

Complete Streets Advisory Committee
March 22, 2022 – NEW TIME 5:00 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 February 22, 2022
 - Notes from March 10, 2022 Open House
- **AUDIENCE COMMENTS**
- **OLD BUSINESS**
 - Festival Bike Racks
 - Rails to Trails Update – Guest Speaker: Bill Fashing - CWCOCG
 - Annual Performance Report to Council on March 10th
- **NEW BUSINESS**
- **REPORTS**
 - Project Updates
 - Grant Opportunities
 - Bicycle and Pedestrian Master Plan - Outreach & Next Steps
- **BOARD MEMBER COMMENTS**
- **EDUCATION TOPIC**
 - Dave - Tucson
- **ADJOURNMENT**

The next regular meeting is scheduled for April 26th at 5:00 p.m.

Attachments (all pdf's)

- Meeting Notes (2/22/22 and 3/10/22)
- 2021 Complete Streets Annual Report
- Open House – Boards and maps
- Online Open House Summary 3-15-22
- Open House comments

Complete Streets Advisory Committee
Regular Meeting
February 22, 2022 – 4:00 P.M.
Notes

- **CALL TO ORDER**

Meeting was called to order by Morgan Palmer at 4:00 P.M.

- **ROLL CALL**

In attendance:
Morgan Palmer, Chair
Matthew Carnahan
Clark Carroll

Trey Davis
Elizabeth Stratton
George Winn
Ruth Kendall, Council liaison

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

Excused:
Dave Fine

- **APPROVAL OF MEETING NOTES**

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

- **OLD BUSINESS**

- FESTIVAL BIKE RACKS

Matt stated that they have agreed on a design. Love Inc was reimbursed for the bike racks purchased. Next bigger event would be Earth Day, if it

- GRANT OPPORTUNITIES

Tabled for Ken to discuss, who arrived after this item.

- RAILS TO TRAILS

Sam Barham shared that the city has applied for ROW acquisition funds through the Surface Transportation Block grant with the COG.

Additionally, we've also applied for sidewalk improvements on Virginia Way from Glenwood to Lindsey Dr with a bike lane to be added.

- ANNUAL PERFORMANCE REPORT TO COUNCIL ON MARCH 10TH

Morgan is preparing to give this report to Council. This is the same day at the in person Open House for the Bike Ped master plan.

- **NEW BUSINESS**

- MEETING TIME CHANGE NEEDED?

The group consensus was to change the start time to 5 pm from 4pm for a trial basis for several months.

- ESTABLISHING BYLAWS FOR COMMITTEE

The group reviewed the draft bylaws.

A motion to adopt the bylaws with minor noted corrections was made by George Winn, seconded by Matt Carnahan. This passed unanimously.

This will be revised as final and emailed out, as well as posted to our Complete Streets page on the city website.

- OPMA TRAINING

Nancy provided a reminder to complete the required OPMA training.

- **REPORTS**

- PROJECT UPDATES

Selection committee is reviewing the Washington Way design RFPs. Beech St bike lane project is moving along with the STIP amendment going to Council this week.

Ruth inquired about Memorial Park Drive being blocked off and wondered if signs could be added for it to be used as a bike route.

- BICYCLE AND PEDESTRIAN MASTER PLAN

Morgan provided an update. Virtual open house is live now. In person open house scheduled for March 10th. The group discussed comments received, challenges, encouragement to businesses and code changes needed for bike parking.

- **BOARD MEMBER COMMENTS**

Matt Carnahan will be assisting with an upcoming Bike Rodeo. He hopes that in the future Love Inc can host one locally. Ruth Kendall mentioned the grant LPD received for education and Brandon McNew would be the contact. Peacehealth has given out bike helmets in the past.

- **EDUCATION TOPIC**

- **ADJOURNMENT**

In Person Bicycle and Pedestrian Master Plan Open House on March 10th.
Complete Streets Annual Performance Report to Council on March 10th.
The next regular meeting is scheduled for March 22nd at 4:00 p.m.
Meeting was adjourned at 4:49 P.M.

Complete Streets Advisory Committee
Special Meeting – OPEN HOUSE
March 10, 2022 – 2:00 - 6:00 P.M.
Notes

- **OPEN HOUSE**

The Open House began at 2:00 pm.

Staff, a few committee members, and City Council members were available at different times throughout the event.

A virtual option was available but unattended.

The Open House ended at 6 pm.

No action was taken.



2021

Complete Streets Annual Report



*Setting our sights on
complete streets*



City of Longview

Public Works Department

March 10, 2022

Introduction

In 2019, City Council passed the Longview Complete Streets Ordinance (Ord. 3413) which established chapter 12.70 of the Longview Municipal Code. The ordinance describes the City’s vision: “a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on the city’s transportation network”. The City will achieve complete streets either through specific projects or through a series of smaller improvements or maintenance activities over time.

Each year the Public Works Department reports on progress made toward achieving the complete streets vision. This report will review achievements and performance measures to evaluate progress made implementing complete streets and identify opportunities for improvement. This year’s report highlights the successes of 2021 and provides a look-ahead to projects in 2022.

Performance Measures

The Complete Streets Ordinance identifies seven performance measures. The following list quantifies the successes of 2021 and provides more details on transportation projects and their impact on complete streets. The project map on page 6 shows locations of the projects mentioned below.

- | | |
|---|-------------|
| (1) Number of bicycle facilities created or improved | 2 |
| <ul style="list-style-type: none">• Beech St, Oregon Way to California Way – new bike lane on both sides• California Way, 11th to 7th Ave – new bike lane on both sides | |
| (2) Number of pedestrian facilities created or improved | Many |
| <ul style="list-style-type: none">• Beech St, 14th Ave to California Way – new sidewalk both sides• 38th and 42nd Ave – new sidewalk at trail crossing• Schreier Dr, Branch Creek Dr to Sadie Lane – new sidewalk on both sides• 14,115 square feet of sidewalk replaced by Operations staff• Washington Way at 28th Ave – new hybrid activated crosswalk beacon, enhanced crosswalk | |
| (3) Number of ADA accommodations created or improved | 95 |
| <ul style="list-style-type: none">• Oregon Way at Cypress St – install cut-through in median crossing Oregon Way and curb ramps• Oregon Way at Baltimore St – install cut-through in median crossing Oregon Way, curb ramps, and pushbuttons• Oregon Way at Beech St – install cut-through in median crossing Oregon Way, curb ramps and pushbuttons• Beech St at 14th, 11th, and California Way – curb ramps at intersections• 28th Ave – upgrade curb ramps at Dover St, Fir St, Field St, Hemlock St, and Harding St• 30th Ave – upgrade curb ramps at Dover St, Fir St, Field St, and Florida St• Washington Way at 28th Ave – upgrade signal to Hybrid Activated Crosswalk Beacon and install transit pad• Washington and 10th – upgrade NW corner curb ramp• 38th Ave and 42nd Ave at Pacific Way Trail – add new pedestrian flashing beacons and pushbuttons with curb ramps | |

- (4) Number of exceptions or waivers** **1**
- Oregon Way, Tennant Way to Beech St – Bike lanes were not added during re-paving, but we developed a concept to implement in the future as funds become available.
- (5) Miles of streets or paths that received complete streets elements** **1.86**
- This total includes linear elements like new sidewalks and bike lanes. Point elements, like curb ramps, transit pads, sidewalk repairs and signal upgrades were not included in this total.
- (6) Transportation projects undertaken and the extent complete streets elements were included**
- Pacific Way Trail Crossings, 38th and 42nd – new pedestrian flashing beacons, curb ramps, crosswalk markings, and sidewalk
 - Oregon Way Paving – new curb ramps, pedestrian refuge islands, and pushbuttons; Transportation Benefit District project
 - Beech Street Extension – new sidewalks, bike lane striping, and curb ramps
 - Washington Way and 28th Ave Hybrid Activated Crosswalk Beacon – new hybrid beacon and pushbuttons, transit pad
 - Washington Way and 15th Ave Corridor Signal Improvements – traffic signal and timing improvements
 - SR-4 (Ocean Beach Highway) Traffic Signal Improvements – traffic signal and timing improvements
 - SR411/432 Intersection Improvements – traffic signal and timing improvements, widen intersection and ramp
- (7) Planned transportation projects for the next year and the extent to which each of the projects will include complete streets elements**
- California Way TBD – re-stripe with bike lanes, ADA ramps, and sidewalk infill
 - California Way at Industrial Way/SR-432 – 2 upgraded curb ramps, sidewalk
 - Downtown traffic signals – ADA ramps and pushbuttons
 - Downtown pedestrian flashing beacons – 6 locations, new ADA ramps and new pedestrian flashing beacons
 - Civic circle pedestrian flashing beacons – 4 upgraded crossings
 - 46th Ave from Ocean Beach Hwy to Olympia Way – street construction with bike lanes and sidewalks
 - Beech St and 30th Ave Bike Lanes – grant funded to install buffered bike lanes from Oregon Way to Washington Way

Other Achievements:

In addition to the improvement projects and maintenance achievements highlighted above under the performance measures, the City and our partners also succeeded in advancing several other important complete streets efforts. These activities include receiving grants for future projects, public engagement events, installing of wayfinding and parking facilities, and drafting of the Bicycle and Pedestrian Master Plan.

Over \$5 Million in Grant Awards

June 2021

The City was awarded several grants that will advance complete streets. The largest was an asset management grant for \$4.7 million to repave Washington Way. This project proposes to re-surface the pavement as well as implement a road diet to make this a backbone complete street within the City's transportation system. The City was also awarded a \$250,000 Transportation Alternatives grant to add bicycle lanes to Beech St between Oregon Way and Washington Way. This project helps connect the recently built bike lanes on Beech Street extension with the proposed bike lanes on Washington Way.

Inaugural Mayor's Ride

September 2021

On September 13th, Mayor MaryAlice Wallis hosted the first ever "ride with the Mayor" community cycling event. About 30 people showed up for a casual 4.5-mile bike ride on City streets. This event and others like it allow for conversations between cyclists as well as educating the public on the presence of a healthy bicycle community in Longview.

Lower Speed Limits

October 2021

The City lowered speed limits to 25 mph on nine streets that abut schools and parks (Ordinance 3449). The changes aim to reduce the likelihood and severity of crashes. This was a crucial step toward the City's goal of zero traffic fatalities. City staff installed new speed limit signs and educational speed monitors in October.

Downtown Bicycle Racks

November 2021

Through a tourism grant, a non-profit purchased 15 new bike racks that aim to encourage people to bike and shop downtown. City crews installed the racks throughout downtown in November 2021.

Bicycle Tourism Signs

November 2021

Also through a tourism grant, a non-profit purchased street signage aimed at attracting touring cyclists to local amenities. City crews installed the signs on key corridors of Westside Highway and Ocean Beach Highway.

Bicycle and Pedestrian Master Plan

December 2021

The Complete Streets Advisory Committee drafted a Master Plan for implementing the City's vision of a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on the transportation network. By developing this Master Plan with volunteer staff and resources, the City saved money and time over hiring an external consultant. We published a draft of the plan at the end of 2021 and began public outreach in early 2022. Our goal is for the draft Master Plan to be adopted by Council in 2022 and implemented over the ensuing years.

Opportunities for Improvement

In 2021, we identified some opportunities to guide us in future complete streets efforts. The main lessons learned came from the Oregon Way overlay project. The Transportation Benefit District funded project repaved the section from Tennant Way to Baltimore Street. Staff analyzed traffic volumes and this section saw traffic volumes that made it a candidate to reduce to one drive lane in each direction. We developed a concept plan that utilized the remaining space for a buffered bicycle lane and a wider parking lane and discussed the concept at the Complete Streets Advisory Committee on March 23, 2021.

Ultimately, our Public Works Director issued a waiver for this project and decided not to implement the plan for three main reasons:

- (1) The project only repaved two of the five blocks in this section of Oregon Way. If we added bike lanes, it would create a large gap between the proposed bicycle facility and any existing facilities.
- (2) The Industrial Way/Oregon Way (IWOW) Project is upcoming and may cause temporary traffic changes and delays along this corridor.
- (3) The public had not been engaged and the project had already progressed to 100% design and bidding.

These reasons offer opportunities for improvement for future City projects:

Opportunities for Improvement	Specific Ideas
Bicycle network design	• A network is only as strong as its weakest link. • Connect proposed improvements to other existing facilities (such as Highlands trail or Beech Street). • Look to other funding sources to fill gaps in the network.
Coordination with other agency road projects	• Communicate with WSDOT, other city/county partners to identify key connections between jurisdictions. • Determine how project overlaps will be addressed, e.g. IWOW Project impacts to City streets due to detours and delays.
Proactive public outreach	• Early in design phase of a project, identify potential road diet or safety improvements to advance the complete streets approach. • Communicate proposed solutions to safety or complete streets problems to stakeholders, including neighbors and business along the corridor and the traveling public. • Engage the Complete Streets Advisory Committee early in the design phase.

2022 Look-Ahead

We are looking forward to another year of advancing the vision of complete streets. In addition to the projects mentioned under Performance Measure #7, we are working on several other projects and initiatives:

Bicycle and Pedestrian Master Plan Adoption

In February and March of 2022, City staff are engaging the public to collect comments on the draft Master Plan. The goal is to revise the draft based on this input and then bring the Master Plan to City Council for official adoption. The Master Plan provides the implementation plan for the City's complete streets vision.

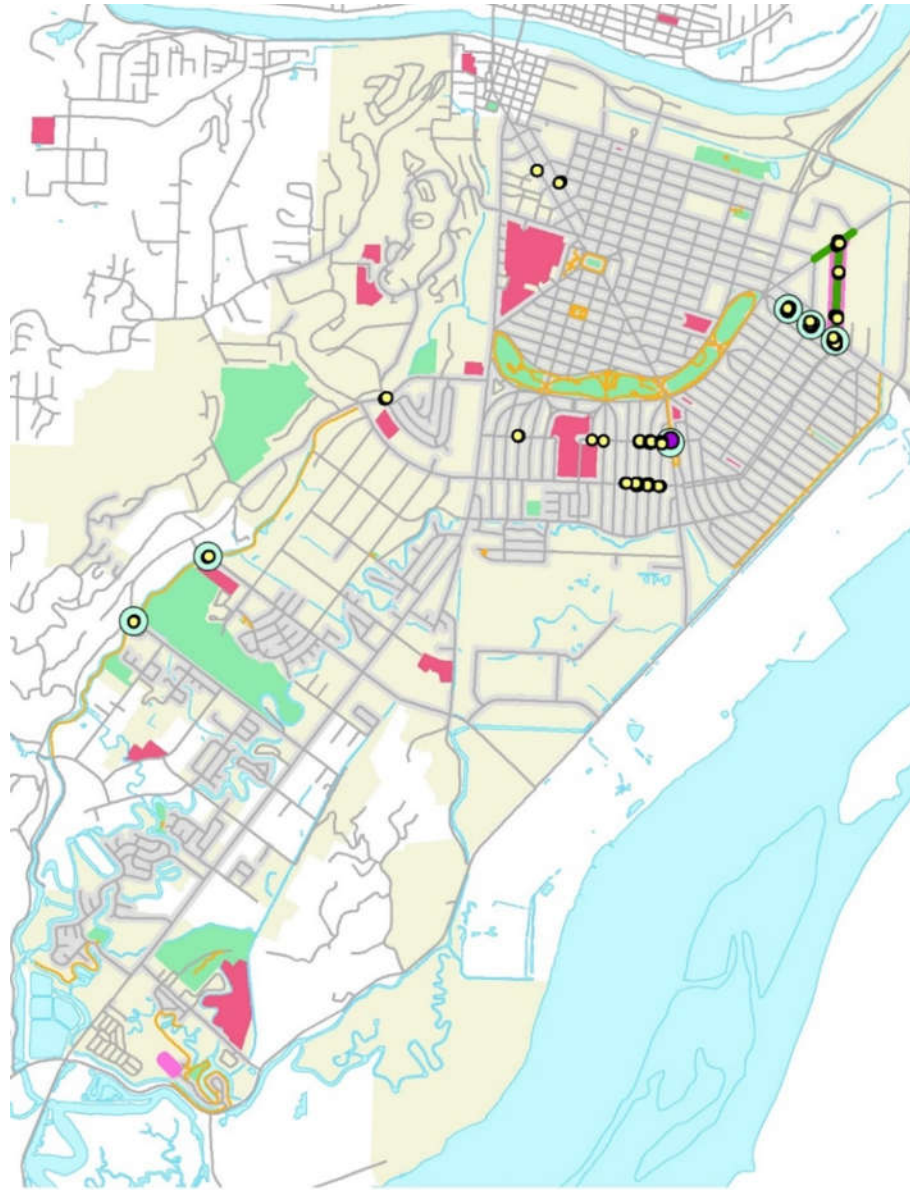
Washington Way Paving Design and Public Outreach

This paving project provides the opportunity to re-invent the main arterial street for the Westside neighborhoods of Longview. City staff and our engineering consultant will be engage the community through a variety of outreach events to collect input on the proposed improvements. As one of the priority projects identified in the Master Plan, the design and outreach efforts will set the stage for future complete streets projects.

Bike Friendly Community

One of the key goals identified in the Master Plan, is to pursue recognition by the League of American Bicyclists. By pursuing this recognition, the City will receive consultation and advice on areas we can improve. This award also signals to the community that we are serious about becoming a City with a transportation network for people of all ages and abilities.

Project Map



- Legend**
- Curb ramps
 - Transit pads
 - Signal improvements
 - Bike lanes
 - Sidewalks (new)
 - Trails (existing)
 - Street Network
 - Sidewalks (existing)
 - Schools
 - Parks and Recreation
 - Water Bodies
 - City Limits

Welcome

START

Thank you for your interest in the draft Longview Bicycle and Pedestrian Master Plan. The draft Master Plan was developed by the Complete Streets Advisory Committee volunteers and City staff. This open house presents an overview of the plan and offers opportunities to engage and contribute to refining the plan.

Engage: Look for these headings to engage with each board.

As you tour through the Open House, note any comments or suggestions to help improve the draft Master Plan. We'll be accepting comments in a variety of forms. Find one that fits your style :

- Submit a comment card with written feedback
- Talk with Staff and Committee members about your ideas on the draft Master Plan
- Add a sticky note comment to the maps or stickers on certain boards
- Strike up a conversation using the "Conversation starter" prompts

The draft Master Plan is organized into eight chapters. You'll find one board summarizing each chapter as you tour around the room. There are also two maps for Chapters 3 and 4.

Review a copy of the draft Master Plan.

Chapter 1: Introduction
 Chapter 2: Existing Conditions
 Chapter 3: Recommended Policies
 Chapter 4: Recommended Network
 Chapter 5: Bicycle Parking Standards
 Chapter 6: Design Program
 Chapter 7: Education and Outreach Strategies
 Chapter 8: Implementation Plan



Conversation starter:
How did you travel to City Hall for the Open House?



Introduction

BOARD

1a

The Longview Bicycle and Pedestrian Master Plan provides a vision and actions for how Longview can improve conditions for bicycling and walking over the next twenty years.

Engage: Place a mark next to a vision and action item that is most important to you.

Vision

- People can bicycle or walk safely and conveniently to all destinations within reasonable walking or bicycling distance
- Students at all education levels will have safe routes and receive instruction for the safest approach to walk and cycle to school
- People can walk or ride to and from transit stops and have a comfortable and convenient place to wait or transfer
- Bicyclists and pedestrians can enjoy Longview's natural beauty, waterways and parks
- Bicyclists will have safe and proper storage/parking for their bicycle at home, work, shopping and transit
- Businesses, government, schools, parks, other institutions (religious facilities, theaters, etc..) and festivals will develop programs to encourage active transportation to their location
- Economic and other benefits will be promoted by those who benefit from active transportation



Conversation starter:

How do you picture walking around Longview in 20 years?

Introduction

BOARD
1b

Walking and biking are the main forms of **active transportation**. However, other forms of human-powered transportation – like skateboarding, mobility device, scooters – also benefit from infrastructure improvements.

Engage: Place a mark next to a vision and action item that is most important to you.

Actions

- Develop a prioritized list of bicycle and pedestrian improvements that provides access to bicycle and pedestrian destinations, including schools, parks, employment centers, religious institutions, festivals and transit center.
- Update existing pedestrian and bicycle design standards, and apply the new design standards for pedestrians and bicyclists providing routes usable by pedestrians and cyclists of all ages and abilities.
- Encourage active transportation through high-quality design, supporting programs and events.
- Promote economic development opportunities related to bicycling.
- Develop guidelines for secure bicycle storage facilities and racks in activity centers, large employment centers, colleges and universities, and at major transit stops.
- Develop recommendations that provide local businesses, schools, and others the tools and guidance necessary to implement bicycle and pedestrian-specific improvements within their specific areas of influence.

Conversation starter:

How do you picture biking around Longview in 20 years?

Existing Conditions

BOARD

2

The City is responsible for the planning, construction, maintenance, operations, rehabilitation, and improvements to streets and bridges within City limits. This chapter looks at how our existing streets are designed for walking and bicycling.

Engage: Review the map for existing conditions and add a comment on a street that could be improved for walking and bicycling.

Walking Overview

Walking is accommodated and enhanced by sidewalks, shared use paths, crosswalks, curb ramps and other infrastructure that provides safety, separated space, and enhances visibility for pedestrians.

Longview's pedestrian infrastructure can be best described in three areas: Central Longview, Hillside Longview, and West Longview. Each area has had a different level of investment in pedestrian infrastructure, such as sidewalks and trails.

Do you notice any differences when walking in different areas of Longview?



Sidewalk with curb ramps



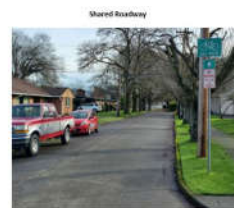
Enhanced crosswalk with beacons

Bicycling Overview

The City of Longview has designated posted bike routes and bike and walking trails. These existing bike routes consist of four main types: bike lanes, shared roadways, multi-use trails, and bikes on sidewalk. Many of the existing routes are not designed for all ages and abilities.



Bike Lane



Shared Roadway



Multi-Use Trail



Bikes on Sidewalk

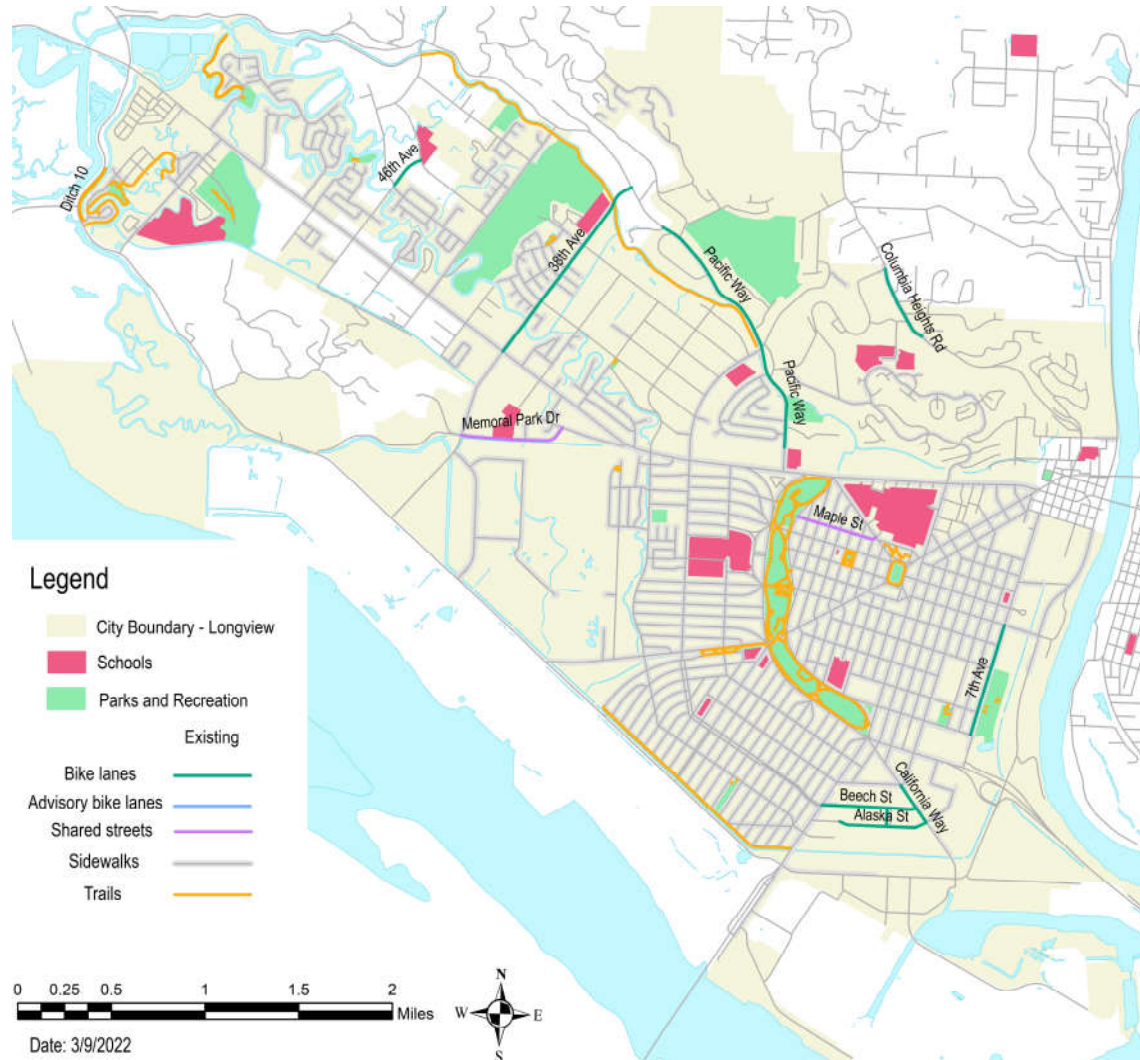
Conversation starter:

What has been your experience walking and biking in Longview?

Existing Conditions - Bicycle and Pedestrian Map

MAP
2

Engage: Feel free to write on the map or add sticky notes. Review the map for existing conditions and add a comment on a street that could be improved for walking and bicycling.



Recommended Policies

BOARD

3

This chapter lays out a vision of how to increase and promote walking and bicycling in the City of Longview. The objectives and actions are intended to guide the way the public improvements are made, where resources are allocated, how programs are operated, how department priorities are determined, and how private development is designed.

The proposed policies are organized into seven goals, which are broken down into objectives and actions. The following table summarizes these goals:

Goal	Objectives	Actions
Developing a Bicycle and Pedestrian Network	5	26
Jurisdictional Coordination	1	2
Traffic Capacity & Demand Management	2	5
Education, Outreach and Safety Programs	4	12
Funding Sources & Grants	2	9
Active Transportation Planning and Bicycle-Pedestrian-Supportive Land Uses Zoning Codes	1	6

Engage: Review the draft Master Plan document for the full text of these objectives and actions.



Conversation starter:

Are there specific policies you would like to see in place to improve walking and bicycling in Longview?

BOARD

4

Recommended Network

This chapter identifies gaps in the current bicycle and pedestrian network and lists recommended improvements.

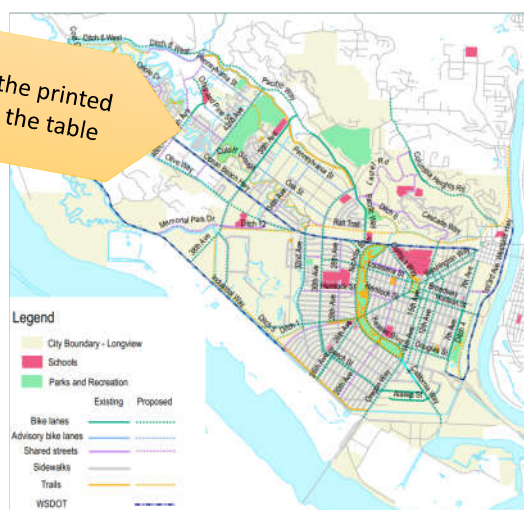
The recommended bicycle network consists of an interconnected web of on-street bike lanes, shared streets, sidewalks, and off-street multi-use trails. The recommended pedestrian network consists of sidewalk gaps.

The ultimate goal of the bicycle and pedestrian network is to achieve bikeway and pedestrian corridors for people of all ages and abilities. This means anyone – from kids to adults – can feel safe while bicycling and walking throughout Longview.

This table summarizes the amount of existing and recommended miles of bikeways. The draft Master Plan Identified **80 miles of improvements**.

Type	Mileage		
	Existing	Proposed	Total
Bike lanes	5.10	35.97	41.06
Shared street	1.01	14.32	15.34
Advisory bike lanes	0.00	3.60	3.60
Trail	10.31	13.28	23.59
WSDOT	0.00	12.62	12.62
Total	16.42	79.80	96.21

Review the printed maps on the table



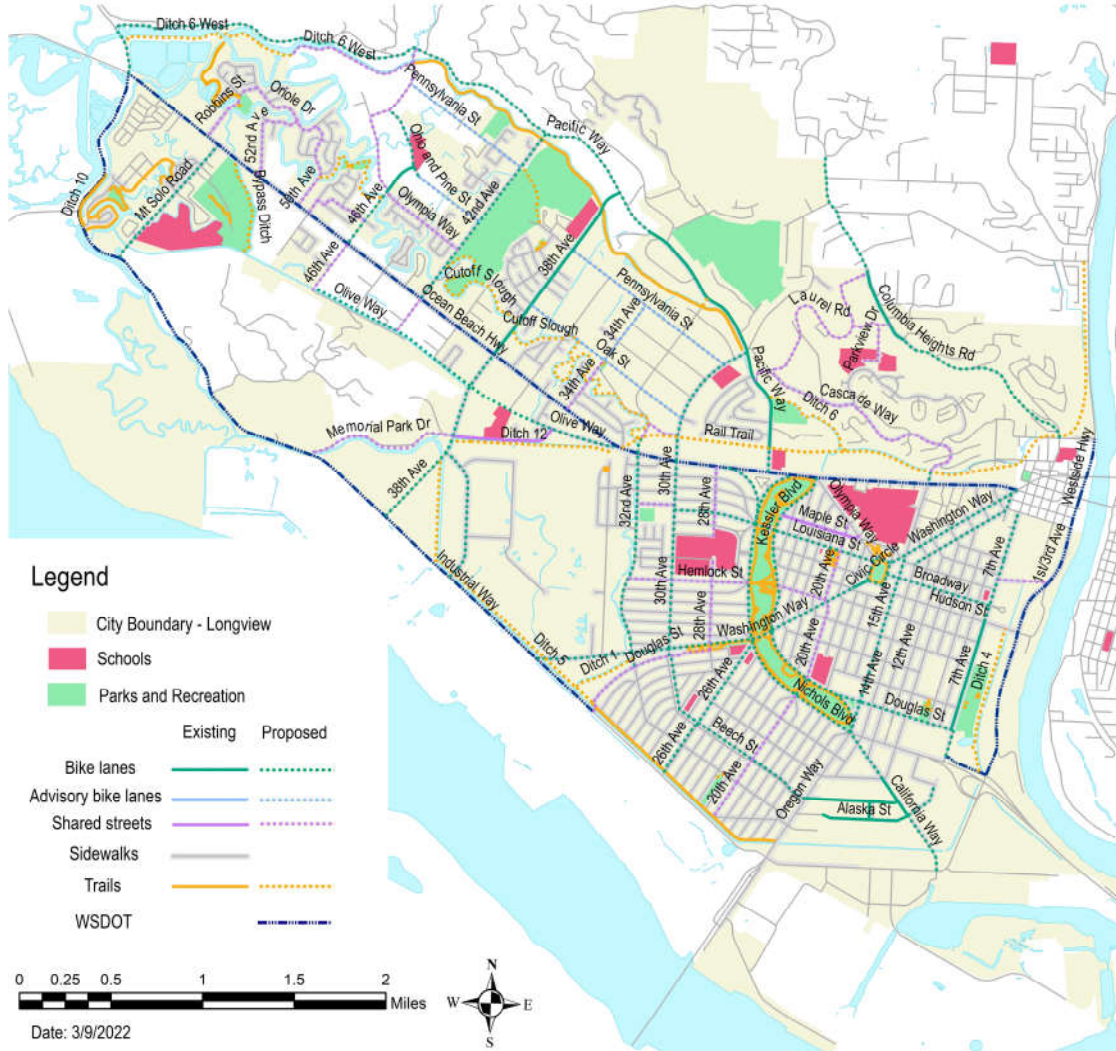
Engage: Review the recommended network maps. Place a mark or sticky note next to a street that you would like to see improved for walking and bicycling.

Conversation starter:

On which streets would you like to see the City improve conditions for walking and bicycling?

Proposed Bicycle Network Map

Engage: Feel free to write on the map or add sticky notes. Place a mark next to a street that you would like to see improved for bicycling.



Project List

MAP
4a

Project ID	Project Name	Type	Jurisdiction	From Street	To Street	Cross-Section	Length (miles)
1	46th Ave	Bike lanes	City	Ocean Beach Hwy	Olympia Way	32A	0.36
2	Pacific Way	Bike lanes	County	Pacific PI	Coal Creek Rd	36A	1.43
3	Peardale Ln	Shared street	City	7th Ave	Cul-de-sac	36B	0.14
3	Peardale Ln	Shared street	City	Cul-de-sac	1st Ave	24A	0.14
4	28th Ave	Shared street	City	Washington Way	RA Long High School	24A	0.49
4	28th Ave	Shared street	City	Ocean Beach Hwy	RA Long High School	24A	0.39
5	Oak St	Advisory bike lanes	City	38th Ave	30th Ave	20A	1.03
5	Pennsylvania St	Advisory bike lanes	City	38th Ave	30th Ave	20A	1.04
6	30th Ave	Bike lanes	City	Ocean Beach Hwy	Pacific Way	36C	0.76
7	30th Ave	Bike lanes	City	Ocean Beach Hwy	Washington Way	36C	1.02
8	30th Ave	Bike lanes	City	28th Ave	Douglas St	32C	0.30
8	30th Ave	Bike lanes	City	Douglas St	Washington Way	TBD	0.04
9	38th Ave	Bike lanes	City	Memorial Park Dr	Ocean Beach Hwy	44A	0.51
10	38th Ave	Bike lanes	City	Memorial Park Dr	Industrial Way	44B	0.58
11	Louisiana St	Shared street	City	32nd Ave	30th Ave	36B	0.21
12	Louisiana St	Bike lanes	City	30th Ave	Nichols Blvd	36C	0.45
13	Louisiana St	Bike lanes	City	Kessler Blvd	17th Ave	36A	0.56
13	Louisiana St	Bike lanes	City	Nichols Blvd	Kessler Blvd	36A	0.11
14	18th Ave	Bike lanes	City	Olympia Way	Washington Way	50A	0.24
15	Olympia Way	Shared street	City	42nd Ave	46th Ave	36B	0.50
16	Olympia Way	Shared street	County	46th Ave	Pacific Way	36B	0.91
17	32nd Ave	Bike lanes	City	Ocean Beach Hwy	Washington Way	36C	1.11
17	32nd Ave	Bike lanes	City	Washington Way	Douglas St	36C	0.08
17	32nd Ave	Bike lanes	City	Ocean Beach Hwy	Rail-to-trail	36C	0.09
18	32nd Ave	Shared street	City	Olympia Way	Rail trail	24A	0.09
19	42nd Ave	Bike lanes	City	Ocean Beach Hwy	Pacific Way	36C	1.13
20	California Way	Bike lanes	City	Tennant Way	11th Ave	50B	0.31
20	California Way	Bike lanes	City	7th Ave	Industrial Way	50B	0.35
21	Coal Creek Rd	Shared street	County	Pacific Way	Ocean Beach Hwy	TBD	0.27
22	Douglas St	Shared street	City	Alder St	28th Ave	36B	0.79
23	Mt Solo Road	Bike lanes	City	Industrial Way	Ocean Beach Hwy	36C	0.82
24	Ohio and Pine St	Bike lanes	County	48th Ave	46th Ave	32A	0.41
24	Ohio and Pine St	Advisory bike lanes	County	46th Ave	42nd Ave	32A	0.42
25	Olympia Way	Bike lanes	City	Ocean Beach Hwy	Civic Circle	50A	0.60
26	Olympia Way	Shared street	City	30th Ave	42nd Ave	32B	0.17
27	Pennsylvania St	Advisory bike lanes	County	42nd Ave	48th Ave	20A	0.75
28	Presidential Blvd	Bike lanes	City	38th Ave	Industrial Way	60A	0.75
29	Robbins St	Shared street	City	Ocean Beach Hwy	Orion Dr	36B	0.40
30	Tennant Way	WSDOT	WSDOT	3rd Ave	7th Ave	TBD	0.24
31	Washington Way	Bike lanes	City	Kessler Blvd	Civic Circle	50B	0.68
31	Washington Way	Bike lanes	City	Industrial Way	Nichols Blvd	50B	1.18
31	52nd Ave	Shared street	City			36B	0.49
31	Washington Way	Bike lanes	City	Kessler Blvd	Nichols Blvd	50B	0.12
32	Washington Way	Bike lanes	City	Catlin St	16th Ave	80A	0.79
32	Douglas St	Bike lanes	City	Kessler Blvd	7th Ave	40A	0.53
33	50th Ave	Shared street	City	Ocean Beach Hwy	Orion Dr	36B	0.50
34	1st Ave/3rd Ave	WSDOT	WSDOT	Tennant Way	Peardale Ln	50B	1.12
36	1st/3rd Ave	WSDOT	WSDOT	Peardale Ln	Allen St	50B	0.34
36	1st/3rd Ave	WSDOT	WSDOT	Washington St	Allen St	50B	0.17
36	Westside Hwy	WSDOT	WSDOT	Allen St	Fishers Ln	50D	0.59
37	Broadway	Bike lanes	City	Civic Circle	7th Ave	30A	0.59
38	Hemlock St	Shared street	City	Nichols Blvd	32nd Ave	24A	0.66
38	Hemlock St	Shared street	City	Washington Way	Kessler Blvd	36B	0.28
39	20th Ave	Bike lanes	City	20th Ave Bridge	Nichols Blvd	36A	0.09
39	20th Ave	Shared street	City	Beech St	Beech St	36B	0.01
39	20th Ave	Shared street	City	Washington Way	Kessler Blvd	36B	0.44
39	20th Ave	Shared street	City	Alabama St	Arkansas St	24A	0.22
39	20th Ave	Shared street	City	Nichols Blvd	Beech St	36B	0.42
39	20th Ave	Shared street	City	Beech St	Alabama St	36B	0.14
40	Industrial Way	WSDOT	WSDOT	Washington Way	Memorial Park Dr	TBD	2.08
41	Kessler Blvd	Bike lanes	City	Ocean Beach Hwy	15th Ave	40A	1.67
42	Orion Dr	Shared street	City	Robbins St	50th Ave	36B	0.45

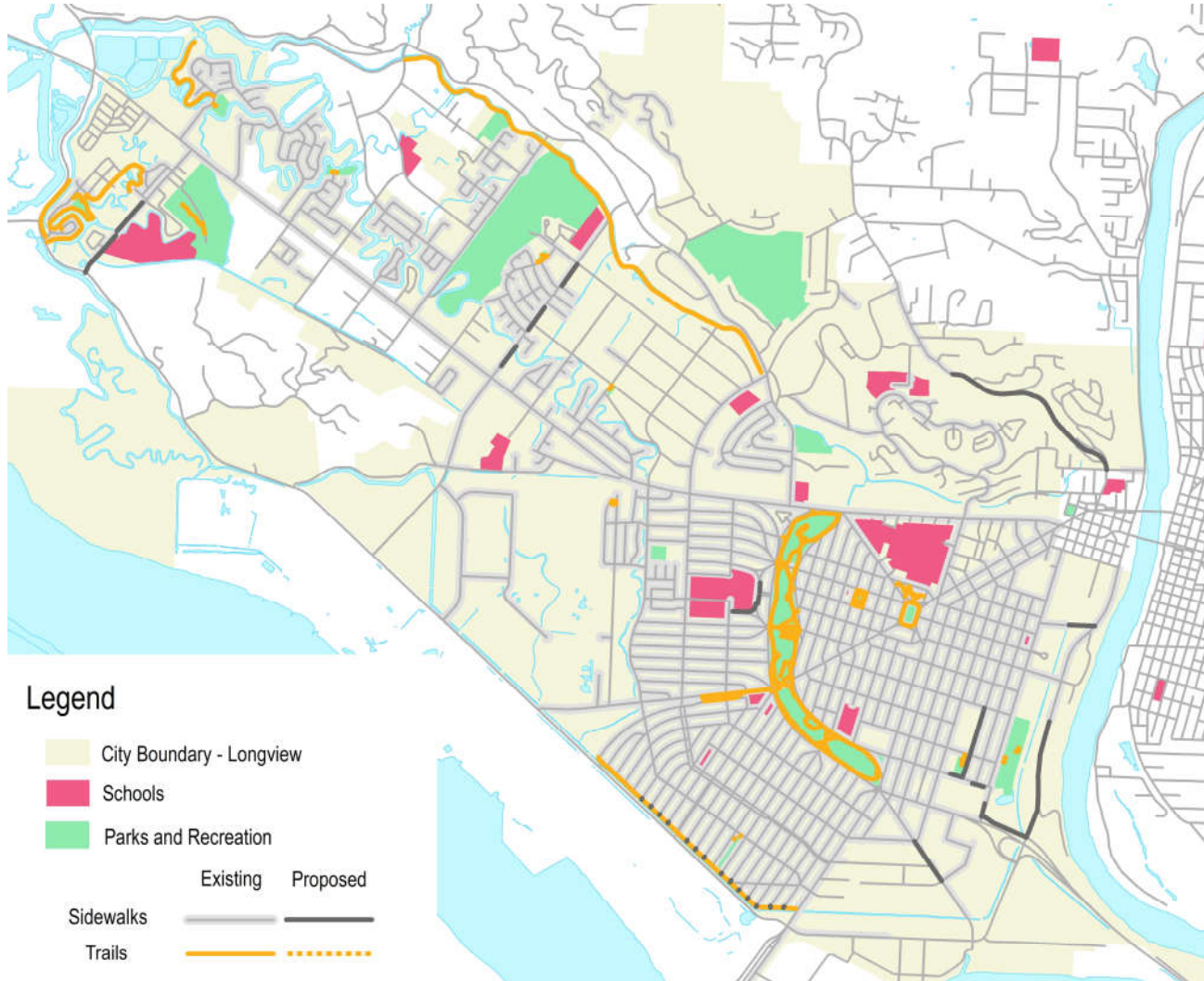
Project ID	Project Name	Type	Jurisdiction	From Street	To Street	Cross-Section	Length (miles)
43	Vandercook Way	Bike lanes	City	Washington Way	Maple St	50A	0.68
44	15th Ave	Bike lanes	City	Washington Way	Nichols Blvd	80A	1.42
44	15th Ave	Bike lanes	City	Rail Trail	Ocean Beach Hwy	36A	0.07
44	15th Ave	Bike lanes	City	Ocean Beach Hwy	Washington Way	80A	0.39
45	Oregon Way	Bike lanes	City	Nichols Blvd	Industrial Way	80B	0.82
46	Rail Trail	Trail	Rail	Ocean Beach Hwy	Nevada Dr	TBD	3.52
47	Industrial Way	WSDOT	WSDOT	Memorial Park Dr	Mt Solo Rd	TBD	1.57
48	26th Ave	Bike lanes	City	Nichols Blvd	Beech St	50A	0.55
49	26th Ave	Bike lanes	City	Beech St	Highlands Trail	24B	0.31
50	12th Ave	Bike lanes	City	Washington Way	Douglas St	50A	1.18
51	14th Ave	Bike lanes	City	Vandercook Way	Douglas St	50A	0.98
52	7th Ave	Bike lanes	City	Hudson St	New York St	50A	0.36
52	7th Ave	Bike lanes	City	New York St	Tennant Way	40C	0.26
53	7th Ave	Bike lanes	City	Douglas St	Tennant Way	50A	0.15
54	7th Ave	Bike lanes	City	California Way	Homes Depot	36A	0.23
55	Civic Circle	Bike lanes	City	Olympia Way	Washington Way	60A	0.13
55	Civic Circle	Bike lanes	City	Washington Way	Olympia Way	60A	0.09
55	Civic Circle	Bike lanes	City	Olympia Way	Washington Way	60A	0.13
55	Civic Circle	Bike lanes	City	Washington Way	Olympia Way	60A	0.09
56	Nichols Blvd	Bike lanes	City	Oregon Way	Ocean Beach Hwy	40A	1.74
57	NW Nichols Blvd	Bike lanes	City	Louisiana St	Ocean Beach Hwy	40A	0.41
58	Willow Grove Connection Rd	WSDOT	WSDOT	Mt Solo Rd	Ocean Beach Hwy	TBD	1.21
59	38th Ave	Bike lanes	City	Oregon Way	Highway 28th Ave	32C	0.84
60	Memorial Park Dr	Shared street	City	38th Ave	Industrial Way	TBD	0.84
61	Hudson St	Bike lanes	City	3rd Ave	Washington Way	50A	0.96
62	Bypass Ditch	Trail	City	Ocean Beach Hwy	Ditch 8	TBD	0.54
63	Cascade Way	Shared street	City	Laurel Rd	15th Ave	36B	1.34
64	Laurel Rd	Shared street	City	Pacific Way	Columbia Heights Rd	36B	1.35
65	Columbia Heights Rd	Bike lanes	City	Fishers Lane	Cascade Dr	TBD	1.07
66	Ditch 12	Trail	City	City Limits	Laurel Rd	TBD	0.70
67	Ditch 12	Trail	Private	38th Ave	Olive Way	TBD	0.34
67	Ditch 12	Trail	Private	38th Ave	Olive Way	TBD	0.27
67	Ditch 12	Trail	Private	38th Ave	Olive Way	TBD	0.09
67	Ditch 12	Trail	Private	38th Ave	Olive Way	TBD	0.08
67	Ditch 12	Trail	Private	38th Ave	Olive Way	TBD	0.07
68	Ditch 6 West	Shared street	County			TBD	0.74
68	Ditch 6 West	Trail	County			TBD	0.07
68	Ditch 6 West	Trail	Private			TBD	0.12
68	Ditch 6 West	Trail	CDIO			TBD	0.81
69	Cutoff Slough	Trail	CDIO			TBD	0.71
69	Cutoff Slough	Trail	CDIO			TBD	0.81
69	Cutoff Slough	Trail	CDIO			TBD	0.34
69	Cutoff Slough	Trail	CDIO			TBD	1.01
69	Cutoff Slough	Trail	CDIO			TBD	0.19
69	Cutoff Slough	Trail	City			TBD	0.49
70	Ditch 1	Trail	CDIO	Ditch 5	32nd Ave	TBD	0.35
71	Ditch 6	Trail	CDIO	Pacific Way	38th Ave	TBD	0.56
72	Ocean Beach Hwy	WSDOT	WSDOT	38th Ave	Washington Way	TBD	3.04
72	Ocean Beach Hwy	WSDOT	WSDOT	Coal Creek Rd	38th Ave	TBD	2.51
73	Ditch 5	Trail	CDIO	38th Ave	Douglas St	TBD	1.72
74	Olive Way	Bike lanes	City	Ocean Beach Hwy	Memorial Park Dr	TBD	0.36
74	Olive Way	Bike lanes	City	Ocean Beach Hwy	46th Ave	TBD	1.51
75	Ditch 4	Trail	CDIO	Tennant Way	Hudson St	TBD	0.82
76	Golf Course Cut-Through	Trail	City	42nd Ave		TBD	0.34
77	Windemere St	Shared street	City			32B	0.27
77	Merlin St	Shared street	City			32B	0.05
77	48th Ave	Shared street	City			32B	0.09
78	Pacific Way	Bike lanes	City	Ocean Beach Hwy	Railroad	50A	0.13
79	Commerce Ave	Bike lanes	City	15th Ave	Vandercook Way	50A	0.15
80	Laurel Park Dr	Shared street	City	Laurel Rd	Columbia Heights Rd	24A	0.21
81	Parkview Dr	Shared street	City	Laurel Park Dr	Cascade Middle School	24A	0.27
82	34th Ave	Shared street	City	Oak St	Ocean Beach Hwy	32B	0.34
83	34th Ave	Shared street	City	Oak St	Pennsylvania St	20A	0.37
84	32nd Ave Cut-through	Trail	City	Ditch 6	Pacific Way	TBD	0.06
85	46th Ave	Shared street	City	Ocean Beach Hwy	Olive Way	24A	0.32
86	42nd Ave	Shared street	City	Olive Way	Olive Way	24A	0.22
87	Olympia Way	Shared street	City	16th Ave	15th Ave	60A	0.15
88	20th Ave	Shared street	City	Hemlock St	Olympia Way	24A	0.44

Proposed Pedestrian Network Map

Engage: Feel free to write on the map or add sticky notes. Place a mark next to a street that you would like to see improved for walking.

Project List

MAP
4b



Pedestrian corridor improvements

City core sidewalk gaps:

- West side of 9th Avenue, Douglas to Florida.
- South side of Douglas Street, 7th Avenue to 700' west of 7th Avenue.
- 7th Avenue, Tennant Way to Douglas Street.
- North side of Harding Street, 27th to 28th
- In front of 2808 Larch street
- 3rd Avenue, Hudson to Tennant Way (partial sidewalk in places)
- Tennant Way Frontage Road, 3rd to 7th
- SW side of California Way, Industrial Way to 11th. (partial sidewalk in places)
- Peardale Lane – 1st Ave to cul-de-sac cut-through to 7th Ave

West Longview sidewalk gaps (Many will fill in as redevelopment occurs)

- Oak Street and Pennsylvania Street, both from 30th to 38th
- Pennsylvania Street, 42nd to 48th
- Ohio Street, 30th to 34th
- Pine Street, 30th to 34th
- Pershing Way, 30th to 32nd
- 32nd Avenue, Railroad to Pershing Way
- 34th Ave and 36th Ave, both from OBH to Pennsylvania
- East side of 38th Avenue, OBH to Pacific Way
- 46th Avenue, OBH to Olympia Way
- Ohio Street, 42nd to 46th

Hillside sidewalk gaps

- Columbia Heights Rd – Fishers Ln to Cascade Dr
- Many of the hillside routes were developed without room for sidewalks. As future hillside developments occur, sidewalks should be added as appropriate.

Key connections in the future

- Highlands Trail - Provide additional ADA compliant access to the Highlands Trail at these streets: 15th, 16th, 18th, 20th 23rd, 24th, 25th, 27th, 28th, 29th and Beech Streets.
- 30th Ave bike-ped connection to Pacific Way and Ditch 6 trail.
- Bike-ped connection through Mint Valley Golf Course.
- Bike-Ped connection south of Mint Valley Golf Course via cutoff slough trail.

Bicycle Parking Standards

BOARD
5

The draft Master Plan recommends the installation of a network of secure bicycle parking facilities. This ensures that people have a place to safely park their bike at their end destination.

Engage: Contribute to the list of places that should have better bike parking. Consider places where you live, visit, work, shop, and play.

Bicycle parking facilities should be conveniently located and adequate in both quantity and quality to encourage active transportation by bicycle and to reduce bicycle theft. Bicycle parking can be broadly defined as either short-term or long-term parking.

Short-term

Bicycle parking meant to accommodate visitors, customers, festival participants, messengers and others expected to park for **less than 4 hours**.

A properly-positioned inverted, U-shaped rack, commonly referred to as a bike staple, is a great short-term parking option.



Bike rack on Commerce Ave



Festival/event bike rack



Bike locker at Cowlitz Tribe Clinic

Long-term

Bicycle parking meant to accommodate employees, students, residents, commuters, and others expected to park **more than 4 hours**.

These spaces are intended to be secure for longer periods and therefore need to give the user a sense that their bike will not be stolen or vandalized.

Conversation starter:

*Think of the last time you drove your car in Longview... where did you park your car?
Now, think of the last time you biked... where did you park your bike?*

Design Program

BOARD
6a

The City's vision is a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on the street network. In other words, all walking and bicycling facilities should be designed to be safe, low-stress, and accessible to all.

Pedestrian Facility Design:

Sidewalks are required by City codes and standards. For new developments, we require a minimum of 5' wide sidewalk on both sides of all streets in Longview, except alleys. At intersections ADA curb ramps are provided to make it easier to cross the street. Some intersections also have traffic signals, pushbuttons, or flashing beacons to enhance the crosswalk.



Engage: Review the draft Master Plan for more details on the City's proposed design program improvements.

Bicycle Facility Design:

When designing bikeways, the draft Master Plan proposes using the **Level of Traffic Stress (LTS)** method. This method recognizes that people have different levels of tolerance to traffic stress. A network built for all ages and abilities would be designed to LTS 1 or LTS 2.

The proposed bicycle network overlaps jurisdictional boundaries, including facilities on State highways, County roads, and drainage rights-of-way. Success in the network will result from partnerships between adjacent public agencies to ensure the public has a seamless experience on safe facilities.



Complete Streets Advisory Committee

Conversation starter:

On which streets and trails do you walk?

How do you feel when you walk on them?

Design Program

BOARD
6b

Engage: Which type of bicyclist are you?

Place a mark under the category that best describes you.

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS
TOLERANCE

HIGH STRESS
TOLERANCE

--	--	--

LEVEL OF TRAFFIC STRESS



INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION

Engage: On which level of facility would you be comfortable riding?

Place a mark under the category that best describes you.

LTS 4 No bike lane on a busy street	LTS 3 Narrow bike lane or shoulder on a busy street	LTS 2 Buffered bike lane on a calm street	LTS 1 Separated bike lane

Conversation starter:

On which streets and trails do you bike?

How do you feel when you bike on them?

Education and Outreach Strategies

BOARD

7

Bicycling and walking programs are an essential and effective complement to infrastructure investments. The goals of education and encouragement programs are to:

- Share walking and bicycling information
- Increase knowledge, confidence, and acceptance of walking and bicycling
- Foster a culture of bicycling and walking as safe and convenient transportation

These programs improve the return on investment of City infrastructure projects by encouraging residents to know about and use new and improved facilities.

Engage: Place a mark next to an activity that interests you, or add an idea to the list.



Traffic gardens

Bike patrol



Bicycle safety school



Walking school bus

Bike train

"Share the road" campaigns



Group rides

Bike to Work Day!



Complete Streets Advisory Committee

Conversation starter:

What are some ways you can participate in walking and biking in Longview?

BOARD

8

Implementation Plan

This chapter of the draft Master Plan identifies the course of action for implementing recommended policies as well as building the recommended network of improvements related to bicycling and walking.

The Implementation Plan is organized as a four step program:

- Step 1: Update Policies
- Step 2: Fill In Gaps
- Step 3: Fix Broken Infrastructure
- Step 4: Grow The Network

The plan sets the goal of building the entire on-street bicycle network of about 60 miles of on-street bike lanes and shared streets within the next 10 years. The following table lays out a possible construction program of the Committee's highest priority projects for the next 3 years.

Engage: Place a mark next to your top priority project. If we're missing it, use a sticky note to add it to the board.

Year	Project ID	Project Name	From, To Street	Length (miles)
2022	1	46th Ave	Ocean Beach Hwy to Olympia Way	0.36
2022	5	Oak St	38th Ave to 30th Ave	1.03
2022	5	Pennsylvania St	38th Ave to 30th Ave	1.04
2022	19	42nd Ave	Ocean Beach Hwy to Pacific Way	1.13
2022	20	California Way	Tennant Way to 11 th Ave and 7 th Ave to Industrial Way	0.66
2022	52/53	7th Ave	Hudson St to Washington St and Douglas St to Tennant Way	0.77
2022	78	Pacific Way	Ocean Beach Hwy to Railroad	0.13
2022	82/83	34th Ave	Pennsylvania St to Ocean Beach Hwy	0.71
2023	6/7/8	30th Ave	Pacific Way to 28 th Ave	2.12
2023	31	Washington Way	Industrial Way to Civic Circle	1.98
2023	48/49	26th Ave	Nichols Blvd to Highlands Trail	0.86
2023	59	Beech St	Oregon Way to 28th Ave	0.84
2024	14	18th Ave	Olympia Way to Washington Way	0.24
2024	25/87	Olympia Way	Ocean Beach Hwy to Civic Circle and 16 th Ave to 15 th Ave	0.75
2024	44	15th Ave	Ocean Beach Hwy to Washington Way	0.39
2024	45	Oregon Way	Nichols Blvd to Industrial Way	0.82
2024	50	12th Ave	Washington Way to Douglas St	1.18
2024	51	14th Ave	Vandercook Way to Douglas St	0.98
2024	61	Hudson St	3rd Ave to Washington Way	0.96
2024	79	Commerce Ave	15th Ave to Vandercook Way	0.15

Conversation starter:

If we had to pick one street to improve walking and biking in Longview, which would it be?



Thank you

END

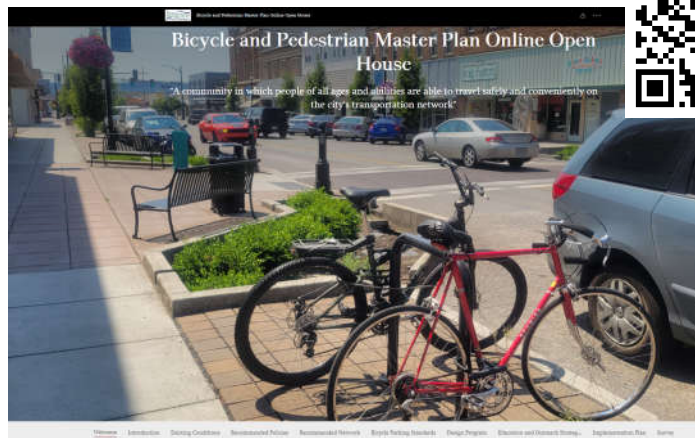
Thank you for attending the open house and helping refine the draft Longview Bicycle and Pedestrian Master Plan.

Please leave any comment cards with us before you exit.

Next steps:

1. City Staff will compile comments from this open house as well as the online open house.
2. Comments will be shared at the Complete Streets Advisory Committee meeting on March 22nd.
3. Staff will make revisions to the draft based on all of this feedback.
4. Revised draft Master Plan will be presented to City Council at the workshop on April 14th at 6 pm (tentative).
5. Proposed plan adoption by City Council in April or May 2022.

It's not too late to visit the online open house.
Scan the QR code to visit the website.



Visit the City's Complete Street website at:
<https://www.mylongview.com/658/Complete-Streets>



Complete Streets Advisory Committee

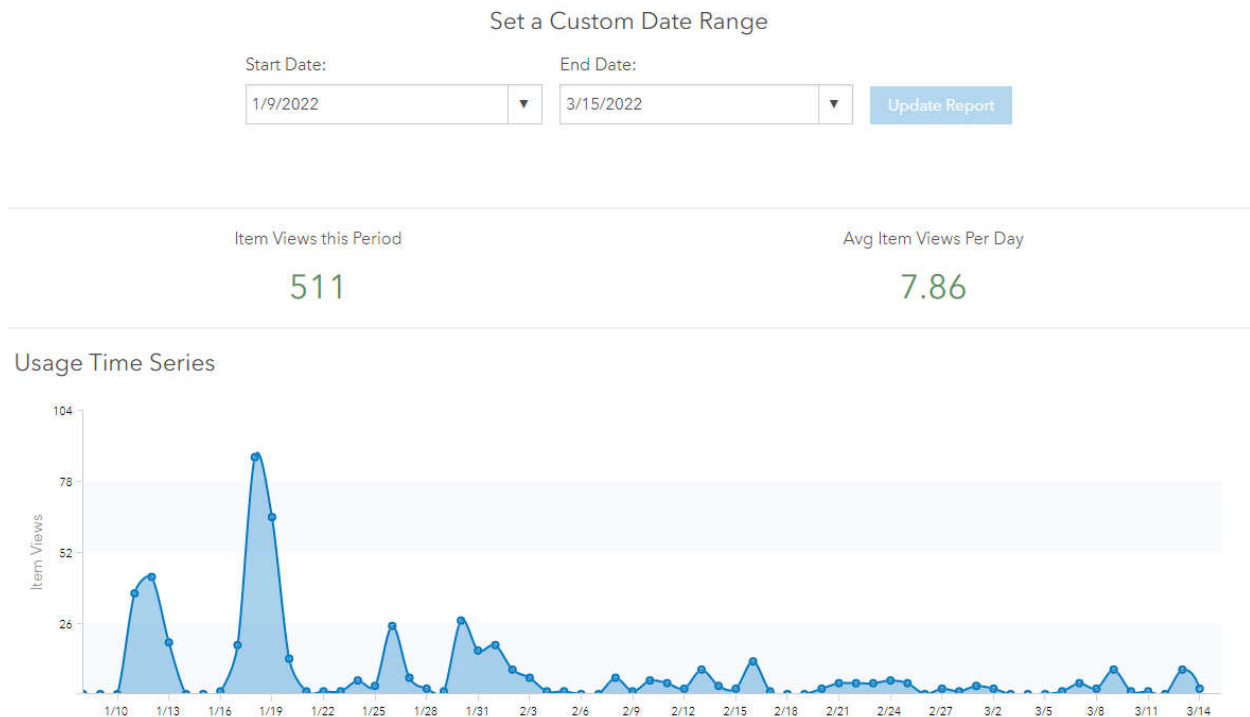
Conversation starter:

How can you help advance the City's vision of complete streets for all?

Online Open House Summary

The following pages present all comments received through the Online Open House outreach effort, as of 3-15-22.

The following graph shows total views over time through the Online Open House outreach effort.



The Online Open House can be viewed at the website:

<https://storymaps.arcgis.com/stories/e9cc30178b54408e85e1b5320536b08f>

Online Open House Comment

Comment No. 1

Timestamp 1/31/2022 10:53:06 PM

Question	Comment
Comments on the Introduction section?	How ignorant of the sheer # of rainy days our area receives does a person have to be, to put forth a garbage plan like this? Who doesn't love riding their bike to work and working the rest of the day with a muddy roostertail up their back?
Comments on the Existing Conditions section?	So take money that could be used for roads and spend it on bicycle frivolities?
Comments on the Recommended Policies section?	Looks like full steam ahead on forcing this trash on the citizens whether they want it or not.
Comments on the Recommended Network section?	Ask yourself. How many bicyclists do you see on an average errand session of driving around town? 1? 2? The most common answer is none, yet here we are talking about restructuring for a nonexistent need.
Comments on the Bicycle Parking Standards section?	Waste of money. Short term will be really short term as any bike parked there will have the lock cut and be stolen.
Comments on the Design Program section?	LTS1 is the most reductive to vehicular traffic. Looks like the design intent is to make it the most restrictive for vehicles while providing ample protective areas for the non-existent ride in the pouring rain bikers.
Comments on the Education and Outreach Strategies section?	People who thought this up should refrain from referencing "education".
Comments on the Implementation Plan section?	60 miles of on-street bike lanes?!! Somebody needs to be committed. How did insanity get this far without any voice of reason?
Comments on the overall Bicycle and Pedestrian Master Plan?	Throw this ish in the garbage and put down the crack pipe.

Online Open House Comment

Comment No. 2

Timestamp 1/31/2022 11:54:57 PM

Question	Comment
Comments on the Introduction section?	This entire draft ignores the current conditions in our actual city. The introduction alone is a misrepresentation or even a fictitious dream of our town. Number 1 factor in our town right now on the streets is safety and not from traffic.
Comments on the Existing Conditions section?	You have completely ignored the actual conditions of our town and how much of an impact crime and certain individuals play a role in people having a desire to even walk or bike somewhere.
Comments on the Recommended Policies section?	Not one ounce of this is applicable to our current town's conditions in regards to current criminal activity and how it would impact any of this.
Comments on the Recommended Network section?	Again, nothing is relevant to our current town's crisis and criminal activity that would hinder so much of this proposal.
Comments on the Bicycle Parking Standards section?	Need to deal with current actual issues - crime, road conditions, litter, etc.
Comments on the Design Program section?	Should be dealing with current road conditions and how awful some places are. Crime in the area as well as the continual garbage being dumped everywhere.
Comments on the Education and Outreach Strategies section?	Again deal with actual issues like crime, road conditions, litter, abandoned and stolen vehicles etc.
Comments on the Implementation Plan section?	The funding and time spent on this should be applied to more urgent issues like current road conditions, crime, abandoned RV's and vehicles, garbage littering our streets.
Comments on the overall Bicycle and Pedestrian Master Plan?	This was an extremely wasted amount of energy and resources. Think if the same amount of time was spent on cleaning up our city, fixing our damaged roads, crime, garbage, etc. This is something so ridiculous when looking at our town's current problems!!!

Online Open House Comment

Comment No. 3

Timestamp 2/1/2022 1:08:20 AM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	I don't think that there's enough people riding bicycles to spend money on something like this use the money more wisely

Online Open House Comment

Comment No. 4

Timestamp 2/1/2022 3:07:41 AM

Question	Comment
Comments on the Introduction section?	ARE YOU KIDDING ME
Comments on the Existing Conditions section?	WASTE OF MONEY
Comments on the Recommended Policies section?	NO NEW POLICIES
Comments on the Recommended Network section?	STOP WAISTING MONEY
Comments on the Bicycle Parking Standards section?	WASTE OF MONEY
Comments on the Design Program section?	WASTE OF MONEY
Comments on the Education and Outreach Strategies section?	WASTE OF MONEY
Comments on the Implementation Plan section?	WASTE OF MONEY
Comments on the overall Bicycle and Pedestrian Master Plan?	WASTE OF MONEY you are surely joking about this. There are DIRT roads still within the city limits and you clowns want to waste money and time for the 5 bike riders (all of whom look through car windows and wear backpacks) that ride around town.

Online Open House Comment

Comment No. 5

Timestamp 2/4/2022 6:22:15 PM

Question	Comment
Comments on the Introduction section?	Fantastic. It is obvious that a lot of work went into this program. THANK YOU P.W. Staff!
Comments on the Existing Conditions section?	Many of the 'Existing' routes are in poor condition, poorly signed, poorly striped. Improvements to these existing routes is prudent.
Comments on the Recommended Policies section?	Update development code with reduced or highly flexible auto parking standards.
Comments on the Recommended Network section?	Are all of the sections along dikes included? Only three additional miles seems too few.
Comments on the Bicycle Parking Standards section?	Bike parking should be added to the city development code.
Comments on the Design Program section?	Plastic green paint application and flexible plastic bollards should be a component of safe design. The city should purchase such equipment or contract for these services. cheap easy solutions like these are easier to implement.
Comments on the Education and Outreach Strategies section?	A Ped and Bike Program Coordinator at the City would best implement this plan, this new position would let PW engineers focus on other plan components.
Comments on the Implementation Plan section?	Coordination with WSDOT and County Public Works is critical. Vigorous support of the WSDOT safety plan for Ocean Beach is critical. I encourage PW to review the plan to Complete Streets Committee.
Comments on the overall Bicycle and Pedestrian Master Plan?	Appreciate the 'Network' emphasis. I think the work of the existing city sidewalk improvement crews should be better highlighted.

Online Open House Comment

Comment No. 6

Timestamp 2/6/2022 10:57:05 PM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	I think this would be great for our city! I live just over a mile from my job and would gladly ride my bike in good weather if it was safer to do so! Bike lanes would solve that!

Online Open House Comment

Comment No. 7

Timestamp 2/11/2022 8:14:50 PM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	This is a well done plan and much appreciated. It is expected to evolve and only get better

Online Open House Comment

Comment No. 8

Timestamp 2/14/2022 12:12:44 AM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	This is a huge gap and need in order to accomplish the plan's vision for Longview. Thanks for including this affordable solution. I hope to see many more bike parking options in the future.
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	I'm especially excited to see an increase in bike lanes, trails and bike parking in Longview. These will be great assets that will encourage me and many others to safely bike around town. I love the addition of protected bike lanes, which adds to safety.

Online Open House Comment

Comment No. 9

Timestamp 2/14/2022 8:55:02 PM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	Looks great. Very clear and easy to follow. I think this would help create a safer community for all to live in!

Online Open House Comment

Comment No. 10

Timestamp 2/14/2022 9:04:12 PM

Question	Comment
Comments on the Introduction section?	I am excited that Longview is working to increase bicycling access!
Comments on the Existing Conditions section?	None
Comments on the Recommended Policies section?	I am in favor of any and all improvements to increasing bikability in the city of Longview
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	I am a bike commuter who lives in Kelso, and commutes to Longview. I know that Longview has a long way to go to increase accessibility for bikes, and hope that this master plan will help to increase access

Online Open House Comment

Comment No. 11

Timestamp 2/16/2022 7:15:42 PM

Question	Comment
Comments on the Introduction section?	Very clear. The objectives make sense, as do the plans to realize those objectives.
Comments on the Existing Conditions section?	This section neglects to mention streets with neither sidewalks nor shoulders, such as Glenwood Drive and Virginia Way.
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	Priorities seem to align with anticipated use of the network.
Comments on the overall Bicycle and Pedestrian Master Plan?	The amount of work that went into this plan is impressive. So much detail. So much thought.

Online Open House Comment

Comment No. 12

Timestamp 2/19/2022 12:52:35 AM

Question	Comment
Comments on the Introduction section?	Very supportive of overall plan
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	Some of CCID system is not appropriate for trails. Robins addition area has adequate sidewalks. Don't need to spend funds to improve CCID property. Areas are infrequently mowed and not level.
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	

Online Open House Comment

Comment No. 13

Timestamp 2/22/2022 3:12:06 AM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	Thank you so much for the interactive map! I'm especially excited about the new trail being put in where the old railroad tracks are. That's exciting!
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	I am an avid runner and I'm thrilled to see the expansion of safe ways for me to use accessible trails and streets for my long-distance runs in particular. Thanks for your hard work on this!

Online Open House Comment

Comment No. 14

Timestamp 2/25/2022 12:02:20 AM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	What a stupid plan!!! Bikes need to be kept in the garage where they belong !!!

Online Open House Comment

Comment No. 15

Timestamp 3/11/2022 1:06:28 AM

Question	Comment
Comments on the Introduction section?	The plan focuses heavily on biking and walking. Its worth adding in the definition of a pedestrian and a cyclist at the beginning to include all people moving on wheels and feet, including wheelchairs, skateboards, strollers, bike trailers and more!
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	It is important to talk about the maintenance of the bike trails and sidewalks. They cant be used if not maintained. This includes enforcement of parking standards. Cars are often parked in sidewalks or bike paths. Get the LPD to help enforce this.
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	I think it would be a great idea to have maps of biking/walking trails in the city/county for visitors/tourists/ and residents. Clark county has a mapped trail system. It would be great to have something similar.
Comments on the Implementation Plan section?	I love the idea of reducing car parking requirements for buildings/businesses/ housing if they replace them with bike parking spots!
Comments on the overall Bicycle and Pedestrian Master Plan?	Wonderful work! Thank you for all your time! There are a number of spelling, punctuation, grammatical errors, and wording issues in the document. I think it would be worth having a few others proofread/edit it before it becomes final.

Online Open House Comment

Comment No. 16

Timestamp 3/14/2022 6:54:31 PM

Question	Comment
Comments on the Introduction section?	
Comments on the Existing Conditions section?	
Comments on the Recommended Policies section?	
Comments on the Recommended Network section?	
Comments on the Bicycle Parking Standards section?	
Comments on the Design Program section?	
Comments on the Education and Outreach Strategies section?	
Comments on the Implementation Plan section?	
Comments on the overall Bicycle and Pedestrian Master Plan?	As someone who runs a lot on the sidewalks in Longview and doesn't always feel safe at intersection crossings, having better marked routes throughout the city for bikers and pedestrians will be very nice. I'm looking forward to the new routes.

Introduction

BOARD
1b

Walking and biking are the main forms of **active transportation**. However, other forms of human-powered transportation – like skateboarding, mobility device, scooters – also benefit from infrastructure improvements.

Engage: Place a mark next to a vision and action item that is most important to you.

Actions

- Develop a prioritized list of bicycle and pedestrian improvements that provides access to bicycle and pedestrian destinations, including schools, parks, employment centers, religious institutions, festivals and transit center.
- Update existing pedestrian and bicycle design standards, and apply the new design standards for pedestrians and bicyclists providing routes usable by pedestrians and cyclists of all ages and abilities.
- Encourage active transportation through high-quality design, supporting programs and events.
- Promote economic development opportunities related to bicycling.
- Develop guidelines for secure bicycle storage facilities and racks in activity centers, large employment centers, colleges and universities, and at major transit stops.
- Develop recommendations that provide local businesses, schools, and others the tools and guidance necessary to implement bicycle and pedestrian-specific improvements within their specific areas of influence.

Conversation starter:
How do you picture biking around Longview in 20 years?



Complete Streets Advisory Committee

Introduction

BOARD
1a

The Longview Bicycle and Pedestrian Master Plan provides a vision and actions for how Longview can improve conditions for bicycling and walking over the next twenty years.

Engage: Place a mark next to a vision and action item that is most important to you.

Vision

- People can bicycle or walk safely and conveniently to all destinations within reasonable walking or bicycling distance
- Students at all education levels will have safe routes and receive instruction for the safest approach to walk and cycle to school
- People can walk or ride to and from transit stops and have a comfortable and convenient place to wait or transfer
- Bicyclists and pedestrians can enjoy Longview's natural beauty, waterways and parks (tourism)
- Bicyclists will have safe and proper storage/parking for their bicycle at home, work, shopping and transit
- Businesses, government, schools, parks, other institutions (religious facilities, theaters, etc..) and festivals will develop programs to encourage active transportation to their location
- Economic and other benefits will be promoted by those who benefit from active transportation

Conversation starter:
How do you picture walking around Longview in 20 years?



Complete Streets Advisory Committee

Existing Conditions - Bicycle and Pedestrian Map

Engage: Feel free to write on the map or add sticky notes. Review the map for existing conditions and add a comment on a street that could be improved for walking and bicycling.



Date: 3/9/2022

Proposed Bicycle Network Map

Engage: Feel free to write on the map or add sticky notes. Place a mark next to a street that you would like to see improved for bicycling.

good improvement thank you



Date: 3/9/2022

The City of Longview

Project List

Project #	Project Name	Location	Priority	Notes	Project #	Project Name	Location	Priority	Notes
1	1st Ave	City	High	1st Ave	41	41st Ave	City	Low	41st Ave
2	2nd Ave	City	High	2nd Ave	42	42nd Ave	City	Low	42nd Ave
3	3rd Ave	City	High	3rd Ave	43	43rd Ave	City	Low	43rd Ave
4	4th Ave	City	High	4th Ave	44	44th Ave	City	Low	44th Ave
5	5th Ave	City	High	5th Ave	45	45th Ave	City	Low	45th Ave
6	6th Ave	City	High	6th Ave	46	46th Ave	City	Low	46th Ave
7	7th Ave	City	High	7th Ave	47	47th Ave	City	Low	47th Ave
8	8th Ave	City	High	8th Ave	48	48th Ave	City	Low	48th Ave
9	9th Ave	City	High	9th Ave	49	49th Ave	City	Low	49th Ave
10	10th Ave	City	High	10th Ave	50	50th Ave	City	Low	50th Ave
11	11th Ave	City	High	11th Ave	51	51st Ave	City	Low	51st Ave
12	12th Ave	City	High	12th Ave	52	52nd Ave	City	Low	52nd Ave
13	13th Ave	City	High	13th Ave	53	53rd Ave	City	Low	53rd Ave
14	14th Ave	City	High	14th Ave	54	54th Ave	City	Low	54th Ave
15	15th Ave	City	High	15th Ave	55	55th Ave	City	Low	55th Ave
16	16th Ave	City	High	16th Ave	56	56th Ave	City	Low	56th Ave
17	17th Ave	City	High	17th Ave	57	57th Ave	City	Low	57th Ave
18	18th Ave	City	High	18th Ave	58	58th Ave	City	Low	58th Ave
19	19th Ave	City	High	19th Ave	59	59th Ave	City	Low	59th Ave
20	20th Ave	City	High	20th Ave	60	60th Ave	City	Low	60th Ave
21	21st Ave	City	High	21st Ave	61	61st Ave	City	Low	61st Ave
22	22nd Ave	City	High	22nd Ave	62	62nd Ave	City	Low	62nd Ave
23	23rd Ave	City	High	23rd Ave	63	63rd Ave	City	Low	63rd Ave
24	24th Ave	City	High	24th Ave	64	64th Ave	City	Low	64th Ave
25	25th Ave	City	High	25th Ave	65	65th Ave	City	Low	65th Ave
26	26th Ave	City	High	26th Ave	66	66th Ave	City	Low	66th Ave
27	27th Ave	City	High	27th Ave	67	67th Ave	City	Low	67th Ave
28	28th Ave	City	High	28th Ave	68	68th Ave	City	Low	68th Ave
29	29th Ave	City	High	29th Ave	69	69th Ave	City	Low	69th Ave
30	30th Ave	City	High	30th Ave	70	70th Ave	City	Low	70th Ave
31	31st Ave	City	High	31st Ave	71	71st Ave	City	Low	71st Ave
32	32nd Ave	City	High	32nd Ave	72	72nd Ave	City	Low	72nd Ave
33	33rd Ave	City	High	33rd Ave	73	73rd Ave	City	Low	73rd Ave
34	34th Ave	City	High	34th Ave	74	74th Ave	City	Low	74th Ave
35	35th Ave	City	High	35th Ave	75	75th Ave	City	Low	75th Ave
36	36th Ave	City	High	36th Ave	76	76th Ave	City	Low	76th Ave
37	37th Ave	City	High	37th Ave	77	77th Ave	City	Low	77th Ave
38	38th Ave	City	High	38th Ave	78	78th Ave	City	Low	78th Ave
39	39th Ave	City	High	39th Ave	79	79th Ave	City	Low	79th Ave
40	40th Ave	City	High	40th Ave	80	80th Ave	City	Low	80th Ave
41	41st Ave	City	High	41st Ave	81	81st Ave	City	Low	81st Ave
42	42nd Ave	City	High	42nd Ave	82	82nd Ave	City	Low	82nd Ave
43	43rd Ave	City	High	43rd Ave	83	83rd Ave	City	Low	83rd Ave
44	44th Ave	City	High	44th Ave	84	84th Ave	City	Low	84th Ave
45	45th Ave	City	High	45th Ave	85	85th Ave	City	Low	85th Ave
46	46th Ave	City	High	46th Ave	86	86th Ave	City	Low	86th Ave
47	47th Ave	City	High	47th Ave	87	87th Ave	City	Low	87th Ave
48	48th Ave	City	High	48th Ave	88	88th Ave	City	Low	88th Ave
49	49th Ave	City	High	49th Ave	89	89th Ave	City	Low	89th Ave
50	50th Ave	City	High	50th Ave	90	90th Ave	City	Low	90th Ave
51	51st Ave	City	High	51st Ave	91	91st Ave	City	Low	91st Ave
52	52nd Ave	City	High	52nd Ave	92	92nd Ave	City	Low	92nd Ave
53	53rd Ave	City	High	53rd Ave	93	93rd Ave	City	Low	93rd Ave
54	54th Ave	City	High	54th Ave	94	94th Ave	City	Low	94th Ave
55	55th Ave	City	High	55th Ave	95	95th Ave	City	Low	95th Ave
56	56th Ave	City	High	56th Ave	96	96th Ave	City	Low	96th Ave
57	57th Ave	City	High	57th Ave	97	97th Ave	City	Low	97th Ave
58	58th Ave	City	High	58th Ave	98	98th Ave	City	Low	98th Ave
59	59th Ave	City	High	59th Ave	99	99th Ave	City	Low	99th Ave
60	60th Ave	City	High	60th Ave	100	100th Ave	City	Low	100th Ave

MAP 4a

Engage: Feel free to write on the map or add sticky notes. Place a mark next to a street that you would like to see improved for walking.

MAP 4b

City core sidewalk gaps:

- West side of 9th Avenue, Douglas to Florida
- South side of Douglas Street, 7th Avenue to 700' west of 7th Avenue
- 7th Avenue, Tennessee Way to Douglas Street
- North side of Hastings Street, 27th to 28th
- In front of 2808 units street
- 3rd Avenue, Hudson to Tennant Way (sidewalk in place)
- Tennant Way (Frontage Road, 3rd to 7th)
- SW side of California Way, Hudson Way to 11th (partial sidewalk in place)
- Parkside Lane - 2nd Ave to old oil-drill cut through to 7th Ave

Most 1/2 mile long sidewalk gaps. Many will fill in as redevelopment occurs.

- [illegible]

Why connections in the future

- 30th Ave bike-ped connection to Pacific Way and Pacific Ave
- 30th Ave bike-ped connection through Mint Valley Golf Course
- bike-ped connection through Mint Valley Golf Course via cutoff street
- bike-ped connection south of Mint Valley Golf Course via cutoff street



Boundary - Longview

-
- City Boundaries
- Schools
- Parks and Recreation
- Existing
- Proposed
- Sidewalks
- Trails

Bike Parking Recommendations

Where do we need better parking for bikes?

- Grocery stores
 - Lake Salajawea / Martin's Dock (park is full of kids/families ... what if they could ride their bike there + look them up?!)
 - 12th + Florida (near Roland Winery + Ahtown)
- ✓ No All parks

Bike Parking Recommendations

Where do we need better parking for bikes?

All City Facilities,
Shopping Centers
Downtown,
The lake

Design Program

The City's vision is a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on the street network. In other words, all walking and bicycling facilities should be designed to be safe, low-stress, and accessible to all.

Pedestrian Facility Design:

Sidewalks are required by City codes and standards. For new developments, we require a minimum of 5' wide sidewalk on both sides of all streets in Longview, except alleys. At intersections ADA curb ramps are provided to make it easier to cross the street. Some intersections also have traffic signals, pushbuttons, or flashing beacons to enhance the crosswalk.



Engage: Review the draft Master Plan for more details on the City's proposed design program improvements.

Bicycle Facility Design:

When designing bikeways, the draft Master Plan proposes using the **Level of Traffic Stress (LTS)** method. This method recognizes that people have different levels of tolerance to traffic stress. A network built for all ages and abilities would be designed to LTS 1 or LTS 2.

The proposed bicycle network overlaps jurisdictional boundaries, including facilities on State highways, County roads, and drainage rights-of-way. Success in the network will result from partnerships between adjacent public agencies to ensure the public has a seamless experience on safe facilities.

Conversation starter:
On which streets and trails do you walk?
How do you feel when you walk on them?

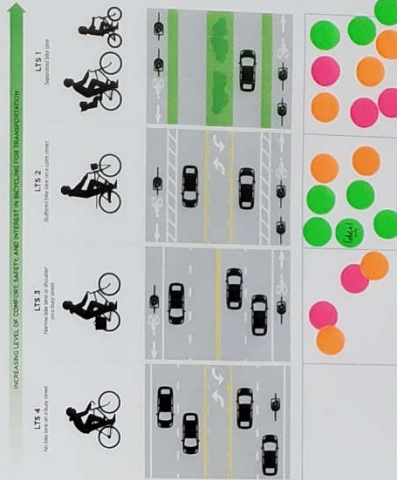
Design Program

Engage: Which type of bicyclist are you?
Place a mark under the category that best describes you.



LEVEL OF TRAFFIC STRESS

Engage: On which level of facility would you be comfortable riding?
Place a mark under the category that best describes you.



Conversation starter:
On which streets and trails do you bike?
How do you feel when you bike on them?

Implementation Plan

This chapter of the draft Master Plan identifies the course of action for implementing recommended policies as well as building the recommended network of improvements related to bicycling and walking.

The Implementation Plan is organized as a four step program:

- Step 1: Update Policies
- Step 2: Fill In Gaps
- Step 3: Fix Broken Infrastructure
- Step 4: Grow The Network

The plan sets the goal of building the entire on-street bicycle network of about 60 miles of on-street bike lanes and shared streets within the next 10 years. The following table lays out a possible construction program of the Committee's highest priority projects for the next 3 years.

Engage: Place a mark next to your top priority project. If we're missing it, use a sticky note to add it to the board.

Year	Project ID	Project Name	From, To Street	Length (miles)
2022	1	46th Ave	Ocean Beach Hwy to Olympia Way	0.36
2022	5	Oak St	38th Ave to 30th Ave	1.03
2022	5	Pennsylvania St	38th Ave to 30th Ave	1.04
2022	19	42nd Ave	Ocean Beach Hwy to Pacific Way	1.13
2022	20	California Way	Tennant Way to 11th Ave and 7th Ave to Industrial Way	0.66
2022	52/53	7th Ave	Hudson St to Washington St and Douglas St to Tennant Way	0.77
2022	78	Pacific Way	Ocean Beach Hwy to Railroad	0.13
2022	82/83	34th Ave	Pennsylvania St to Ocean Beach Hwy	0.71
2023	6/7/8	30th Ave	Pacific Way to 28th Ave	2.12
2023	31	Washington Way	Industrial Way to Civic Circle	1.98
2023	48/49	26th Ave	Nichols Blvd to Highlands Trail	0.86
2023	59	Beech St	Oregon Way to 28th Ave	0.84
2024	14	18th Ave	Olympia Way to Washington Way	0.24
2024	25/87	Olympia Way	Ocean Beach Hwy to Civic Circle and 16th Ave to 15th Ave	0.75
2024	44	13th Ave	Ocean Beach Hwy to Washington Way	0.39
2024	45	Oregon Way	Nichols Blvd to Industrial Way	0.82
2024	50	12th Ave	Washington Way to Douglas St	1.18
2024	51	14th Ave	Vandercook Way to Douglas St	0.98
2024	61	Hudson St	3rd Ave to Washington Way	0.96
2024	79	Commerce Ave	15th Ave to Vandercook Way	0.15

Conversation starter:
If we had to pick one street to improve walking and biking in Longview, which would it be?

Education and Outreach Strategies

Bicycling and walking programs are an essential and effective complement to infrastructure investments. The goals of education and encouragement programs are to:

- Share walking and bicycling information
- Increase knowledge, confidence, and acceptance of walking and bicycling
- Foster a culture of bicycling and walking as safe and convenient transportation

These programs improve the return on investment of City infrastructure projects by encouraging residents to know about and use new and improved facilities.

Engage: Place a mark next to an activity that interests you, or add an idea to the list.

SafeRoutes

Traffic gardens

Bike patrol

Walking school bus

Bike train

Bicycle friendly community

"Share the road" campaigns

Bike to Work Day!

Group rides

Conversation starter:
What are some ways you can participate in walking and biking in Longview?

IDEA BOARD

● Turn the dike path into walking & biking paths - Build towers, safe paths to school & encourage

○ Pursue Tourism dollars to increase Longview being known as a outdoor recreation destination. Trails, watersports & more

○ Keep crosswalks in good repair so that they are visible.

● Encourage pedestrians to thank drivers who stop, with a wave.

● Develop Longview-Kelso Rail trail

● MORE SOFT-SURFACE TRAILS

● OPPORTUNITIES TO ACCESS NATURE BY BIKE

● TURN ALL DIKES INTO TRAILS - WOULD BE HUGE FOR LONGVIEW

COMMENT CARD

Bicycle and Pedestrian Master Plan

Open House

Thursday March 10, 2022 from 2:00 to 6:00 pm

Name

Neighborhood/
Affiliation

How did you travel
to the open house?
(Walk, bike, drive,
bus, etc.?)

Old West Side - School Gardens

Bike

Chapter

Comments

1
Introduction

2
Existing Conditions

3
Recommended
Policies

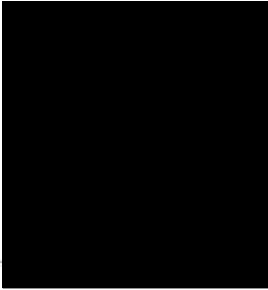
4
Recommended
Network

I am grateful for the work that went into this. Generally: Yes please, proceed! Looking forward to seeing / experiencing the changes. I think going from 4 lanes to 2 lanes / 1 turn lane / bike lanes on Wash. Way will be a game changer, and will build awareness / momentum for transforming the city.

Another thing that gets people out of their cars is beauty, streets that are visually inviting. No one walks on Wash. Way from



Complete Streets Advisory Committee

Chapter	Comments
5 Bicycle Parking Standards	
6 Design Program	
7 Education and Outreach Strategies	
8 Implementation Plan	
General Comments	the circle to Kelso, or on 15th Ave from the college to the hospital if they can at all help it. Because it is why no shade, just sad concrete. Heat island effect in the summer, etc. Thanks for listening! 

COMMENT CARD

Bicycle and Pedestrian Master Plan Open House

Thursday March 10, 2022 from 2:00 to 6:00 pm

Name

Neighborhood/
Affiliation

How did you travel
to the open house?
(Walk, bike, drive,
bus, etc.?)

Chapter

Comments

1
Introduction

2
Existing Conditions

3
Recommended
Policies

Require an add/alternate on all public projects
to spend 10% project cost on nearby bike infrastructure

4
Recommended
Network



Complete Streets Advisory Committee

COMMENT CARD

Bicycle and Pedestrian Master Plan Open House

Thursday March 10, 2022 from 2:00 to 6:00 pm

Name

Neighborhood/
Affiliation

How did you travel
to the open house?
(Walk, bike, drive,
bus, etc.?)

Chapter

Comments

1
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3
Recommended
Policies

4
Recommended
Network

-Infrastructure Poll-
1973 TOTAL

1879 - Potholes (95%)

82 - Both (4 %)

12 - Bike Lanes (>1%)



Complete Streets Advisory Committee