

These are the original suggestions created by the Manchester Crime Prevention & Public Safety Group, and given to the Manchester Community Plan Transportation Subcommittee for review.

Notes/markups as suggested by the committee on April 17, 2007 are in blue text. Edited by Jim Rogers.

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## I. Editorial Changes to Transportation Plan [rev. March 18, 2002]

### 1. EXISTING INFRASTRUCTURE AND SERVICES

Change "State Facilities" heading to "Ferry Facilities" and add "Port Orchard" and "Annapolis" ferry facility descriptions. [OK](#)

Under County Facilities: For *Mile Hill Drive*, drop designation "narrow" for paved shoulders and change speed limit to "45"; for *Alaska Avenue E.*, modify the description to state ". . . Mile Hill Drive in the south to *dead end* at Montana St. in the north . . ."; for *California Avenue* change the second sentence to state "It is a two-lane roadway that connects [to Garfield Ave and](#) Locker Road SE in the south, crosses Mile Hill Drive and links to the east-west arterial Chester Avenue; for *Colchester Drive*, change "minor arterial" to "arterial" and append (after "... E. Main") "where it connects to Beach Drive via Main Street"; and add a description of the east-west arterial *E. Chester Road – Madrone Avenue*. Add a definition for *Mosquito Fleet Trail*. Add the speed limits to the other road descriptions. [Colchester is classified as a "Minor Arterial" and should not be changed. Chester Rd is classified as a "Collector". Other changes OK.](#)

Change Non-Motorized Facilities to Walk-ways, Bike paths. [No need to change, but should define "Non-Motorized Facilities"](#).

Under Water Facilities, change "a picnic area" to "Pomeroy Park, a community park and beach adjacent to the boat launch." [OK. Also include undeveloped parks property at Haida Dr.](#)

Under Transit Services, change "two stops in Manchester" to "two stops in central area of Manchester" and change "California Avenue and Mile Hill Dr." to "Alaska Avenue and Madrone Avenue, with a number of stops on [California Avenue](#)." Add a description of the Bremerton Shipyard bus route. [Worker Driver Bus. Other changes OK.](#)

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Consider adding a section for Public Services (including Post Office and Library) and Commercial Services (including barber shop, restaurants, accountant, and doctor). [It was felt that this section would be better placed in the Public Facilities section of the plan.](#)

### 2. TRAFFIC ANALYSIS

Move paragraphs beginning "Table T-1 shows. . . (including Table T-1)," "The

maximum theoretical . . . ,” and “Roadway capacity values were assigned . . . ” to bottom of the section or to a footnote. [OK](#)

[See section II. Required Studies and Analyses]

### 3. CURRENT SCHEDULED IMPROVEMENTS

Add an initial section Projects Completed Since 2002 (e.g. Mile Hill Drive).

[See section II. Required Studies and Analyses] [OK](#)

### 4. FINANCIAL PLAN FOR TRANS. IMPROVEMENTS

No editorial changes to this section. (See part III below.)

## 2 GOALS AND POLICIES

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Under Policy T-1, add “E. Chester Road” to the list of streets and roads. This completes the east-west link to the county’s Woods Road. [OK](#)

Under Policy T-2, change “necessitate” to “shall require.” [OK, but check with DCD on this.](#)

Under Policy T-5, change “should” to “shall.” [NO, we cannot demand anything of Kitsap Transit.](#)

## II. Required Studies and Analyses

In Section 2 Traffic Analysis, provide 2007 analysis for volumes in Table-2, and add Madrone Avenue and Chester Road volumes. Re-evaluate the ratios and level of service (LOS). Also, re-evaluate the projected volumes in Table III for [2025](#) and impacts, and add Madrone Avenue and Chester Road volumes. Consider adding a new Table IV with Projections for [2025](#). Please note where these analyses include (or do not include) changes due to the Tacoma Narrows Bridge completion. [OK](#)

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In Section 2 Traffic Analyses, include changes in schedules, fleet numbers, and ridership anticipated in the ferries at Southworth, Annapolis, and Port Orchard, and in the Kitsap County and Bremerton Shipyard bus routes through Manchester. The bus and ferry analyses should include projections for [2025](#).” [OK](#)

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In Section 3 Current Scheduled Improvements, add all current plans for any of the roads, trails, parks, sewers, and stormwater systems in the Manchester LAMIRD. [OK for roads and trails, but it was felt that parks, sewers and stormwater would best dealt with in their respective sections.](#)

In Section 3 Current Schedule Improvements, add all current and proposed plans for new ferries, ferry terminals, buses, or bus terminals. [OK](#)

**ACTION FOR COUNTY:** In addition to the traffic analyses above, the Transportation Committee requests a presentation on the Public Works planning process, so that we can modify this plan to assure focused

Manchester participation in planning and priority setting, as well as in the design and project management activity. [OK. A presentation will be prepared for a future meeting.](#)

### III. Financial Plan Sources

Add “Stormwater Runoff and Sewer Extensions” to the list of sources of funding (e.g., when a stormwater runoff system is placed underground it would be relatively inexpensive to require the surface restoration to include addition of a 5 foot wide paved shoulder). [NO. Stormwater and sewer projects are currently considered for coordination, but this is not a source of funding for transportation projects.](#)

### IV. Create New Goals

Add new Goal T-1 “Encourage street designs and development patterns that accommodate pedestrians, vehicles, transit users, and bicyclists in a balanced way.” Under this new goal, add current policies T-1, T-2, T-3, and T-4. Renumber existing goal T-1 as T-2 with current policies T-5 and T-6. Renumber goals T-2 through T-6 accordingly. [OK](#)

Under Policy T-1, drop the word “paving” from “paving projects.” [OK](#)

In Policy T-3, change “sidewalks” to “sidewalks or 5-foot paved walkways.” [OK](#)

Add to Policy T-5, a new sentence “Bus Stops [should](#) be limited to areas where traffic in either direction is not inhibited (e.g., where at least an 8-foot wide shoulder exists).” [OK](#)

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Under new Goal T-1 add a new policy, “Directional signage for public facilities (port, library, post-office, etc.) shall be sized and located to be easily read from an approaching vehicle and pedestrian. In addition, all rules and regulations pertaining to prohibitions and recommended behavior shall be clearly posted in locations that sustain appropriate compliance.” [OK](#)

Under new Goal T-1 add a new policy, “Develop design guidelines for “Roads, Parking, Walkways and Amenities” and for “Signage.” These design guidelines shall cover the Commercial District and residential areas of Manchester.”

Under new Goal T-1 add a new policy: “Within the Transportation section the term “walkway” shall be understood to mean “sidewalk or walkway” within the Manchester Commercial District, with sidewalks mandatory if either property adjacent has already incorporated sidewalks, or if properties on both sides within 100 feet have incorporated sidewalks. All walkways and sidewalks shall be fully consistent with the requirements of the [Americans with Disabilities Act.](#) [DCD is currently working on something similar to this, and is also being discussed in the design guidelines committee. Further discussion and coordination with land use and design committees needed.](#)

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Under current Goal T-2 (“... Planning ...”) add a new policy: “Include a Manchester Planning Committee in the Kitsap County public works planning process to provide input for and act on all public works plans that affect the Manchester LAMIRD.” [OK](#)

Under current Goal T-3 (“... level of service ...”), add a new policy: “A fundamental requirement of all transportation systems shall be to facilitate the transportation of the Manchester resident to and from their place of work, and to and from the critical services necessary to maintain and sustain a useful and happy life.” [OK, but this policy does not seem to do anything. More discussion is needed to clarify intent and function.](#)

Add new Goal T-8 “Increase available parking in the Manchester Commercial District.” Add a new policy under this goal stating: “[Encourage](#) all new development in the commercial district to provide diagonal head-in parking.” Add a second policy: “Require all road projects to that include the Manchester Commercial District to widen the road to accommodate diagonal head-in parking on both sides of the road [where right of way is available.](#)” [OK](#)

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Under current Goal T-4 (Reduce Accidents . . .), add three new policies:

“Within the Commercial District, Colchester Drive, Main Street, Spring Street, Spruce Street and Beach Drive shall be defined as a traffic-calming corridor, with designs incorporating traffic calming features and with diagonal parking recommended along the whole length of Colchester from Spruce to Main and along the section of Main Street from the water to Colchester Drive.” [NO. The committee rejected this policy.](#)

“All parking lots in the Manchester Commercial District [should](#) incorporate separate entrance and exit lanes where possible.” [OK](#)

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“In recognizing Manchester as a rural village, the County will assure that through commercial traffic has an alternate route that avoids the Manchester LAMIRD.” [NO. The committee rejected this policy.](#)

Broaden current Goal T-5 (Minimize negative environmental impacts . . .) to drop the phrase “by the transportation system.” [NO. The committee rejected this policy.](#)

Under current Goal T-5 (Minimize negative environmental impacts), add two new policies:

Prohibit commercial truck traffic in Manchester from 6 PM through 7 AM. [NO. The committee rejected this policy, and the legality of this type of policy is highly questionable.](#)

Prohibit motorcycle traffic on all *uphill* routes between Colchester Drive and Beach Drive on the east, and Alaska Avenue on the west (e.g., Main-Madrone above Beach Drive) from 7 PM through 7 AM. (Note that all residents riding Transportation Section Input (DRAFT))

motorcycles can exit Manchester and return to Manchester during night hours without violating this restriction.) [NO. The committee rejected this policy, and the legality of this type of policy is highly questionable.](#)

## V. Design Guidelines

The Kingston Design Guidelines for “Roads, Parking, Walkways and Amenities” (KDG Chapter III) and for “Signage” (KDG Chapter VI) shall be modified as necessary to meet the needs of this section, as part of the effort underway to establish a Manchester Design Guidelines document. [This is being addressed by the design guidelines sub-committee.](#)

As necessary, we will review and consider the Goals in KDG Chapter III section A as additions to or replacements for the existing Manchester Transportation goals.

Try this URL for the Acrobat file copy of the Kingston Design Guidelines:

[http://www.kitsapgov.com/dcd/community\\_plan/subareas/kingston/documents/kingston\\_design\\_standard.pdf](http://www.kitsapgov.com/dcd/community_plan/subareas/kingston/documents/kingston_design_standard.pdf)