

**Complete Streets Advisory Committee**  
**August 23, 2022 – 5:00 P.M.**  
**City Hall Public Works Conference Room, 1<sup>st</sup> floor**  
**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 JULY 26, 2022
- **AUDIENCE COMMENTS**
- **OLD BUSINESS**
  - RECRUITMENT OF NEW MEMBER
  - WASHINGTON WAY
- **NEW BUSINESS**
  - PROJECT CONCEPT REVIEW – BEECH STREET
- **REPORTS**
  - PROJECT LOOK-AHEAD
- **BOARD MEMBER COMMENTS**
- **EDUCATION TOPIC**
  - “GETTING THERE - MAKING SAFER STREETS TOGETHER” VIDEO
- **ADJOURNMENT**

The next regular meeting is scheduled for September 27th at 5:00 p.m.

Attachments (all pdf's)

- Meeting Notes
- Washington Way Alternatives Memo
- Beech Street Project Slides
- Project Look-ahead

**Complete Streets Advisory Committee**  
**Regular Meeting**  
**July 26, 2022 – 5:00 P.M.**  
**Notes**

- **CALL TO ORDER**

Meeting was called to order by Morgan Palmer at 5:02 P.M.

- **ROLL CALL**

In attendance:  
Morgan Palmer, Chair  
Matthew Carnahan  
Clark Carroll  
Trey Davis  
George Winn  
One Board Vacancy

Ruth Kendall, Council liaison  
Ken Hash, PW Director  
Sam Barham, Engineer  
Nancy Vandehey, Admin

Excused:  
Elizabeth Stratton

- **APPROVAL OF MEETING NOTES**

On a motion duly made and passed the notes were approved as presented.

- **OLD BUSINESS**

- RECRUITMENT OF NEW MEMBER

Ruth is working with the assigning committee to fill the vacancy.

- **NEW BUSINESS**

- RECRUITMENT OF NEW MEMBER

Ruth Kendall, a member of the appointment committee, provided a brief update.

Morgan Palmer thanked Dave Fine for all of his commitment and hard work for Complete Streets.

- **REPORTS**

- PROJECT REVIEW – WASHINGTON WAY

Masha Eshghi and Jason Irving of MacKay Sposito shared a presentation on options for Washington Way. They will compile results and report back to Morgan Palmer to share at the August meeting.

- **BOARD MEMBER COMMENTS**

- **EDUCATION TOPIC**

- **ADJOURNMENT**

Meeting was adjourned at 6:16 P.M.

## MEMORANDUM

**TO:** Morgan Palmer, Project Manager | City of Longview

**FROM:** Jason Irving & Mahsa Eshghi | MacKay Sposito

**RE:** **Washington Way Complete Street Project  
Summary Results - Alternative Cross Sections Presentation to the City of Longview Complete Streets  
Advisory Committee**

**DATE:** August 1, 2022

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### Overview

On July 26, 2022, six alternative cross sections were presented to the City of Longview's Complete Streets Advisory Committee for the Washington Way Complete Street project. Committee and City staff in attendance included:

|                        |                                           |
|------------------------|-------------------------------------------|
| Morgan Palmer, Chair   | Matthew Carnahan                          |
| Clark Carroll          | Trey Davis (via Zoom)                     |
| George Winn (via Zoom) | Ruth Kendall (council liaison, nonvoting) |
| Sam Barham, Engineer   | Nancy Vandehey, Engineering Admin         |

The presentation included:

- A project and project team overview
- Presentation of each alternative, examples of how they have been implemented in other Cities, and reviewing assessment criteria related to cost, safety, etc. (see table 1 below)
- Answering questions related to each alternative and discussing design and implementation opportunities and challenges
- Each committee member and City staff were asked to vote and prioritize their top three alternative selections
- Provided an overview of next steps, including public outreach activities and completion of an alternatives analysis for the top three selections

Presentation slides and voting sheets are included as attachments A and B respectively.

## Alternatives Selection Summary Results

Based on committee feedback and voting, the following alternatives (ranked in order of preference) were selected to be included for a more in-depth alternatives analysis.

Alternative 6 - Two-Way Protected Bike Boulevard

Alternative 3 - Buffered Elevated Bike Lane with Mountable Curb

Alternative 1/2 - Buffered Bike Lane w/Separator

Note that Alternatives 1 and 2 are similar and further analysis will be completed to determine the appropriate bike lane buffer and vehicle travel lane widths considering factors such as traffic volumes, safety, freight mobility, etc.

Table 1 below shows the existing condition, each alternative, and assessment criteria.

**Table 1 - Alternatives with Assessment Criteria Evaluation**

| Alt. # | Alt. Name                                       | LTS* | Traffic Calming | Cost | Storm water | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parking | Alternative Graphic                                                                   |
|--------|-------------------------------------------------|------|-----------------|------|-------------|----------------------------|-----------------|-------------|-----------------------------------|---------------------------------------------------------------------------------------|
| 1      | 2' Buffered Bike Lane w/Separator               | 1    | Yes             | M    | N/A         | M                          | L               | M           | H                                 |   |
| 2      | 3' Buffered Bike Lane w/Separator               | 1    | Yes             | M    | N/A         | M                          | L               | M           | H                                 |  |
| 3      | 2' Buffered Elevated Bike Lane w/Mountable Curb | 1    | Minimal         | H    | High Impact | M                          | H               | L/M         | L/M                               |  |
| 4      | 3' Landscape Buffered Bike Lane                 | 1    | Yes             | H    | Impact      | H                          | H               | H           | M                                 |  |
| 5      | 3' Buffered Bike Lane                           | 2    | Minimal         | L    | N/A         | L                          | L               | L           | H                                 |  |
| 6      | Two-Way Protected Bike Boulevard                | 1    | Yes             | H    | N/A         | M                          | M               | H           | L/H                               |  |
|        | Existing                                        | 4    | No              | L    | N/A         | L                          | L               | L           | Sunday Only                       |  |

\*Level of Traffic Stress

L/M/H = Low/Medium/High

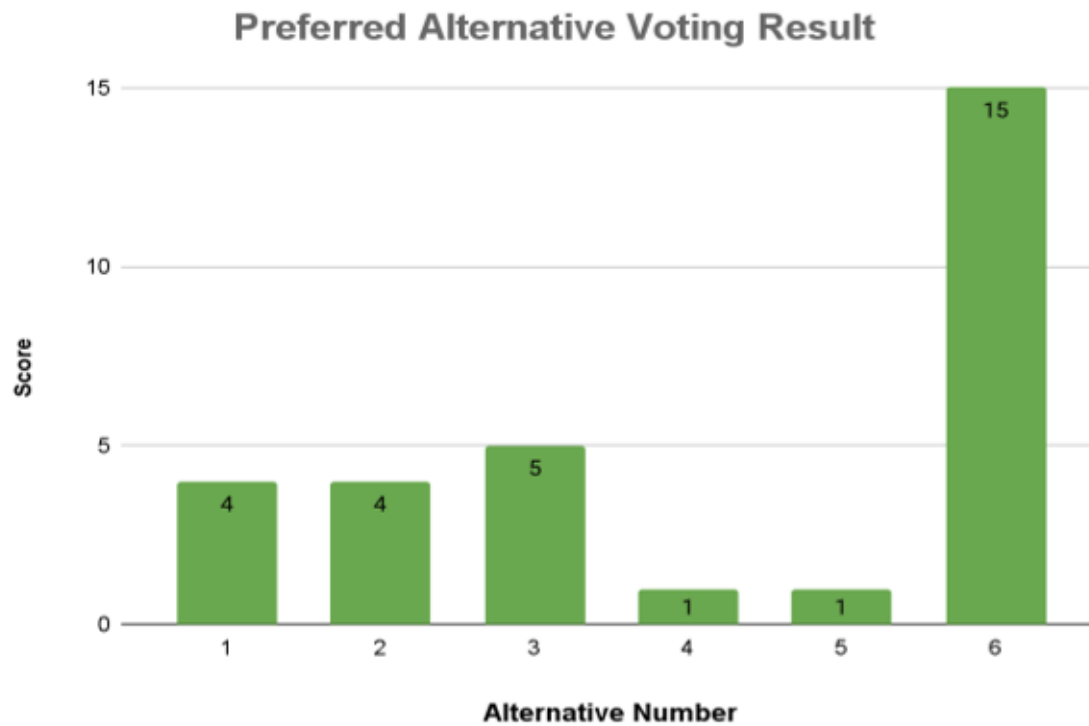
### **General Committee Feedback**

- Strong desire to provide a level of traffic stress 1 for bike facilities.
- Consider different alternatives for the east and west segments of Washington Way given differing existing conditions (park frontage/commercial area with limited driveways versus residential areas with frequent driveways).
- Review intersection layout for selected alternatives (this will be completed as part of the future alternatives analysis.)
- Review feasibility for selected alternatives considering a possible future roundabout at the Nichols Boulevard intersection.
- Consider speed reductions throughout the corridor. Note that speed reductions have been implemented on many other similar corridors in Longview.
- The committee does not prefer flexible delineator posts. Zebra delineators should consider winter conditions (snow/ice/snow plows) and providing gaps for bicycles to deviate out of the bike lanes in an emergency. The committee suggested reviewing raised pavement markers (buttons) which have been used elsewhere in the City.
- Consider street sweeping maintenance vehicle width and access to protected bike lane facilities.
- The churches along the corridor may view the need for on-street parking priorities differently.
- Consider eliminating the center turn lane in areas with less need, in order to provide more space for bike lane buffers and/or on-street parking.
- Review The City of Seattle 2nd Ave. and City of Newberg complete streets projects for platner delineator solutions and bike facility design.
- The committee showed a strong preference for not phasing the Washington Way Complete Street Project improvements.
- The corridor is used by school buses, including 20 +/- bus trips at Washington Way & 28th intersection (coming down from middle school and high school) each day.
- Consider
  - Tree protection
  - Use of curb bulb outs to reduce pedestrian crossing distances
  - Painted crosswalks or mid-block crossings
  - Use of green paint to delineate bike facilities at intersection

**Preferred Alternative Voting Result:**

The following table shows alternative voting scoring results. Points were assigned as follows:

- 3 points for a first choice
- 2 points for a second choice
- 1 point for a third choice



**Attachments:**

Exhibit A - Complete Streets Advisory Committee Presentation slides

Exhibit B - Washington Way Voting Sheets



# Washington Way Improvements Alternatives Review

Presented by:

Morgan Palmer, Project Manager | *City of Longview*

Jason Irving, Project Manager | *MacKay Sposito*

Mahsa Eshghi, Design Lead | *MacKay Sposito*

## Similar Project Experience

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SW Eaton Blvd, City of Battle Ground - *Bike/Ped Shared Use Path*



## Similar Project Experience Cont'd

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SE 1st Street, City of Vancouver - *Bike/Ped Shared Use Path, Dutch Intersection Layout*



## Similar Project Experience Cont'd

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### SE Blanton Street, City of Hillsboro - *Elevated Cycle Track*



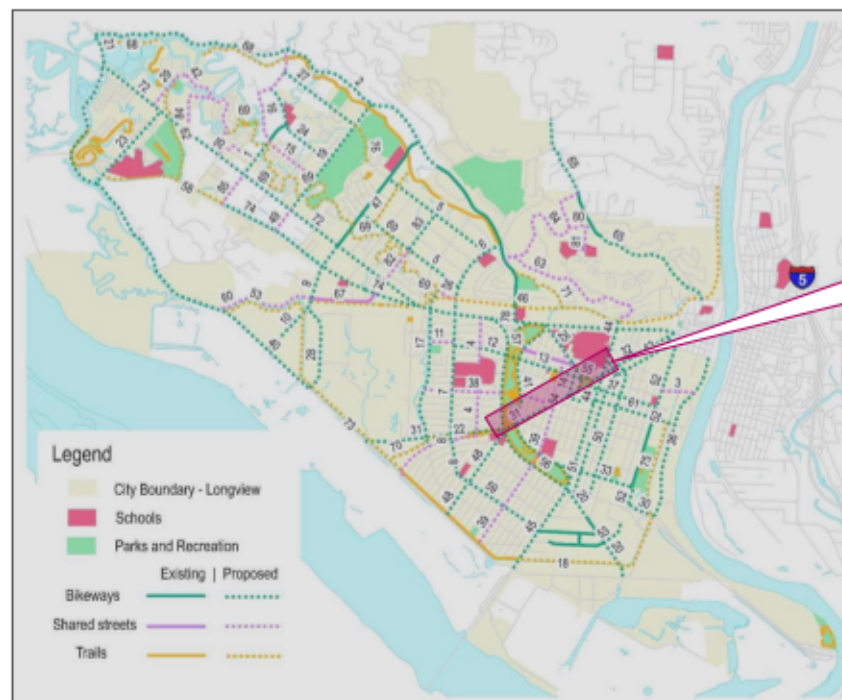
## Similar Project Experience Cont'd

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### Cornelius Road, Washington County - *Bike/Ped Shared Use Path*



# City of Longview Bike Master Plan



Project  
Location #31

*Map of recommended bicycle projects*

## Project Overview

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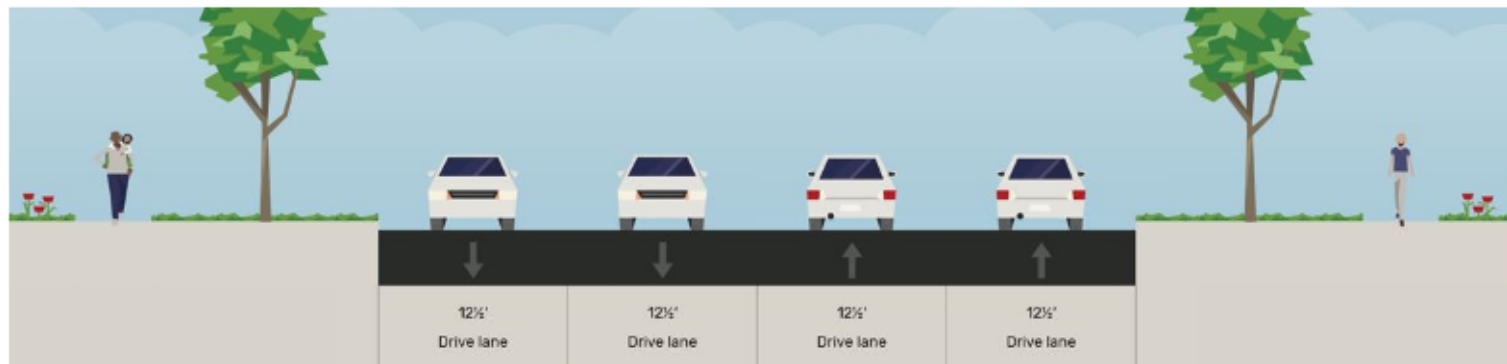
## Presentation Goals

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- Gather and discuss feedback on each alternative
- Assess how each alternative meets goals and criteria established in the Bike and Pedestrian Master Plan
- Narrow down to 3 preferred alternatives for a more in-depth analysis



## Existing Conditions



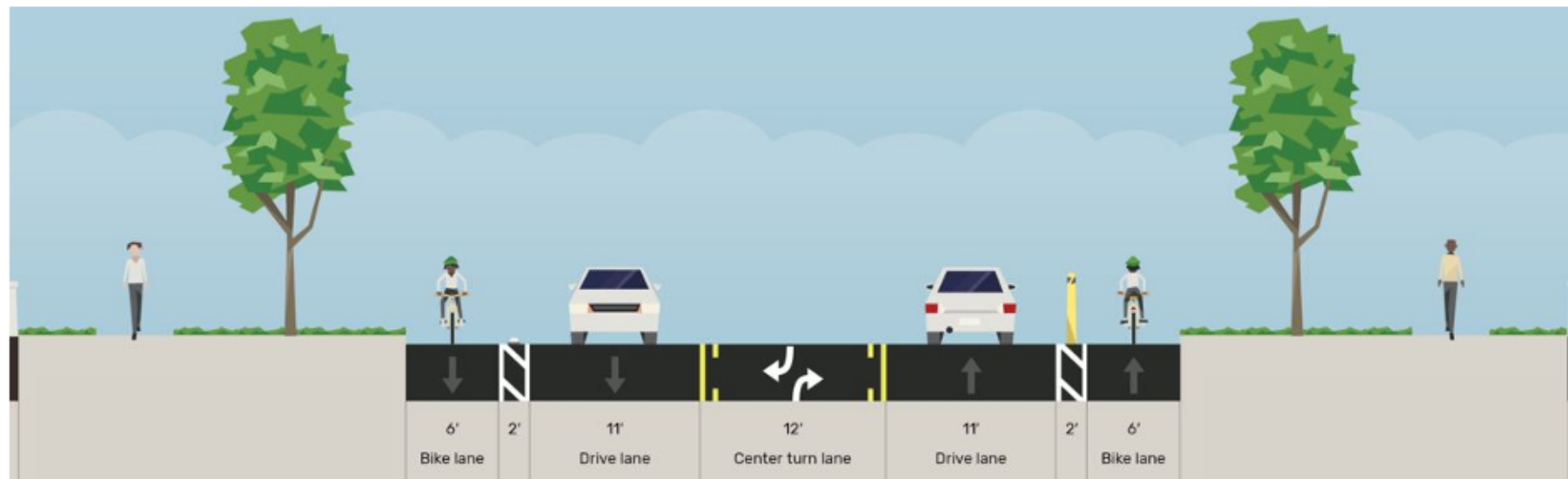
## Alternatives Development and Assessment Criteria

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- Level of traffic stress
- Traffic calming
- Cost
- Stormwater
- Impacts to driveway access
- Grading impacts
- Maintenance
- Opportunity for on-street parallel parking



## Alternative 1 - 2' Buffered Bike Lane with Separator



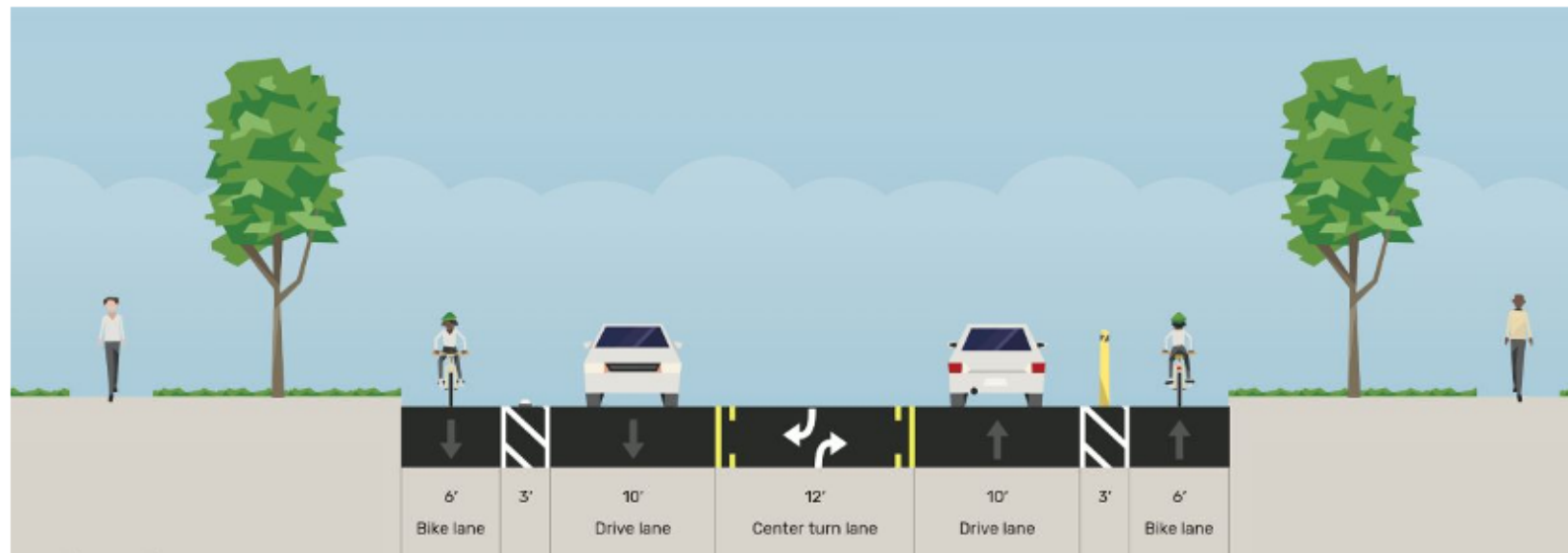
| Alternative # | Name                               | LTS | Traffic Calming | Cost | Stormwater | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parallel Parking |
|---------------|------------------------------------|-----|-----------------|------|------------|----------------------------|-----------------|-------------|--------------------------------------------|
| 1             | 2' Buffered Bike Lane w/ Separator | 1   | Yes             | M    | N/A        | M                          | L               | M           | H                                          |

## Alternative 1 - 2' Buffered Bike Lane with Separator Examples

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## Alternative 2 - 3' Buffered Bike Lane with Separator

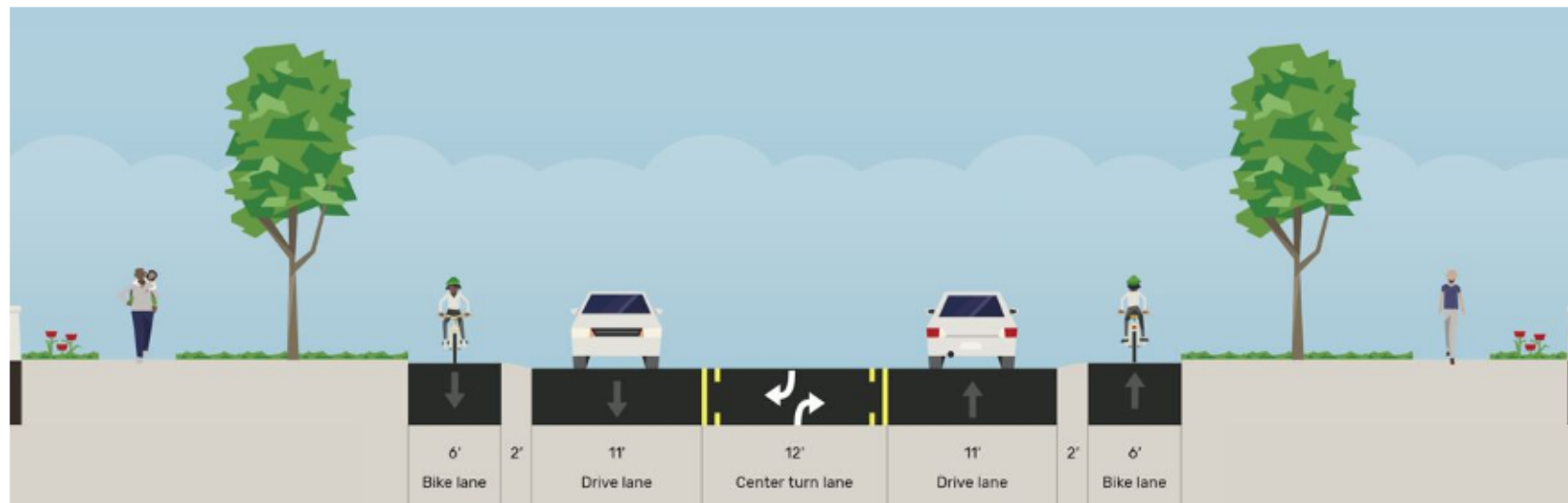


| Alternative # | Name                               | LTS | Traffic Calming | Cost | Stormwater | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parallel Parking |
|---------------|------------------------------------|-----|-----------------|------|------------|----------------------------|-----------------|-------------|--------------------------------------------|
| 2             | 3' Buffered Bike Lane w/ Separator | 1   | Yes             | M    | N/A        | M                          | L               | M           | H                                          |

## Alternative 2 - 3' Buffered Bike Lane with Separator Examples



## Alternative 3 - 2' Buffered Elevated Bike Lane with Mountable Curb



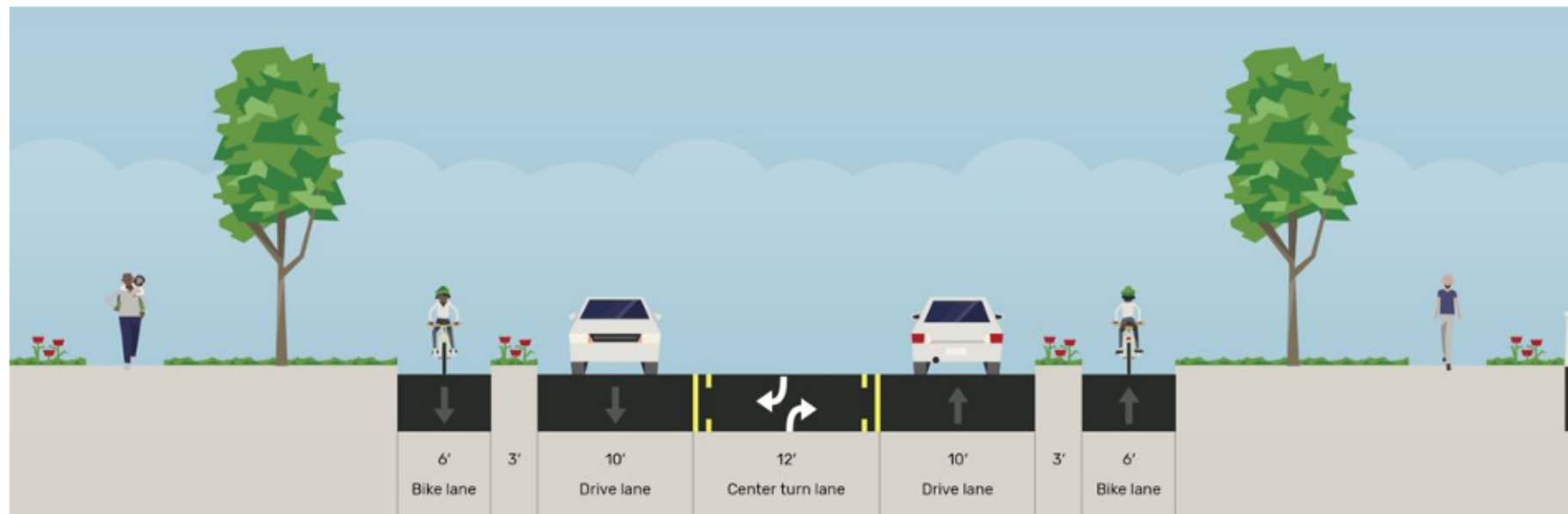
| Alternative # | Name                                             | LTS | Traffic Calming | Cost | Stormwater  | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parallel Parking |
|---------------|--------------------------------------------------|-----|-----------------|------|-------------|----------------------------|-----------------|-------------|--------------------------------------------|
| 3             | 2' Buffered Elevated Bike Lane w/ Mountable Curb | 1   | Minimal         | H    | High Impact | M                          | H               | L/M         | L/M                                        |

## Alternative 3 - 2' Buffered Elevated Bike Lane with Mountable Curb Examples

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## Alternative 4 - 3' Landscape Buffered Bike Lane

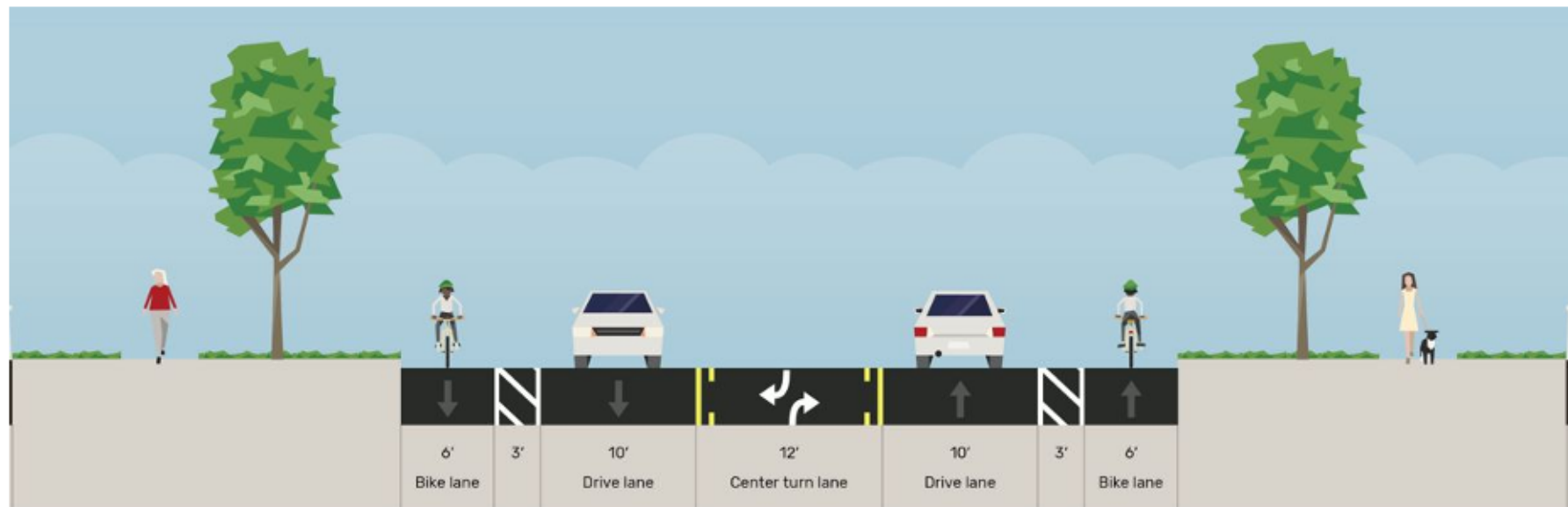


| Alternative # | Name                            | LTS | Traffic Calming | Cost | Stormwater | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parallel Parking |
|---------------|---------------------------------|-----|-----------------|------|------------|----------------------------|-----------------|-------------|--------------------------------------------|
| 4             | 3' Landscape Buffered Bike Lane | 1   | Yes             | H    | Impact     | H                          | H               | H           | M                                          |

## Alternative 4 - 3' Landscape Buffered Bike Lane Examples



## Alternative 5 - 3' Buffered Bike Lane



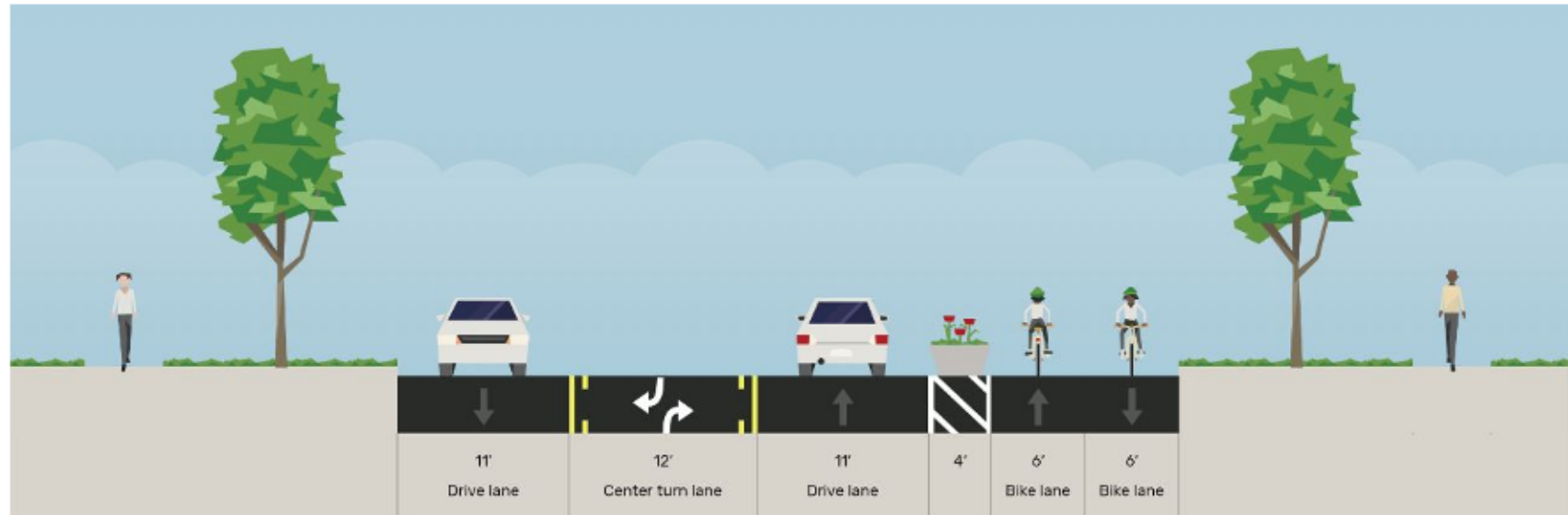
| Alternative # | Name                  | LTS | Traffic Calming | Cost | Stormwater | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parallel Parking |
|---------------|-----------------------|-----|-----------------|------|------------|----------------------------|-----------------|-------------|--------------------------------------------|
| 5             | 3' Buffered Bike Lane | 2   | Minimal         | L    | N/A        | L                          | L               | L           | H                                          |

## Alternative 5 - 3' Buffered Bike Lane Examples

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## Alternative 6 - Two-Way Protected Bike Boulevard



| Alternative # | Name                             | LTS | Traffic Calming | Cost | Stormwater | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parallel Parking |
|---------------|----------------------------------|-----|-----------------|------|------------|----------------------------|-----------------|-------------|--------------------------------------------|
| 6             | Two-Way Protected Bike Boulevard | 1   | Yes             | H    | N/A        | M                          | M               | M           | L/H                                        |

## Alternative 6 - Two-Way Protected Bike Boulevard Examples



# Summary Table/Select 3

| Alternative # | Name                                            | LTS | Traffic Calming | Cost | Stormwater  | Impacts to Driveway Access | Grading Impacts | Maintenance | Opportunity for On-Street Parallel Parking | Alternative Graphic |
|---------------|-------------------------------------------------|-----|-----------------|------|-------------|----------------------------|-----------------|-------------|--------------------------------------------|---------------------|
| 1             | 2' Buffered Bike Lane w/Separator               | 1   | Yes             | M    | N/A         | M                          | L               | M           | H                                          |                     |
| 2             | 3' Buffered Bike Lane w/Separator               | 1   | Yes             | M    | N/A         | M                          | L               | M           | H                                          |                     |
| 3             | 2' Buffered Elevated Bike Lane w/Mountable Curb | 1   | Minimal         | H    | High Impact | M                          | H               | L/M         | L/M                                        |                     |
| 4             | 3' Landscape Buffered Bike Lane                 | 1   | Yes             | H    | Impact      | H                          | H               | H           | M                                          |                     |
| 5             | 3' Buffered Bike Lane                           | 2   | Minimal         | L    | N/A         | L                          | L               | L           | H                                          |                     |
| 6             | Two-Way Protected Bike Boulevard                | 1   | Yes             | H    | N/A         | M                          | M               | H           | L/H                                        |                     |
|               | Existing                                        | 4   | No              | L    | N/A         | L                          | L               | L           | Sunday Only                                |                     |

## Q&A

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**Morgan Palmer, PE**

**Project Manager**

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**Jason Irving, PE**

**Project Manager**

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**Mahsa Eshghi, PE**

**Design Lead**

**Office:** 360.334.5118

**Email:** meshghi@mackaysposito.com

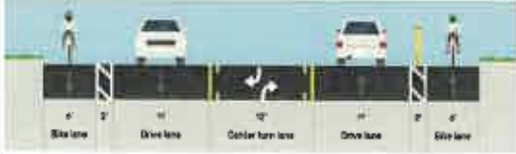
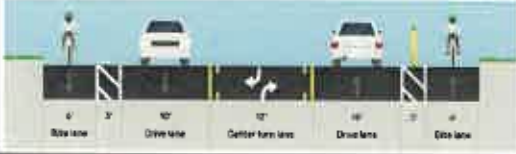
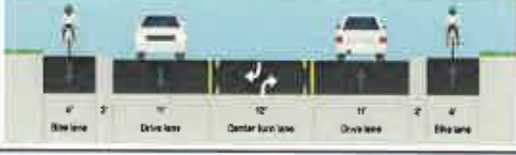


## Next Steps

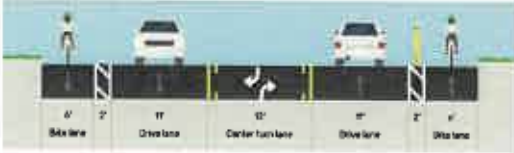
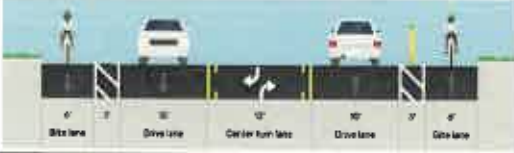
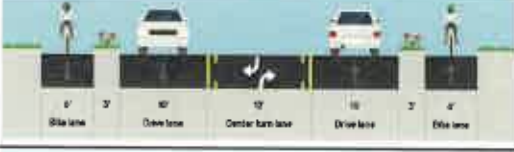
- Determine 3 preferred alternatives
- Collect/analyze traffic data
- Public outreach
  - Mailers/door hangers
  - Virtual and in-person open houses
  - Coffee shop events
  - Project webpage
- Alternatives analysis
- Present analysis and recommended alternative to Council (late September)



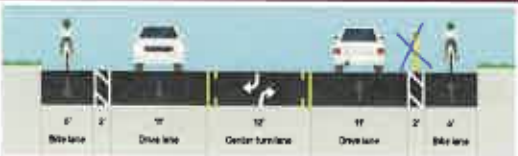
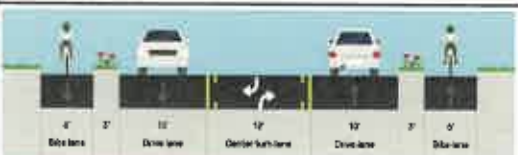
# Washington Way Improvements Preferred Alternative Selection

| Alternative # | Name                                            | Alternative Graphic                                                                  | Top Three<br>(In order of preference) | Additional Comments |
|---------------|-------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------|---------------------|
| 1             | 2' Buffered Bike Lane w/Separator               |    |                                       |                     |
| 2             | 3' Buffered Bike Lane w/Separator               |    | 2                                     |                     |
| 3             | 2' Buffered Elevated Bike Lane w/Mountable Curb |    | 3                                     |                     |
| 4             | 3' Landscape Buffered Bike Lane                 |   |                                       |                     |
| 5             | 3' Buffered Bike Lane                           |  |                                       |                     |
| 6             | Two-Way Protected Bike Boulevard                |  | 1                                     |                     |

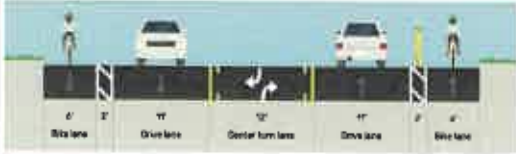
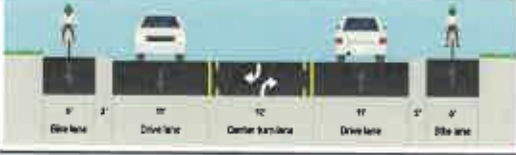
# Washington Way Improvements Preferred Alternative Selection

| Alternative # | Name                                            | Alternative Graphic                                                                  | Top Three<br>(In order of preference) | Additional Comments                       |
|---------------|-------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------|-------------------------------------------|
| 1             | 2' Buffered Bike Lane w/Separator               |    |                                       |                                           |
| 2             | 3' Buffered Bike Lane w/Separator               |    |                                       |                                           |
| 3             | 2' Buffered Elevated Bike Lane w/Mountable Curb |    | 2                                     |                                           |
| 4             | 3' Landscape Buffered Bike Lane                 |   | 3                                     |                                           |
| 5             | 3' Buffered Bike Lane                           |  |                                       |                                           |
| 6             | Two-Way Protected Bike Boulevard                |  | 1                                     | *especially on area between Nichols + 3rd |

# Washington Way Improvements Preferred Alternative Selection

| Alternative # | Name                                            | Alternative Graphic                                                                  | Top Three<br>(In order of preference) | Additional Comments |
|---------------|-------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------|---------------------|
| 1             | 2' Buffered Bike Lane w/Separator               |    | 1ST - NORTH OF NICHOLS                |                     |
| 2             | 3' Buffered Bike Lane w/Separator               |    |                                       |                     |
| 3             | 2' Buffered Elevated Bike Lane w/Mountable Curb |    | 2ND - SOFT BEFORE MAJOR I/S           |                     |
| 4             | 3' Landscape Buffered Bike Lane                 |    |                                       |                     |
| 5             | 3' Buffered Bike Lane                           |   |                                       |                     |
| 6             | Two-Way Protected Bike Boulevard                |  | 1ST - SOUTH OF NICHOLS                |                     |

# Washington Way Improvements Preferred Alternative Selection

| Alternative # | Name                                            | Alternative Graphic                                                                  | Top Three<br>(In order of preference) | Additional Comments                                |
|---------------|-------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------------|
| 1             | 2' Buffered Bike Lane w/Separator               |    | #2                                    |                                                    |
| 2             | 3' Buffered Bike Lane w/Separator               |    |                                       | 10' lanes are too small<br>- Truck & Transit Route |
| 3             | 2' Buffered Elevated Bike Lane w/Mountable Curb |    |                                       | mountable curb<br>- Rediculous cost                |
| 4             | 3' Landscape Buffered Bike Lane                 |   |                                       | Landscape needs maintained,<br>adds cost,          |
| 5             | 3' Buffered Bike Lane                           |  | #3                                    |                                                    |
| 6             | Two-Way Protected Bike Boulevard                |  | #1                                    |                                                    |

George

# Washington Way Improvements Preferred Alternative Selection

| Alternative # | Name                                            | Alternative Graphic                                                                  | Top Three<br>(In order of preference) | Additional Comments |
|---------------|-------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------|---------------------|
| 1             | 2' Buffered Bike Lane w/Separator               |    | 3                                     | see back            |
| 2             | 3' Buffered Bike Lane w/Separator               |    | 2                                     | see back            |
| 3             | 2' Buffered Elevated Bike Lane w/Mountable Curb |    |                                       |                     |
| 4             | 3' Landscape Buffered Bike Lane                 |    |                                       |                     |
| 5             | 3' Buffered Bike Lane                           |  |                                       |                     |
| 6             | Two-Way Protected Bike Boulevard                |  | 1                                     | see back            |

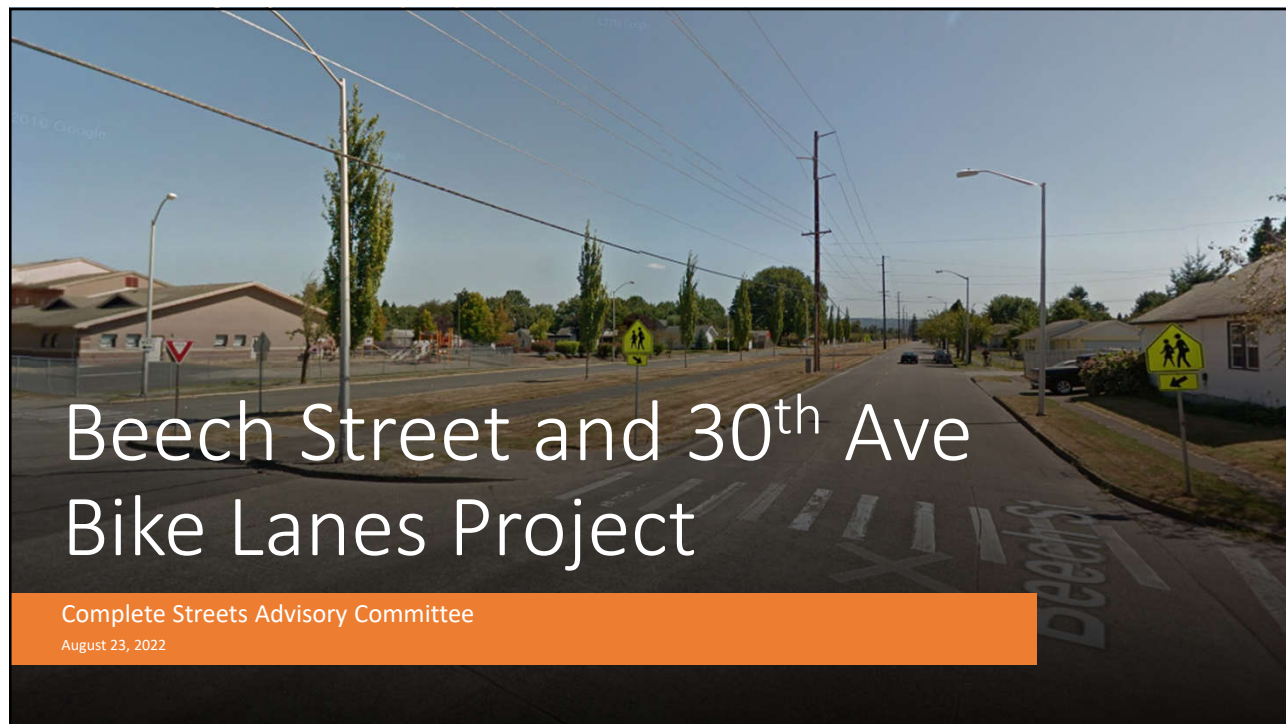
## George's Additional Comments

- Use curb bulbs. - Make sure messaging is clear about how curb bulbs reduce distance & time
- I am keen to learn how all the improvements will aid auto drivers, (Bumpy roadways)  
\*Left turn safety
- Have the different colored blacktops and cement.
- Prefer Painted intersections for bikes, this could be white or green paint.

## Trees

- Use adaptive design to protect trees.
- Protection plan during construction.
- Plant short growing trees when under powerlines.

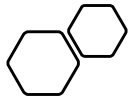
- Curious to know where new crosswalks will be added.
- Love the Sunday parking study idea!



1



2



## Existing Conditions

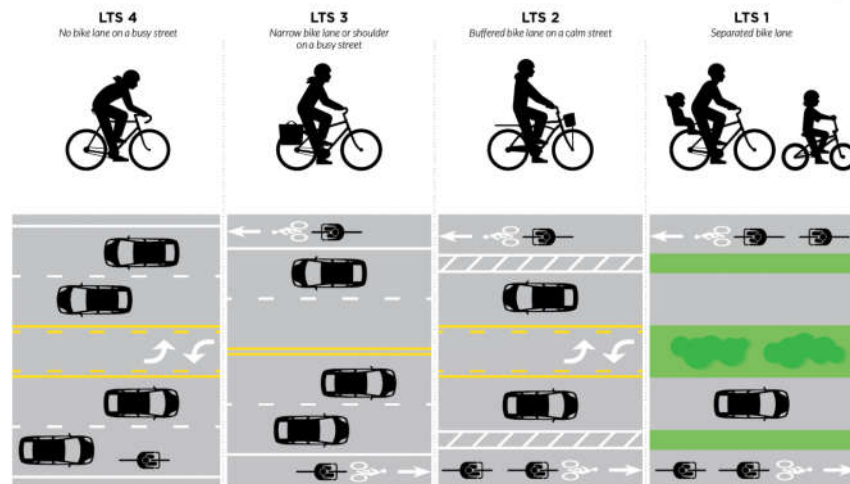


3

## LEVEL OF TRAFFIC STRESS



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



4

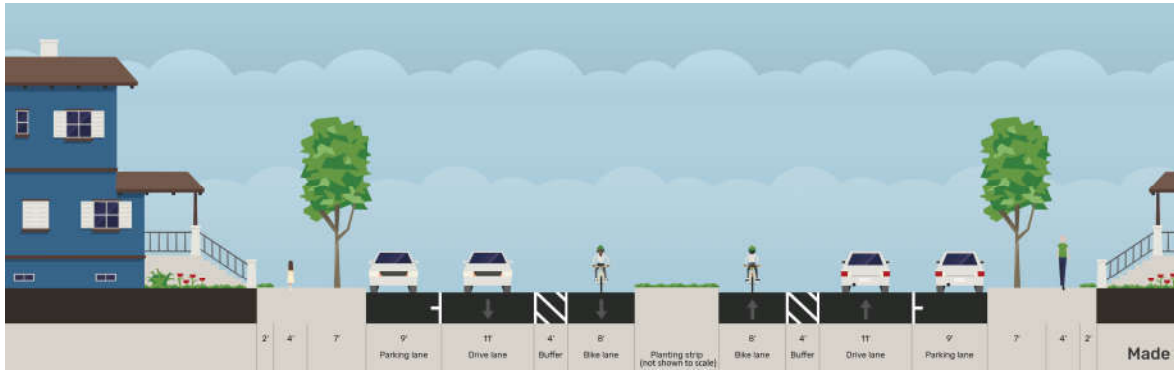
## Option A: Left-side

### Pros:

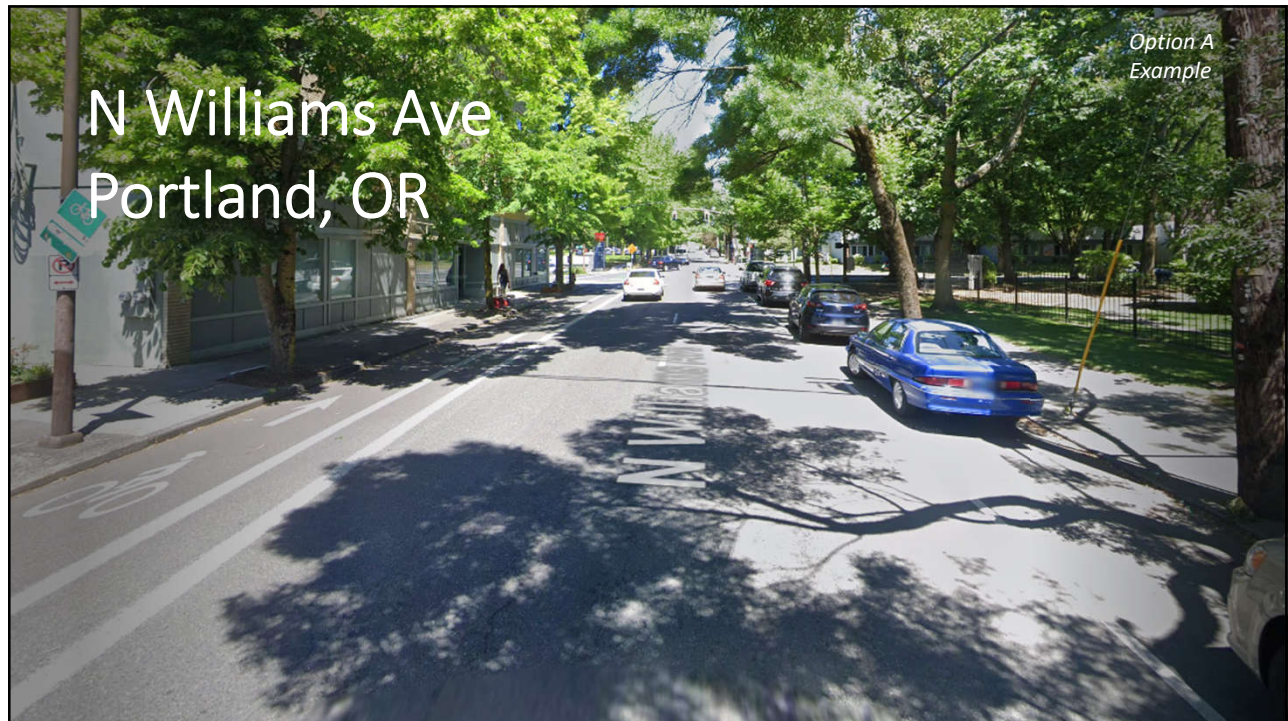
- Easier left turns for bikes
- Bike more visible to driver
- No "door-zone"
- No bus-bike mixing

### Cons:

- Difficult right turns for bikes
- Transition to right-side bike lane at Oregon Way



5



6

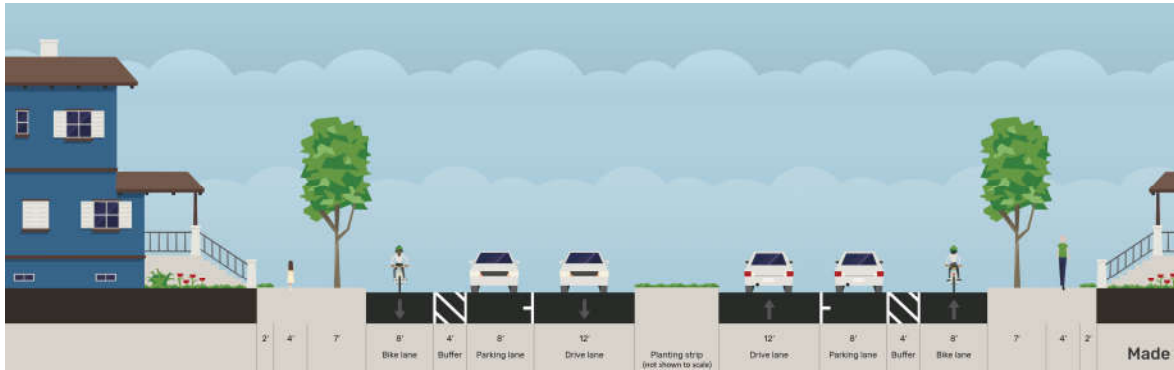
## Option B: Parking-protected

### Pros:

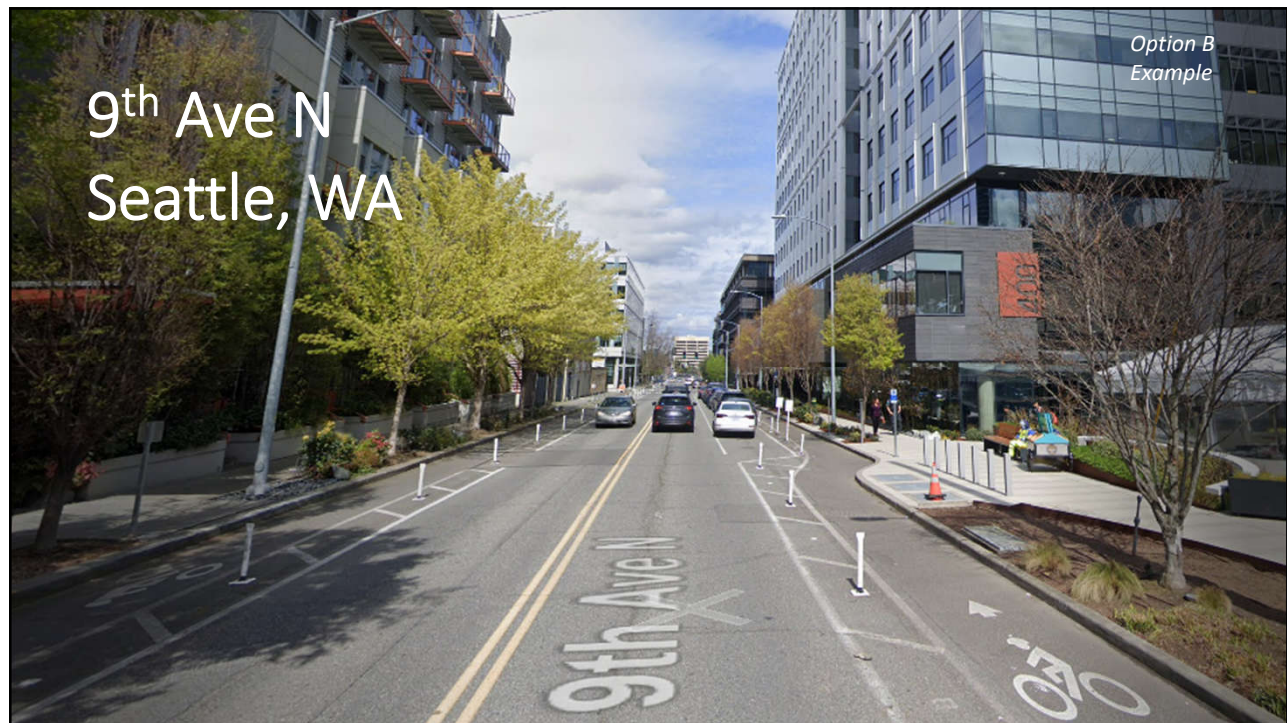
- Parking provides extra protection
- Closer to “Dutch” design
- Low risk of “door-zone”

### Cons:

- Parking education
- Bus-bike mixing
- Need left-turn queuing space



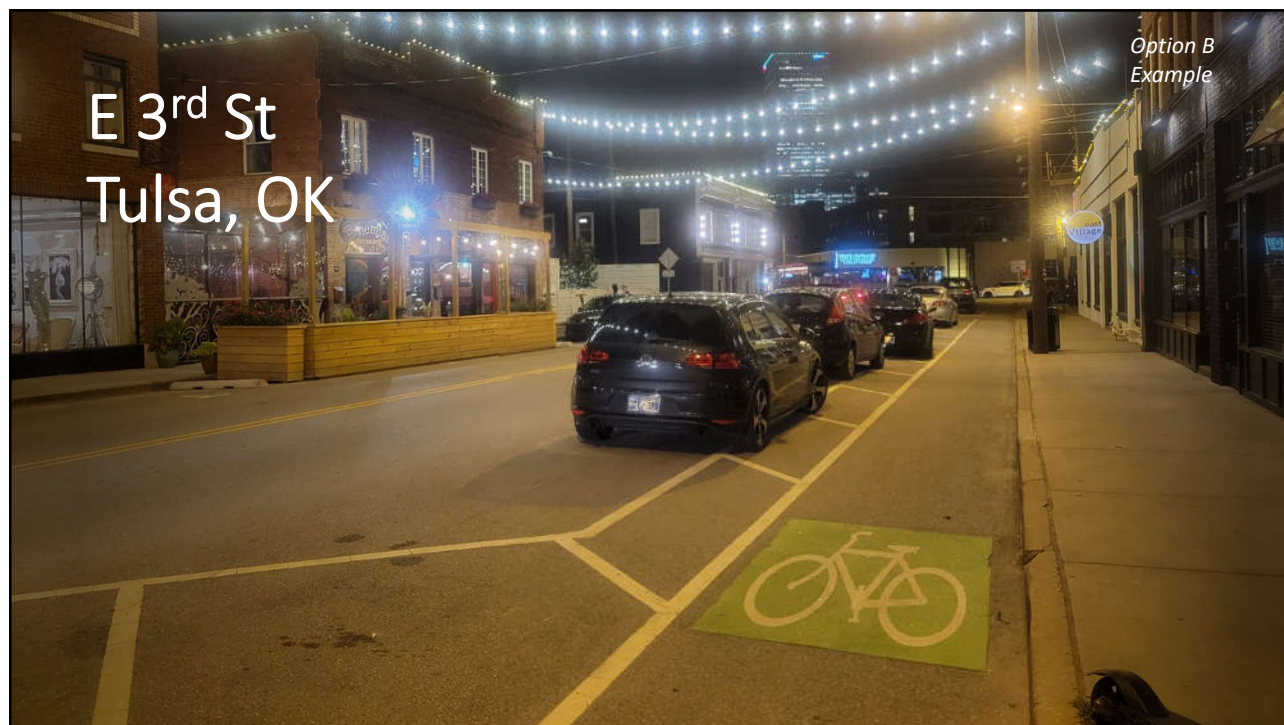
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8



9



10

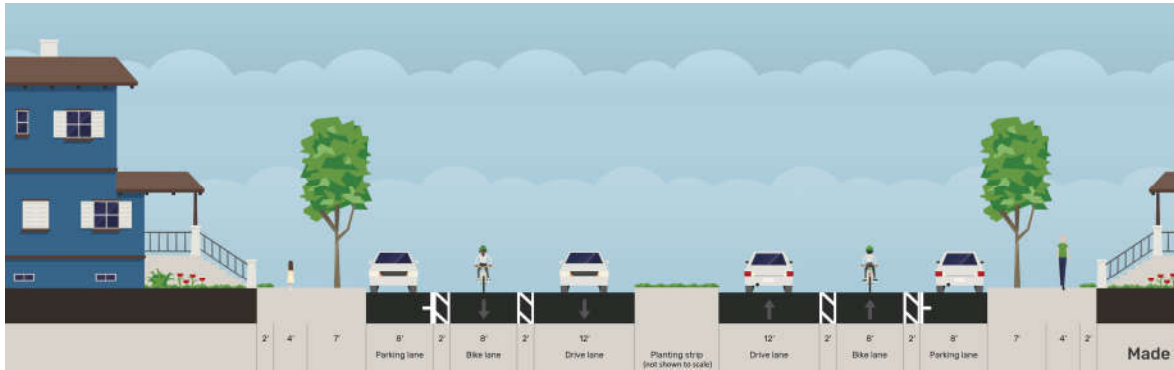
## Option C: Buffered

### Pros:

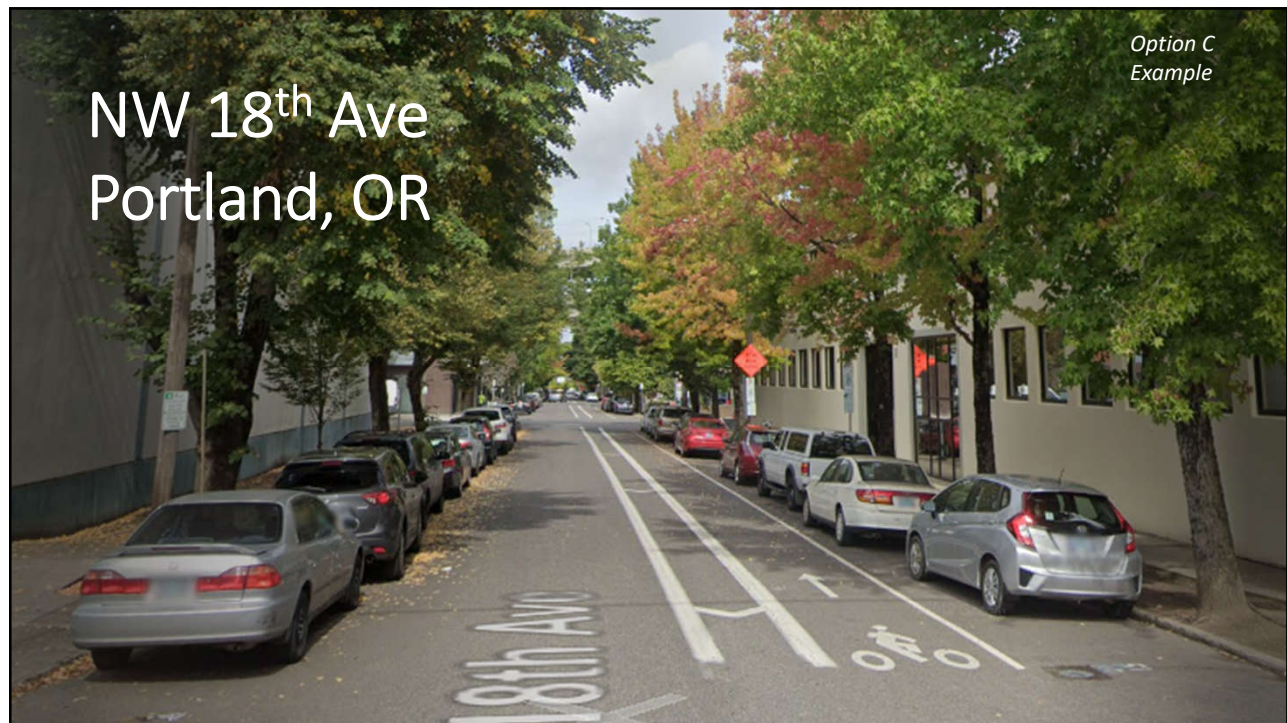
- Parking stays the same

### Cons:

- Less protection/separation
- More striping to maintain
- Bus-bike mixing



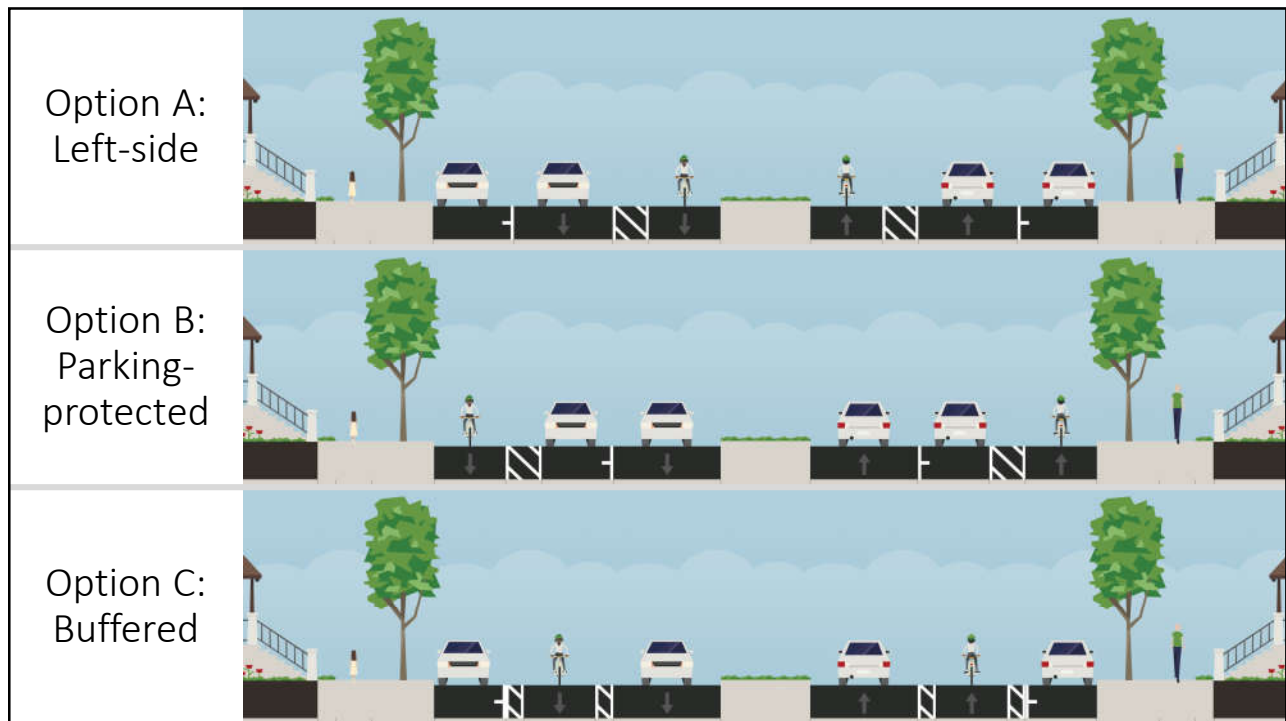
11



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14

## Project Timeline:



### **Outreach**

Fall 2022



### **Design**

Winter 2022



### **Construction**

Summer 2023

**Key: Design**

CS = present concept to Complete Streets Advisory Committee

OH = public open house

CC = Present outreach and alternatives analysis to City Council at workshop

**Construction**

| Project # | Corridor       | 2022 |   |   |   |   |   |    |    |    |    |    |    | 2023 |   |   |   |   |   |   |   |   |    |    |    |
|-----------|----------------|------|---|---|---|---|---|----|----|----|----|----|----|------|---|---|---|---|---|---|---|---|----|----|----|
|           |                | 1    | 2 | 3 | 4 | 5 | 6 | 7  | 8  | 9  | 10 | 11 | 12 | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 20        | California Way |      |   |   |   |   |   |    |    |    |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 1         | 46th Ave       |      |   |   |   |   |   |    |    |    |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 31        | Washington Way |      |   |   |   |   |   | CS | OH | CC |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 8 & 59    | Beech St       |      |   |   |   |   |   | CS | OH |    |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 6 & 7     | 30th Ave       |      |   |   |   |   |   |    | CS | OH |    |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 61        | Hudson St      |      |   |   |   |   |   |    |    | CS | OH |    |    |      |   |   |   |   |   |   |   |   |    |    |    |
| 25        | Olympia Way    |      |   |   |   |   |   |    |    |    |    | CS | OH |      |   |   |   |   |   |   |   |   |    |    |    |

