

Complete Streets Advisory Committee
Regular Meeting
October 26, 2021 – 4:00 P.M.
AGENDA

This meeting will be held in person and virtually using Zoom. Dial 1-253-215-8782 and enter the meeting ID #830 6661 8552, password 456789

- **CALL TO ORDER**
- **ROLL CALL**
- **APPROVAL OF MEETING NOTES**
 - NOTES FROM SEPTEMBER 28, 2021
- **OLD BUSINESS**
 - LONGVIEW BICYCLE PLAN
 - ACTIVE TRANSPORTATION - BIKE RACKS
 - CITYWIDE SPEED STUDY – SIGN INSTALLATION
 - FESTIVAL BIKE PARKING (SUB-COMMITTEE)
 - CASCADE’S BIKE, WALK, ROLL SUMMIT
 - TAP GRANT APPLICATION
- **NEW BUSINESS**
- **EDUCATION TOPIC**
- **REPORTS**
- **BOARD MEMBER COMMENTS**
- **ADJOURNMENT**

The next regular meeting is scheduled for November 23rd at 4:00 p.m.

Attachments (all pdf’s)

- Meeting Notes

Future Education Topics:

- Bicycle Friendly Community for a specific neighborhood / BFC Business / BFC University (6.22.21 Mtg)

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Regular Meeting
September 28, 2021 – 4:00 P.M.
Notes

- **CALL TO ORDER**

Meeting was called to order by Morgan Palmer at 4:01 P.M.

- **ROLL CALL**

In attendance:
Morgan Palmer, Chair
Clark Carroll
Trey Davis
Dave Fine
George Winn

Ken Hash, PW Director
Sam Barham, Engineer
Nancy Vandehey, Admin

Brennen Kauffman, TDN

Not in attendance:
Ruth Kendall, Council liaison
Matthew Carnahan
Elizabeth Stratton
Karl Enyeart, Engineer

- **APPROVAL OF MEETING NOTES**

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

- **OLD BUSINESS**

- **RAILS TO TRAILS**

An outside suggestion was made that the City of Longview consider buying the property. Ken is looking into a grant to help kick start the process.

- **LONGVIEW BICYCLE PLAN**

George provided notes to Morgan. Ken has made some minor adjustments. Routes were put on a map and some gaps were discovered. The plan needs to be sent to a planner for review. By the end of October a group of 5 will be needed to a page by page review.

- **ACTIVE TRANSPORTATION – SIGNING PROJECT**

Crews are still getting caught up on backlog and the new 25 mph signs. Having the signs up by March would be a great goal.

- ACTIVE TRANSPORTATION - BIKE RACKS

A plan with 15 locations has come together. Clark has delivered the racks to the City Shop. One of the boxes contains all of the needed hardware. Chris Collins will pick up the bike rack at the Library and store it at the shop for future use at a festival, if desired.

- CITYWIDE SPEED STUDY

The ordinance has passed. A map showing roads with reduced speeds is being produced. There's about 90 signs to install. Signs will go up on 10/14. Education and Encouragement will be the big push for the next few weeks. Dave suggested that a positive PR strategy be established to assist with future changes.

- BEECH / CALIFORNIA WAY UPDATE

We hope to open Beech St in 2 weeks. The striping has been completed with bike lanes. The center turn lane has been striped for future development and holding road space if changes are needed.

- FESTIVAL BIKE PARKING/RIDING GUIDELINES

Sub Committee formed with Dave, Clark & George. Morgan will reach out to the subcommittee to look at what conditions might be added to Special Event permits in the future.

- ROAD PAINTING – LANES, MARKINGS, BIKE LANES

Crews continue to get caught up from the paint shortage issues. They are trying to get as much done as possible. George mentioned that 7th Ave was painted within the last week.

- BICYCLE FRIENDLY COMMUNITY

Work on this will start after Master Plan gets finished. Dave stressed that this should follow the next day after the Master Plan.

- **NEW BUSINESS**

- CASCADE'S BIKE, WALK, ROLL SUMMIT

Morgan has already attended a couple of sessions. Elizabeth had hoped to attend a couple as well. There's still time to attend some this week.

- WSDOT ACTIVE TRANSPORTATION PLAN

George asked for the link again and Morgan will compile a response.

- **REPORTS**

- **BOARD MEMBER COMMENTS**

Ken read an editorial from The Daily News (attached). Fatal vehicle crashes has increased with the pandemic. A possible conclusion could be that lower vehicles on the road could increase the speed for cars on the road.

TAP GRANTS – Transportation Alternative Grants – A discussion was had on possible project suggestions. We are in a competition pool with Cowlitz County, Kalama, Kelso, Castle Rock and Ports. Target range would be \$800k project out of \$1.1M.

- Phase 1 - Continue Beech St., California to 28th road diet, 4 lanes to 2 lanes
- Phase 2 - 30th to Washington Way
- Phase 3 - Continue 30th to Pacific Way
- 15th from Ocean Beach Highway to Washington Way (Is the public ready for a road diet on 15th? Would it be possible to remove parking on 15th in front of LCC?)

Grant highlights busy streets. Possible “budget dust” projects could include advisory bike lanes and/or festival style bike racks.

Discussion included a need to get downtown, including changing Kessler and Nichols to one way travel with bike lanes. Douglas St. was suggested for advisory lanes. Group preference was to leave parking on the lake side and add bike lanes to the residential side. Peacehealth may need to revamp their parking garage policies – top level of garage is underutilized and the church parking lot across the street has been offered for weekday use.

Dave brought up the need for the City of Longview bike policy to be reviewed. There are some big discrepancies with bike use compared to vehicle use. E-bikes could be added to the fleet.

Dave asked that the committee send a letter to the Library Board for to explore using E-Bikes for the Mobile Library being proposed. There’s a public forum meeting on October 5th.

George mentioned the great job done on the bark work in the rain gardens on Tennant Way.

- **EDUCATION TOPIC**

- HIGHLIGHTS FROM TULSA, OK

Morgan quickly shared a presentation from his visit in Tulsa, OK, sharing some alternative bike lane options he saw on a recent visit. He was also able to obtain design drawings from Tulsa.

- **ADJOURNMENT**

Meeting was adjourned at 5:02 P.M.

Rising traffic deaths are worrying

One of the oddities of the COVID-19 pandemic has been an increase in fatal vehicle crashes.

This is counterintuitive, considering that mileage driven has decreased — particularly early in the pandemic, when stay-at-home orders left the roads nearly barren. Americans drove 13 percent fewer miles in 2020 compared with the previous year, but the number of people killed by cars increased from 39,107 to 42,060.

That is according to the National Safety Council, which counts vehicle deaths slightly differently than the National Highway Traffic Safety Administration. The NSC includes deaths resulting from incidents in private spaces such as driveways or parking lots and includes deaths that occur up to a year after the crash.

But regardless of how we count them, traffic deaths are increasing. The Washington Traffic Safety Commission recorded 522 fatal crashes in 2020 — up from 513 the previous year and 490 the year before that.

Nationally, the National Safety Council reports: “The increase in the rate of death is the highest estimated year-over-year jump that NSC has calculated since 1924 — 96 years. It underscores the nation’s persistent failure to prioritize safety on the roads, which became emptier but far more deadly.”

Either because of the pandemic or in spite of it, many of us have eschewed safety measures we had spent years cultivating. Well, we’re sure that you haven’t ... but a lot of those other drivers have become careless. And that can be just as big a threat as our own actions behind the wheel. As Mom used to say when we were a young driver, “I trust you, but the other guys scare me.”

That makes the job more difficult for Washington’s Target Zero project. As the initiative’s website explains: “Target Zero is a data-driven, strategic plan developed and implemented by several Washington state organizations. ... The Washington Traffic Safety Commission, the Washington State Department of Transportation and the Washington State Department of Health are united in working toward the goal of zero traffic deaths and serious injuries in Washington state.”

The project emphasizes driving sober, driving without distractions, adhering to the speed limit and wearing a seat belt. It also focuses on programs to help young drivers develop safe habits. In 2017, the Legislature increased penalties for distracted driving, prohibiting the use of a cellphone when behind the wheel.

Legislative action has a proven record of improving safety on our roads. Seat-belt requirements, vehicle airbags and other safety measures, and stringent drunk-driving laws have sharply reduced fatalities over the past five decades. In 1969, there were 5.04 fatalities per 100 million miles driven, according to the NHTSA; by 2019, the rate was 1.10.

That is one reason the increase in deaths is disconcerting.

The National Safety Council, a nonprofit advocacy organization based in Illinois, recommends, among other things:

- Mandatory ignition locks for convicted drunk drivers and lowering the legal level of impairment.
- Reducing speed limits.
- The use of traffic light cameras.
- And comprehensive programs for pedestrian and bicyclist safety.

Those warrant discussion, but the most important thing is attentive and cautious driving. Throughout the pandemic, traffic fatalities have increased. That serves as a reminder that we need to worry about the other motorists on the road.