City of Longview

1525 Broadway
Longview, WA 98632
www.ci.longview.wa.us

Agenda

City Council

Mayor MaryAlice Wallis
Mayor Pro Tem Michael Wallin
Council Member Ruth Kendall
Council Member Angie Wean
Council Member Spencer Boudreau
Council Member Hillary Strobel
Council Member Christopher Ortiz

Thursday, February 16, 2023 | **6:00 PM** | **2nd Floor, City Hall**

NOTICE IS HEREBY GIVEN, in accordance with RCW Chapter 42.30, that the City Council of the City of Longview, Washington, will conduct a special workshop in the Longview City Hall Council Chamber, 1525 Broadway, Longview, on Thursday, February 16, 2023 at 6:00 p.m. The topics of discussion follow. Final disposition shall be taken on no other matter.

The City Hall is accessible for persons with disabilities. Special equipment to assist the hearing impaired is also available. Please contact the City Executive Office at 360.442.5004 48 hours in advance if you require special accommodations to attend the meeting. Please note - virtual attendees may comment verbally during public hearings only. Virtual attendees may also submit written comments to the Clerk's Office with the heading, "Public Comment for disbursement to the City Council".

https://us02web.zoom.us/j/82394132374

Telephone options (dial any of the following numbers):
1-253-215-8782
1-346-248-7799
1-408-638-0968
1-669-900-6833
1-301-715-8592
1-312-626-6799
1-646-876-9923

Webinar ID: ***823 9413 2374***

1. **CALL TO ORDER**
2. **INVOCATION*/FLAG SALUTE**
3. **ROLL CALL**

4. WORKSHOP

23-000882 WASHINGTON WAY / BEECH STREET PROJECT UPDATE

RECOMMENDED ACTION:
DIRECTION TO STAFF

5. ADJOURNMENT

*** Any invocation that may be offered at the Council meeting shall be the voluntary offering of a private citizen, to and for the benefit of the Council. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the Council, and the Council does not endorse the religious beliefs or views of this, or any other speaker.**

NEXT REGULAR COUNCIL MEETINGS:

THURSDAY, FEBRUARY 23, 2023 – 6:00 P.M.
THURSDAY, MARCH 9, 2023 – 6:00 P.M.

City of Longview

Agenda Summary

WASHINGTON WAY / BEECH STREET PROJECT UPDATE

RECOMMENDED ACTION:
DIRECTION TO STAFF

COUNCIL STRATEGIC INITIATIVE ADDRESSED:
Improve Transportation Systems
Address Quality Of Place Issues

SUMMARY STATEMENT:
A presentation will be given to Council seeking direction for Washington Way and Beech Street Projects.

STAFF CONTACT:
Ken Hash, Public Works Director
Karl Enyeart, City Engineer
Morgan Palmer, Engineer

Attachments:
1. Washington_Beech WS memo

February 16, 2023

Project Updates

- Beech Street Bike Lanes project
- Washington Way Complete Streets project
- Beech Street Box Culvert/Open Channel
- Complete Streets Projects

We will be asking council for direction on three items tonight.

- Concurrence with the engineering decision to convert Beech Street, Oregon Way to Washington Way, from a four-lane roadway section to a two-lane roadway section with bike lanes, through a "Road Diet" process.
- Concurrence with the engineering decision to convert Washington Way, 17th Ave. to 34th Ave, from a four-lane roadway section to a three-lane roadway section with bike lanes, through a "Road Diet" process.
- Direction concerning the Beech Street Box Culvert. Continue to pursue an open channel concept or replace the box culvert with a pipe?

Connection to Complete Streets Master Plan

It should be noted that both the Beech Street Bike Lanes project and the Washington Way Complete Streets project are both high value, high priority projects in the Complete Street Master Plan. These projects were not chosen at random; we are very fortunate that our high priority projects lined up with the current funding opportunities.

Funding

One additional note, the grant funds used for these projects are dedicated funds that may not be used except for their intended purposes.

Additional information

Additional background and study information for the Washington Way project can be found on the project website at: www.mylongview.com/waway

Road Diet – General Discussion

What is a road diet?

Road Diet on Edgewater Dr., Orlando, FL

A classic Road Diet typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane.

Benefits

- Safety
- Mobility
- Access
- Complete Streets

Problems that can be corrected with a road diet

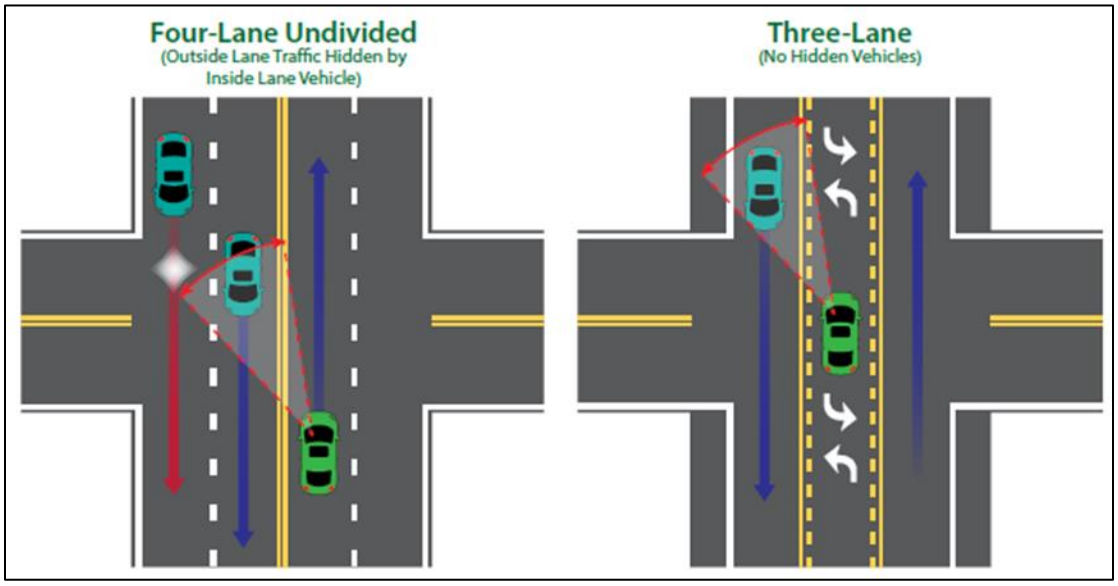
Safety

- Reduces rear end crashes
- Reduces sideswipe crashes
- Reduces left turn crashes
- Reduces bicycle and pedestrian crashes

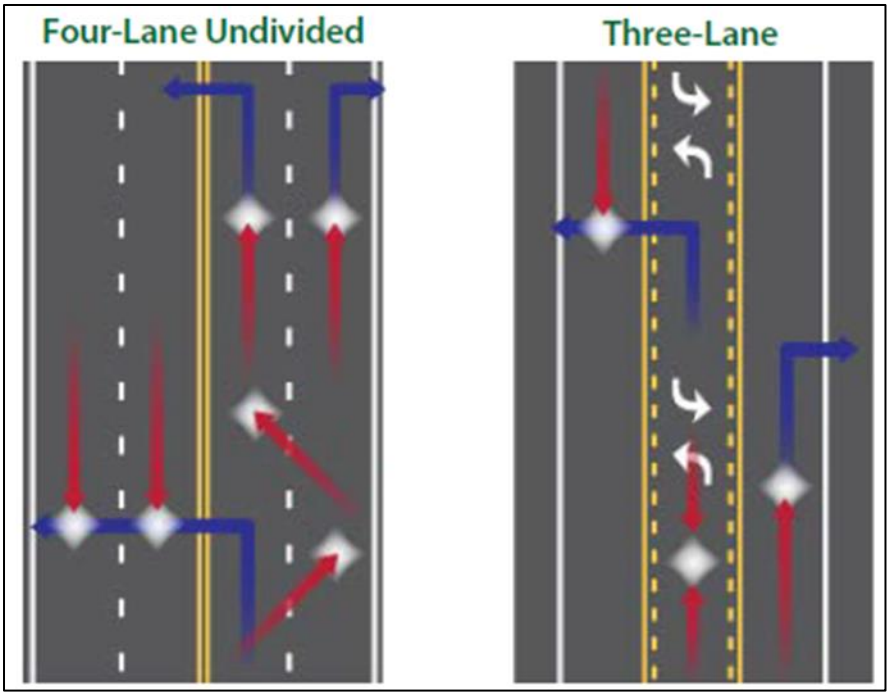
Operational

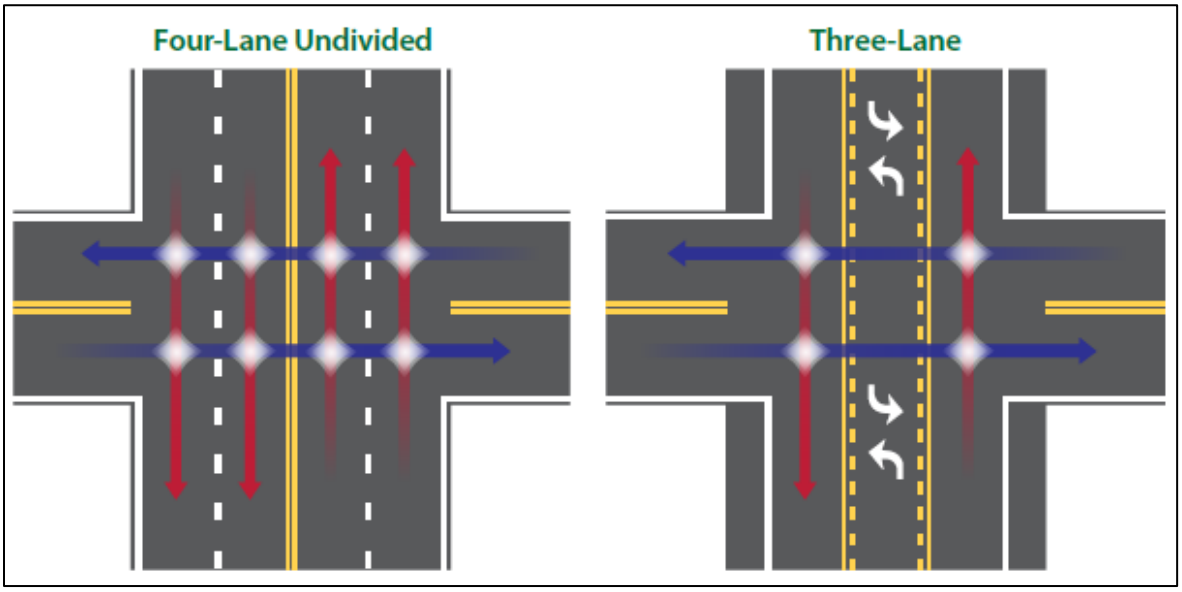
- Reduces delays associated with left-turning traffic
- Reduces side street delays
- Reduces bicycle delays

Safety for Cars, and Pedestrians

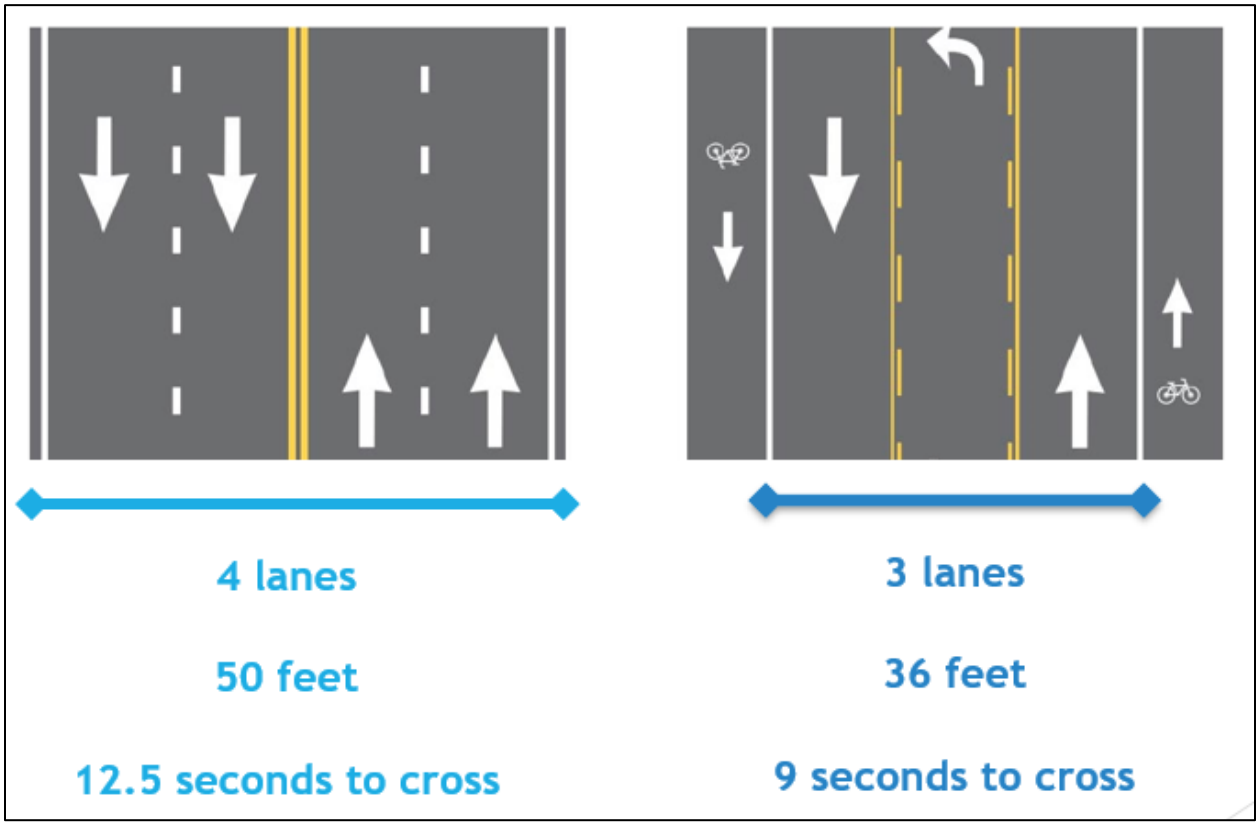


Drivers are safer because blind spots are eliminated.





Drivers are safer because conflict points are eliminated



Pedestrian safety in increased when we shorten crossing distances.

How will a road diet improve both mobility and access

- Separating Left Turns.
  Separating left-turning traffic has been shown to reduce delays at signalized intersections.

- Side-street Traffic Crossing.
  Side-street traffic can more comfortably enter the mainline roadway because there are fewer lanes to cross. This can reduce side-street delay.

- Speed Differential Reductions.
  The reduction of speed differential due to a Road Diet provides more consistent traffic flow and less “accordion-style” slow-and-go operations along the corridor

So, if converting to a 3-lane roadway increases vehicular efficiency and safety, plus the safety of pedestrians and bicyclists - what are the reasons for not making the conversation?

- The illusion of loss – taking away lanes for cars
- It will cause congestion
- Future increase in traffic volume
- “It’s the way we’ve done things, so that’s how it should be”

We will explore these myths in the project updates that follow.

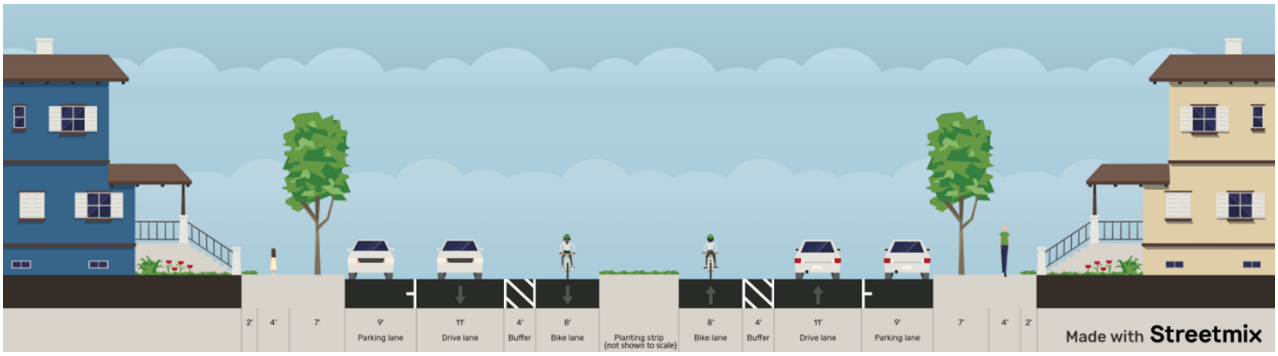
Beech Street Bike Lanes project

A Transportation Alternatives funded project - $244,795

A project constructed with paint striping, traffic markings and signing.

Beech Street from Oregon Way to Washington way is currently a four-lane, two-way roadway with a grassy median.

This project will convert the inside lanes to buffered bike lanes using largely paint, traffic markings and signing.



It will preserve parking and one lane of traffic in each direction.

How can we eliminate two vehicle lanes?
Will we create congestion?
What about future growth?

Capacity
According to the Highway Capacity Manual 2000, a two-lane, two-way street has the free flow capacity of up to 18,000 cars per day or a peak hourly volume of 1,800 cars per hour. Some sources will say a maximum or 25,000 cars per day.

Beech Street has an average daily traffic volume of 4,600 cars with a peak hourly volume of 460 cars. Both well below the free flow maximums.

Growth
As you will see below in this report, many of our streets have experience negative traffic growth. Our experience in Longview is that we have a citywide traffic growth of under 1% per year. So, typically we use a 1% growth factor to error on the liberal side of growth. A 1% growth rate applied to the Beech Street volume of 4,600 cars per day will be 5,600 in year 2042. Still well below the free flow capacity of 18,000 cars per day.

Question on project direction

Do we have concurrence with the engineering decision to convert Beech Street, Oregon Way to Washington Way, from a four-lane roadway section to a two-lane roadway section with bike lanes, through a “Road Diet” process?

Washington Way Complete Streets project

An NHS Asset Management project - $4,794,000
Removing the HMA overlay, replacing concrete panels, resurface with HMA, curb ramp upgrades, and channelization.

Washington Way, from 17th Ave to 34th Ave., is currently a four-lane, two-way roadway with no median.

This project will convert the street to two general purpose lanes with a center two-way left turn lane and two bike lanes.

How can we eliminate two vehicle lanes?
Will we create congestion?
What about future growth?
Will it cause more accidents?

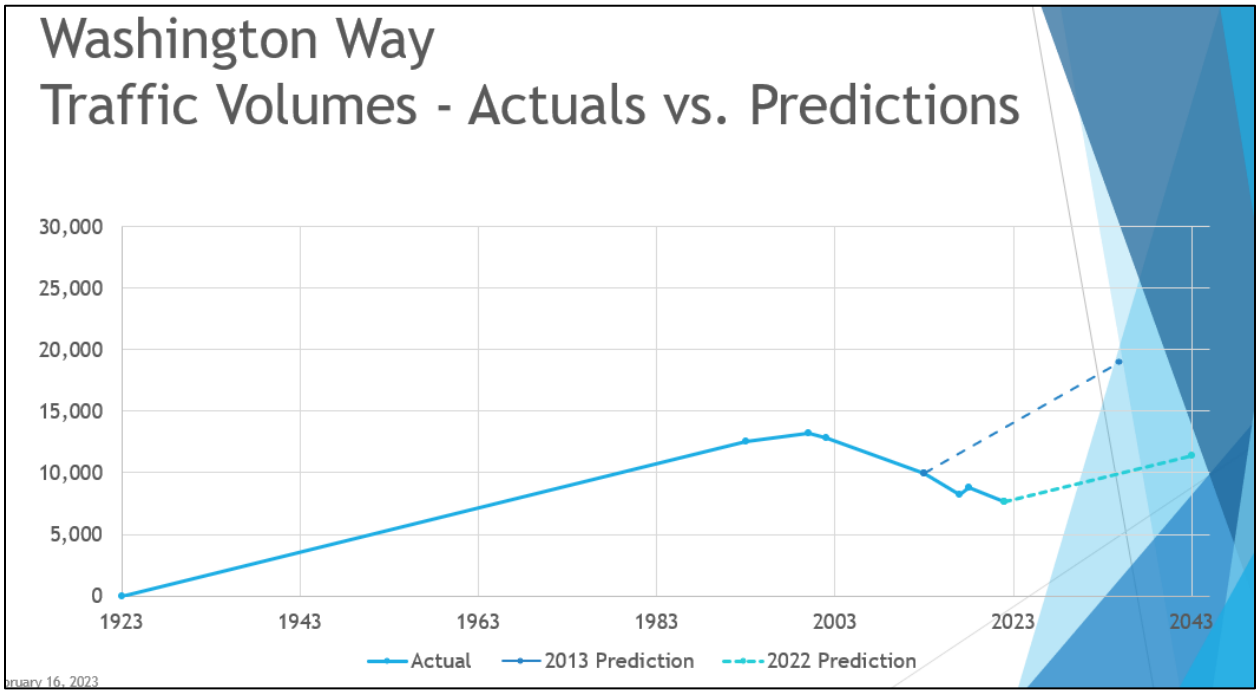
Capacity

According to the Highway Capacity Manual 2000, a two-lane, two-way street has the free flow capacity of up to 18,000 cars per day or a peak hourly volume of 1,800 cars per hour. Some sources will say a maximum or 25,000 cars per day.

Washington Way has an average daily traffic volume of 5,900 to 7,600 cars, depending on location with a peak hourly volume of 590 to 760 cars. Both well below the free flow maximums.

Growth

Washington Way had peak traffic volumes of about 13,000 cars per day around 1999 or 2000. Since that time, there has been a decline in traffic volumes. Today's traffic volumes have a peak of 7,600 cars per day. Again, our experience in Longview is that we have a citywide traffic growth of under 1% per year. Here we used a growth rate of slightly more than 1% to error on the liberal side of growth. This growth rate applied to the Washington Way volume of 7,600 cars per day will be approximately 12,000 in year 2043. Still well below the free flow capacity of 18,000 cars per day.



Crashes

Typically, after a road diet, streets will experience a reduction in crashes.

Washington Way Crashes - by Type

TABLE 3. SUMMARY OF CRASH FREQUENCY BY TYPE AND SEVERITY

CRASH TYPE	NUMBER OF CRASHES BY SEVERITY						
	FATAL	SUSPECTED SERIOUS INJURY	SUSPECTED MINOR INJURY	POSSIBLE INJURY	NO APPARENT INJURY	UNKNOWN	TOTAL
Angle	1	1	1	12	20	0	35
Rear End	0	0	1	3	22	0	26
ODLT[1]	0	0	2	8	11	0	21
Fixed Object	0	0	0	2	5	1	8
Pedestrian	0	1	2	4	0	0	7
Sideswipe	0	0	0	0	3	0	3
Bicyclist	0	0	2	0	0	0	2
Miscellaneous	0	0	1	0	1	0	2
Total	**1**	**2**	**9**	**29**	**62**	**1**	**104**

[1] Opposite Direction Left Turn

What crash reduction can be expected?

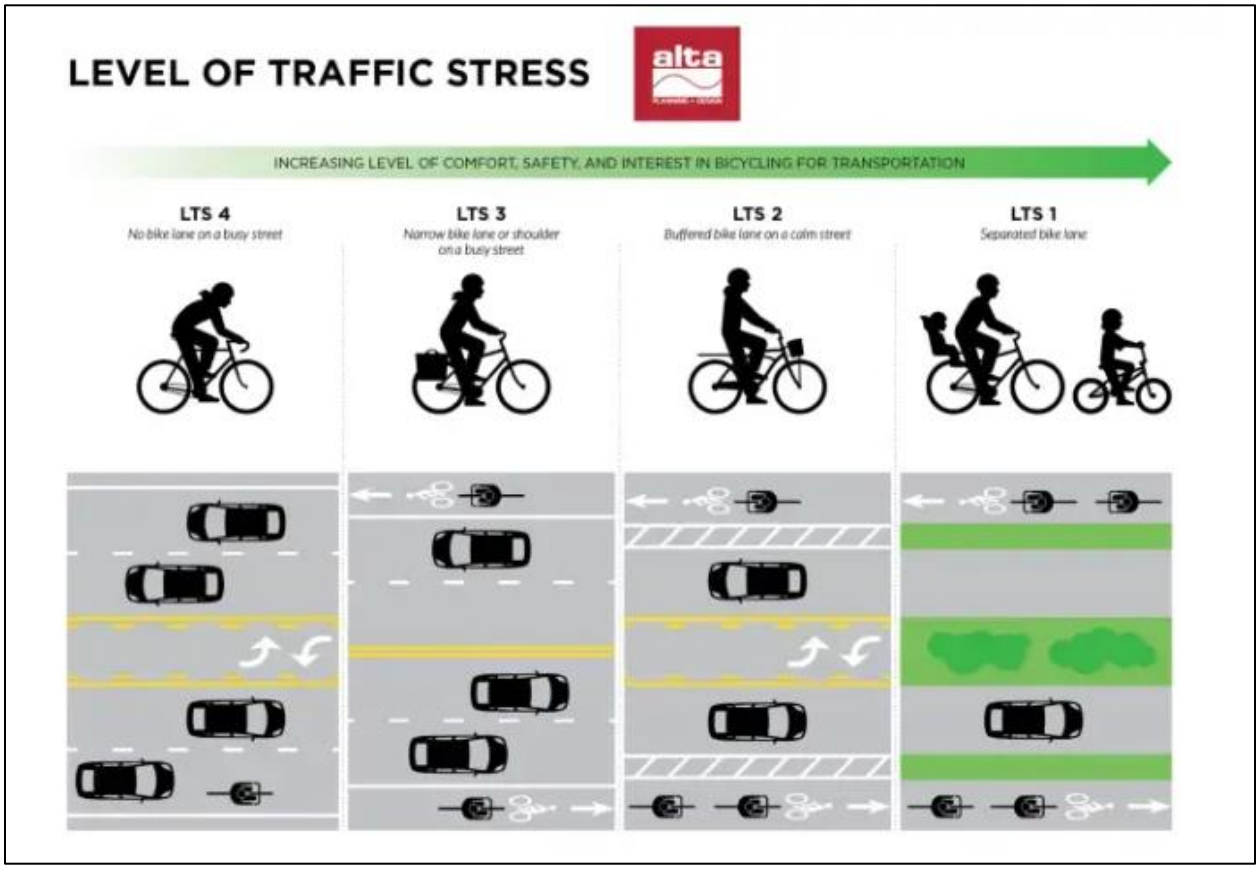
- 38% reduction in total crashes
- 64% reduction in fatal and injury crashes.

Why are vehicle crashes reduced?

See figures on pages 3 and 4 above.

Road diets eliminate blind spots and conflict points.

What about bikes?



The level of stress on cyclists can be reduced with the installation of bike lanes.

And Pedestrians?

See the figure on page 5.

We increase pedestrian safety by shortening the street crossing distance thus reducing the crossing time and their exposure to traffic.

Benefits may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

Conclusion

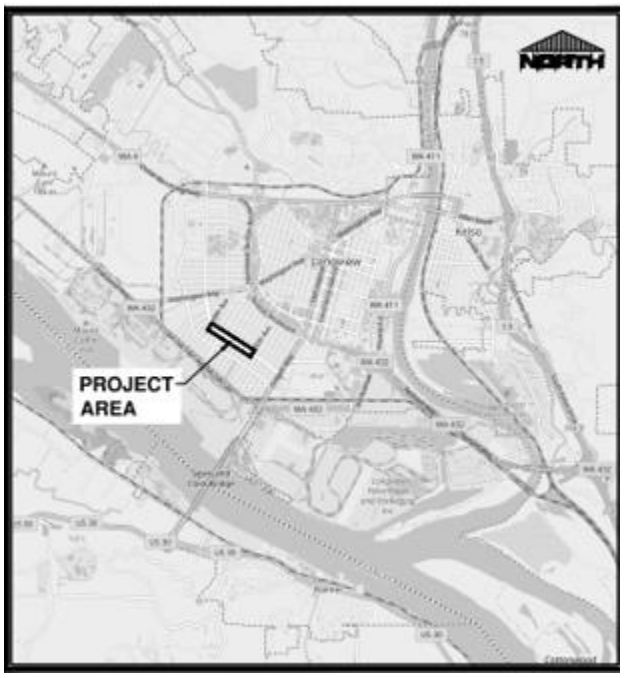
A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 18,000 or less.

Question on project direction

Do we have concurrence with the engineering decision to convert Washington Way, 17th Ave. to 34th Ave, from a four-lane roadway section to a three-lane roadway section with bike lanes, through a “Road Diet” process.?

Beech Street Box Culvert/Open Channel

Concerning the replacement of the Beech Street Box culvert with either culverts or an open channel.



1923 – Beech Street is platted as 2 two-lane, two-way streets with an open ditch (Ditch No.9) in between the streets. There were cross streets at 20th, 26th, 28th and Douglas.

1948 – the existing box culvert was constructed along with the cross streets that we know today.

1970 – Beech Street is widened, and a concrete street replaces the original HMA surface.

???? – at an unknown date the 2 two-lane, two-way streets were turned into 2 two-lane, one-way streets. We know that this has happened by at least 1970.

2015 - Design starts on the replacement of the Beech Street Box Culvert.

2019 – Bids were solicited for a construction project. All bids were rejected.

2021 – The ARPA subcommittee asks the question – Can we go back to the idea of an open ditch?

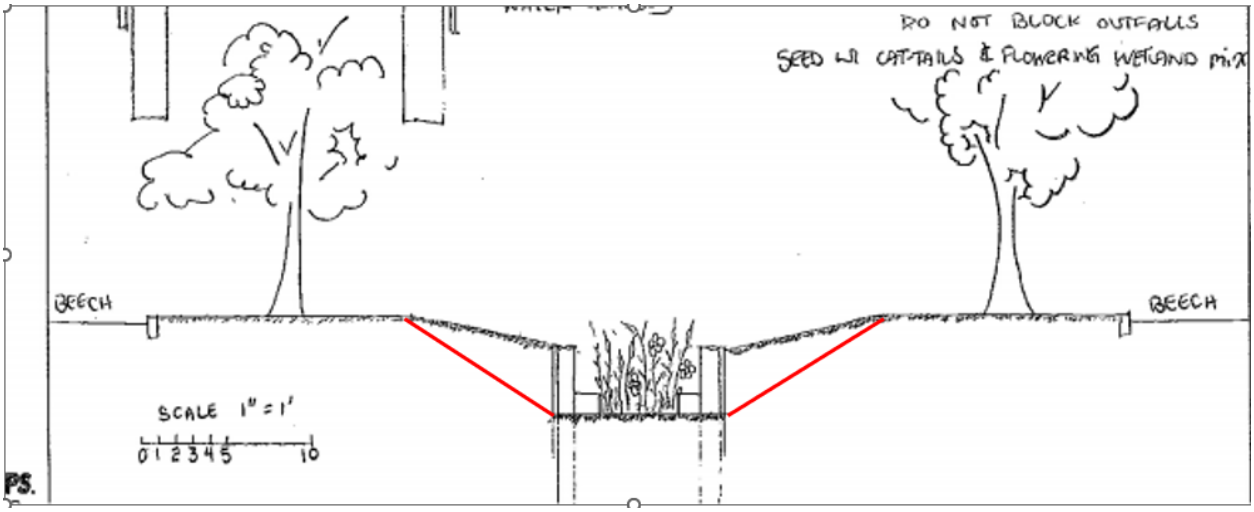
Beech Street Crash History

Four times the County average

Mostly concentrated at the crossover streets

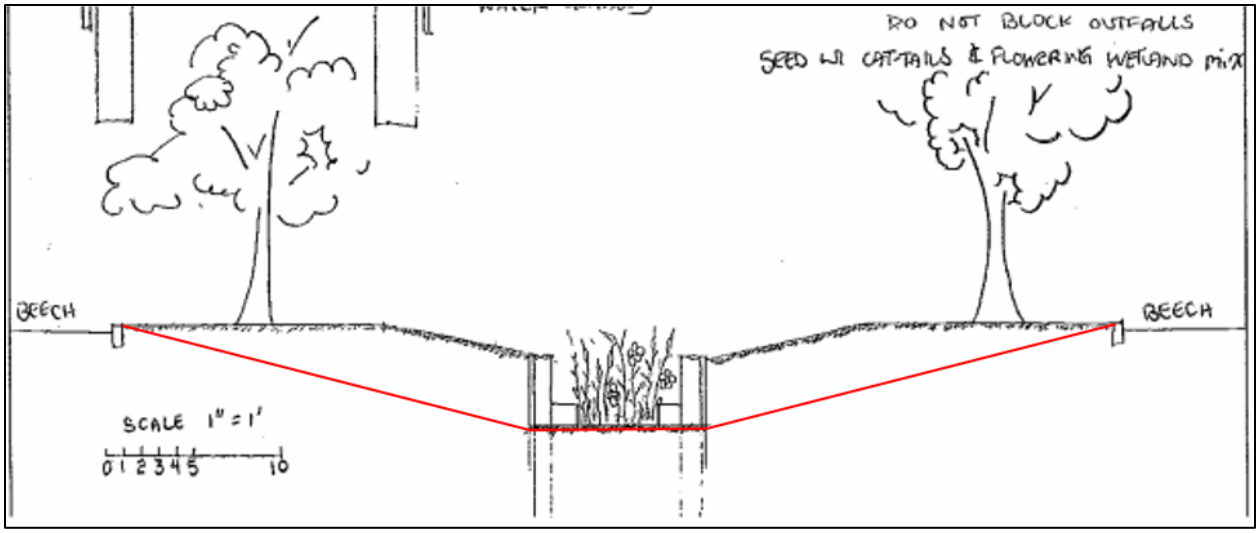
Beech Street today
2 two-lane, one-way streets
With a box culvert in the middle.

Solutions explored



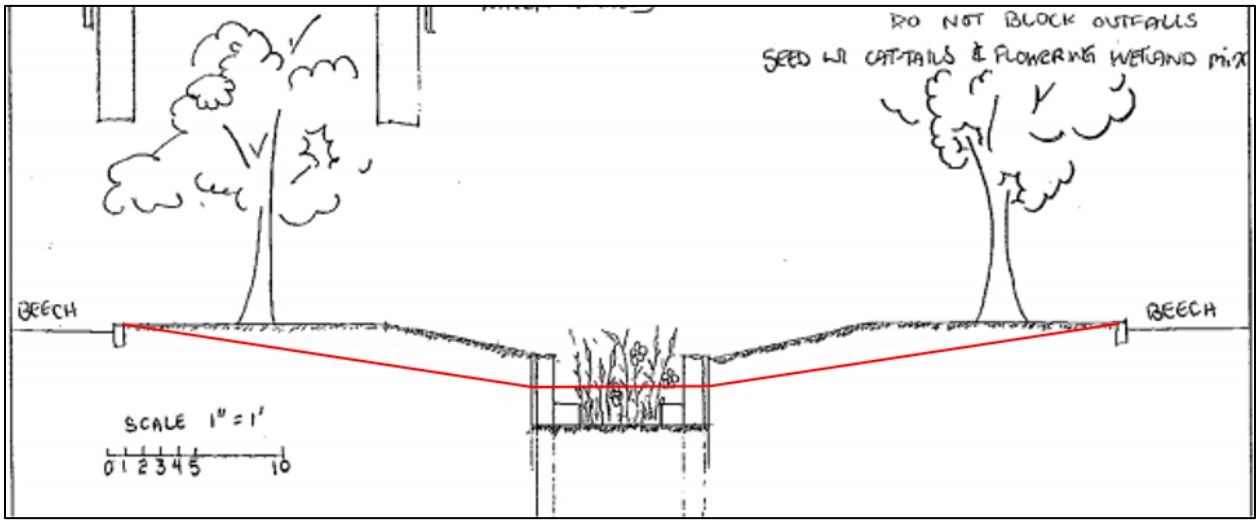
CDID style open ditch

- Easy to construct
- Would need to install culvert under every cross-over roadway
- Difficult to maintain
- Would not eliminate crash prone crossover streets
- Cost is similar to replacing with culvert



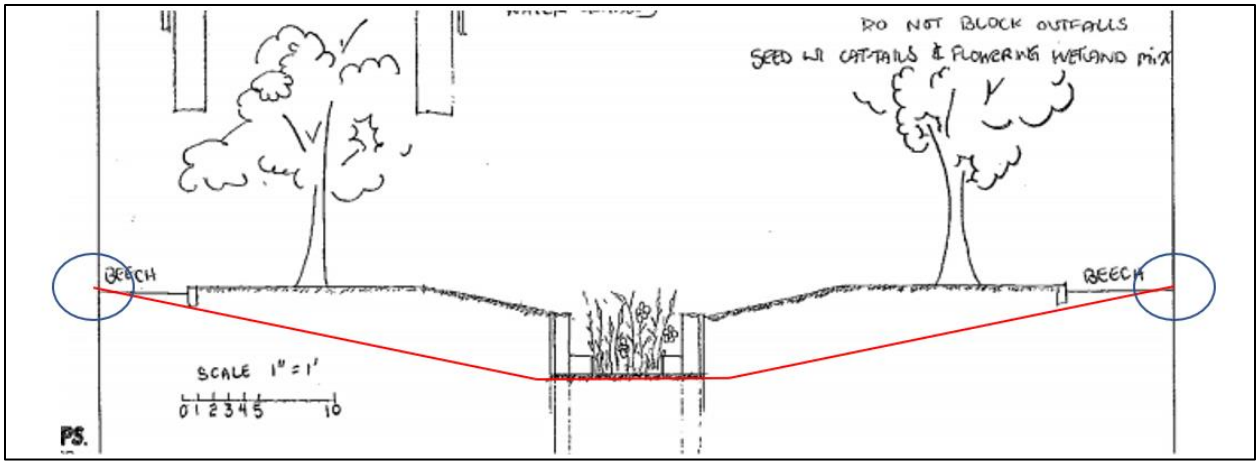
Open cut, curb to curb.

- Slopes too steep to mow with conventional mowers
- Too steep to function as a park
- Would need to install culvert under every cross-over roadway
- Would not eliminate crash prone crossover streets



Open cut, curb to curb
With mow-able parklike slopes

- Too shallow to convey water.
- Would need to install culvert under every cross-over roadway
- Would not eliminate crash prone crossover streets



Cut deep enough to convey water
Cut flat enough to mow
Create a long linear park

- Encroaches into the left lane(s) of beech Street. Concrete to be removed.
- Bike lane replaced with multi-use path.
- Eliminate crossover streets. Crashes are reduced.
- Create a one-way couplet with roundabouts at 20th, 26th, 28th and Douglas.
- Pedestrian bridges between roundabouts to maintain neighborhood connectivity.
- Open channel becomes a water quality feature.
- expensive

Reference back to pages 7 and 8

As the data from the Beech Street Bike Lanes project shows, the second lane is not needed to convey current traffic need nor the needs of future traffic.

What could it look like?

Cost comparison

Replace Beech Street Box with culvert

- $5 million in today's dollars
- Rate payer funded

Replace Beech Street Box Culvert as open channel. One-way couplet with roundabouts and pedestrian bridges.

- $13 million
    - Up to $5 million rate payer funded
    - $3 – 5 million in Ecology water quality grants
    - $3.5 – 4.5 million in safety grants
    - $2 – 3 million in multi-modal grants.
- After initial contact with funding agencies, we have a better than average chance of putting together a funding package.
- There is an ongoing maintenance burden that should be addressed.
    - All flat areas are mow-able, same as today.
    - Channel and stormwater amenities will need additional maintenance.

Benefits may include:

- Reduction of rear-end and left turn crashes due elimination of crossovers and construction of roundabouts.
- Reduced right-angle crashes as side street motorists cross four travel lanes due elimination of crossovers and construction of roundabouts.
- Opportunity to construct a multi-use path through a long linear park with pedestrian bridges for connectivity.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

Conclusion

We can either replace the box culvert as is with a modern culvert.

--or –

We upgrade to an open water quality channel with one-way streets, eliminating the crossover streets and replacing them with roundabouts. I can only recommend this option if we are willing to commit to the ongoing maintenance that will be required. Next step is grant applications.

Question on project direction

Direction concerning the Beech Street Box Culvert. Continue to pursue an open channel concept or replace the box culvert with a pipe?

Complete Streets Projects – update

Funded projects