

Manchester Road Safety Survey

January 2025

Results & analysis

MCAC Transportation & Safety Subcommittee

About the survey

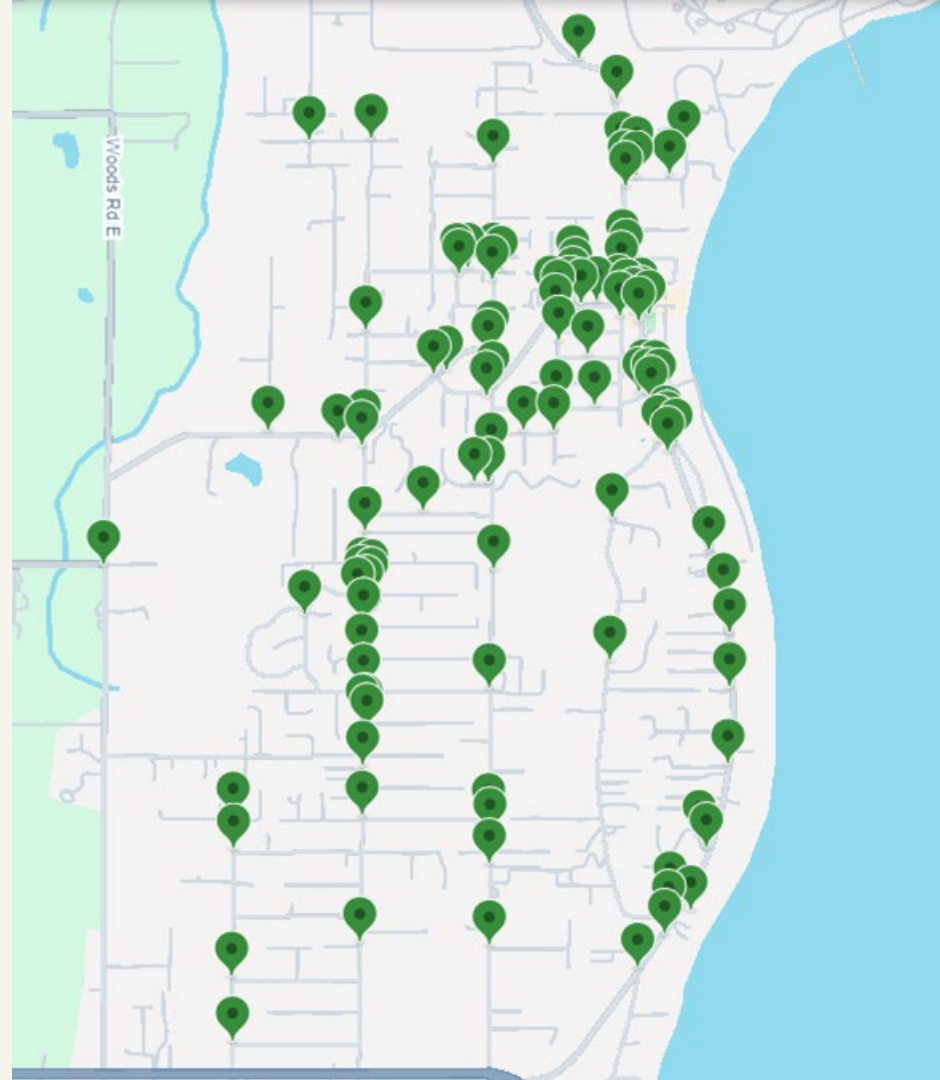
- Survey developed by the MCAC Transportation & Safety subcommittee (Russ, Janelle, Gentry) from September 2024 to December 2024 with input from the broader MCAC
 - Purpose of the survey is to gather public opinion on the state of traffic safety in Manchester
- 16 questions
 - 13 questions about road safety topics
 - 8 “select one” questions
 - 2 “select all that apply” questions
 - 3 open-ended questions
 - 3 questions about the respondents
- MCAC approved survey in December 2024
- Survey went live in early January 2025 and remained open through February
- Survey socialization included:
 - MCAC social media
 - Kitsap County bulletins / mailing lists
 - Manchester Elementary newsletter

Respondents

- 144 responses

- ~135 in Manchester
- ~4 North of Manchester
- ~4 West of Manchester
- ~2 South of Manchester

Respondents were asked to provide the nearest cross street they live on. This map represents these intersection locations.



Question 1

Do you or your family members walk, jog, and/or bike in Manchester?

1 to 2 times per week

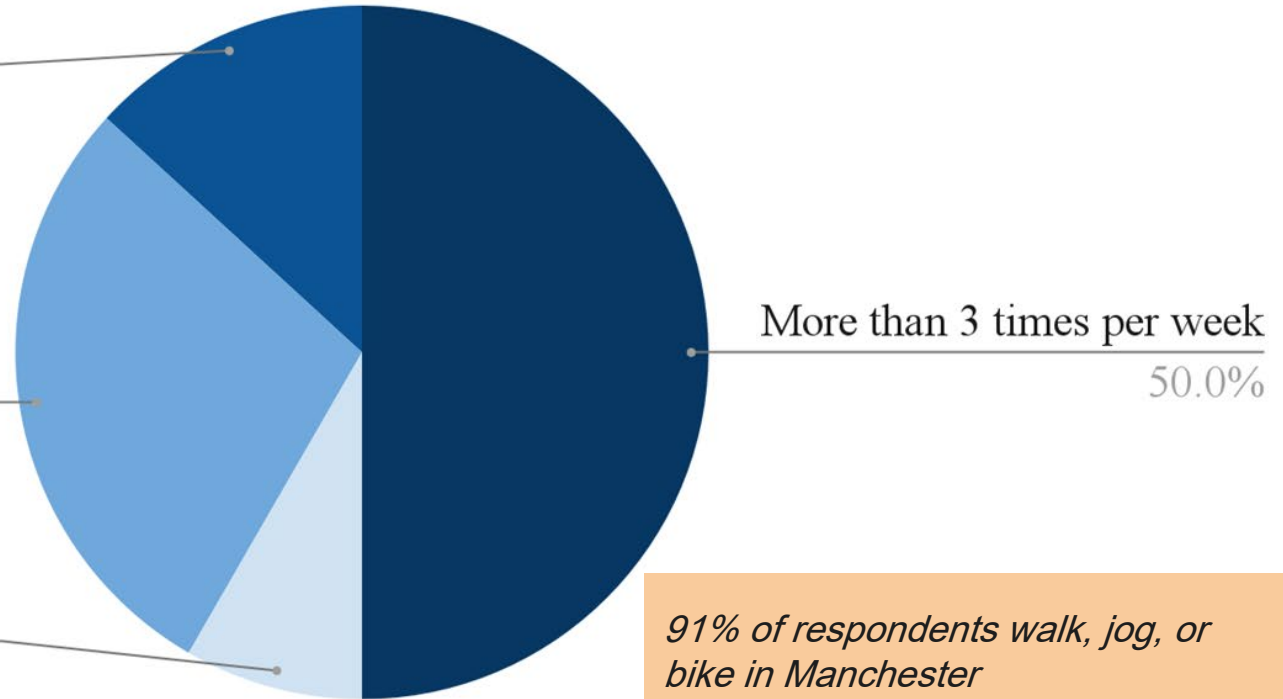
13.2%

Occasionally

28.5%

Never

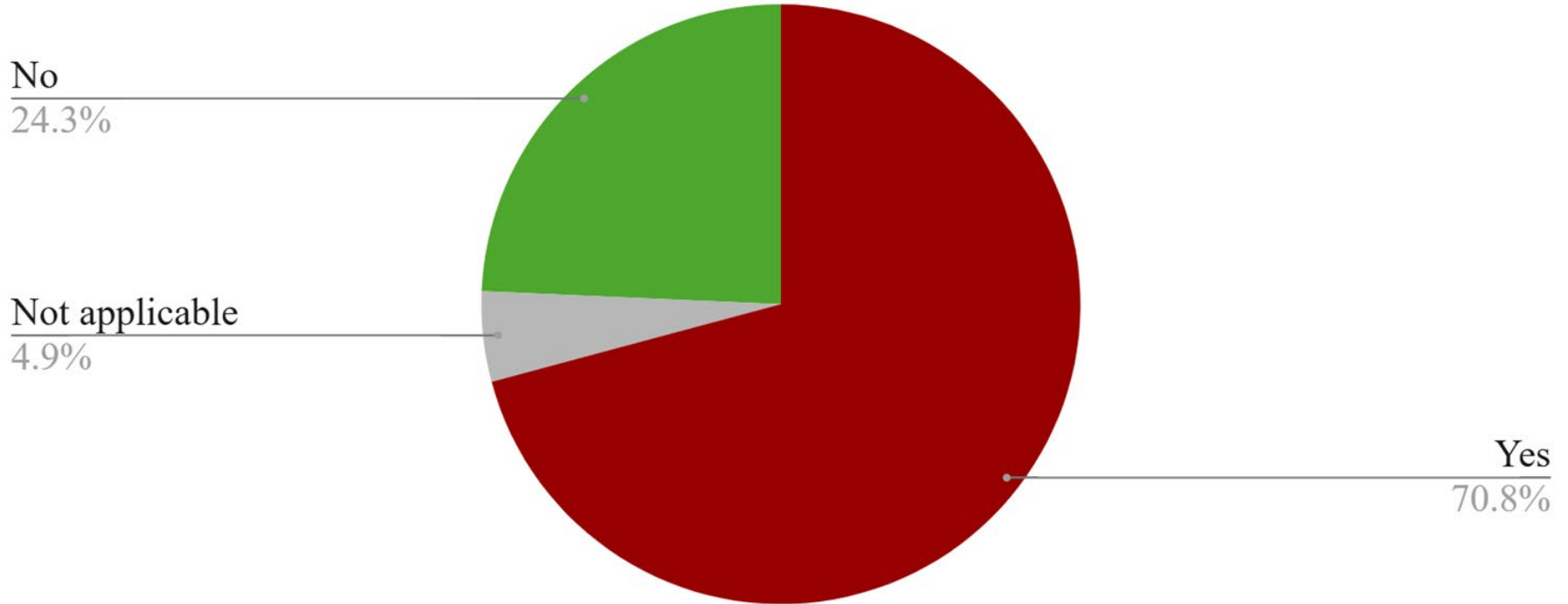
8.3%



91% of respondents walk, jog, or bike in Manchester

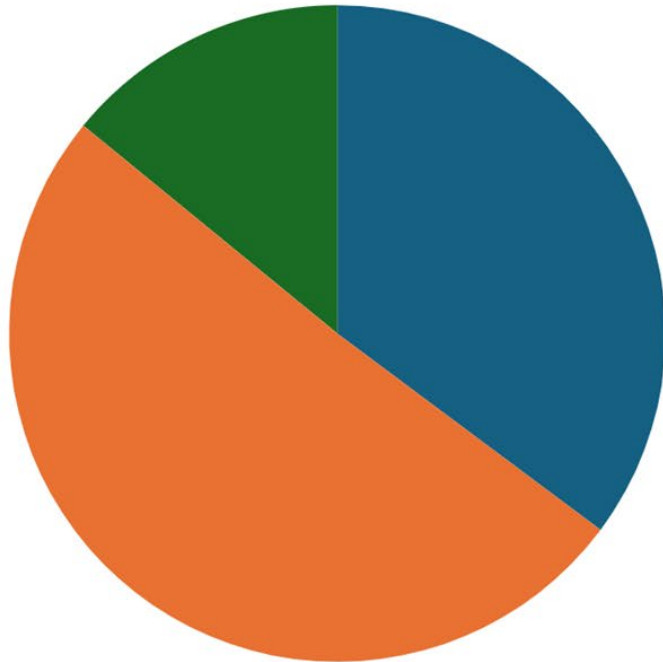
Question 2

Are you reluctant to walk jog or bike in Manchester due to traffic safety concerns?



Question 3

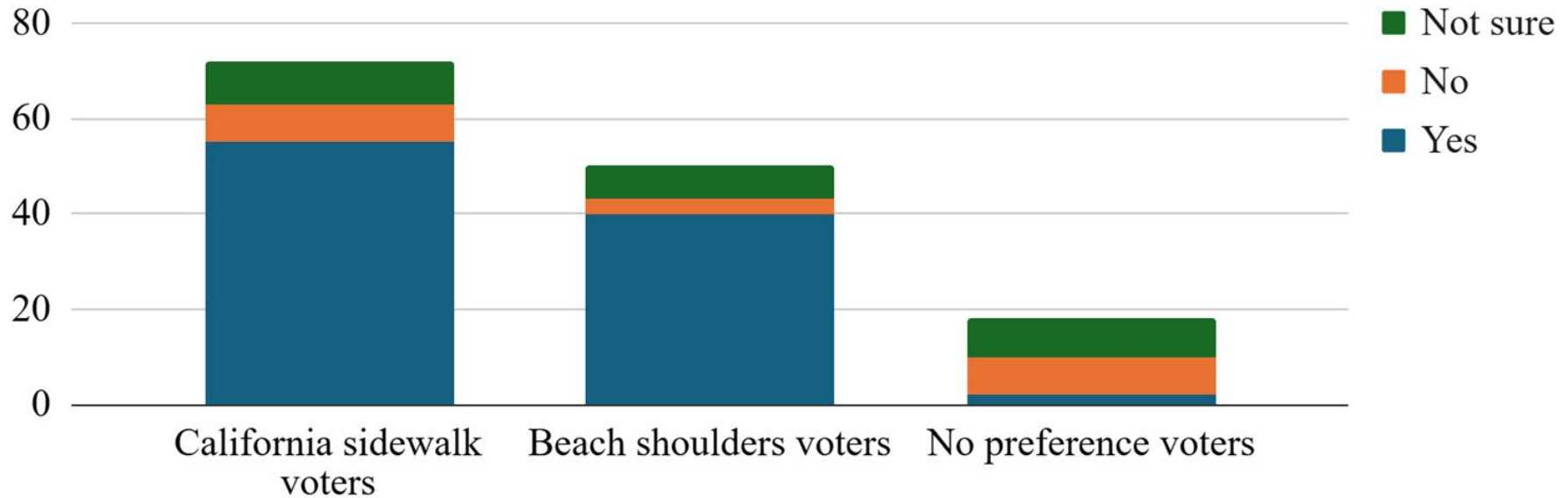
One of the projects on the Kitsap County TIP is to pave shoulders on Beach Dr E From E Main St To E Clam Bay Ct Would you prefer the county instead prioritize adding walkways (sidewalks) on both sides of California Ave E from E Chester Rd to E Patricia St?



- Stay with currently prioritized project - pave shoulders on Beach Drive E
- Add walkways (sidewalks) on California Ave E
- Prefer not to answer or no preference

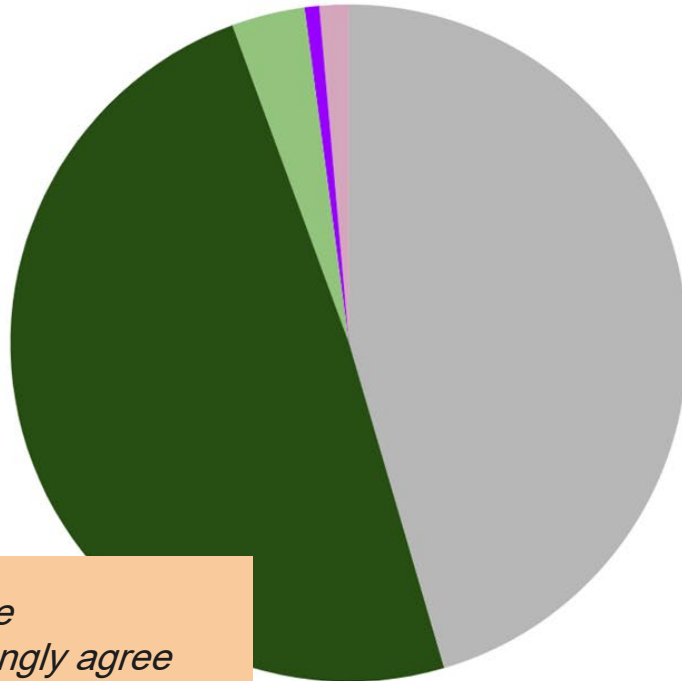
Question 4

Would the project you selected in Question 3 encourage you to walk, jog, or bike in Manchester more often, or otherwise improve your sense of safety on that stretch of road?



Question 5

If applicable, as a parent of school age children, would you feel more comfortable allowing your children to walk or bike to school or to a bus stop if there were walkways (sidewalks), bike lanes, or traffic calming devices near your home?



- Not applicable
- Yes, strongly agree
- Somewhat agree
- Strongly disagree
- No, somewhat disagree

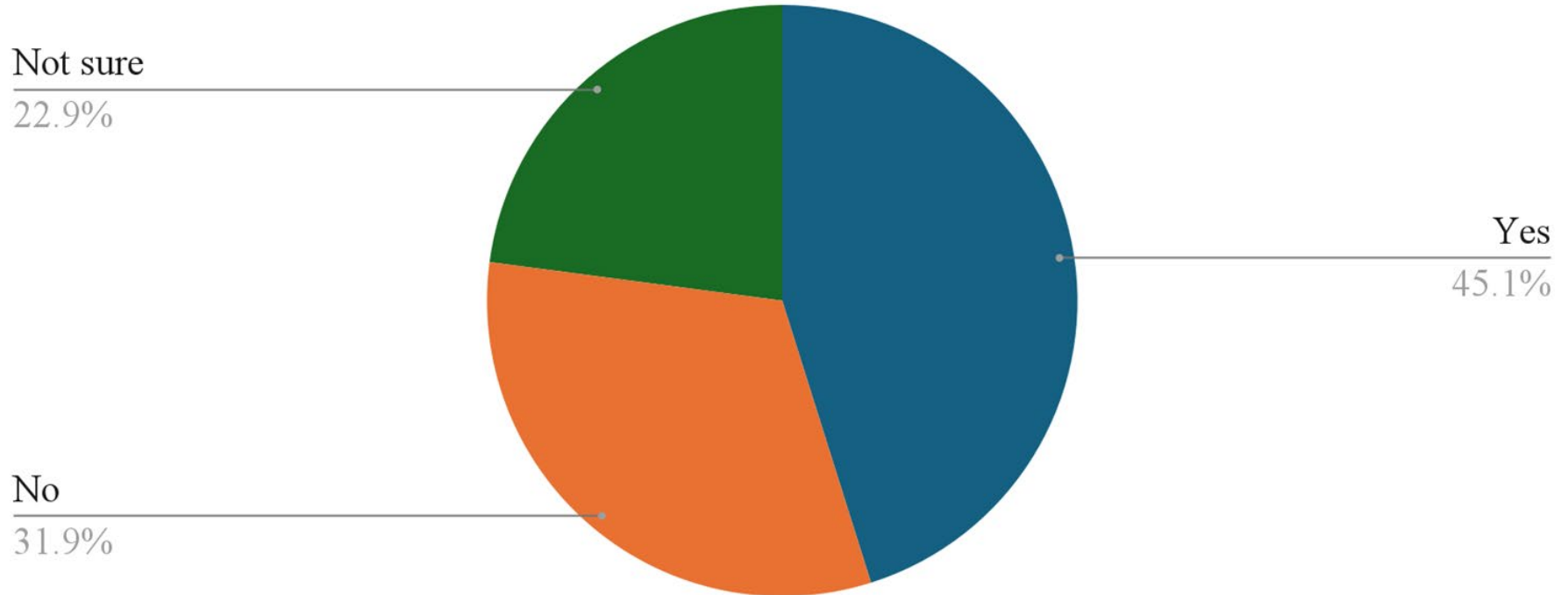
Context notes:

- About 3% of Manchester Elementary students currently walk to school
- At least 13% of Manchester Elementary students live within 0.5 miles of the school

90% of applicable respondents strongly agree

Question 6

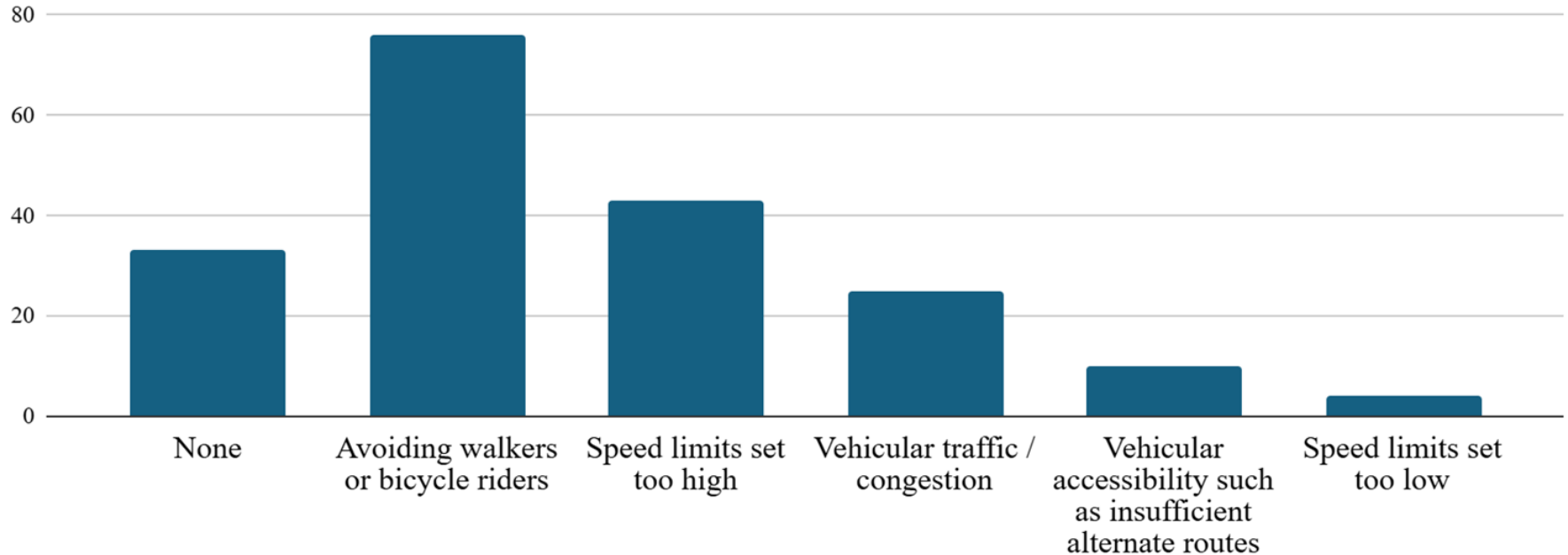
Would street lighting near bus stops encourage you to use bus services?



Question 7

77% of respondents selected at least one of the listed issues

As a motorist in or through Manchester, do you have issues with any of the following vehicle-related topics? Select all that apply.



Question 8

“If you selected any motorist issues in question 7, which roads or intersections most need issues addressed?”

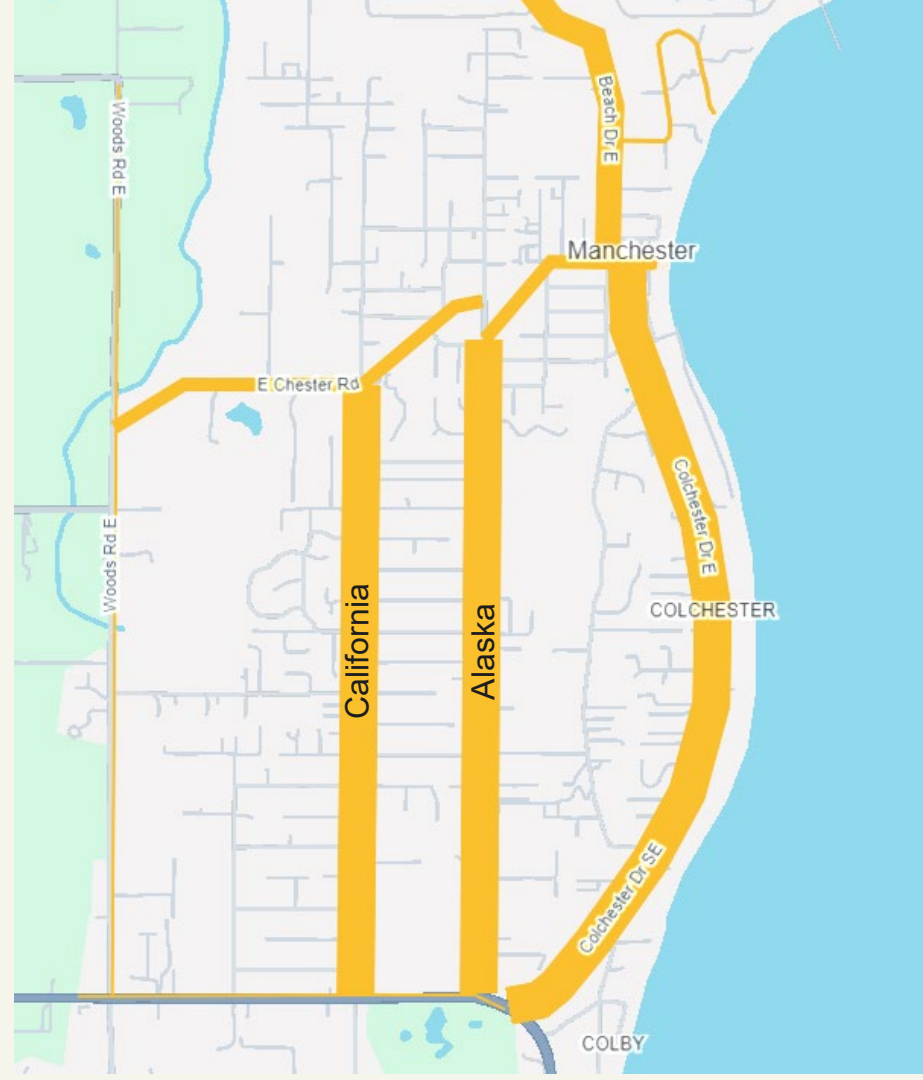
Results on following slides.

Notes on results visualizations:

- Almost all respondents focused on roads, not intersections, so intersections were generalized into their constituent roads.
- Some respondents specified certain portions of road, but most did not. For ease of reporting, responses were generalized by road.
- Some respondents did not specify any roads or intersections.
- Almost no respondents specified one issue for one road and another issue for another road, so data was aggregated based on all roads and all issues selected by a respondent.

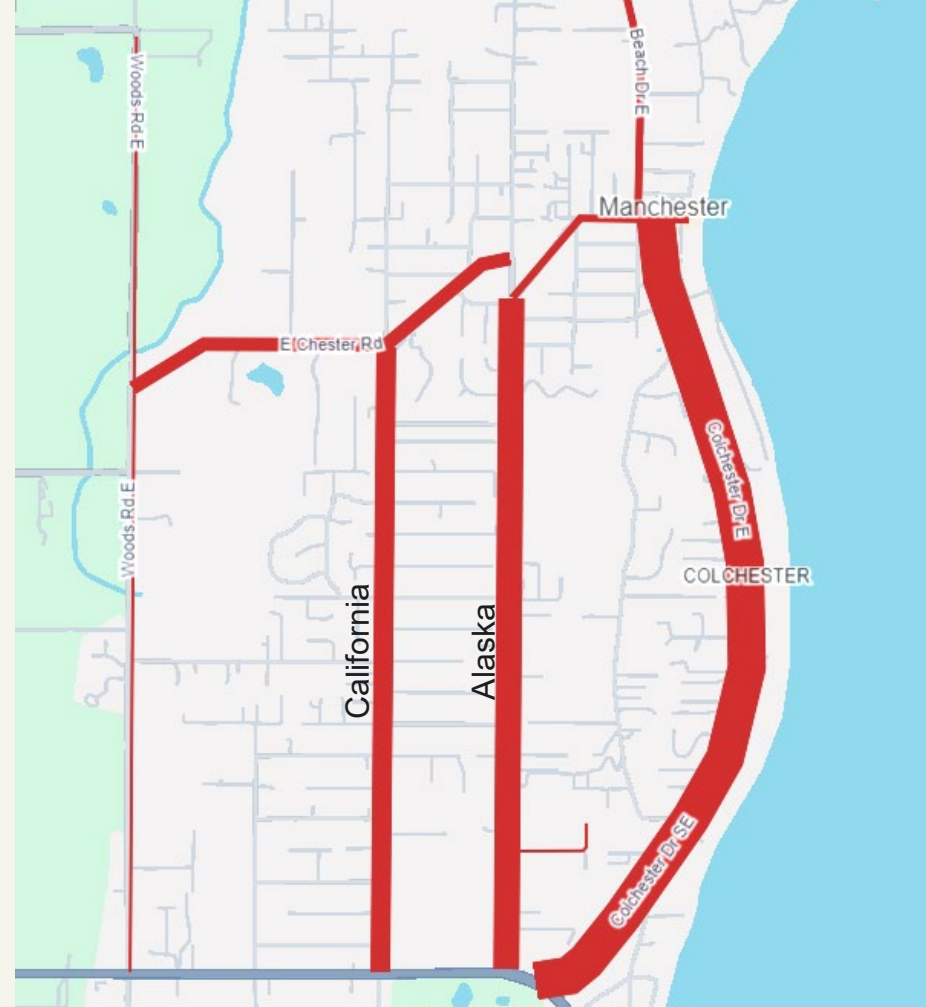
Q8: Avoiding walkers or bicycle riders

California:	28
Colchester:	28
Alaska:	26
Beach:	15
Chester:	9
Main/Madrone:	8
Caraway:	2
Woods:	1
Mile Hill:	1



Q8: Speed limits set too high

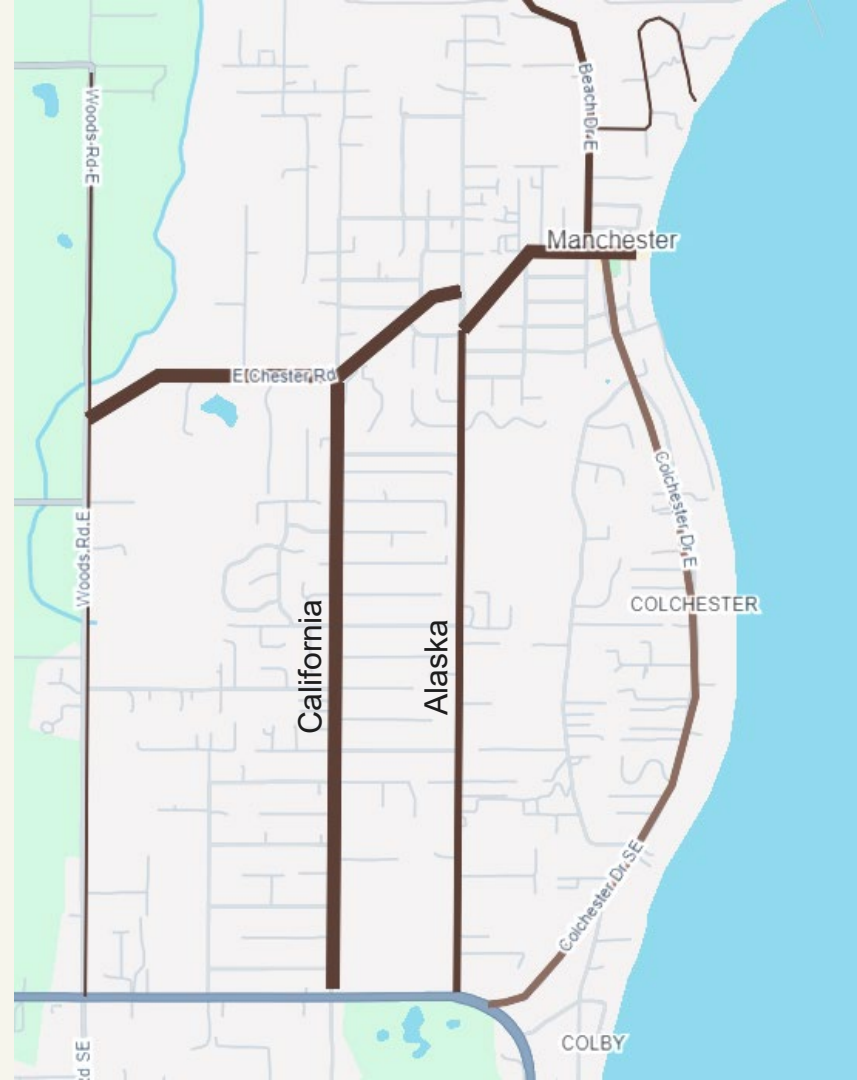
Colchester:	22
Alaska:	15
California:	13
Chester:	7
Beach:	5
Main/Madrone:	4
Mile Hill:	1
Monte Bella:	1
BlakeView:	1



Note: four respondents stated speed limit too low but did not specify any roads.

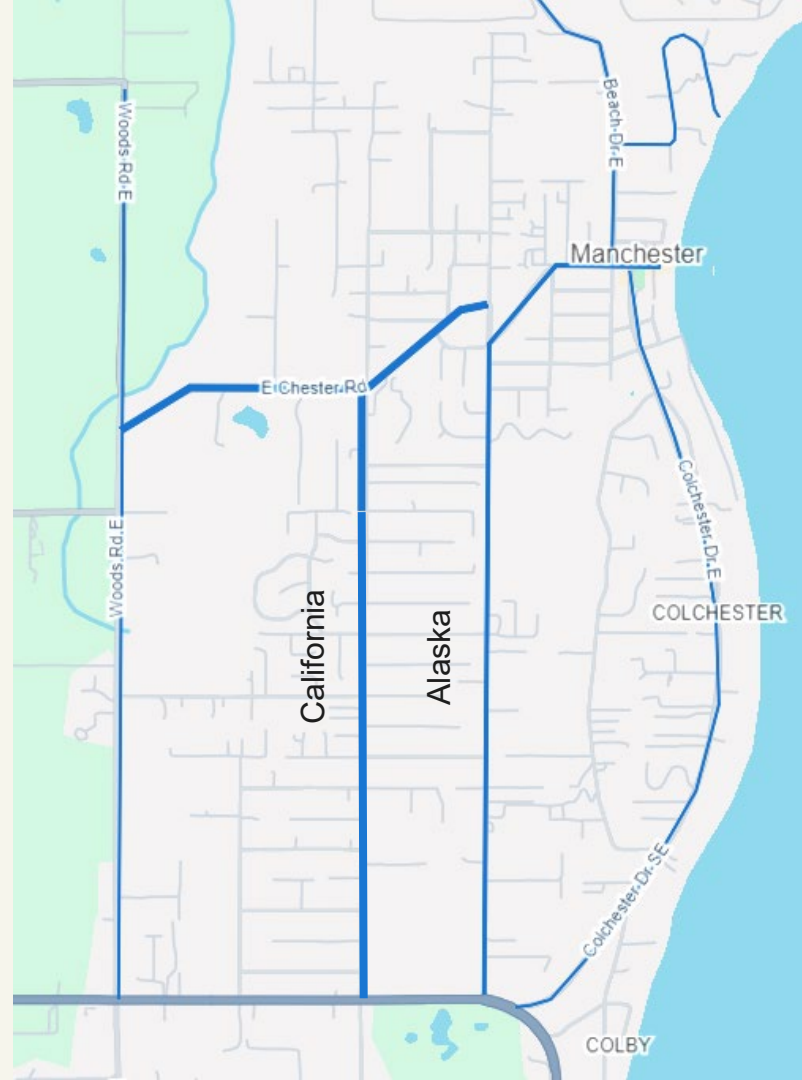
Q8: Vehicular traffic / congestion

California:	8
Chester:	6
Main / Madrone:	6
Colchester:	4
Alaska:	4
Beach:	4
Woods:	1
Caraway:	1



Q8: Vehicular accessibility / insufficient alternate routes

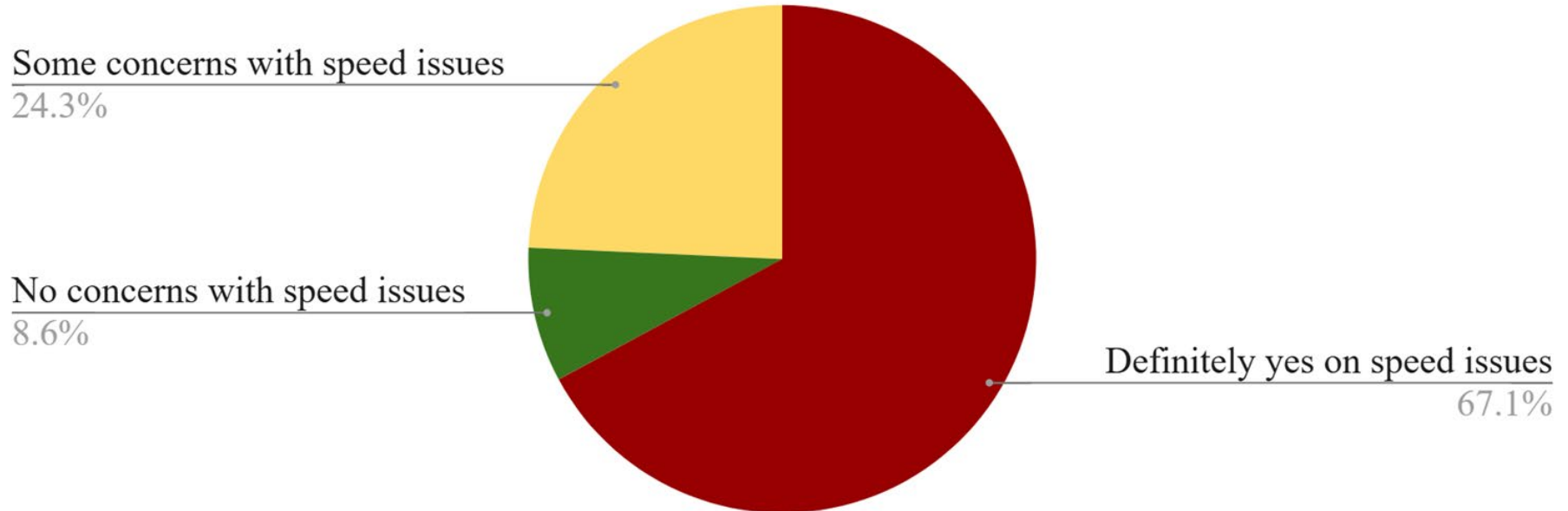
California:	5
Chester:	5
Main / Madrone:	2
Alaska:	2
Beach:	1
Colchester:	1
Caraway:	1



Question 9

91% of respondents are concerned about speeding issues

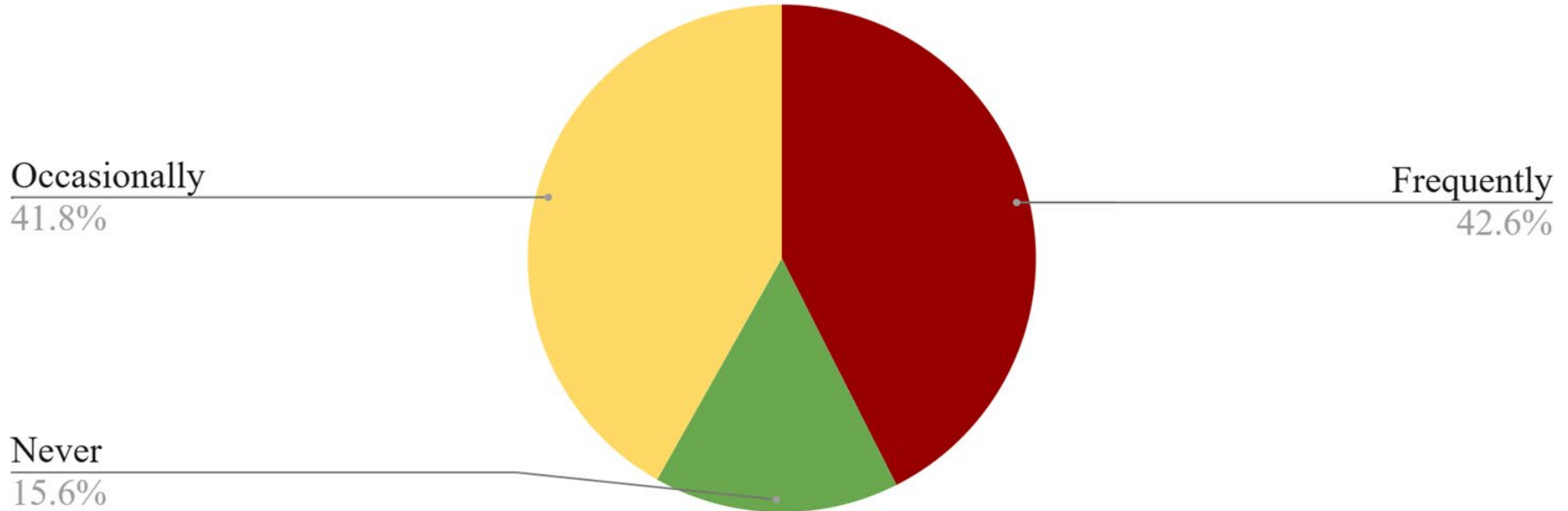
As a resident of Manchester or walker/jogger/biker, do you have concerns with vehicles traveling too fast on Manchester roads?



Question 10

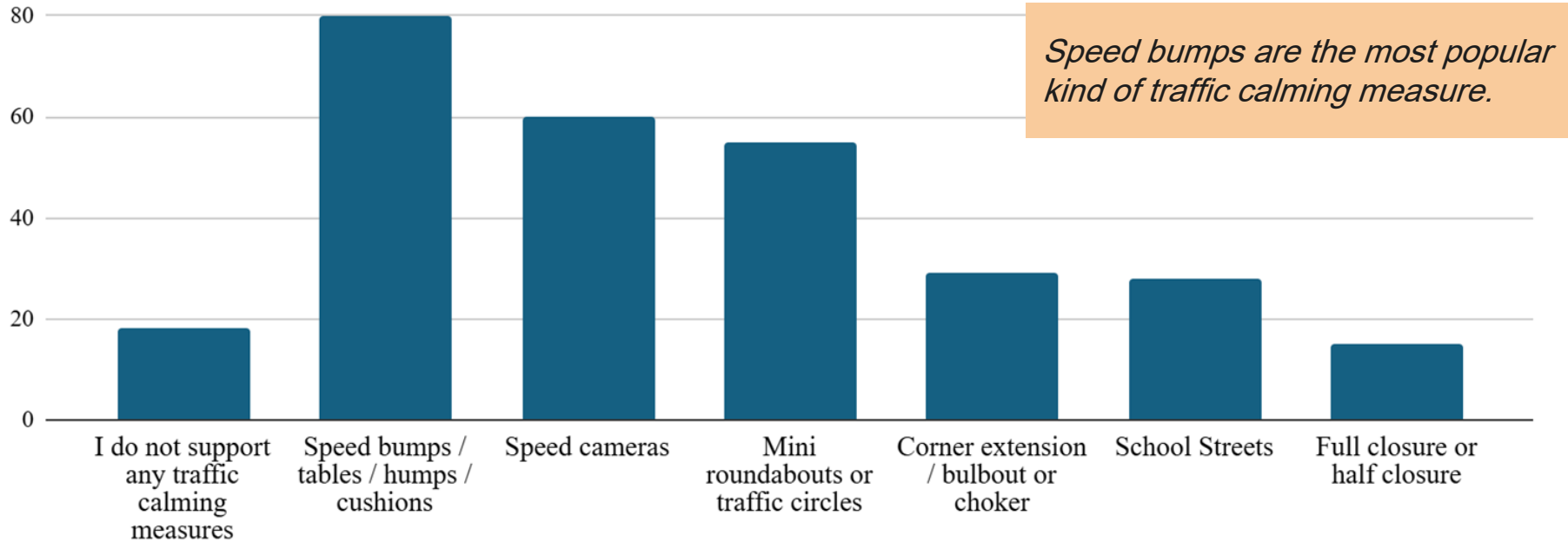
84% of respondents have issues with motorist noise pollution

As a resident of Manchester, do you have issues with noise pollution from motorists on Manchester roads?



Question 11

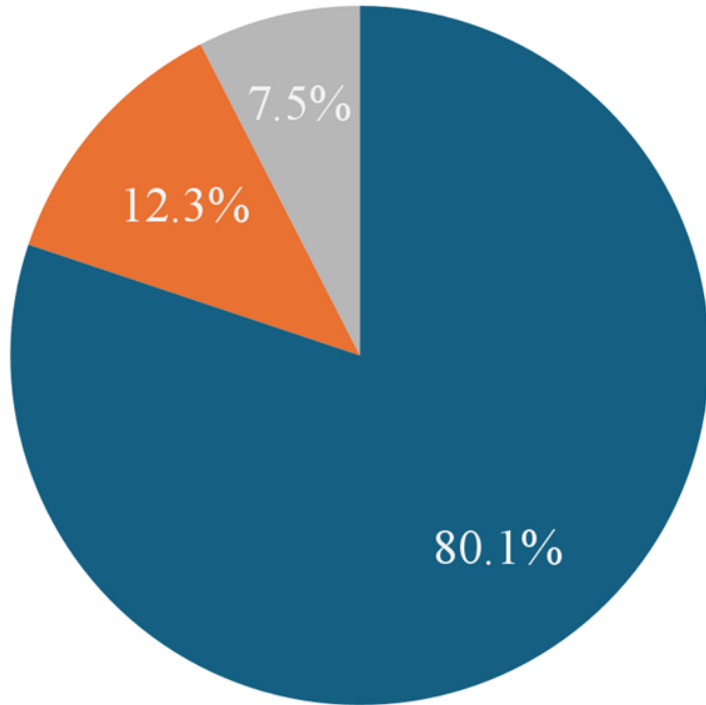
As a resident of Manchester, would you support active traffic calming measures on any roads in Manchester?



Note: traffic calming solutions and descriptions provided by [Calming ePrimer website](#) and [Seattle DOT](#)

[Federal Highway Administration Traffic](#)

Question 11



- Support at least one traffic calming measure
- Do not support any traffic calming
- No response

80% of respondents support at least one kind of traffic calming measure

Question 12

“If you selected any traffic calming measures in Question 11, which roads or intersections most need traffic calming measures, in your opinion?”

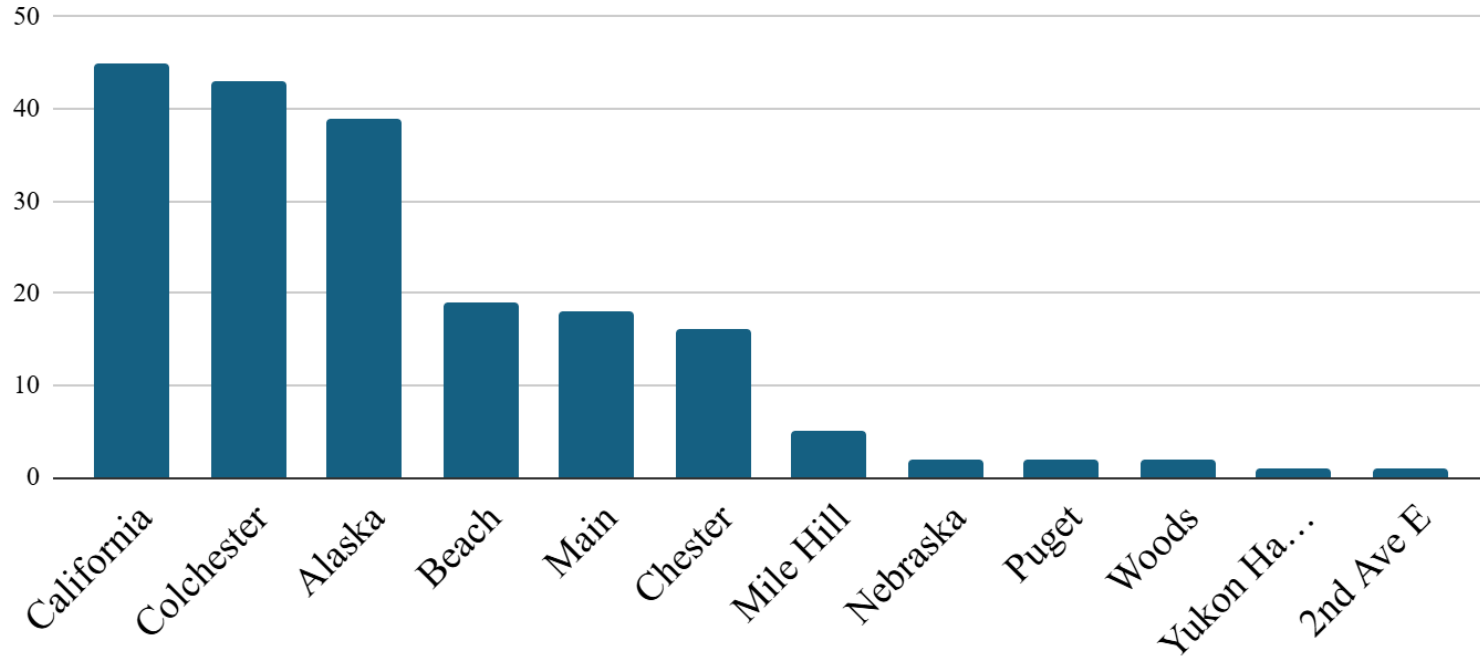
Results on following slides.

Notes on results visualizations:

- Almost all respondents focused on roads, not intersections, so intersections were generalized into their constituent roads.
- Some respondents specified certain portions of road, but most did not. For ease of reporting, responses were generalized by road.
- Some respondents did not specify any roads or intersections.
- Almost no respondents specified one measure for one road and another measure for another road, so data was aggregated based on all roads and all measures selected by a respondent.

Question 12

Count of responses that mention each road



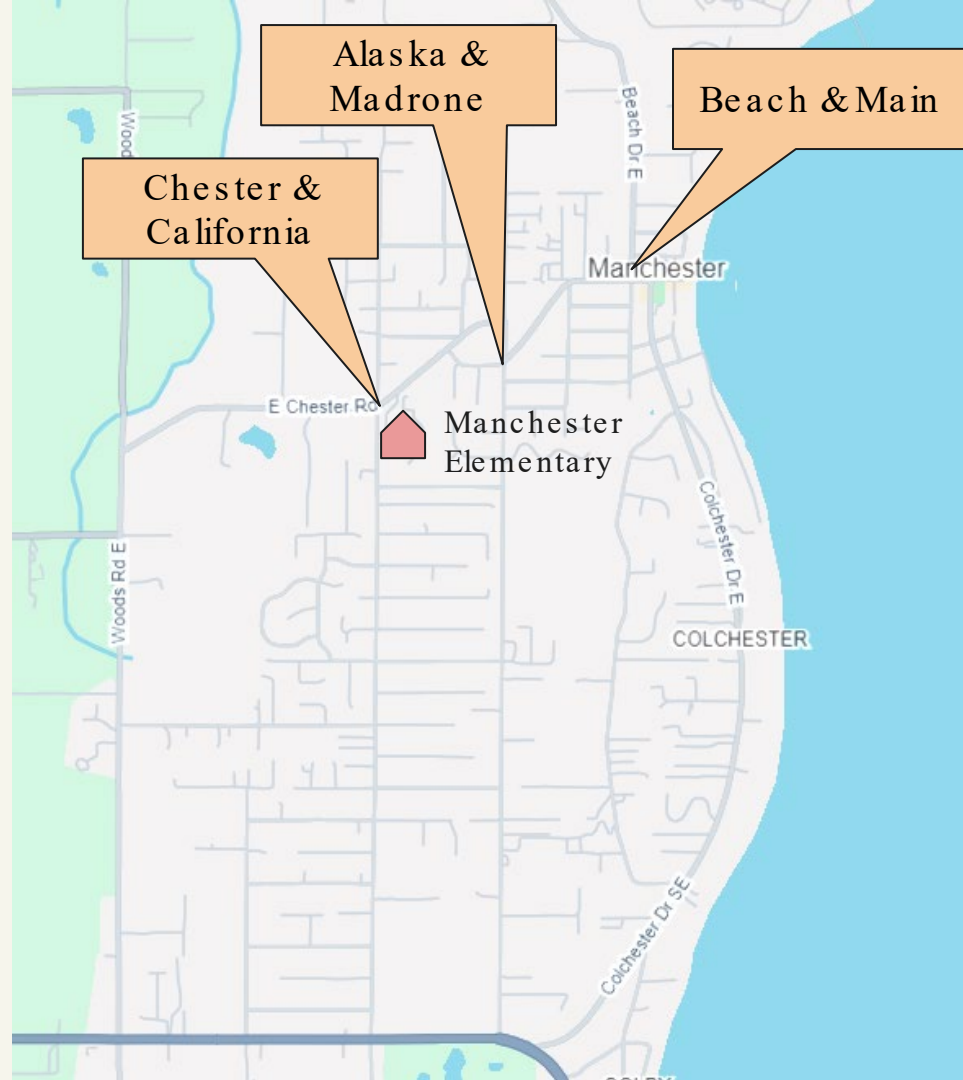
Question 12

This chart aggregates mentions of each road and each traffic calming measure

	Speed bumps / tables / humps / cushions	Speed cameras	Mini roundabouts or traffic circles	Corner extension / bulbout or choker	School Streets	Full closure or half closure	Total
California	31	21	23	11	17	8	111
Colchester	30	34	22	11	9	6	112
Alaska	28	20	20	9	12	8	97
Beach	13	15	9	5	5	4	51
Main	12	9	7	5	2	2	37
Chester	9	4	10	6	5	4	38
Mile Hill	4	2	4	2	2	1	15
Puget	2	2	2	1	1	1	9
Woods	1	2	2	0	1	0	6
Nebraska	2	0	0	1	0	0	3
Yukon Harbor	0	1	1	0	1	0	3
2nd Ave E	1	0	0	0	1	0	2
Total	133	110	100	51	56	34	

Most frequently mentioned intersections

- **Chester & California:** 4-way stop or mini-roundabouts requested
- **Alaska & Madrone:** 4-way stop or mini-roundabouts requested
- **Beach & Main:** Request better signage that it's only a 3-way stop, trimming back bushes at intersection for visibility



Select quotes from respondents

Many open -ended responses were received. Themes include alarm over racing/speeding, alarm over traffic near the elementary school during pickup/dropoff, and frustration with noise.

Speeding / racing excerpts:

“Colchester is used as a racing strip for both cars and motorcycles.”

“Alaska is like a race track. Almost got hit twice walking my dog.”

“California is a death trap. People speed, teens race their cars!”

“Frequent fast and loud motorists and motorcycles on Main Street w/ no mufflers.”

Pedestrian / school safety excerpts:

“When cars queue in the mornings and afternoons to drop off/pick up their kids there is no room on shoulders for walkers...”
“pedestrians [kids] have to walk in the street.”

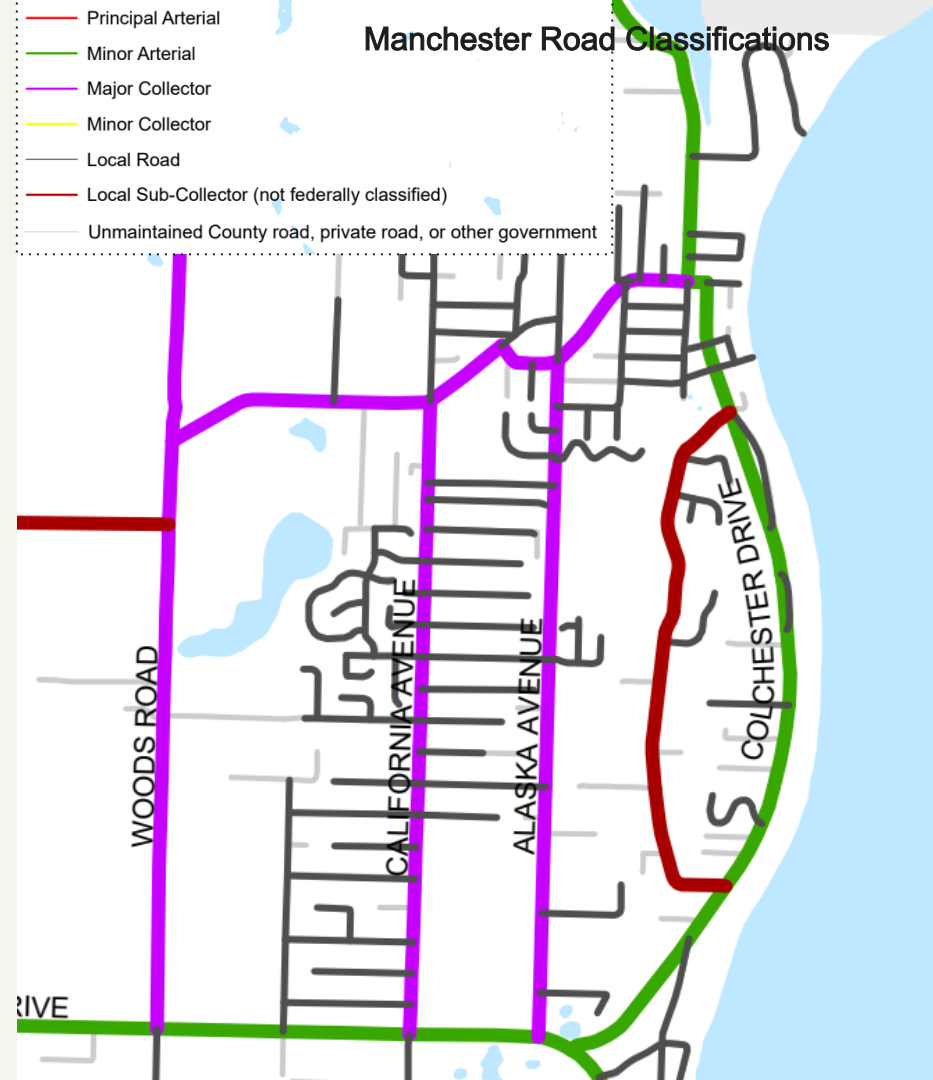
“The parent pick up traffic in front of Manchester Elementary is absurd.”

“My elderly grandparents have had to stop walking outside due to the lack of sidewalks. It’s very unsafe to walk the streets of this neighborhood.”

“I just wish everyone would just slow down, especially by the School.”

Observations

- An overwhelming majority of respondents are concerned about speeding and traffic safety
 - A thin minority have no concerns about speeding, believe speed limits are too low, and/or have no concerns about pedestrians.
- Virtually all complaints were regarding roads classified as Minor Arterial or Major Collector
 - Per Public Works, arterials and major collectors do not qualify for active traffic calming measures such as speed bumps.
- Manchester's primary avenues, California, Alaska, and Colchester are all very straight and unobstructed, enabling speeders
- Manchester neighborhoods are unidentifiable without these primary avenues, which all fit the description of residential roads



Road classification definitions

Excerpts from Kitsap County Road Standards

“**Rural minor arterials** provide service to corridors... *link cities and larger towns* and form an integrated network providing intra-community continuity. ...Rural minor arterials are routes whose design should be expected to allow for relatively high overall travel speeds with minimum interference to through movement. They may carry local bus routes, but ideally *do not penetrate identifiable neighborhoods* .”

“**Rural collectors** serve intra-county travel corridors linking nearby cities or towns with routes of higher classification. They may penetrate residential neighborhoods, provide direct land access and distribute trips from the principal and minor arterials through the area to the ultimate destination.”

“**Local sub -collectors** serve as primary access to a development from the adjacent road system, *providing circulation within neighborhoods* . They *channel traffic to the collector* system from the local road classification in residential neighborhoods. A local sub-collector usually serves one neighborhood or a combination of a few small developments, rather than interconnecting two or more larger neighborhoods. *Abutting residences are oriented away from the local sub -collector and direct lot access is discouraged* . Local sub-collectors serve residential single family, multiple dwelling developments, commercial business office, professional activities, and industrial development.”

Recommended actions

- Initiate a neighborhood **education** “drive friendly” campaign to encourage safe road usage.
- Make Manchester’s top priority **TIP project** walkways (sidewalks) with shoulders along California.
- Make improvements to Manchester Elementary’s **pickup and dropoff** system, including:
 - Support and empower the school administration and PTA in managing traffic
 - Explore a “School Streets” program with road closure to through traffic during pickup and dropoff. This may require reroute or reschedule of the 86 bus route.
 - Explore a revised pickup/dropoff traffic pattern
- Re-evaluate Manchester’s arterial and collector **road classifications** to consider revising downward to align the road’s use with its functional classification description and intent and to unlock options for traffic calming measures

Recommended actions

- **Revise key intersections:**
 - Four-way stops or mini-roundabouts at California and Chester, Alaska and Madrone.
 - Trim bushes and visual barriers from the intersection of Beach and Main and/or revise intersection from 3-way stop to 4-way stop.
- Expand the County's **toolkit of active traffic calming measures** to include not only speed bumps, but also:
 - mini roundabouts / traffic circles
 - corner extensions / bulbouts / chokers, full closures
 - half closures that may be usable on collectors and arterials that also serve as residential roads.
- Deploy any traffic calming measures on California, Colchester, Alaska, Beach, Main, and Chester.
- Enforce speed limit and noise laws.
- Support pedestrian and non-motorized visibility.

Neighborhood Awareness Campaign – MCAC Pilot



GOALS:

1. **Increase awareness** about the impact of speeding on community safety.
2. **Reduce speeding** through education and community engagement.
3. Encourage a **culture of respect among drivers, pedestrians, and cyclists.**
4. Bring neighbors together to **strengthen community connections and foster a culture of care for neighbors.**

Neighborhood Awareness Campaign – MCAC Pilot



PROPOSED CAMPAIGN ELEMENTS:

1. Expanded Committee will co-create pilot parameters with the County and be prepared to launch **6-month pilot at MCAC May** Open House.
2. **Engagement criteria** will be established for **residents** to receive yard signs, car magnets, reflector vests, and lights for backpacks and collars.
3. **County** will put up **branded signs** on Colchester, Alaska, California, and Beach at Manchester entry signs (approx. 10).
4. **Local businesses** will be asked to participate with signage and other ways to **promote the campaign**.
5. **Post survey** results will determine impact.