



City of Longview

1525 Broadway
Longview, WA 98632
www.ci.longview.wa.us

City Council

*Mayor Don Jensen
Council Member Ken Botero
Council Member Chet Makinster
Council Member Steve Moon
Council Member Scott Vydra
Mayor Pro Tem Michael Wallin
Council Member MaryAlice Wallis*

Thursday, October 3, 2019

5:30 PM

2nd Floor, City Hall

The City Hall is accessible for persons with disabilities. Special equipment to assist the hearing impaired is also available. Please contact the City Executive Offices at 360.442.5004 48 hours in advance if you require special accommodations to attend the meeting.

1. **CALL TO ORDER**

2. **WORKSHOP**

19-000368 BRAINSTORM IDEAS FOR 2020 STATE LEGISLATIVE AGENDA

RECOMMENDED ACTION: NO ACTION REQUIRED

19-000367 COMPLETE STREETS PRESENTATION

RECOMMENDED ACTION:
DIRECTION TO STAFF

19-000371 EXECUTIVE SESSION: POTENTIAL LITIGATION

19-000370 EMERGENCY SEVERE WEATHER SHELTERS AND SERVICES FOR UNHOUSED INDIVIDUALS

RECOMMENDED ACTION: DISCUSSION

3. **ADJOURNMENT**

*** Any invocation that may be offered at the Council meeting shall be the voluntary offering of a private citizen, to and for the benefit of the Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the Council, and the Council does not endorse the religious beliefs or views of this, or any other speaker.**

NEXT REGULAR COUNCIL MEETINGS:

THURSDAY, OCTOBER 10, 2019 - 7:00 P.M.

THURSDAY, OCTOBER 24, 2019 - 7:00 P.M.



City of Longview

Agenda Summary

BRAINSTORM IDEAS FOR 2020 STATE LEGISLATIVE AGENDA

RECOMMENDED ACTION: NO ACTION REQUIRED

COUNCIL STRATEGIC INITIATIVE ADDRESSED:
All

CITY ATTORNEY REVIEW: REQUIRED

SUMMARY STATEMENT:

Josh Weiss of Gordon Thomas Honeywell will provide his insights into the 2020 legislative session. Mr. Weiss will be working with Council to identify the City's legislative priorities and assist in developing a draft of the legislative agenda and policy document for the upcoming 2020 legislative session.

STAFF CONTACT:

Kurt Sacha, City Manager

Attachments: None



City of Longview

Agenda Summary

COMPLETE STREETS PRESENTATION

RECOMMENDED ACTION: DIRECTION TO STAFF

COUNCIL STRATEGIC INITIATIVE ADDRESSED:
Improve transportation systems.

SUMMARY STATEMENT:

Complete Streets are streets for everyone. We in the transportation industry hear this statement more and more frequently. We need to define complete streets and more specifically we need to define what complete streets mean to the City of Longview. Attached are a staff report and presentation that will be discussed with council.

STAFF CONTACT:

Ken Hash, City Engineer

Attachments:

1. Complete Streets Staff Report
2. Complete Streets 10-3-19 Presentation

October, 3, 2019

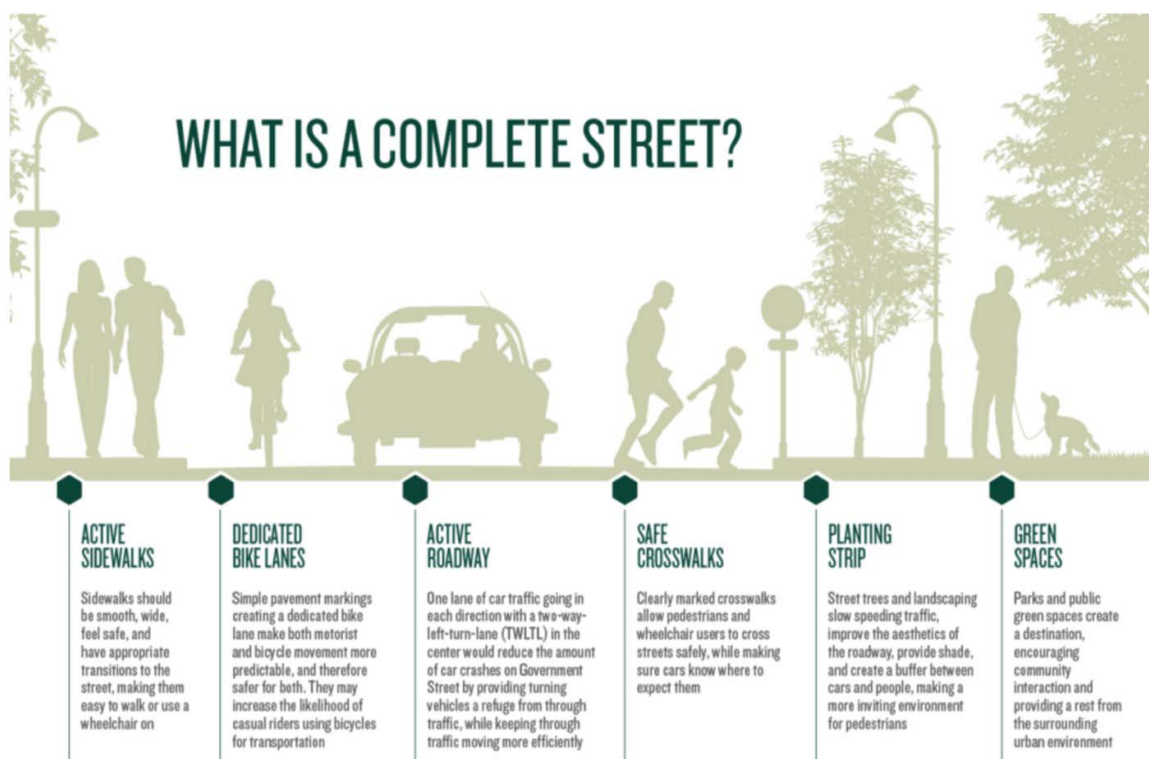
TO: City Council
FROM: Ken Hash, City Engineer
SUBJECT: Complete Streets Information and Recommendations

What is a complete street?

(From Smart Growth America)

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to **routinely design and operate the entire right of way to enable safe access for all users**, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists—making your town a better place to live.



What does a Complete Street look like?

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Local Examples



38th Avenue



Commerce Avenue



10th Avenue



Memorial Park Drive

What are the benefits of Complete Streets?

Complete Streets help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes.

Complete Streets Foster Livable Communities

Communities are increasingly embracing smart growth to meet their residents' desire for choices in housing, shopping, recreation, and transportation. Complete Streets meet the demand for transportation options, while promoting other community goals. They provide safe and affordable access for everyone, whether traveling to school, work, the doctor, or their favorite restaurant.

More than half of Americans recently surveyed would like to walk more and drive less. Poor community design and lack of pedestrian facilities are the primary reasons people cite for not walking more. An overwhelming number of people support policies intended to make their communities more livable by reducing traffic speed and creating a safer pedestrian environment.

Complete Streets contribute many benefits to the surrounding community:

- Wide, attractive sidewalks and well-defined bike routes, where appropriate to community context, encourage healthy and active lifestyles among residents of all ages.
- Complete Streets can provide children with opportunities to reach nearby destinations in a safe and supportive environment.
- A variety of transportation options allow everyone – particularly people with disabilities and older adults – to get out and stay connected to the community.
- Multi-modal transportation networks help communities provide alternatives to sitting in traffic.
- A better integration of land use and transportation through a Complete Streets process creates an attractive combination of buildings – houses, offices, shops – and street designs.
- Designing a street with pedestrians in mind – sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for travelers with disabilities – may reduce pedestrian risk by as much as 28 percent.
- A livable community is one that preserves resources for the next generation: Complete Streets help reduce carbon emissions and are an important part of a climate change strategy.



What a Complete Streets Ordinance Does Not Do.

It will not turn Longview into Portland nor Seattle.

It is not a demand to convert lanes for cars into bike paths.

It is not a demand for us to get out of our cars.

We are not required to give up streets

We will not all be driving electric cars or riding bikes and scooters.

A complete Streets Ordinance makes us look at our street right of way from a different and more inclusive perspective.

Why enact a Complete Streets Ordinance?

A complete Streets Ordinance makes us look at our street right of way from a different perspective.

An ordinance shows that City Council is listening to the needs of the community and providing leadership.

More and more funding sources are asking for, giving preference to, or requiring communities to have complete streets ordinances.

There is a pool of funding offered by the Transportation Improvement Board that can only be awarded to agencies with *complete streets ordinances*.

Who has a Complete Streets ordinance?

- 119 Washington cities and counties including:
 - Battle Ground
 - Castle Rock
 - Cathlamet
 - Vancouver

Whose ordinances are considered models for other communities?

- Wenatchee
- Yakima
- Vancouver
- Aberdeen
- Castle Rock

10 elements of a successful complete Street Policy

1. Sets a vision.
 - a. What do you want from your streets?
 - b. What will consistently rally support from the general public and elected officials?
2. Includes all users and all modes.
 - a. A clearly stated directive to include the needs of all people, regardless of how they travel, into the everyday transportation decision- making process.
3. Applies to all phases of all applicable projects.
 - a. Integrate Complete Streets into planning, design, construction of all projects:
 - i. New construction
 - ii. Reconstruction
 - iii. Rehabilitation
 - iv. Repair
 - v. Repaving
 - vi. Major maintenance
 - vii. Operations
4. Specifies and limits exceptions, with management approval required.
 - a. Provides flexibility, but must not be exploited.
 - b. Three common exceptions:
 - i. Where user groups are prohibited
 - ii. When the cost is excessively disproportionate to need and use
 - iii. Documented absence of current AND future need
 - c. Additional exceptions weaken Complete Streets objectives.
5. Emphasizes connectivity.
 - a. More than one or two “complete” streets are planned or created
 - b. Connected, integrated system that provides for all users
 - c. Ensures gaps are filled
6. Is understood by all agencies to cover all roads.
 - a. Many agencies have a stake in the funding, planning, and development of our streets.
 - b. Create partnerships
 - c. Communication between jurisdictions and agencies at all levels
7. Uses the best and latest design standards and is flexible.
 - a. Use the best and latest design standards available
 - b. Allow for flexible approaches to design
8. Complements the community’s context.
 - a. Design relates well to type of neighborhood and buildings
9. Sets performance standards.
 - a. Systematic collection and reporting of data
 - b. Ensures compliance with policy goals
 - c. Enables informed decision-making
 - d. Short and long term
10. Includes implementation steps.

- a. Effective implementation means:
 - i. Organizing implementation activities
 - ii. Restructuring procedures, policies, and programs
 - iii. Rewriting or updating design guidance
 - iv. Offering training opportunities to transportation staff, community leaders, and the general public
 - v. Creating new performance measures

What would an ordinance look like?

See attached highlighted Castle Rock ordinance.

RECOMMENDATIONS

- Draft a “Longview” Ordinance and add a Complete Streets section to the LMC.
- Update the Longview standard plans.

NEXT STEPS

- Continue Sidewalk Repair Program
- Continue to Add and Replace ADA Ramps
- Create a Bike Plan
- Create a pedestrian/walk route plan
- Team with Schools and LPD to strength the Safe Routes To School plans

ORDINANCE NO. 2017-03

**AN ORDINANCE OF THE CITY OF CASTLE ROCK ESTABLISHING
CHAPTER 12.20 OF THE CASTLE ROCK MUNICIPAL CODE REGARDING
COMPLETE STREETS**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network that provides safe and convenient access for all users of the road, including but not limited to: pedestrians of all ages and abilities, bicyclists, transit riders and vehicles, school bus drivers, freight vehicles, emergency service providers; and

WHEREAS, studies have shown that obesity and related diseases can be prevented through increased physical activity such as walking and biking; and

WHEREAS, it is the intent of the City to provide transportation options to maximize the mobility and safety of its aging population; and

WHEREAS, the implementation of Complete Streets will lead to greater street connectivity and provide increased opportunities for recreation such as walking and biking; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations; and

WHEREAS, Complete Streets enhance safe walking and biking options for all Castle Rock’s Elementary, Middle and High school children, and remove hazardous routes to and from school and other youth destinations; and

WHEREAS, the City seeks to cultivate opportunities for social connections and strengthen the social fabric of neighborhoods; and

WHEREAS, the City recognizes the necessity for different vehicle types and acknowledges the need to provide accessible and affordable parking; and

WHEREAS, the City shall incorporate Complete Streets design features and infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that promotes health and safety of all users; and

NOW, THEREFORE, BE IT ORDAINED by the City of Castle Rock, Washington that:

Section 1. New Section **12.20** of Castle Rock Municipal Code, “**STREETS, SIDEWALKS AND PUBLIC PROPERTY**” is hereby adopted, as follows:

Vision

This chapter shall be known and may be cited as the “Castle Rock Complete Streets Ordinance.”

Section 2. New Section **12.20.010** of Castle Rock Municipal Code, “**PURPOSE AND VISION**” is hereby adopted, as follows:

The City of Castle Rock’s vision is a community in which resident and visitors of all ages and abilities are able to travel safely and conveniently on all streets. The City of Castle Rock shall, to the maximum extent practicable, scope, plan, design, operate, construct, and maintain streets and other facilities that promote safe and convenient access and travel for all “users”, including but not limited to: pedestrians of all ages and abilities, bicyclists, transit riders and vehicles, school bus drivers, freight vehicles, emergency service providers; and

All Users

The City of Castle Rock prides itself on the quality of life available to residents, and encourages active living, and safety by providing safe, convenient, healthy and comfortable routes for walking, bicycling, and public transportation.

The purpose of this ordinance is to ensure that all users are planned for in the construction of all city transportation improvement projects as outlined in the City’s Comprehensive Plan and the Public Works Development Standards. The City recognizes that Complete Streets will increase the health and safety of residents, as well as economic vitality. The Complete Streets policy will increase connectivity for all types of transportation within the City. Application of this policy will increase access for all users.

Section 3. New Section **12.20.020** of Castle Rock Municipal Code, “**APPLICABILITY**” is hereby adopted, as follows:

This ordinance shall apply to all areas within the city limits of Castle Rock. The City will collaborate with Washington State Department of Transportation (WSDOT) and Cowlitz County to carry out the ordinance. The provisions of this ordinance shall apply, to the maximum extent practicable, to all new construction and improvements of the City’s transportation network.

Section 4. New Section **12.20.030** of Castle Rock Municipal Code, “**DEFINITIONS**” is hereby adopted, as follows:

All Phases

Unless specifically defined below, words or phrases used in this chapter shall be interpreted, so as to give them the meaning they have in common usage and to give this Chapter it’s most reasonable application.

"City" means the City of Caste Rock

"Complete Street" means a street that is designed to be safe and accessible for all: drivers, bicyclists, transit riders and vehicles, freight vehicles, emergency service providers, and pedestrians of all ages and abilities. The Complete Streets policy focuses not on just changing individual streets, but on empowering the decision-making process so that all users are routinely considered during the scoping, planning, designing, building, and operation of all streets in the transportation network.

"Right of Way" is a general term that means land, property, or interest therein, usually but not always in a strip or corridor, acquired or devoted for transportation and/or utility purposes.

"User" or "Users" means all human or non-human individuals or vehicles that use streets, including: bicyclists, freight vehicles, conventional and self-driving automobiles, public transportation riders and vehicles, and propel of all ages and abilities, including children, youth, families, older adults and individuals with diverse personal mobility needs. Users may also be interpreted as including the various common and essential items and accompaniments, including: shopping bags and boxes, rolling luggage, baby carriages and strollers, service animals and pets.

Section 5. New Section **12.20.040** of Castle Rock Municipal Code, **"EXCEPTIONS"** is hereby adopted, as follows:

Exceptions Approval

A. Exceptions to this policy may be determined by the Public Works Director (or designee) under the circumstances listed below:

1. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
2. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, chip sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;

Ordinary maintenance paving projects should include the evaluation of existing facility conditions that support alternate transportation types, as well as modifying existing pavement markings and signage to support such alternative transportation type as appropriate and reasonable.

B. Castle Rock City Council may determine that new street or reconstruction projects and maintenance paving projects which involve widening pavement, may

exclude elements of this policy when the accommodation of a specific use is expected to:

1. Require more space than is physically available; or
2. Drastically increase project costs and equivalent alternatives exist within close proximity; or
3. Have adverse impacts on environmental resources such as streams, wetlands, floodplains, and geologically hazardous areas, or on historic structures or sites above and beyond the impacts of currently existing infrastructure; or
4. Compromise the integrity of a dike or other water retention or drainage facility; or
5. The cost would be disproportionate and burdensome in relation to the current needs or probable future use.

Section 6. New Section **12.20.050** of Castle Rock Municipal Code, **“INFRASTRUCTURE”** is hereby adopted, as follows:

Connectivity

As feasible, the City shall incorporate complete streets infrastructure into existing public streets to create a comprehensive, integrated, **connected transportation network** that balances access, mobility and health and safety needs of all users. Complete Streets infrastructure includes design features that contribute to a safe, convenient travel experience for all users, including but not limited to:

- ☐ Sidewalks
- ☐ Paved shoulders
- ☐ Shared use paths
- ☐ Bicycle lanes
- ☐ Shared use lanes
- ☐ Automobile lanes
- ☐ Street trees and landscaping
- ☐ Planting strips
- ☐ Curbs and accessible curb ramps
- ☐ Bulb outs
- ☐ Crosswalks and refuge islands
- ☐ Pedestrian and traffic signals (including countdown and accessible signals)
- ☐ Directional signals
- ☐ Street furniture
- ☐ Bicycle accommodations including parking facilities signage and markings

- ❑ Public transportation stops and facilities
- ❑ Traffic calming devices (such as traffic circles, roundabouts, traffic bumps, intersection treatments, narrow vehicle lanes and raised medians)
- ❑ Surface treatments such as paving blocks, textured asphalt and concrete
- ❑ Appropriate lighting for speed and type of travel
- ❑ Appropriate streetscapes that appeal to and promote pedestrian use
- ❑ Parking spaces

Section 7. New Section **12.20.060** of Castle Rock Municipal Code, **“DESIGN CRITERIA”** is hereby adopted, as follows:

The City shall design Complete Streets solutions that will best serve the transportation needs of all users. The priority shall be on the needs and comfort of all users, considering issues such as street design and width, desired operating speed, street lighting, beautification and connectivity.

The City, through its **Public Works Department, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation** as identified in the most recent version of the following:

- A. Public Works Developer's Standards
- B. Castle Rock School District School Walk Route Maps
- C. Castle Rock Comprehensive Plan and Zoning Map
- D. Other design resources may include, but are not limited to:
 1. Washington State Department of Transportation Design Manual;
 2. American Association of State Highway Transportation Officials (AASHTO)
 3. Institute of Transportation Engineers (ITE)
 4. National Association of City Transportation Officials (NACTO)
 5. Manual On Uniform Traffic Control Devices (MUTCD)

Best and Latest

Implementation

The context and character of the surrounding built and natural environments shall be considered in all design criteria, standards and guidelines.

Section 8. New Section **12.20.070** of Castle Rock Municipal Code, **“IMPLEMENTATION”** is hereby adopted, as follows:

Context

Complete Streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time. The implementation of various Complete Streets elements will utilize current and adequate design criteria. **The design of various Complete Streets components to be implemented shall be based on a context sensitive approach, with the analysis of the street's existing conditions and the present and future needs for all users.** The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must

be balanced in a flexible, safe and cost-effective manner.

The City will seek advice from Castle Rock Active Transportation group when needed. The Active Transportation group should be comprised of appropriate interested parties, transportation experts and elected officials.

Section 9. New Section **12.20.080** of Castle Rock Municipal Code, **"PARTNERSHIP AND COOPERATION"** is hereby adopted, as follows:

The City will cooperate and foster partnerships with other planning and funding agencies including but not limited to: the Federal Highway Administration; WSDOT: Washington State Department of Health; Washington State Transportation Improvement Board; the Regional Transportation Planning Organization; Cowlitz County; Castle Rock School District; residents; businesses; interest groups; and neighborhoods to ensure the needs of all agencies and groups are considered and that the principles and practices of Complete Streets are communicated and considered in their scoping, planning, design, construction, and maintenance activities. The City will specifically cooperate to ensure the transportation network flows between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

Section 10. New Section **12.20.090** of Castle Rock Municipal Code, **"PERFORMANCE MEASURES"** is hereby adopted, as follows:

The City of Castle Rock shall periodically review achievements and other conditions to measure performance and evaluate the Complete Streets ordinance for success and opportunities for improvement. Performance measures shall be determined by the Public Works Director and may include, but is not limited to:

- ☐ Number of bicycle facilities created or improved
- ☐ Number of pedestrian facilities created or improved
- ☐ Number of ADA accommodations created or improved
- ☐ Number of exceptions granted
- ☐ Percent of residents reporting increased quality of life
- ☐ Proportion of users by transportation type
- ☐ Miles of improved streets

The Public Works Director and/or designee shall report to the City Council on an annual basis on the transportation projects undertaken within the prior year and planned projects within the next year and the extent to which each of these projects has met or will meet the objectives of this policy.

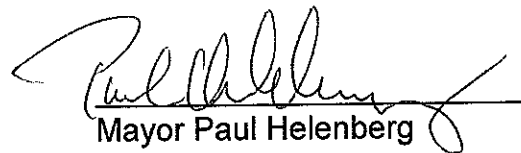
Section 11. New Section **12.20.100** of Castle Rock Municipal Code, "**SEVERABILITY**" is hereby adopted, as follows:

If any section, subsection, clause, phrase or work in this Chapter is for any reason held invalid or unconstitutional by and court of competent jurisdiction, such section shall be deemed a separate provision and such holding shall not affect the validity of the remaining portion of this Chapter.

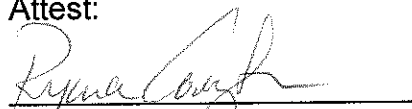
Section 12. Codification. Code adoptions and amendments in Section 1 through 11, above, shall be codified.

Section 13. Effective Date. These regulations are in the public interest and shall take effect immediately upon adoption by the City Council.

PASSED by the City Council of the City of Castle Rock, Washington, and signed by the Mayor on this 27 day of November, 2017.


Mayor Paul Helenberg

Attest:


Ryana Covington, Clerk-Treasurer

Approved as to form:


Frank Randolph, City Attorney

Date of publication: 11/29/2017

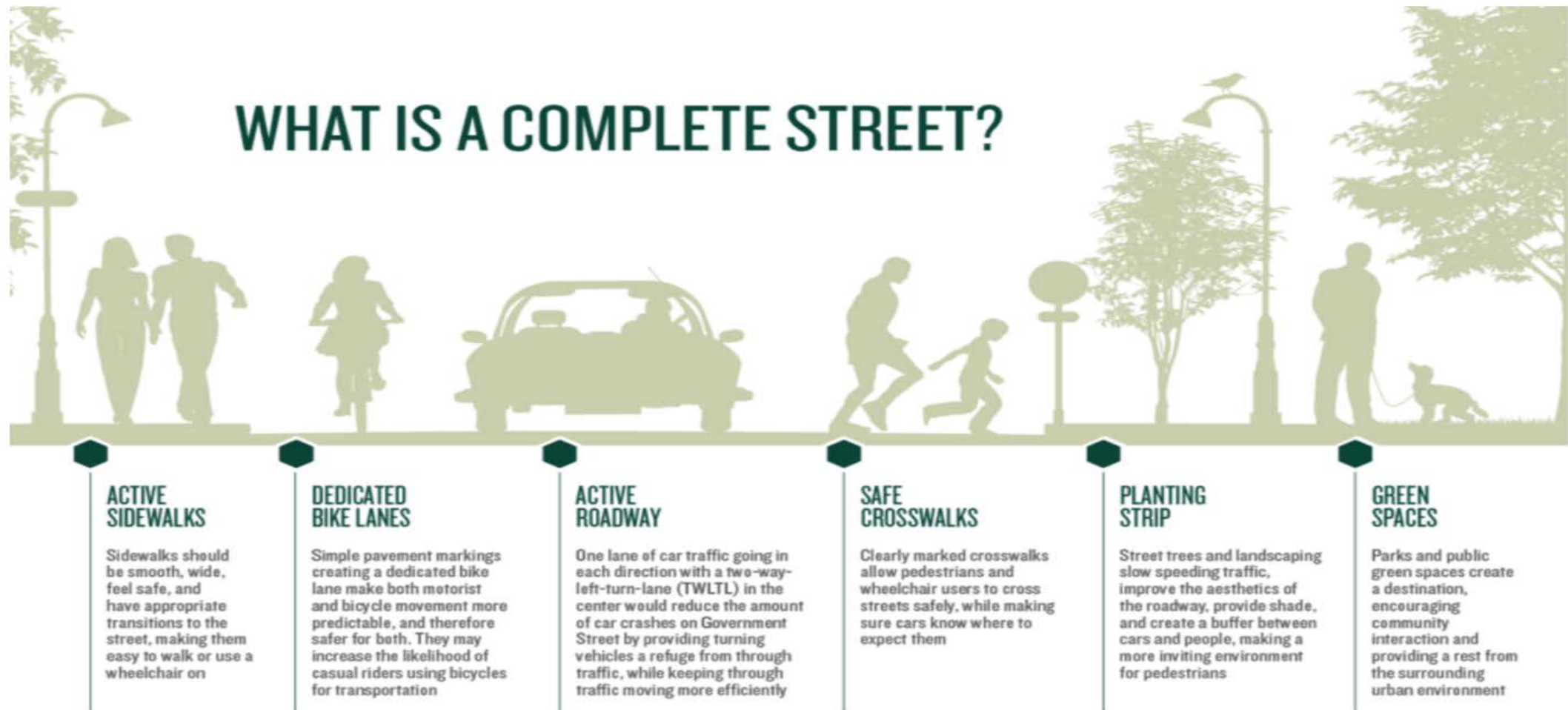
COMPLETE STREETS

Ken Hash, City Engineer

October 3, 2019



COMPLETE STREETS



COMPLETE STREETS

What Does a Complete Street Look Like?



Active Sidewalks

COMPLETE STREETS

What Does a Complete Street Look Like?



Dedicated Bike Lanes

COMPLETE STREETS

What Does a Complete Street Look Like?



Active Roadway

COMPLETE STREETS

What Does a Complete Street Look Like?



Safe Crosswalks

COMPLETE STREETS

What Does a Complete Street Look Like?



Planting Strips

COMPLETE STREETS

What Does a Complete Street Look Like?



Green Spaces

COMPLETE STREETS

What Does a Complete Street Look Like?



Local Examples

COMPLETE STREETS

What are the Benefits of Complete Streets?

Complete Streets:

- Help Create Livable Communities
- Help Improve Equity
- Help Improve Safety
- Help Improve Public Health
- Help Reduce Transportation Costs
- Help Reduce Traffic Woes

COMPLETE STREETS

What a Complete Streets Ordinance Does Not Do.

It will not turn Longview into Portland nor Seattle.

It is not a demand to convert lanes for cars into bike paths.

It is not a demand for us to get out of our cars.

We are not required to give up streets.

We will not all be driving electric cars or riding bikes and scooters.

A Complete Streets Ordinance makes us look at our street right of way from a different and more inclusive perspective.

COMPLETE STREETS

Why enact a Complete Streets Ordinance?

A Complete Streets Ordinance makes us look at our street right of way from a different.

An Ordinance shows that City Council is listening to the needs of the community and providing leadership.

More and more funding agencies are asking for and giving preference to communities with Complete Streets Ordinances.

There is a pool of funding offered by the Transportation Improvement Board that can only be awarded to agencies with *Complete Streets Ordinances*.

COMPLETE STREETS

Who has a Complete Streets Ordinance?

119 Washington Cities and Counties including:

- Battle Ground
- Castle Rock
- Cathlamet
- Vancouver

COMPLETE STREETS

Whose Ordinance is currently the best?

Wenatchee

Yakima

Vancouver

Aberdeen

Castle Rock

COMPLETE STREETS

10 Elements of a Successful Complete Streets Policy

Vision

All Users, All Modes

All Phases

Exemptions Approval

Connectivity

All Agencies

Best and Latest

Context

Performance Standards

Implementation

COMPLETE STREETS

Castle Rock Ordinance

ORDINANCE NO. 2017-03

AN ORDINANCE OF THE CITY OF CASTLE ROCK ESTABLISHING CHAPTER 12.20 OF THE CASTLE ROCK MUNICIPAL CODE REGARDING COMPLETE STREETS

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network that provides safe and convenient access for all users of the road, including but not limited to: pedestrians of all ages and abilities, bicyclists, transit riders and vehicles, school bus drivers, freight vehicles, emergency service providers; and

WHEREAS, studies have shown that obesity and related diseases can be prevented through increased physical activity such as walking and biking; and

WHEREAS, it is the intent of the City to provide transportation options to maximize the mobility and safety of its aging population; and

WHEREAS, the implementation of Complete Streets will lead to greater street connectivity and provide increased opportunities for recreation such as walking and biking; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations; and

WHEREAS, Complete Streets enhance safe walking and biking options for all Castle Rock's Elementary, Middle and High school children, and remove hazardous routes to and from school and other youth destinations; and

WHEREAS, the City seeks to cultivate opportunities for social connections and strengthen the social fabric of neighborhoods; and

WHEREAS, the City recognizes the necessity for different vehicle types and acknowledges the need to provide accessible and affordable parking; and

WHEREAS, the City shall incorporate Complete Streets design features and infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that promotes health and safety of all users; and

NOW, THEREFORE, BE IT ORDAINED by the City of Castle Rock, Washington that:

COMPLETE STREETS

RECOMMENDATIONS

Draft a “Longview” Ordinance and add a Complete Streets section to the LMC.

Update the Longview standard plans.

COMPLETE STREETS

NEXT STEPS

Continue Sidewalk Repair Program

Continue to Add and Replace ADA Ramps

Create a Bike Plan

Create a pedestrian/walk route plan

Team with Schools and LPD to strength the Safe Route To School plans