



City of Longview

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

Agenda

Complete Streets Advisory Committee

Tuesday, March 28, 2023

5:00 PM

Public Works Conference Room
1st Floor, City Hall

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF MEETING NOTES**
23-000915 Notes from January 24, 2023
4. **PUBLIC COMMENTS**
5. **OLD BUSINESS**
23-000916 Rails to Trails Update
23-000917 Project Updates
6. **NEW BUSINESS**
23-000918 Project Review - Beech Street Bike Lanes 30% Plans
23-000994 Proposed Longview Municipal Code Changes
7. **REPORTS**
23-000919 2023-24 Grant Look Ahead
8. **BOARD MEMBER COMMENTS**
9. **EDUCATION TOPIC**
10. **ADJOURNMENT - NEXT MEETING APRIL 25TH**

Complete Streets Advisory Committee
Regular Meeting
January 24, 2023 – 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
Art Birkmeyer
Clark Carroll
George Hudson
Elizabeth Stratton
One Board Vacancy
Ruth Kendall, Council liaison

Nancy Vandehey, Admin
Chris Collins, PW Maint Mngr
Ken Hash, PW Director

Not in attendance:
Trey Davis
Karl Enyeart, City Engineer

Brief introductions were made for the new board members.

- **APPROVAL OF MEETING NOTES**

On a motion duly made and passed the notes from November 22, 2022 were approved unanimously as presented.

- **AUDIENCE COMMENTS**

Harold “Hal” Baker noted that he once believed that he wouldn’t have much to add to the group, but after attending a couple of meetings, he thinks he may turn in an application to join the board. He is happy with the work that is being done.

- **OLD BUSINESS**

- RAILS TO TRAILS

Ken Hash provided an update. A nonprofit group, Longview Public Service Group is working to have the property gifted to them.

- PROJECT UPDATES

- WASHINGTON WAY, BEECH STREET

There is a Council workshop on Washington Way scheduled for February 16th.

- 46TH AVE

There was an open house yesterday. The project is scheduled to start in March.

- **NEW BUSINESS**

- APPOINTMENT OF NEW MEMBERS – ART BIRKMEYER AND GEORGE HUDSON

Morgan Palmer welcomed them and thanked them for joining.

- RESIGNATION – MATT CARNAHAN

Matt Carnahan resigned from the board in early January.

- PROJECT 30% REVIEW – 2023 COMPLETE STREETS PROGRAM (HUSSON ST, OLYMPIA WAY, AND 30TH AVE)

Morgan Palmer shared the plan sheets. 30% plans are designed to get the project laid out. Details come as they progress.

- **REPORTS**

- 2022 ANNUAL REPORT

Morgan Palmer shared his initial draft of the annual report. Suggestions were given to add the Bicycle Friendly City information and railroad property acquisition.

- 2023 PROJECT LOOK-AHEAD

Morgan Palmer reviewed the outline from the agenda packet.

- **BOARD MEMBER COMMENTS**

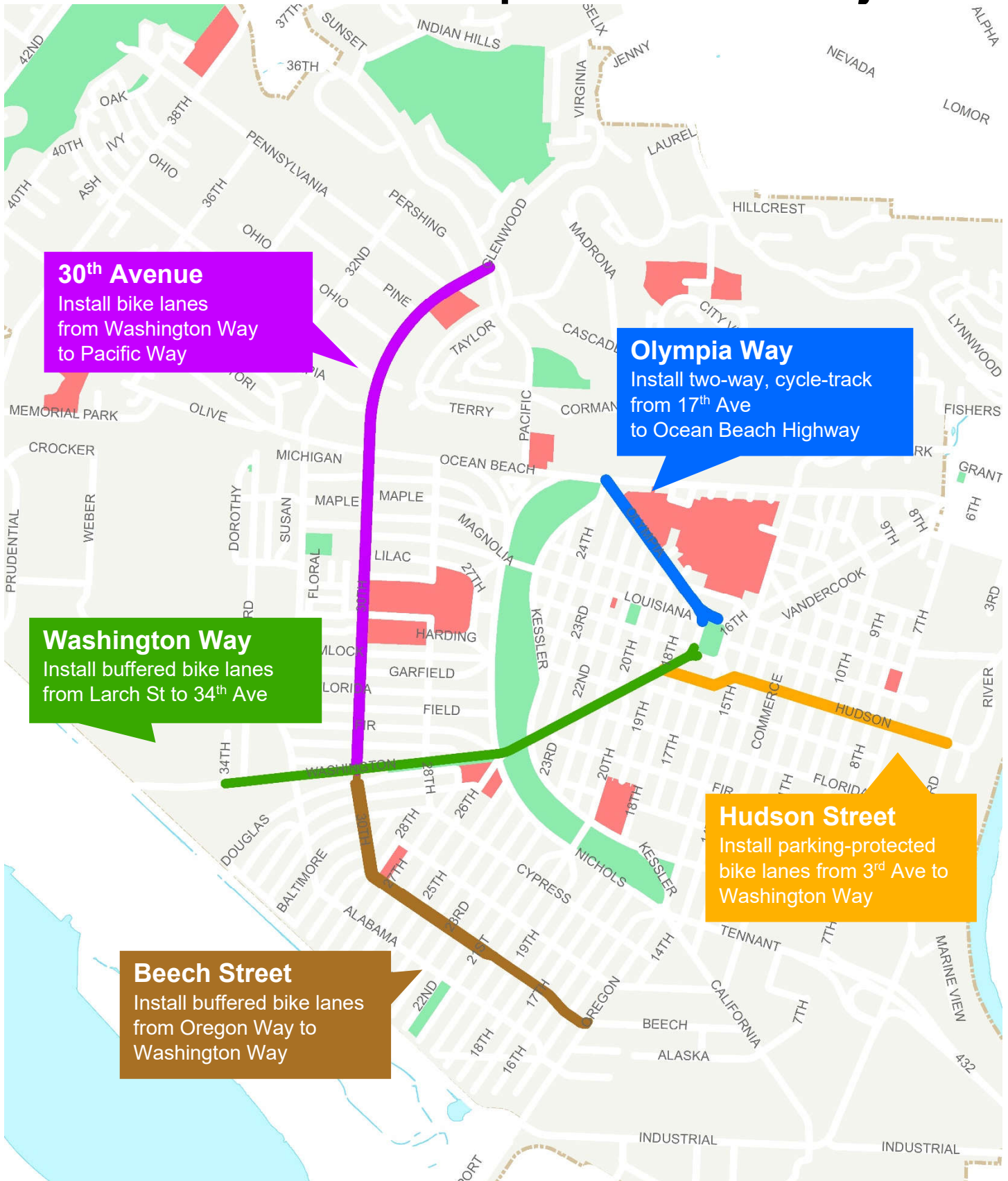
- **EDUCATION TOPIC**

- **ADJOURNMENT**

Next meeting February 28th. This meeting may be cancelled.

Meeting was adjourned at 6:10 P.M.

2023 Complete Streets Projects





City of Longview

Agenda Summary

Project Review - Beech Street Bike Lanes 30% Plans

Attachments:

1. Beech St Bikes - 30p MEMO
2. Beech St Bike Lanes - 30p PLANS

Memorandum

February 21, 2023

To: City Review Team, Complete Streets Advisory Committee

From: Morgan Palmer, Project Engineer

Project: Beech St and 30th Ave Bike Lanes Project
Federal Aid # TAP-6776(002), City of Longview CIP # 2286

Subject: 30% Design Submittal

Attachments: 30% Design Plans

This memo summarizes the improvements illustrated on the attached 30% design plans. This project came as a result of a \$283,000 grant from the Cowlitz-Wahkiakum Council of Governments' Surface Transportation Block Grant Program Set Aside (Transportation Alternatives). The goal of this project is to install high-quality, low-stress, and all ages and abilities bicycle facilities on Beech St and 30th Ave, approximately 1.2 miles in total. The grant allows the City to make substantial progress on the projects prioritized in the 2022 Longview Bicycle and Pedestrian Master Plan and allows a key connect between existing bike lanes on Beech St west of Oregon Way and the new planned bike lanes on Washington Way and north on 30th Avenue.

Previously, the concept for this project were discussed with the Complete Streets Advisory Committee at their August 23, 2022 meeting. The 30% design highlights the geometry of the proposed improvements and illustrates how the conceptual designs are implemented on the existing streets. The following list highlights the major attributes of these improvements shown on the 30% design plans, attached. According to the engineer's estimate for the 30% design, these improvements are possible within the project budget.

- Install buffered bike lane and striping from Washington Way to Oregon Way.
- Reduce vehicle travel lanes in each direction to one-lane. This is supported by traffic analysis showing 4,400 ADT, well within the through-put volume for one-lane. This decision is also supported by Council consensus at their February 16th special workshop.
- Bike lane begins on right side of the street, at Washington Way, and transitions to a left-side bike lane at Douglas St where it continues on the left side (against existing median) until 20th Ave, where it transitions back to the right side. The reason for this flip-flop of sides is two-fold:
 - to provide a low-stress facility with limited vehicular crossing opportunities (which raise the stress level experience by users)
 - to coordinate with potential future open channel, median-widening project where a paved, multi-use path may be installed. This project acts as a first step to achieving that vision
- Improve crossing and turning experience at Douglas St intersection. The painted curb extensions and median clearly delineate space for all users and encourage safer behavior. This section of the

Memorandum

corridor has the widest open pavement and is confusing to navigate and creates unsafe, overly long crossing distance for pedestrians as existing.

- Create opportunity for public art in the areas behind the painted curb extensions. This is an opportunity for community groups to aid in beautification of their neighborhood and feel “ownership” over the street. Examples of this can be seen at <https://asphaltart.bloomberg.org/>.
- Retain existing transit stops by using broken striping to delineate where bicyclists and buses may expect to mix.
- Improve crosswalk at 26th Ave to add a markings to the western half for enhanced visibility.
- Improve crossing experience at 20th Ave, with two-stage bike boxes and shortened crossing distance for pedestrians and bicyclists.
- Create opportunities for Vortex, or equal, mountable curbing to further protect crossing enhancements.
- Highlight bikeway crossing of Oregon Way with green cross-bike markings. This creates a solid connection with the existing bike lane on the east side of Beech St.

There are several outstanding questions or issues that the design team is hoping to resolve for the 60% design submittal:

- How to connect with Washington Way and 30th Ave bikeways? This will depend on final cross-section of the other project designs. We are coordinating closely with the WaWay design team to create a seamless experience for the public.
- Should any of the cross streets be closed with this project? They could be soft closures, with striping and signage, to get the public used to less crossing opportunities before the open channel project. Council discussed at February 16th special meeting desiring safety improvements on the corridor, without the price tag of the proposed open channel concept. This project could achieve crossing closures relatively cost effectively using removable bollards, barricades, etc.

Please review the attached 30% plans and reply with any comments.



City of Longview, WA

Beech St & 30th Ave Bike Lanes Project

30% PLANS
02/02/2023

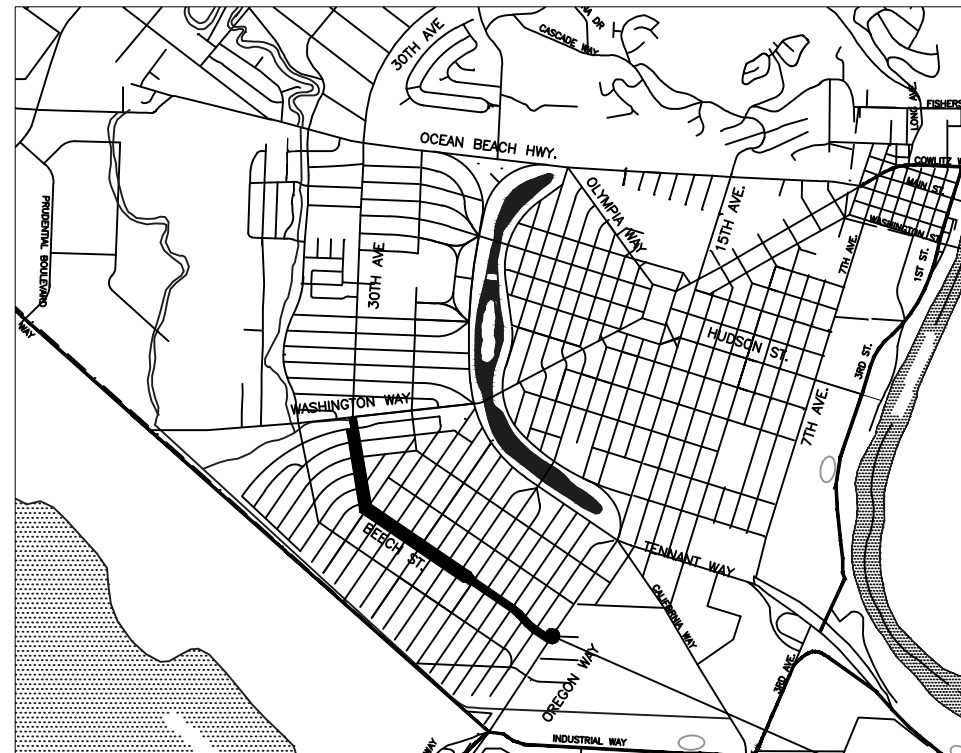


CIP # 2283 | File # C114

Funded by: Transportation Alternatives [Federal Aid # TAP-6776(002)]

PROJECT OVERVIEW:

Install bike lanes on 1.2 miles of City streets.



Page	Sheet	Description
1	A1	Cover
2	A2	(Placeholder)
3	B0	Overview Map
4	B1	Plan view
5	B2	Plan view
6	B3	Plan view
7	B4	Plan view
8	B5	Plan view
9	B6	Plan view
10	B7	Plan view
11	B8	Plan view
12	B9	Plan view
13	B10	Plan view
14	B11	Plan view
15	B12	Plan view

GENERAL NOTES:

- The work on this project shall be in accordance with all applicable provisions of the construction contract. Project specifications refer to the latest edition of WSDOT's Standard Specifications for Road, Bridge, and Municipal Construction and the latest edition of the City of Longview Standard Plans and Specifications.
- The plans do not show all existing utilities. The contractor shall request utility locates prior to beginning any excavation and protect existing utilities.
- The intent of these drawings is to prescribe a complete work. Omission of details or work which are necessary to carry out the intent of the drawings shall not relieve the contractor from performing omitted work.
- Any proposed alterations by the contractor affecting the requirements and/or information in these drawings shall be submitted in writing and will require approval of the engineer and inspector. Shop drawings shall be required as directed by the City of Longview.
- All areas disturbed during construction shall be restored to the original "pre-construction" state or better prior to acceptance.
- Contractor shall obtain all necessary permits to complete the work.

Beech St and 30th Ave
Washington Way
to
Oregon Way

CITY LEADERSHIP:

MAYOR	MaryAlice Wallis	
COUNCIL	Mike Wallin Hillary Strobel Christopher Ortiz	Ruth Kendall Angie Wean Spencer Boudreau
PUBLIC WORKS DIRECTOR	Ken Hash, PE	
CITY ENGINEER	Karl Enyeart, PE	



DATE	REVISION	PREPARED BY	DESIGN: MAP	DRAWN: MAP	CAD: MAP	CHECK: KAE
		Kurt Sacha City Manager	Ken Hash Public Works Director	Karl Enyeart City Engineer		
City of Longview, Washington Beech St and 30th Ave Bike Lanes Project						
CIP #: 2283						
FILE #: C114						
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PAGE: 1 OF 15						

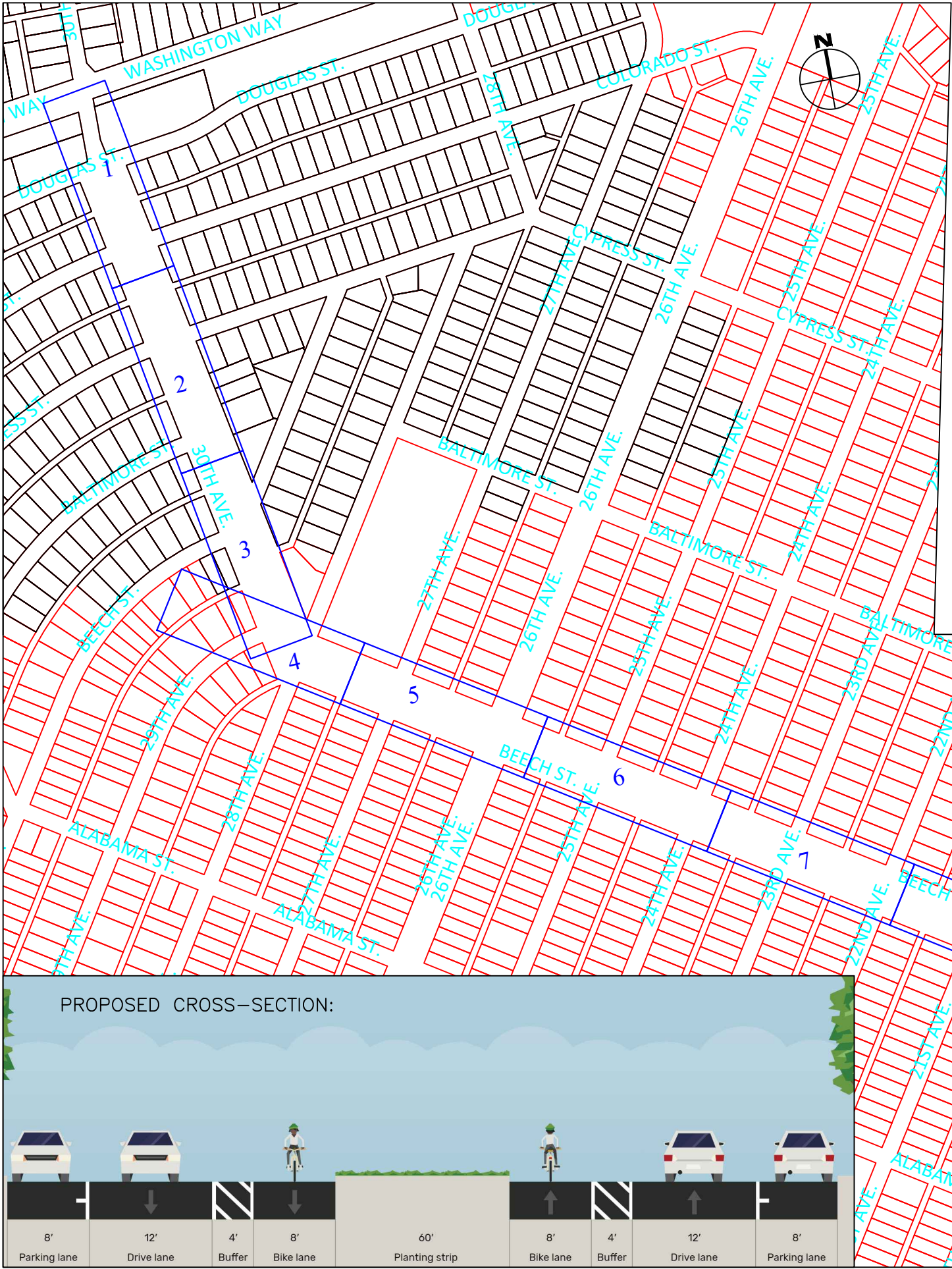


Placeholder

Legend
Notes
Etc

30% PLANS
02/02/2023

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				Ken Hash Public Works Director		DRAWN: MAP		
				Karl Enyeart City Engineer		CAD: MAP		
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PAGE: 2 OF 15								



Quantities table

item	description	estimate	unit
1			
2			
3			
4			
5			

General Notes

-
-
-

30% PLANS
02/02/2023

PRELIMINARY

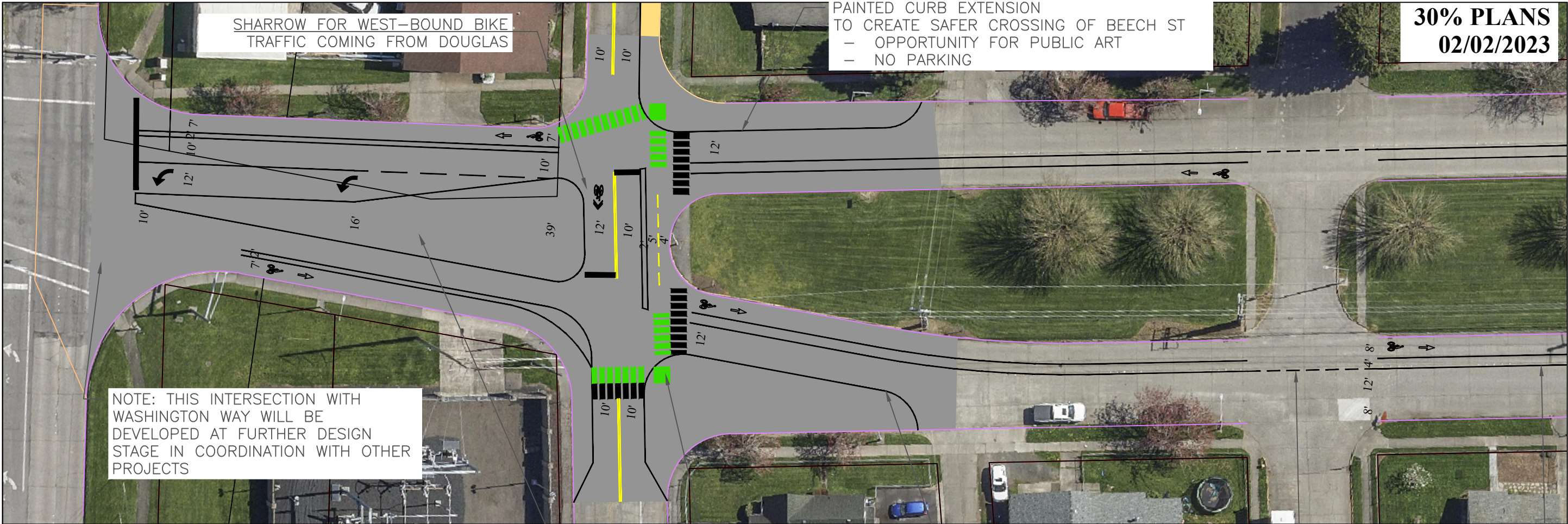
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City of Longview, Washington
Beech Street and 30th Ave
Buffered Bike Lanes Project

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B0

PAGE:
3 OF 15
Page 10 of 30



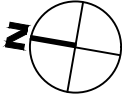
SHARROW FOR WEST-BOUND BIKE TRAFFIC COMING FROM DOUGLAS

PAINTED CURB EXTENSION TO CREATE SAFER CROSSING OF BEECH ST

- OPPORTUNITY FOR PUBLIC ART
- NO PARKING

30% PLANS
02/02/2023

NOTE: THIS INTERSECTION WITH WASHINGTON WAY WILL BE DEVELOPED AT FURTHER DESIGN STAGE IN COORDINATION WITH OTHER PROJECTS



PAINTED MEDIAN EXPANDED TO ALLOW FOR SPACE FOR TURNING ONTO DOUGLAS STREET

OPPORTUNITY FOR PUBLIC ART

CONSOLIDATE PEDESTRIAN CROSSING TO SOUTH SIDE OF INTERSECTION FOR SAFER CROSSING WITH BICYCLES AND PEDESTRIANS AT ONE LOCATION

TWO STAGE BIKE BOX (TYPICAL) TO ALLOW TRANSITION FROM RIGHT SIDE TO LEFT SIDE BIKEWAY

ALSO ALLOWS CROSSING VIA DOUGLAS STREET

TYPICAL STREET CROSSING DASHED LINE

LEFT SIDE BIKE LANE WITH BUFFER (TYPICAL)

PAINTED CURB EXTENSION TO CREATE SAFER CROSSING OF BEECH ST

- OPPORTUNITY FOR PUBLIC ART
- NO PARKING

City of Longview, Washington Beech Street and 30th Ave Buffered Bike Lanes Project		PREPARED BY	REVISION	DATE
CIP #: 2286		Kurt Sacha City Manager		
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TYPICAL STREET CROSSING
DASHED LINE

TYPICAL BUFFERED BIKE LANE

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		Ken Hash Public Works Director		MAP			
		City Engineer		MAP			
				SBB			



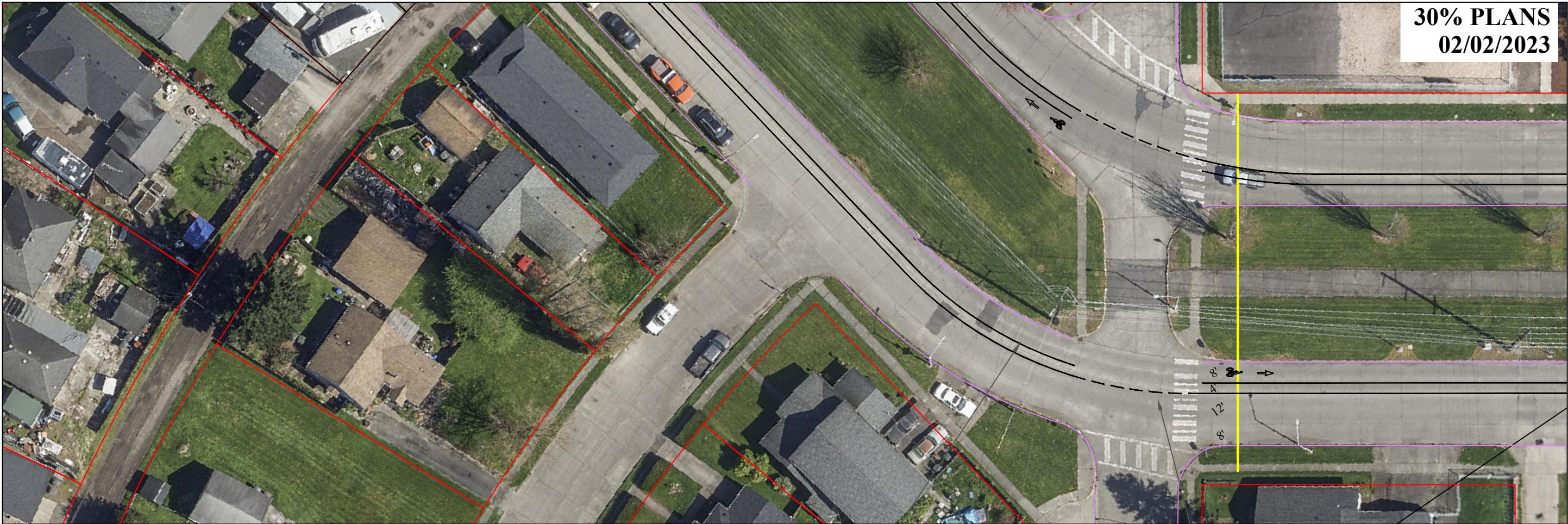
TYPICAL STREET CROSSING
DASHED LINE

TYPICAL BUFFERED BIKE LANE

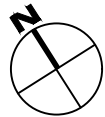
30% PLANS
02/02/2023

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Kurt Sacha City Manager Ken Hash Public Works Director City Engineer			DESIGN:		KAE		
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30% PLANS
02/02/2023



TYPICAL BUFFERED BIKE LANE

TYPICAL STREET CROSSING
DASHED LINE

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City of Longview, Washington		Kurt Sacha					
Beech Street and 30th Ave		City Manager					
Buffered Bike Lanes Project		Ken Hash					
		Public Works Director					
		City Engineer					



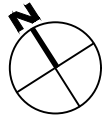
TYPICAL STREET CROSSING
DASHED LINE

TYPICAL BUFFERED BIKE LANE

ADD CENTER LINE AND BIKE
LANE DELINEATION WITHIN MEDIAN

NOTE: 26TH AVE IS IDENTIFIED
AS A MAJOR BIKE ROUTE IN
MASTER PLAN — SHOULD WE
ADD ADDITIONAL MARKINGS? OR
LEAVE IT MINIMAL IF/WHEN OPEN
CHANNEL/ROUNDAABOUT PROJECT
IS COMPLETED?

City of Longview, Washington Beech Street and 30th Ave Buffered Bike Lanes Project		CIP #: 2286	Kurt Sacha City Manager	PREPARED BY	REVISION	DATE
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PAGE: 8 OF 15			City Engineer	CHECK: SBB		



TYPICAL STREET CROSSING
DASHED LINE

TYPICAL BUFFERED BIKE LANE



30% PLANS
02/02/2023

City of Longview, Washington Beech Street and 30th Ave Buffered Bike Lanes Project			CIP #: 2286		SHEET: B6		PAGE: 9 OF 15	
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			Ken Hash Public Works Director		DESIGN: KAE			
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			City Engineer		CHECK: SBB			
							DATE	



TYPICAL STREET CROSSING
DASHED LINE

TYPICAL BUFFERED BIKE LANE

30% PLANS
02/02/2023

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City of Longview, Washington

Beech Street and 30th Ave

Buffered Bike Lanes Project

Kurt Sacha
City Manager

Ken Hash
Public Works Director

City Engineer

PREPARED BY

DESIGN: KAE

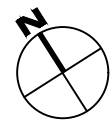
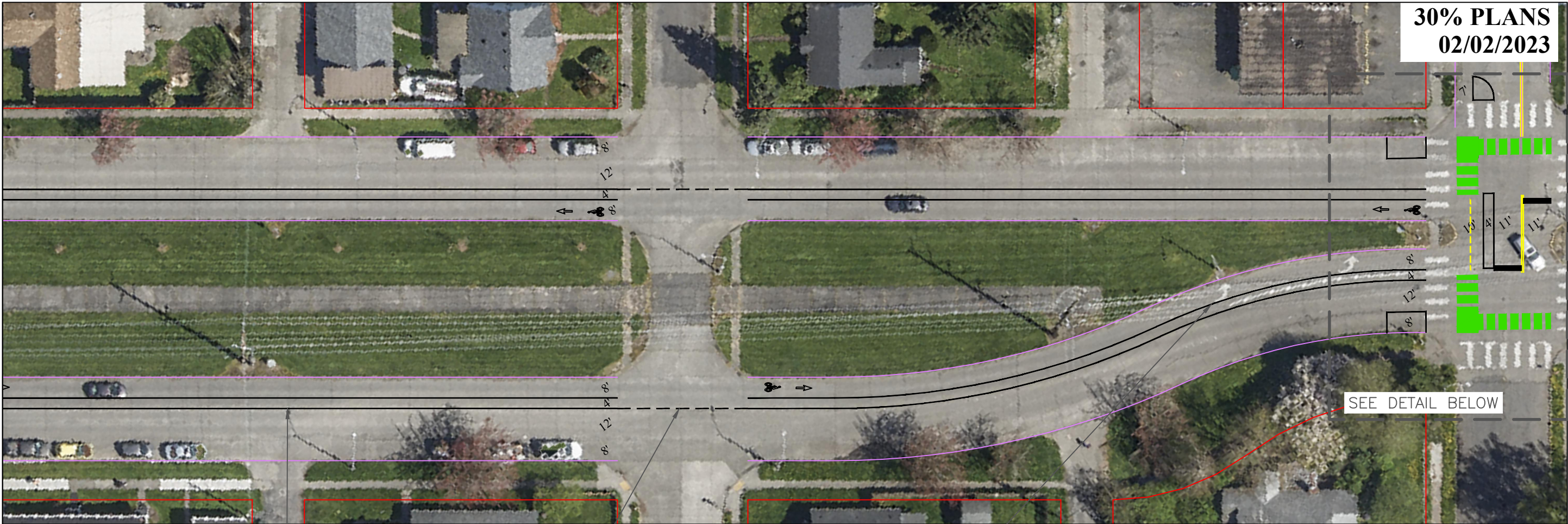
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REVISION

DATE



TYPICAL BUFFERED BIKE LANE

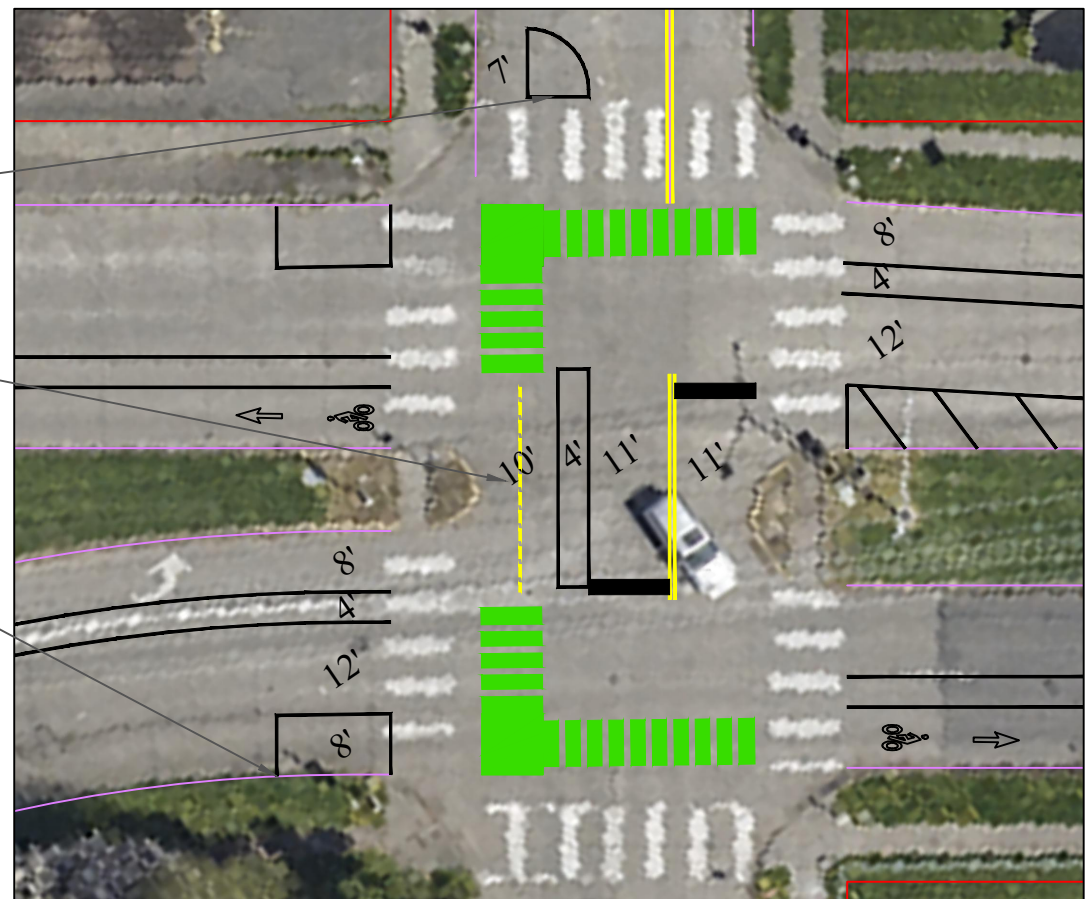
TYPICAL STREET CROSSING
DASHED LINE

REMOVE LEFT TURN LANE

PAINTED CURB EXTENSION
TO ALIGN THROUGH AND
LEFT VEHICLES

TWO-WAY CYCLE TRACK TO
ACCOMMODATE CROSSING
MOVEMENT

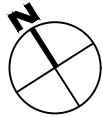
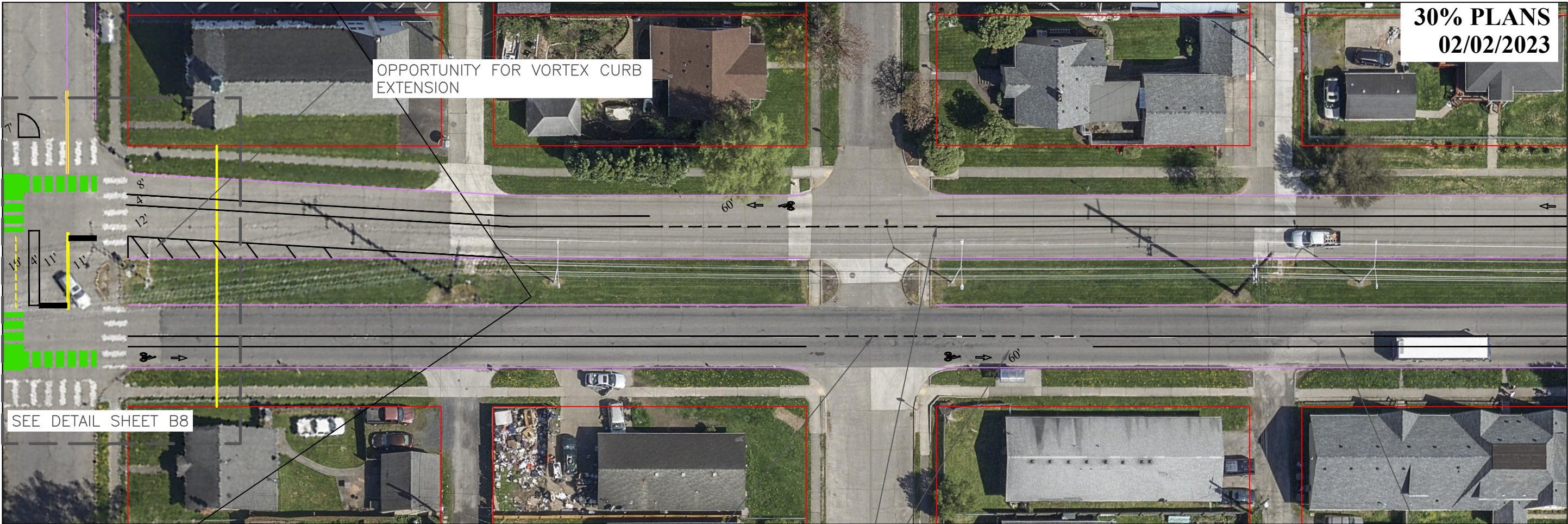
OPPORTUNITY FOR VORTEX CURB
EXTENSION



30% PLANS
02/02/2023

SEE DETAIL BELOW

City of Longview, Washington Beech Street and 30th Ave Buffered Bike Lanes Project		PREPARED BY		REVISION	DATE
		Kurt Sacha City Manager		DESIGN: KAE	
		Ken Hash Public Works Director		DRAWN: MAP	
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FILE #: 2662					
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PAGE: 11 OF 15					
Page 18 of 30					



SEE DETAIL SHEET B8

OPPORTUNITY FOR VORTEX CURB
EXTENSION

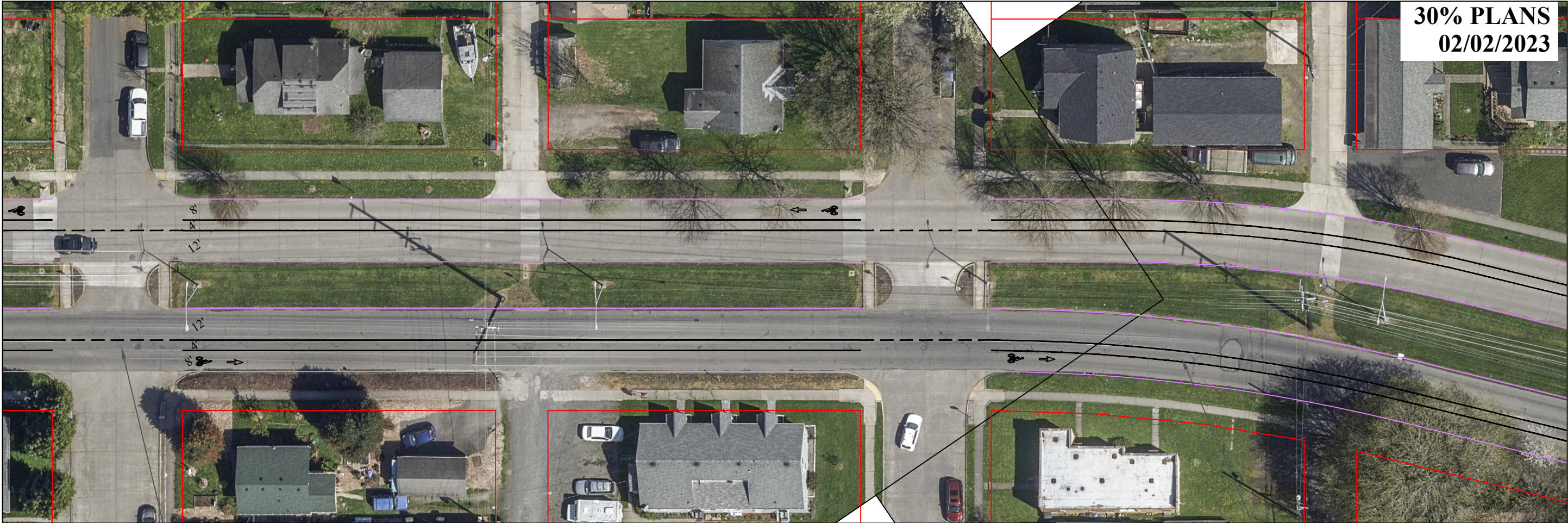
TYPICAL STREET CROSSING
DASHED LINE

TRANSIT STOP
TYPICAL TREATMENT
DASHED LINE THROUGH
INTERSECTION AND PULLOVER AREA

TYPICAL BUFFERED BIKE LANE

30% PLANS
02/02/2023

City of Longview, Washington Beech Street and 30th Ave Buffered Bike Lanes Project				CIP #: 2286		SHEET: B9			
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City Engineer									



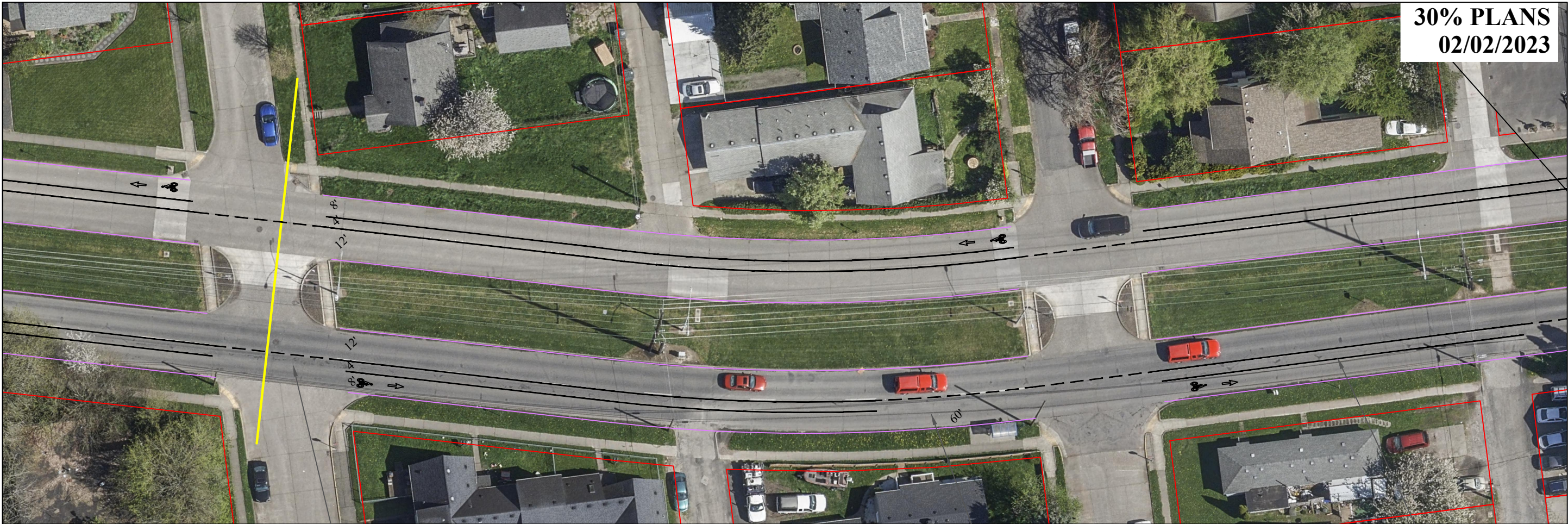
30% PLANS
02/02/2023



TYPICAL STREET CROSSING
DASHED LINE

TYPICAL BUFFERED BIKE LANE

City of Longview, Washington Beech Street and 30th Ave Buffered Bike Lanes Project			CIP #: 2286	PREPARED BY DESIGN: KAE	REVISION	DATE
			FILE #: 2662	City Manager		
			BID SET: TBD	Ken Hash Public Works Director		
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30% PLANS
02/02/2023

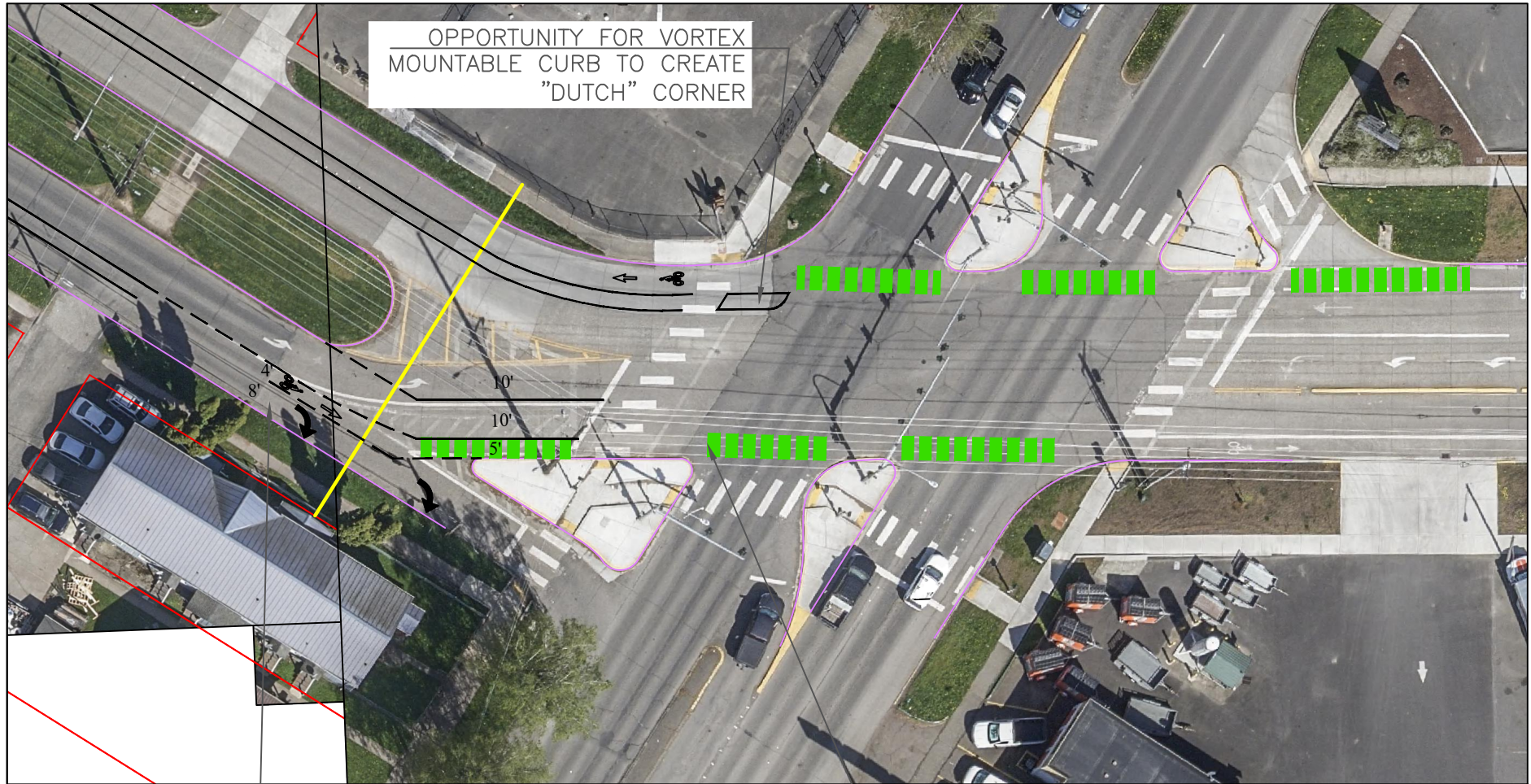


TYPICAL STREET CROSSING
DASHED LINE

TYPICAL TRANSIT STOP
DASHED LINE THROUGH
INTERSECTION

TYPICAL BUFFERED BIKE LANE

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Page 21 of 30				Kurt Sacha City Manager	DESIGN: KAE			
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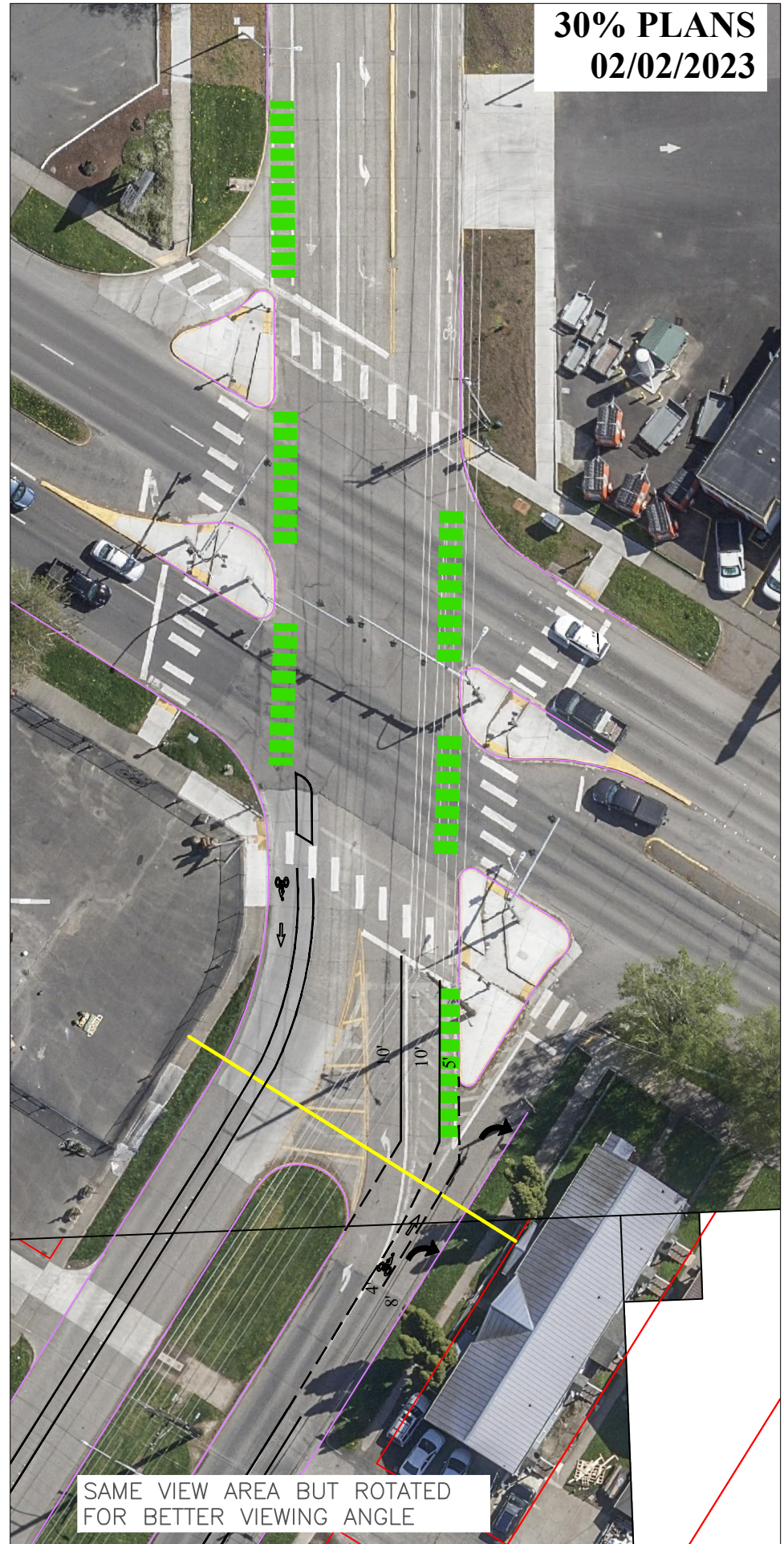


OPPORTUNITY FOR VORTEX
MOUNTABLE CURB TO CREATE
"DUTCH" CORNER

COMBINED RIGHT-TURN BIKE
LANE PER NACTO GUIDANCE
4' DASHED BIKE LANE AND
8' RIGHT TURN LANE

NOTE: NEED SIGN FOR RIGHT
TURN ONLY AND YIELD TO
CYCLISTS/MIXING ZONE SIGNAGE

GREEN CROSSBIKE TO HIGHLIGHT
CROSSING OF OREGON WAY



30% PLANS
02/02/2023

SAME VIEW AREA BUT ROTATED
FOR BETTER VIEWING ANGLE

City of Longview, Washington Beech Street and 30th Ave Buffered Bike Lanes Project			CIP #: 2286		PREPARED BY		REVISION		DATE	
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			PAGE: 15 OF 15		CHECK: SBB					
			Kurt Sacha City Manager		Ken Hash Public Works Director		City Engineer			



City of Longview

Agenda Summary

Proposed Longview Municipal Code Changes

Attachments:

1. Proposed LMC Bike Code Changes

11.02.070 Bicycles – Riding on sidewalks.

- 1) No person shall ride a bicycle upon a sidewalk in the commercial districts CBD, O/C, and GC except those sidewalks of that district along Ocean Beach Highway, 15th Avenue, Washington Way, and Commerce Avenue between 15th Avenue and Washington Way, and downtown commerce district (D-C), except a police officer or other emergency personnel during the course of their official duties.
- 2) A person may ride a bicycle on any other sidewalk or any roadway unless restricted or prohibited by traffic control devices.
- 3) Whenever any person is riding a bicycle upon a sidewalk, such person shall yield the right-of-way to any pedestrian **and shall give audible signal before overtaking and passing any pedestrian.**

Every person operating a bicycle upon any sidewalk shall operate the bicycle in a careful and prudent manner and at a rate of speed no greater than is reasonable and proper under the conditions existing at the point of operation, taking into account the amount and character of pedestrian traffic, grade and width of sidewalk, and condition of surface; and when because of the width of such sidewalk or the amount of pedestrian traffic thereon, riding a bicycle on such sidewalk would endanger or unreasonably inconvenience pedestrians, such person shall stop and dismount from such bicycle.

11.44.140 Roadways – Stopping, standing or parking prohibited.

- 1) No person may stop, park or leave standing any vehicle, whether attended or unattended, upon the roadway.
- 2) This section does not apply to the driver of any vehicle that is disabled in such a manner and to such an extent that it is impossible to avoid stopping and temporarily leaving the vehicle in such position. The driver shall nonetheless arrange for the prompt removal of the vehicle.
- 3) This section does not apply to the driver of a public transit vehicle who temporarily stops the vehicle upon the roadway for the purpose of and while actually engaged in receiving or discharging passengers at a marked transit vehicle stop zone.
- 4) For the purposes of this section, the term “roadway” means that portion of street, highway or public way improved, designed or ordinarily used for vehicular travel, exclusive of the sidewalk or shoulder even though such sidewalk or shoulder is used by persons riding bicycles.
- 5) **Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall stop, stand, or park a vehicle on any on-street path or lane designated by official signs or markings for the exclusive use of bicycles.**

Definitions

A. Bicycle.

"Bicycle" means every device propelled solely by human power, or an electric-assisted bicycle, upon which a person or persons may ride, having two tandem wheels either of which is sixteen inches or more in diameter, or three wheels, any one of which is twenty inches or more in diameter.

B. Bicycle Facilities.

Facilities designated for use by bicyclists and sometimes by other non-motorized and motorized wheeled transportation devices. The term "bicyclist" is hereby used to describe all users of these facilities. The following types of bikeway facilities are identified:

1. Shared street. A shared environment for bicyclists and automobile drivers.
2. Bicycle lane. A division of a road marked off with painted lines, for use by bicyclists.
3. Protected bike lane. A physically separated lane for the exclusive use of bicyclists.

C. Motorized Wheeled Transportation Devices (insert from section below)

"Motorized wheeled transportation device" shall mean any device which is not required to be licensed pursuant to RCW 46.16.010 and is propelled by an electric motor or liquid fuel engine and is intended to transport a person on or across land. A motorized wheeled transportation device shall include, but shall not be limited to, a "motorized foot scooter" as that term is defined in RCW 46.04.336 and any electric or gas powered scooter, powered board, motor powered skateboard, or other similar motorized wheeled device, regardless of the manner in which the device is designed; provided, that a motorized wheeled transportation device shall not include any motorized wheeled device defined as follows:

- | | |
|--|----------------|
| a. Electric-assisted bicycle | RCW 46.04.169 |
| b. Electric personal assistive mobility device | RCW 46.04.1695 |
| c. Motorcycle | RCW 46.04.330 |
| d. Moped | RCW 46.04.304 |
| e. Motor-driven cycle | RCW 46.04.332 |
| f. Power wheelchair | RCW 46.04.415 |
| g. Wheelchair conveyance | RCW 46.04.710 |

Motorized wheeled transportation device does not include any vehicle that is prohibited by State law from being operated or used in or upon a street or sidewalk.

D. Park

"Park" means and includes all City parks, public squares, park drives, parkways, boulevards, golf courses, and play and recreation grounds under the jurisdiction of the City of Longview parks and recreation department.

E. Public Space

"Public place" means and includes publicly owned, leased or operated parking lots or publicly owned, leased or operated real property, and any public places appropriated to the public for public use, whether improved or unimproved.

F. Right-of-Way

"Right-of-way" shall mean the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel and including the sidewalks and shoulder areas.

G. Sidewalk

"Sidewalk" means that portion of a right-of-way that excludes the street but includes the sidewalk and shoulder area, whether improved or unimproved.

H. "Street" means that portion of any right-of-way including any highway, avenue, lane, road, street, drive, place, boulevard, alley, and every way or place in the City of Longview open as a matter of right to public vehicular travel.

MOTORIZED WHEELED TRANSPORTATION DEVICES

DUTY TO OBEY TRAFFIC-CONTROL DEVICES AND RULES OF THE ROAD.

Except as provided in this chapter, every person operating a motorized wheeled transportation device upon a street shall have the same rights and duties as operators of bicycles.

NEGLIGENT OPERATION - PROHIBITED.

The negligent operation of a motorized wheeled transportation device on any street shall be prohibited. For the purposes of this section, the term "negligent" shall mean the failure to exercise ordinary care and is the doing of some act that a reasonably careful person would not do under the same or similar circumstances or the failure to do something that a reasonably careful person would do under the same or similar circumstances.

PROHIBITED AREAS.

The operation or use of motorized wheeled transportation devices shall not be permitted, regardless of the age of the operator, in or upon the following areas:

1. Sidewalks while under power, however, motorized wheeled transportation devices are permitted in or upon public sidewalks under manual power. "Manual power" means that the drive wheel is disengaged from and not propelled by the electric or liquid fuel power source (in neutral) and that the liquid fuel source (combustion engine) is turned off.
2. Improved or natural surface recreational trails or pathways.
3. Parks.
4. Public places.
5. Streets with a maximum speed limit in excess of twenty-five (25) miles per hour.

PARENTAL RESPONSIBILITY.

A parent or guardian who has custody of any child or ward under the age of eighteen (18) shall not authorize or knowingly permit any such child or ward to violate any of the provisions of this section.

MINIMUM AGE AND HOURS OF OPERATION.

1. No motorized wheeled transportation device shall be operated on any street unless the operator is at least fourteen (14) years of age.
2. A motorized wheeled transportation device shall not be operated on any street between the hours of 9:00 p.m. and 7:00 a.m.

HELMET, REFLECTORS, LIGHTS.

1. The following equipment shall be required whenever a motorized wheeled transportation device is operated on any street within the City:
2. Helmet Required. Any person operating or riding upon any motorized wheeled transportation device shall, at all times, wear a "motorcycle helmet" as that term is defined in RCW [46.37.530](#) or an approved bicycle helmet certified by the United States Consumer Product Safety Commission (CPSC), the American National Standards Institute (ANSI), or the Snell Foundation, and such helmet shall be worn on the head and shall have the chin strap fastened securely while the motorized wheeled transportation device is in motion.
3. Lights and Reflectors Required. Every motorized wheeled transportation device when in use during the "hours of darkness" as defined in RCW [46.04.200](#) shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred (500) feet to the front and with a red reflector or light on the rear of the motorized wheeled transportation device visible from a distance of up to five hundred (500) feet from the rear of the device.

BRAKES REQUIRED.

Motorized wheeled transportation devices shall be equipped with brakes that will enable the operator to make the braked wheels skid on dry, level, clean pavement.

NOISE.

1. No motorized wheeled transportation device powered by a liquid fuel motor shall be operated unless such device is equipped with a properly working muffler that is designed to reduce the noise produced by the device.

NO MORE THAN ONE (1) PERSON PERMITTED - TOWING OR PULLING PROHIBITED.

1. No more than one (1) person shall operate or ride upon a motorized wheeled transportation device at the same time. In the event that more than one (1) person operates or rides upon a device at the same time, each person operating or riding the device shall be in violation of this section.
2. No person operating a motorized wheeled transportation device shall tow or pull another person behind such device. In the event that a person is towed or pulled behind a motorized wheeled transportation device, the person operating the motorized wheeled transportation device and the person being towed or pulled shall each be in violation of this section.

VIOLATION - PENALTY.

1. Any person violating any provision of this chapter shall be guilty of a civil infraction and shall be liable for monetary penalties not to exceed forty dollars (\$40.00), exclusive of statutory assessments, provided, conduct that constitutes a criminal offense may be charged as such and is subject to the maximum penalties allowed for such offenses. Community service hours may be imposed in lieu of a monetary penalty.
2. Longview Municipal Court - Jurisdiction. The Longview Municipal Court shall have jurisdiction to adjudicate, in accordance with applicable laws, any violation of this chapter; provided, that in the event jurisdiction over a juvenile lies with another court, that other court shall have jurisdiction to adjudicate the offense.



City of Longview

Agenda Summary

2023-24 Grant Look Ahead

UPCOMING GRANT OPPORTUNITIES

- National Highway System Asset Management Program
 - The objective of the program is to highlight the importance of preserving the roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway.

- Transportation Alternatives
 - Transportation Alternatives (TA) projects and activities encompass smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities.

- Surface Transportation Block Grant
 - The Surface Transportation Block Grant (STBG) continues to be the most flexible of all the highway programs and provides the most financial support to local agencies.
 - WSDOT allocates STBG funds to Metropolitan Planning Organizations (MPO's) and County Lead Agencies for prioritizing and selecting projects that align with their regional priorities involving all entities eligible to participate in a public process. In addition, WSDOT sets annual delivery targets for each MPO and county lead agency.
 - Eligible projects include highway/bridge construction/repair; transit capital projects; bicycle, pedestrian and recreational trails; and construction of ferry boats and terminals.
 - Includes Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) STBG - (federal funding) and Fixing America's Surface Transportation (FAST) Act STBG allocations - (federal funding)

- Pedestrian & Bicycle program (2024)
 - The Pedestrian and Bicycle program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

- Safe Routes to School Program (2024)
 - The purpose of the Safe Routes to Schools Program (SRTS) is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).

- Transportation Improvement Board (TIB)
 - Urban Arterial Program
 - Complete Streets
 - Urban Active Transportation

- Federal
 - Reconnecting Communities
 - Equal Access for All
 - Federal Safety Grants

Attachments: None