

**KITSAP COUNTY NON-MOTORIZED FACILITIES
CITIZENS ADVISORY COMMITTEE (KC NMCAC)
MEETING MINUTES
September 15, 2020 (Virtual Meeting)**

Agenda:

Kitsap County
Non-Motorized Citizen Advisory Committee
Agenda
Sept. 15, 2020, 7:00 - 8:30 p.m.

Virtual Meeting

[Join Microsoft Teams Meeting](#)
+1 253-617-4979 United States, Tacoma (Toll)
Conference ID: 785 323 163#

Douglas Piehl
Chair

Scott Satter
Vice Chair

David Brumsickle

Richard Feeney

Ray Pardo

Brian Watson

Nancy Whitaker

Deborah Weinmann

<i>Time</i>	<i>Topic</i>	<i>Activity</i>	<i>Presenter</i>
7:00	1. Welcome and Introductions		Chair
	2. Public Comment (3 min limit per person)		Chair
	3. Approval of Minutes	Action	Chair
7:05	4. Bike Parking - Draft	Discussion	Mohr
7:40	5. Lund Corridor	Discussion	Forte
8:00	6. Road Speed	Discussion	Members
8:20	7. Member and Staff Update	Discussion	Chair
8:30	8. Adjourn		Chair

Attendance:

<p><u>Members Present:</u> Doug Piehl (Chair) Scott Satter (Vice Chair) Rick Feeney (Secretary) Brian Watson Nancy Whitaker Ray Pardo Dave Brumsickle Debbie Weinmann</p> <p><u>Members Absent:</u> None</p>	<p><u>Kitsap County Representatives:</u> Dave Forte Melissa Mohr</p> <p><u>Guests:</u> Mark Libby</p>
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Enclosure [1]: Bicycle Parking Code 17.490.030 Draft

Topic 1: Welcome and Introductions

Meeting Called to Order

Topic 2: Public Comment

Mark Libby mentioned that he was there to keep up-to-date on issues affect Kingston.

Topic 3: Approval of the last meeting's minutes

The team looked over the minutes. There was no debate of the minute's content.

Ray Pardo made the motion to accept as-is, Dave Brumsickle seconded. All voted in favor. The Minutes were approved.

Topic 4: Bike Parking (continued subject)

Melissa Mohr showed a PowerPoint to the committee on the latest version of Bicycle Parking Code 17.490.030. We discussed the more formalized version that Melissa Mohr presented. The Draft Code 17.490.030 is shown in Enclosure [1] below.

The team discussed their design and illustrations as follows. There was improved wording on where to locate them. Where not to place them.

Brian Watson stated that Melissa and staff have made improvements. He brought up a couple of questions we debated. Q: 1. Don't want residential parking to disappear from our discussions. 2. Bicycle rack design. Rack must support frame at two points. Bike professionals use language on that. Can't adequately stow without two U-locks. So many different choices out there; therefore, this can result in sub-standard results. Need to support the bike frame. Melissa modified wording at Brian's quotes "essentials in bike parking".

Ray Pardo asked if we are considering e-bikes. They are heavier and owners can't take up stairs. The complaints of bikes on the balcony of view priced condo's also factors in.

Brian highlighted two typos. Typo in paragraph c2a. Centered in double spaces. Melissa understood and fixed. Brian gave his thanks that it is vastly improved over earlier draft versions. The rack should make two points with of contact with the frame and least 6 inches apart.

Show of hand for agenda item for dwellings.

Team came up with wording that removes wording to limit good designs.

Agenda item for next meeting for voting for acceptance.

Future Action: Dave Brumsickle mentioned that we need to work on residential factor of this in next year's agenda. All members agreed with this.

Topic 5: Lund Corridor

David Forte discussed the Corridor Study that has commenced on Lund Street in South Kitsap just outside of the City of Port Orchard border near Bethel up to Jackson Avenue. He mentioned that it will be introduced to the county via a Virtual Meeting Open House on Zoom in a couple weeks.

They presented to the team a preliminary PowerPoint presentation that the county has prepared that he and Melissa Mohr would be presenting in the Open House. It was to give the team for their introduction and input/comments.

It discussed the proposed corridor aspects. County portion only. The work is part of the [South Kitsap Transportation Implementation Strategy](#) project. To help with tip program. It covers just past Hoover Avenue up to but not including Jackson Avenue. It specifically addressed the Harris and Chase Avenue intersections. It covered that they are considering a road with round-a-bouts as

Chase/South Kitsap Regional Park entrance & Harris, but with no left hand turns at minor streets (e.g., Seiford Ave.) and house driveways.

A couple key factors they are favoring at this time in the development is

[1] removing the center turn lane and installing a barrier which removes left hand turns.

[2] Installing separated bikeways and sidewalks on each side.

They discussed some of the reasoning. Such as Lund is already over capacity and intersection with Harris and Chase are at capacity. It is listed on the Citizens Advisory Committee's report that it is a key non-motorized area. Factors included a lot of through traffic, Kitsap Transit route including Worker Driver buses.

The study comes up just shy of the Jackson intersection which is not in the equation yet.

The committee then had an open discussion on the topic. Debate over benefits and detriments of the two options

Dave Brumsickle stated he liked concept.

Brian Watson brought intersections & driveways side street crossings up with a bike lane how is it going to mitigate right hooks into the driveways and left car pull outs across the bike path. He mentioned that bikes go very fast on bike paths and especially fast with e-bikes. Their speed is higher than you think.

Rick lives a ½ mile from this concept and stated that the road should still have a 5-foot shoulder for those cyclists that want to use the higher speeds they can achieve alongside the car lane. He discussed that when there are driveways, the separated bike lanes become more dangerous. While he did state there are few driveways on this road section.

We discussed intersection options. We further discussed how they are going to incorporated the bus stops.

Doug like the separated lanes and has experience with them in Europe.

Topic 6: Road Speed Reductions

Discussion on this topic on was pretty short. Rick, Brian, Dave, and Scott are looking into. Rick brought up that he apologized for not helping get the sub-team up and running yet due to a family issue. Brian brought up that it will be really valuable to look up norms that cities like Seattle are using and successfully implemented. The team plans to meet up soon to decide how to proceed. Dave Forte mentioned to the team that we need to understand that changes such as this may seem simple, but are in fact very difficult to sell. Really have to look at the benefits vs. the costs.

Topic 7: Member & Staff Update

No topics discussed.

Topic 8: Adjourn

Brian Watson moved to adjourn. Ray Pardo seconded. All members voted in favor.

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17.490.070 Bicycle Parking.

It is the intent of these regulations to ensure there is bicycle parking that is adequate in quantity, well-located, and constructed in a manner that safely secures bicycles.

A. Bicycle parking quantity:

1. For non-residential uses, parking for bicycles shall be provided at a ratio of one (1) bicycle parking space per ten (10) required vehicle spaces. Any fractional parking space shall be rounded up to the nearest whole number. Where vehicle parking is required per table 17.490.030, at least one (1) bicycle parking space is required.
2. For schools the ratio is one (1) bicycle parking space per eight (8) students.

B. Bicycle parking location:

1. Bicycle parking shall be provided on-site, in a place accessible to the public during business hours.
2. Bicycle parking shall be within fifty (50) feet of and visible from the public entrance(s) of the use it is to serve. For sites with multiple public entrances bicycle parking distribution will be determined in coordination with DCD in a manner that fulfills the intent of these regulations.
3. Bicycle parking shall be accessible by a rideable maneuvering area of a durable and dustless surface (such as pavement, concrete, or similar materials) from all building entrances and vehicle and pedestrian points of entry to the site from a public ROW.
4. Bicycle parking spaces shall be an adequate distance away from utility access points such as utility vaults, manholes, gas/electric meters, fire hydrants, etc; and shall not impede the operation of objects or places that requires access, such as benches, trash bins, and mailboxes;
5. Bicycle parking spaces shall be kept free of obstructions, including temporary or partial obstructions such as items for sale, signs, garbage receptacles, vending machines, doors, etc.

C. Bicycle parking design:

1. A single bicycle parking space shall be forty (40) inches wide by ninety-six (96) inches long. (Figure 1)
 - a. The bicycle rack shall be inside the bicycle parking space, twelve (12) inches away from one (1) of the long sides, with the first locking point located twenty-four (24)

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inches back from the front of the bicycle parking space and the second locking point located fourteen (14) to twenty-four (24) inches back from the first. (Figure 3)

2. A double bicycle parking space utilizing a double-sided rack shall be fifty-two (52) inches wide by ninety-six (96) inches long. (Figure 2)
 - a. The bicycle rack shall be inside the bicycle parking space, twelve (12) inches away from one (1) of the long sides, with the first locking point located twenty-four (24) inches back from the front of the bicycle parking space and the second locking point located fourteen (14) to twenty-four (24) inches back from the first. (Figure 3)
3. Areas used for bicycle parking and maneuvering shall have durable and dustless surfaces maintained adequately for all-weather use, and so drained as to avoid flow of water across sidewalks.

D. Bicycle rack design:

1. The rack shall be designed so that a bicycle frame and both wheels can be locked to a rigid portion of the rack with U-shaped shackle locks, when both wheels are left on the bicycle. When used this way, the rack shall be capable of holding the bicycle upright and shall accommodate common styles and sizes of bicycles including bicycles without a top tube.
2. The rack must be constructed of durable, rust-free materials, and not damage bicycle finishes ie. aluminum, galvanized, and powder coat surfaces.
3. The rack must be securely anchored to the ground, building, or other permanent structure with tamper-resistant hardware.
4. The rack must not require lifting the bicycle in order to use it, unless it provides some sort of mechanical advantage to assist with lifting the bicycle into position.

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Figure 1

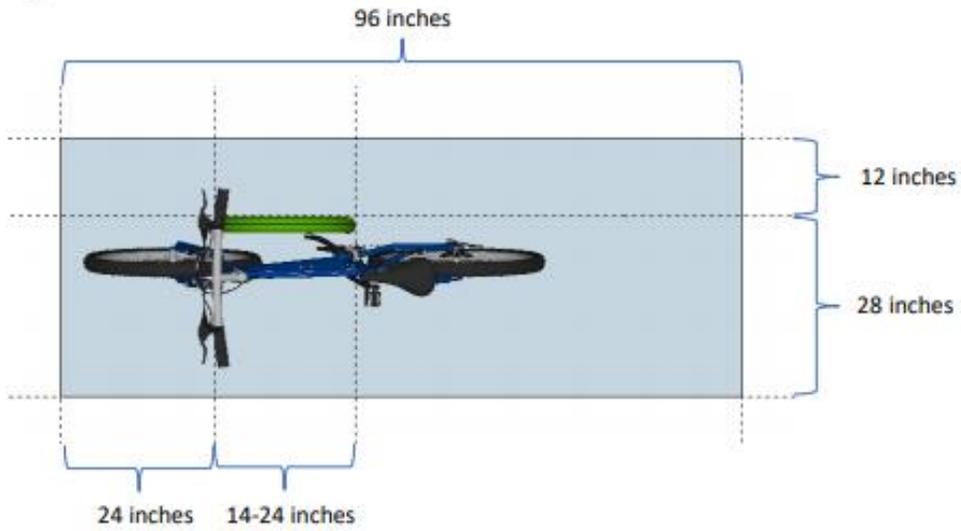
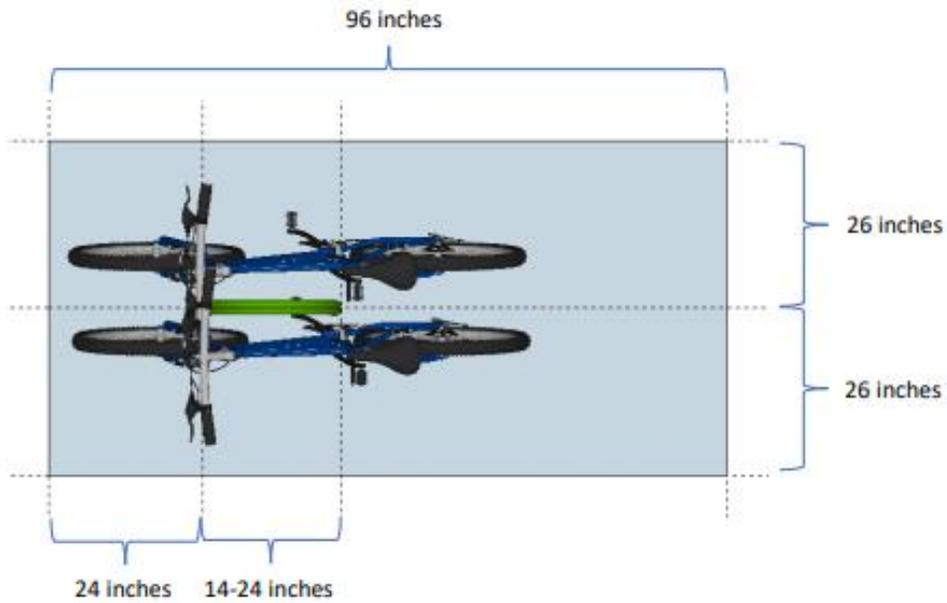


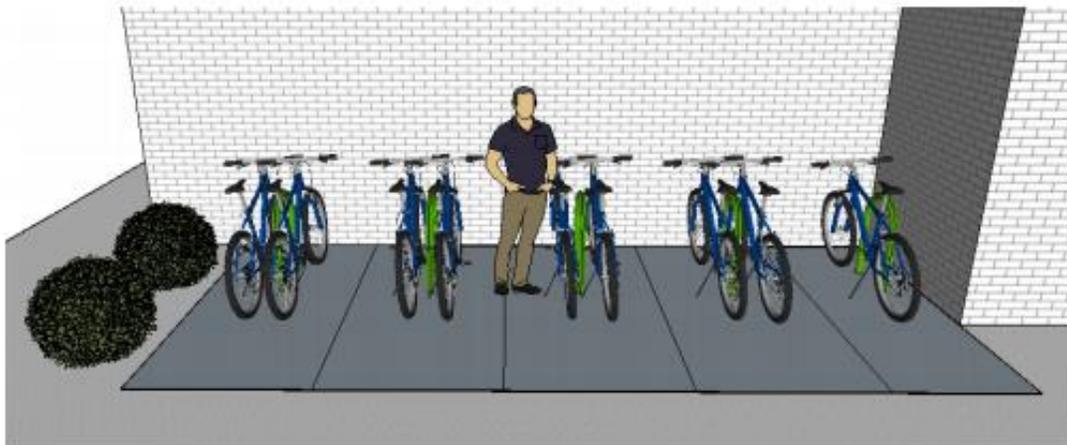
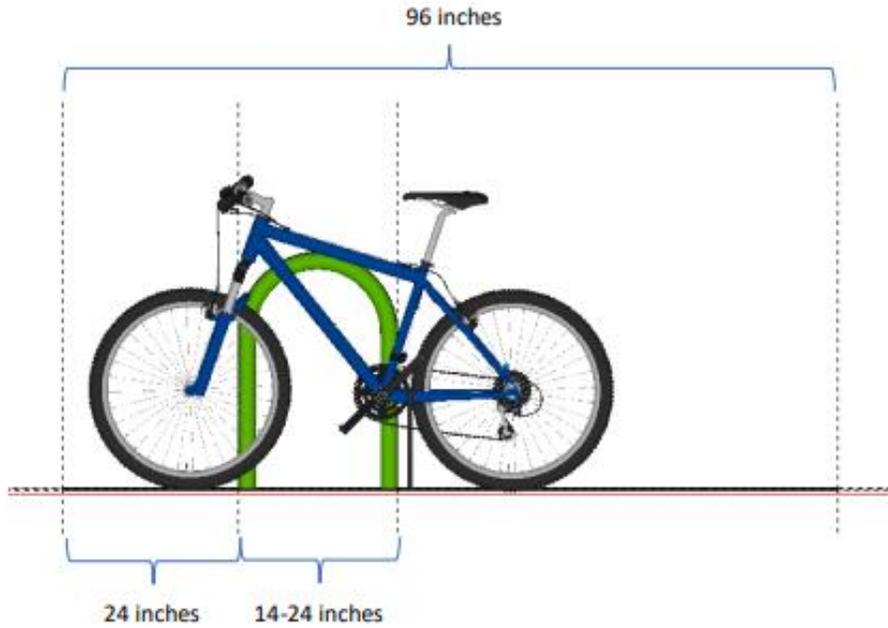
Figure 2



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Figure 3



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