

Complete Streets Advisory Committee
VIRTUAL Regular Meeting
August 25, 2020 – 4:00 P.M.
AGENDA

ZOOM INSTRUCTIONS FOR THE PUBLIC

This meeting will be held virtually using Zoom. Dial 1-253-215-8782 and enter the meeting ID #817 9679 7271, password 987654

- **CALL TO ORDER**
- **ROLL CALL**
- **APPROVAL OF MEETING NOTES**
 - o NOTES FROM JULY 28, 2020
- **OLD BUSINESS**
 - o DEVELOPMENT PROJECTS
 - LONGVIEW BUSINESS PARK - UPDATE
- **NEW BUSINESS**
- **REPORTS**
- **BOARD MEMBER COMMENTS**
- **ADJOURNMENT**

The next regular meeting is scheduled for September 22nd at 4:00 p.m.

Attachments (all pdf's)

- Longview Business Park

Complete Streets Advisory Committee
VIRTUAL Regular Meeting
July 28, 2020 – 4:00 P.M.
Notes

- **CALL TO ORDER**

Meeting was called to order by Ken Hash at 4:05 P.M.

- **ROLL CALL**

In attendance:
Ken Hash, Chair
Ruth Kendall, Council liaison
Matt Carnahan
Clark Carroll
Trey Davis

Dave Fine
Elizabeth Stratton
Nancy Vandehey, Admin

Not in attendance:
Colleen Holton

- **APPROVAL OF MEETING NOTES**

A motion was made by Dave Fine, seconded by Ruth Kendall, that the notes be accepted and approved. Passed unanimously.

- **OLD BUSINESS**

- o PUBLIC PROJECTS FOR REVIEW AND COMMENT

- o LONGVIEW'S LOCAL ROAD SAFETY PLAN

- Dave Fine stated a concern that bicycle lanes were left out of the Local Road Safety Plan and research supports that they offer safety to pedestrians as well as to bicyclists. Ruth Kendall stated that there was talks of a bike plan. Ken reiterated that this is a really good start and they all need to work together.

- **NEW BUSINESS**

- o DEVELOPMENT PROJECTS

- The Vale at Overlook; Mt Solo Estates Phase I; Mt Solo Estates Phase II & III; and Longview Business Park.

These private development projects are routed through Community Development Department and Public Works is looking at the public improvements. The City of Longview doesn't have a System Development Charge (SDC) as we don't

plan under the Growth Management Act, as we are exempt. There are two periods where we can ask for changes to the infrastructure on these projects, the platting and SEPA review. The first three projects are beyond these stages and Ken shared briefly on these projects. There was discussion about the sidewalks that were proposed with the developer on Mt Solo and why they were not in the final plan design.

Sam Barham of Gibbs & Olson, talked about the Longview Business Park project, currently in the binding site plan stage. This project is proposed in three phases. It is proposed for light industrial use. The group discussed the need for a bicycle lane. Channelization needs to be altered to complete that task.

- **BOARD MEMBER COMMENTS**

Clark Carroll mentioned the upcoming Safe Routes to School meeting the first part of August.

Dave Fine would like to see a plan for active transportation as a whole for the City while looking at projects.

Ken Hash brought up the idea of trying to get some of the areas in town where there is primarily parking in the alley to change some of the street designs to pedestrian only or one way travel with parking on both sides. There is possibilities in this vision.

- **ADJOURNMENT**

The next meeting is scheduled for August 25th at 4:00 pm. Meeting was adjourned at 5:10 pm.

Longview Business Park

Public Improvements Phase I

Longview, Washington

Project Directory

Owner:

Longview Business Park
President / General Manager
Pat Sari
707 7th Avenue
Longview, Washington 98632
Phone No. 360 / 423-4321

Design Team:

Civil Engineers
Gibbs & Olson, Inc.
Sam Barham, P.E.
1157 3rd Ave. Suite 219
Longview, Washington 98632
Phone No. 360 / 425-0991
Fax No. 360 / 423-3162
Email: sbarham@gibbs-olson.com

Geotechnical Engineers

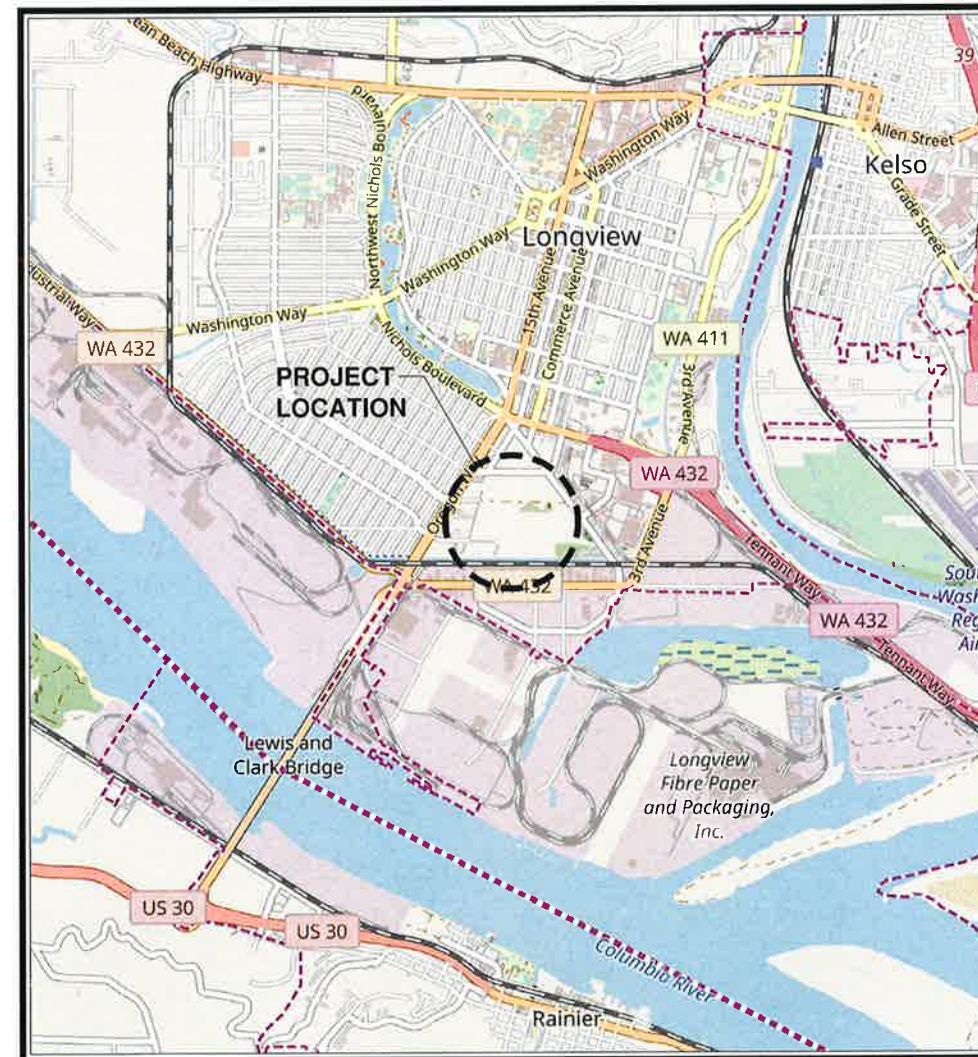
Columbia West
Jason Merritt, P.E.
11917 NE 95th St.
Vancouver, Washington 98682
Phone No. 360 / 823-2900
Fax No. 360 / 823-2901

Email: jason.merritt@columbiaengineering.com

Electrical Engineers

R & W Engineering, Inc.
Jeff Howard, P.E.
9615 SW Allen Blvd Suite 107
Beaverton, OR 97005
Phone No. 503 / 292-6000
Email: jhoward@rweng.com

SECTION 4 TOWNSHIP 7 NORTH RANGE 2 WEST



Vicinity Map

Review Agency: City of Longview

City Manager
Kurt Sacha

Community Development Director:
John Brickey

Planning Manager:
Adam Trimble

Public Works Director
Ken Hash, P.E.

Utility Engineer
John Axford, P.E.

Stormwater Manager
Steve Hauber

Fire Marshal
Jon Dunaway

Funded by:
Longview Business Park

APPROVED BY: _____ DATE: _____
Public Works Director

General
Cover Sheet

Longview Business Park
Public Improvements Phase I
Longview, Washington

Datum: NAD83-2011 NAVD 88

Survey Book: FB1835 & 1835A

Project Milestone:

PERMIT SET

Date:

07-2020



GIBBS & OLSON

www.gibbs-olson.com

Project Manager: SBB

Designed by: SBB

CAD by: KAR

Checked by: KWB

Approved by: RAG

Project Number:

0788.0206

Drawing Number:

G1

Sheet Number:

1 of 58

Ken,

For yours and the Complete Street Advisory Committee consideration. Please note the designation of the roadway is Commercial Access; per LMC 12.50.040. The design speed is only 25-mph. To accompany large trucks; full pavement width will still be 40-ft. I based my cross section and recommendations from other local redeveloped industrial/business parks that have provided multi-discipline road users and on users start and ending designation based on existing locations one may travel and potential future designations within the new development.

After further evaluation of the local street network adjacent to Longview Business Park, the committee should consider that this would be an secondary access road where majority of the users would be using it for direct access to lots and not a thru arterial to other locations. We believe thru bikes/pedestrians will use Beech Street and the end development would either be light industrial with heavy vehicles being the major users or a large box store that would more-likely trigger further SEPA improvements.

I am also recommending a major change and only doing one-half sidewalk improvements in this proposal. Two reasons. First, to allow end development user demand to determine if a shared-path is more appropriate because the Owner still does not know what the specific end-use will be. Second, Owner needs to lower costs of these public improvements and sell some lots to create more capital to make first phase more feasible. Also, if it is a box store that might have more bike/pedestrian users, the proposed roadway section would allow easy re-construction for the right multi-use improvements to the proposed un-improved area in this street section. Lastly, if a development that requires more capacity for demand and future lane widening are needed (for turn lanes), there would also be the benefit to the environment by reducing the impact of relocating the sidewalk potential in the wrong location in the future.

Current roadway channelization (64-ft ROW):

- (2) two 13-ft travel lanes
- 14-ft center two-way-left turn pocket
- (2) two street adjacent 6-ft buffer stripes with street trees
- (2) two 5-ft sidewalks

Proposed roadway channelization after re-evaluating (Still 64-ft ROW):

- (2) two 20-ft travel lanes (one center double lane line or no striping)
- (1) one adjacent 6-ft sidewalk on Northside of Alaska Street and Eastside of 11th Avenue for phase 1
- (1) one 6-ft reserve area on Southside of Alaska Street and Westside of 11th Avenue for site's to develop upon building permit phase.
- (2) two 6-ft buffer strip with street trees on the outside of the proposed sidewalk and reserve areas.

Please see the attached cross section of the proposed roadway channelization for first phase 1 for the City's and Advisory Committee's consideration.

However, if you like to leave the sidewalk/buffer stripe as originally designed in second attachment, we would still like to recommend a center stripe for now (no TWLTL) and request to do one side sidewalk improvements.

Based my main recommendation for the City to consider:

Spokane Valley; new technical Business Park: Mirabeau Pkwy with very similar feel of the new Beech Street to the North; sidewalks both side and bike lanes:

<https://goo.gl/maps/GqAVSNAh3Z4358QX6>

Then you have a side minor road to the north of Mirabeau Pkwy for local access to new lots; E Pinecroft Way; adjacent sidewalk and no striping:

<https://goo.gl/maps/A5TPN4a9hEjKBe7q8>

Other Examples:

Vancouver; SE Columbia Way thru-street like Beech Street; Adjacent wide sidewalk on one side.

<https://goo.gl/maps/Drc2Mnd5kujzWcUY6>

SE Victory Ave; local access not really a through street for local access. Just sidewalk on both sides and center strip

<https://goo.gl/maps/CDa5sQP3vxAvi5X87>

Portland, N Lombard St Major Thru-Street like Beech Street; Sidewalk on one side and wide sidewalk on other side only

<https://goo.gl/maps/6v5BV9TbMRmPffKr6>

N Simmons Rod; local access only. Sidewalk on one side; and just a center strip.

<https://goo.gl/maps/mpyu69PgwiEKgmaYA>

If you have any questions, please let me know.

Sam Barham, P.E.

Project Engineer
Gibbs & Olson, Inc.
509-979-9584

12.50.030 Street classification system.

The city hereby adopts the following street classification system; provided, that the city engineer has the authority to determine street classification and may utilize sources of information beyond the below definitions in reaching this determination:

(1) Principal Arterial. “Principal arterials” are defined as streets connecting two or more minor arterials together or those streets that serve industrial areas.

(2) Minor Arterial. A minor arterial provides for movement within the larger subareas bound by principal arterials. Minor arterials may also serve through traffic but provides more direct access to abutting land uses than does a principal arterial.

(3) Neighborhood Collector. A “collector street” is defined as a street that collects traffic from local streets and channels it to other areas of the city and to arterial streets.

(4) Local Access Street. “Local access streets” are those streets that are of lower service than collector streets and provide direct access to residential properties and some nonresidential uses.

(5) Alley. An “alley” is a right-of-way that provides vehicle access to a lot or common parking area. Generally, alleys provide secondary vehicle access and are not intended for general traffic circulation; however, where vehicle access from the street is not allowed, not possible, or not desirable, the alley may provide primary vehicle access. (Ord. 3090 § 3, 2009).

12.50.040 Minimum street design standards.

The city engineer shall have final authority to determine the class of a specific street and may increase the standards below when deemed necessary to protect public health, safety and welfare. Additional right-of-way or easements may be required for cut or fill embankments, turn lanes (as required) and as recommended by a traffic impact analysis or a geotechnical study. Commercial and industrial properties may also require additional right-of-way and pavement width. Minimum standards for width (in feet) of street right-of-way, pavement (measured from curb face to curb face), utility/planting strips, and sidewalks shall be as specified in Table 12.50.040, unless otherwise approved or required by the city.

Table 12.50.040: Minimum Street Design Standards

Design Standard	Residential Alley	Residential Access	Residential Collector	Commercial Alley	Commercial Access	Primary Arterial	Secondary Arterial
Minimum right-of-way width	20 feet	60 feet, or as approved	60 feet	20 feet	60 feet	80 feet	100 feet
Minimum pavement width	14 feet or as approved	32 feet, or as approved	36 to 40 feet	20 feet	36 to 40 feet	44 feet	60± feet
Sidewalks (5 feet)	None	Both sides	Both sides	None	Both sides	Both sides	Both sides
Street drainage	Center gutter as approved	Curb and gutter both sides, or as approved	Curb and gutter both sides, or as approved	Center gutter as approved	Curb and gutter both sides, or as approved	Curb and gutter both sides, or as approved	Curb and gutter both sides, or as approved
Cul-de-sac or hammerhead ("T")	N/A	45-foot paved radius, 90-foot hammerhead 105-foot ROW width	N/A	N/A	45-foot paved radius, 90-foot hammerhead 105-foot ROW width	N/A	N/A
Intersection curb radius	15 feet	15 feet	20 feet	15 feet	15 feet	20 feet	20 feet
Design speed (MPH)	25 MPH	25 MPH	As approved	25 MPH	25 MPH	As approved	As approved
Minimum centerline radius for normal crown	N/A	200 feet	450 feet	N/A	200 feet	450 feet	450 feet
Stopping site distance	155 feet	155 feet	As approved	155 feet	155 feet	As approved	As approved

Design Standard	Residential Alley	Residential Access	Residential Collector	Commercial Alley	Commercial Access	Primary Arterial	Secondary Arterial
Parking strip*	None	As approved	As approved	None	As approved	As approved	As approved
Center turn lane*	None	As approved	As approved	None	As approved	As approved	As approved

*Additional right-of-way and pavement width may be required to allow parking, turn lanes and median strips.

Traffic-calming devices may be required as part of the street design and shall be approved by the city engineer.

(Ord. 3351 § 1, 2017; Ord. 3090 § 3, 2009).

12.50.050 Streets, curbs, and sidewalks.

Street design shall adhere to the following standards:

(1) Streets, street drainage, and sidewalks, including planting/utility strips and other right-of-way improvements, shall be constructed by the developer in accordance with applicable public works standards and all conditions of permit approval as applicable. All street improvements, grades and design shall comply with the standard regulations, special provisions and standard drawings adopted by the city's engineering division. Plans for the construction of sidewalks, planting/utility strips, curbs and gutters are to be submitted to the city for review as part of the street plans when applicable.

(2) Developments abutting arterial streets, collectors or local access streets shall, in conjunction with new construction on such properties or alterations, reconstruction, or improvements, where the total cost of construction, reconstruction or remodeling in the opinion of the city warrants frontage improvements, shall be required to provide sidewalks, curbs and gutters and streetlights along abutting streets.

(3) Where existing streets adjacent to or within a subdivision or proposed development are of inadequate width or where the city's capital improvements plan or comprehensive plan indicate a need for a new street or additional right-of-way or realignment for an existing street, the developer shall dedicate necessary right-of-way to the city as determined by the city engineer.

LOOKING EAST - ALASKA STREET LOOKING SOUTH - 11TH AVENUE

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