

Complete Streets Advisory Committee
April 26, 2022 – 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 March 22, 2022
- **AUDIENCE COMMENTS**
- **OLD BUSINESS**
 - Festival Bike Racks
 - Rails to Trails Update
- **NEW BUSINESS**
 - Recruitment for new member
- **REPORTS**
 - Project Updates
 - Grant Opportunities
 - Bicycle and Pedestrian Master Plan – Next Steps
- **BOARD MEMBER COMMENTS**
- **EDUCATION TOPIC**
 - Mark Smith – Electric bikes
- **ADJOURNMENT**

The next regular meeting is scheduled for May 24th at 5:00 p.m.

Attachments (all pdf's)

- Meeting Notes
- Bike/Ped Master Plan – Agency Partner Review Comments

Complete Streets Advisory Committee
Regular Meeting
March 22, 2022 – 5:00 P.M.
Notes

- **CALL TO ORDER**

Meeting was called to order by Morgan Palmer at 5:00 P.M.

- **ROLL CALL**

In attendance:
Morgan Palmer, Chair
Matthew Carnahan
Clark Carroll
Trey Davis
Dave Fine
Elizabeth Stratton
George Winn

Ruth Kendall, Council liaison

Sam Barham, Engineer
Nancy Vandehey, Admin

Excused:
Ken Hash, PW Director

- **APPROVAL OF MEETING NOTES**

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

- **OLD BUSINESS**

- FESTIVAL BIKE RACKS

Dave shared that he's hoping to have about \$400 and hopes to make about 10 racks that will hold 6 to 8 bikes. A suggestion was made loan one permanently to the Farmer's Market and maybe one to the Highland's Neighborhood Association. Dave is working with LCC for construction.

- RAILS TO TRAILS – Guest Speaker, Bill Fashing

Bill Fashing, Cowlitz-Wahkiakum Council of Governments shared the latest updates on the Rails to Trails plan. He provided a concept map.

- ANNUAL PERFORMANCE REPORT TO COUNCIL ON MARCH 10TH

Morgan presented the report on March 10th. Ruth noted that it was the last item on a very long meeting. Dave noted that he heard it was great!

- **NEW BUSINESS**

- **REPORTS**

- PROJECT UPDATES

Will Hoskins, Engineer, shared plans and sought ideas for bike lane options on the upcoming project at California Way and 11th Ave.

Morgan shared that Washington Way is still in consultant phase.

- GRANT OPPORTUNITIES

Elizabeth sent a safe routes to school funding opportunity to Morgan. Clark suggested Olympic Elementary School might be a good location as it is mostly not bussed. And George noted that there it is lacking ADA sidewalks in the area.

- BICYCLE AND PEDESTRIAN MASTER PLAN

Morgan provided comments, feedback and photos of the boards from the Open House. Next steps are compiling the information for the upcoming workshop on April 14th.

- **BOARD MEMBER COMMENTS**

Ruth mentioned the recent comments at Council meeting about the Highlands Trail being unsafe. She would like to encourage more riders to use the Highland trails to put more eyes on the trail.

- **EDUCATION TOPIC**

- DAVE – TUCSON VISIT

Dave shared some photos from his recent trip.

- George Winn has invited Mark Smith to join us for our next meeting to speak on electric bikes.

- **ADJOURNMENT**

The next regular meeting is scheduled for April 26th at 5:00 p.m.
Meeting was adjourned at 6:08 P.M.

Uploaded to the 3/22/22 meeting under Other:
Rails to Trails Concept Map
Photos from Dave Fine's trip to Tucson.

CDID #1

Comments provided by Amy N. Blain, District Manager

INTRODUCTION

Challenges: The status of the railroad right of way remains in unknown. Comment: One, spelling error (in/an). What's the status of reaching agreement with Patriot Rail?

Recommended Programs: CDID#1 would like to partner with the City on this

CHAPTER 2, Table 3: Trails and Multi-use Paths Inventory

- "Pacific Way Trail" should be the Ditch #6 Walking Trail
- "Ditch #5 Trail" is actually Ditch #4 in the section that fronts 7th Ave Park

CHAPTER 3, Goal 2. Jurisdictional Coordination

Objective 2.1 **CDID#1 should be on the list of agencies to communicate with.**

Action 2.1.2 Work with jurisdictions to identify bicycle and pedestrian routes throughout the city **that also improve access to and maintenance of existing drainage systems and stormwater facilities**

CHAPTER 4, Table 4. List of recommended bicycle improvements

If my tally is correct, the list of projects is (81) for bike lanes and shared street, versus just (22) for trails. Why is the focus on shared streets, rather than shared paths? Who wants to ride a bike on the civic circle? NOBODY. And really, the only people I see riding bikes on Pacific Way are avid bikers, not families out for recreation. If you want people to actually use these improvements, I would think harder about getting them off the street and onto a trail.

Project specific comments:

- Project 2 on Pacific Way from Coal Creek to Pacific Pl – propose to connect Ditch 6 trail instead; **must circumvent CDID#1 property**
- Project 10 - Is it necessary to provide so many alternatives paths between two points A and B? As an example, from Memorial Park Drive at 38th to Industrial way, there are four separate routes proposed:
 - Project 60: Shared street on Memorial Park Drive
 - Project 10: Bike Lane on 38th
 - Project 28: Bike Lane on Prudential
 - Project 73: Trail on Ditch 5
 - Do we need all four? Seems like overkill. Perhaps we can accomplish more if we narrow our focus to say two.
- Project 11 on Louisiana from 30th to 32nd. Would need to provide connectivity to Ditch 2 trail, if Project 17 is changed to a trail and moved to Ditch 2
- Project 15 on Olympia Way from 42nd to 46th – suggest using Cutoff Slough instead
- Project 17 on 32nd Avenue from OBHwy to WA Way – would love to see a trail along Ditch 2 instead but CDID1 ownership is limited; requires additional easements
- Project 18 on 32nd from Olympia Way to Rail-to-Trail – I think this is actually a trail on Cutoff Slough instead of a shared street, according to the map

- Project 22 on Douglas from Alder to 28th. Is it necessary to provide so many alternatives paths between two points A and B? Three separate routes are proposed
 - Project 31 – Bike lane on Washington Way from Industrial to Nichols
 - Project 70 – Trail on Ditch 1 from Ditch 5 to 32nd (which could actually go further to 30th)
 - Project 22 on Douglas. Do we need a shared street, and a bike lane, and a trail? I don't understand the need for so many routes.
- Project 28 on Prudential from 38th to Industrial. Consider keeping this and deleting Project 10.
- Project 29 on Robbins Street from OBHwy to Oriole. Consider extending Bypass Ditch Trail (Project 62) to Cutoff slough instead, or in addition to.
- Project 31 on WA Way from Industrial to Nichols – would love to see a trail along Ditch 1 instead in the stretch between Industrial and 30th Ave
- Project 32 on WA Way from Catlin to 16th – Vandercook is a much better route (Project 43) and why have two so close together?
- Project 36 on West Side Hwy from Allen St to Fishers Lane – **would love to see the levee access road paved instead from Fishers Lane to Peardale**
- Project 40 on Industrial Way from WA Way to Memorial Park Drive – would prioritize a trail along the north side of Ditch 5 instead
- Project 41 on Kessler from OB Hwy to 15th Ave – why??? Isn't that what Lake Sacajawea is for?
- Project 42 on Oriole from Robbins to 50th – poor soils = bad road. The cracks and joints are wide enough to swallow a bike wheel if a kiddo isn't paying attention (been there!)
- Project 44 on 15th from Washington Way to Nichols – would 14th Ave be a better route with less traffic congestion
- Project 46 on RR from OB Hwy to Nevada - will need to close the Cowlitz Levee north of Fishers Lane
- Project 54 on 7th Ave from CA Way to Home Depot – Is this a freeway for transients living on Alabama to get to Walmart? I'm having trouble seeing value added. Suggest a trail along Ditch 3 instead.
- Project 55 on Civic Circle – is it just me or is a terrible idea to put bikes on the Civic Circle???
- Project 56 on Nichols from OB Hwy to Oregon Way - why??? Isn't that what Lake Sacajawea is for?
- Project 58 on Willow Grove connection Rd from Mt. Solo Rd to OB Hwy – suggest putting this along Ditch 10 instead. Consider whether best located on east or west side of ditch.
- Project 60 on Memorial Park Drive from 38th to Industrial – we call this rubber road because it is SO INCREDIBLY BAD. The entire road needs torn out and rebuilt. Why not put a trail on Ditch 10 instead of a shared street?
- Project 67 on Ditch 12 from 38th to Olive Way is CDID1 easement but could most likely be negotiated with WREDCO
- Project 68 on Ditch 6W on shared street – there is a near continuous lower bench along the ditch that could be completed to separate bike lane from traffic
- Project 69 on Cutoff Slough – there may be some pinch points but CDID1 does have continuous ownership along COS
- Project 70 on Ditch 1 from Ditch 5 to 32nd could actually go further to 30th. This is CDID1 ownership.
- Project 71 on Ditch 6W from Pacific to RR – CDID1 has ownership for most of this length but it stops short of the RR

- Project 72 on Ocean Beach from Coal Creek to 38th to Washington Way – who wants to ride their bike on Ocean Beach? Very few people. Good luck selling “lane diets”. Why not use Cutoff Slough and Ditch 8 instead?
- Project 74 on Olive Way from OB Hwy to Memorial Park Drive. Why put in a trail on Ditch 12 and a bike lane on Olive Way?
- Project 74 on Olive Way from Memorial Park Drive to 46th Avenue. Why not put this on Ditch 8?
- Project 75 on Ditch 4 from Tennant to Hudson – CDID1 ownership is not continuous, some is easement.
- Project 76 on MV Golf Course from Pennsylvania to 42nd – could provide connectivity to Ditch 6 trail along east side of Drain 18
- Project 84 on 3rd Ave cut-through from Ditch 6 to Pacific Way – no thank you! We would like to eliminate this crossing and the one west of it. They are maintenance headaches and hold back flow in Ditch 6.
- Project ## on 38th from OB Hwy to Pacific Way – shown on map as bike lane but not included in project list. Propose to construct trail along Drain 12 instead from Pacific Way to Cutoff Slough.
- NEW PROJECT: Propose to construct trail along Ditch 3 to provide corridor between Tennant and Oregon Way.
- NEW PROJECT: Propose to connect trails on Cutoff Slough between 42nd and 46th

CHAPTER 5, Table 6: Corridor Design Criteria

- **Multi-use/Shared trail, two-direction: Trails on CDID1 drainage ways must be 15-ft wide and constructed to a standard able to support our equipment. Bollards or chicane gates must be removable**
- **Trail design on CDID1 ditches needs to be mindful of access and maintenance needs, ie. light poles need to be situated such that they do not create an obstruction**
- **Design/construction needs to incorporate garbage cans, pet waste stations and signage at strategic locations**
- **Trails along CDID1 drainage ways will be subject to close for periodic maintenance activity, and use is conditional**
- **Will need to develop an agreement with the City regarding trail maintenance, garbage patrols, spill containment, illicit discharges, homeless activity and damages associated with trail use, etc.**

CHAPTER 8, Table 9: Proposed Bicycle Network Implementation Schedule

- Can we get ANY projects on the priority list that might be a win-win with CDID1? We really would love to partner with you on this!

INTERACTIVE MAP

- Sewage Lagoon St should be shown as an existing trail.
- Doesn't show the Ditch 6 trail from 48th to 30th
- Doesn't show the Highlands Trail
- Doesn't show trails being constructed as part of Mt. Solo Estates development project which connect Schneider Drive to Branch Creek Rd.

CWCOG

Comments provided by Ken Pearrow, Transportation Planner

- Overall the plan is well designed and comprehensive.
- Consider using a different term than road diets on page 7. Road reconfigurations, road renovations, lane reductions, road redesigns
- We would like to be a partner with the City in moving forward with the plan and would like to be included as a partner under Recommended Programs on page 8
- Given the recent momentum of the Columbia and Cowlitz Railway Rails to Trails project (Project ID = 46 in table 5) moving forward, we would like to see it shown as a priority project on Figure 1 on page 7, key pedestrian connections in the future on page 40, Table 9 on page 78, and any other pertinent sections and maps of the document.
- We concur that the master plan contributes to goals 3 and 5 in the Metropolitan/Regional Transportation Plan.
- Consider adding the use of permanent or temporary bike and pedestrian counters (or Strava like data) to measure the usage of completed projects in the Performance Measures and Reporting section on page 77.
- Consider including a discussion on micromobility in the master plan.
- Update information for Project ID 59 (Beech St) in Table 9 to show the Funding/Source as funded, Transportation Alternatives.

WSDOT

Comments provided by Kelly Smith, Southwest Region Planning Multi-Modal Manager:

Thank you for the opportunity to review the Longview Bicycle and Pedestrian Master Plan! My apologies for the delay in response. After reviewing with a few other offices in SW Region, I've compiled the following comments for the plan:

- You may already be aware of these upcoming projects on SR 432, but I wanted to share them for clarity just in case:
 - We are currently evaluating an intersection upgrade at SR 432/Washington Way (either signal replacement or RAB)
 - There is a paving project from 7th Ave to SR 411 that should begin in a year or so
- It appears that the design standard for **50D** is missing from the plan. Regarding cross-sections on WSDOT facilities, we would prefer to review and approve any proposed cross-section before it's detailed in the plan and we would expect that any proposed design would meet WSDOT Traffic Manual and Design Manual standards with citations. I've provided a recommendation upon initial review of 50B in the next bullet point. We would ultimately need to review and approve any progression of design beyond identifying cross-sections as well.
- On WSDOT facilities, 11' lanes would be preferred before 10' to accommodate truck traffic, however, where there are low truck volumes and low speeds, 10' lanes would be appropriate. Please refer to the [WSDOT Traffic Manual](#) (specifically Exhibit 1231-2) for more information. Given that truck percentages and speeds are low on SR 411 where 50B is proposed, 10' lanes would be reasonable.
- In addition to the Traffic Manual, I wanted to share a link to the recently published [WSDOT Active Transportation Plan](#). This was produced by Headquarters, and the overall vision and goals

seem to align well with the Longview Plan. We have also been working to interpret the statewide Complete Streets directive that was passed in the most recent legislative session. I would expect that answers to your question regarding parallel trails and/or lower level traffic stress options within the corridor would be answered with this directive – or at least provide a means to study each corridor for the appropriate solution.

- Regarding the SR 4 Technical Report, given the pushback we received from the city councils that reviewed the report, it's highly unlikely that we would pursue funding to implement any recommendations. Our preference would be to wait for the City to get consensus with elected officials and to provide support as needed.
- Please let me know if you plan to apply for State SRTS/PBP funding on any of the WSDOT facilities. I'd be happy to help with the application or circulate it with the appropriate reviewers within SW Region.