put a school zone in when the school isnt even on that road, STUID, what a waste of our taxes. Just last night I drove down converse by the school no flashing lights, turned on Sdegwick school lights flashing traffic backed up between Bethel, and Jackson. Again stupid makes no sence.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Revamp downtown which I believe you maybe looking at already. Rethink how commercial areas are set up and traffic flow. Improve walkability and safety of streets. Think about bike lanes.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>More parks and places for families to go. Improve infrastructure</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Find a way to supply needed urban services within the UGAs to encourage/promote growth there, in order to keep rural areas rural.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Support job growth.</td>
</tr>
<tr>
<td>Electronic Survey One</td>
<td>Next 20 Years</td>
<td>Solve the urban services (e.g. sewer) provision issues within the UGAs. Viable urban areas are key to preserving the rural character of Kitsap County.</td>
</tr>
</tbody>
</table>

KCAC Open House | Open Public Comment | The medium to high-density area on S. Kingston Road on the zoning map has septic systems; no sewer is available. No way could/should these lots support such density. |

This table summarizes the comments from the survey about future development and infrastructure needs in Kitsap County. The comments highlight issues such as traffic problems, rural area preservation, and the need for improved infrastructure. Suggestions include creating bike paths, improving rural planning, and addressing traffic congestion. The comments also emphasize the importance of maintaining rural character and the need for proper wastewater and stormwater management.