



City of Longview

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

Agenda

Complete Streets Advisory Committee

Tuesday, June 27, 2023

5:00 PM

Public Works Conference Room
1st Floor, City Hall

1. **HYBRID MEETING DETAILS**

23-001273 In Person or by Microsoft Teams - [register here](#) for Teams (required)
[Join on the Web](#) - Meeting ID: 257 206 284 162 Passcode: 7GWSMA

2. **CALL TO ORDER**

3. **ROLL CALL**

4. **APPROVAL OF MEETING NOTES**

23-001270 Notes from May 23, 2023

5. **PUBLIC COMMENTS**

6. **OLD BUSINESS**

23-001271 Project Updates

7. **NEW BUSINESS**

8. **REPORTS**

9. **BOARD MEMBER COMMENTS**

10. **EDUCATION TOPIC**

11. **ADJOURNMENT & NEXT MEETING JULY 25th**



Minutes

Complete Streets Advisory Committee

Tuesday, May 23, 2023

5:00 PM

Public Works Conference Room,
1st Floor, City Hall

1. **HYBRID MEETING DETAILS**

23-001196

[In Person or by Microsoft Teams - register here](#) for Teams (required)
[Join on the Web](#) - Meeting ID: 231 042 684 825 Passcode: jAqgmG

2. **CALL TO ORDER**

The meeting was called to order at 5:01 pm.

3. **ROLL CALL**

In Attendance: Morgan Palmer, Chair; Clark Carroll; Trey Davis; George Hudson; Councilmember Ruth Kendall, Council Liaison

Excused: Art Birkmeyer; Elizabeth (Stratton) Roberts

Staff: Ken Hash, Public Works Director; Chris Collins, Assistant Public Works Director; Nancy Vandehey, Admin

4. **APPROVAL OF MEETING NOTES**

23-001096 Notes from March 28, 2023.

Meeting April 25, 2023 was canceled due to lack of quorum.

Notes were accepted as presented and approved unanimously.

5. **PUBLIC COMMENTS**

Hal Baker and Erik Halvorson are both in attendance to hear about the Rails to Trails.

6. **OLD BUSINESS**

23-001097 Rails to Trails - What does the public want?

Ken Hash provided a presentation seeking input on the Rails to Trails. The board discussed the pros and cons of the options. It was encouraged to have large scale outreach - online survey, letters to nearby homeowners, presenting it to Council, and hosting an Open House.

23-001098 Project Updates

Morgan Palmer held over the Olympia Way project due to time limitations. The Washington Way is finishing up design with a plan to go to bid in August or September. Construction looks like it may be next year.

Chris Collins added an update to Beech St maintenance scheduled for this summer.

7. NEW BUSINESS**23-001099 Policy Update: Guidelines for Individuals, Organizational Volunteer Workers, and Commissions, Boards, and Committees**

Nancy Vandehey shared information on the policy update requested to be reviewed by the Executive office.

8. REPORTS

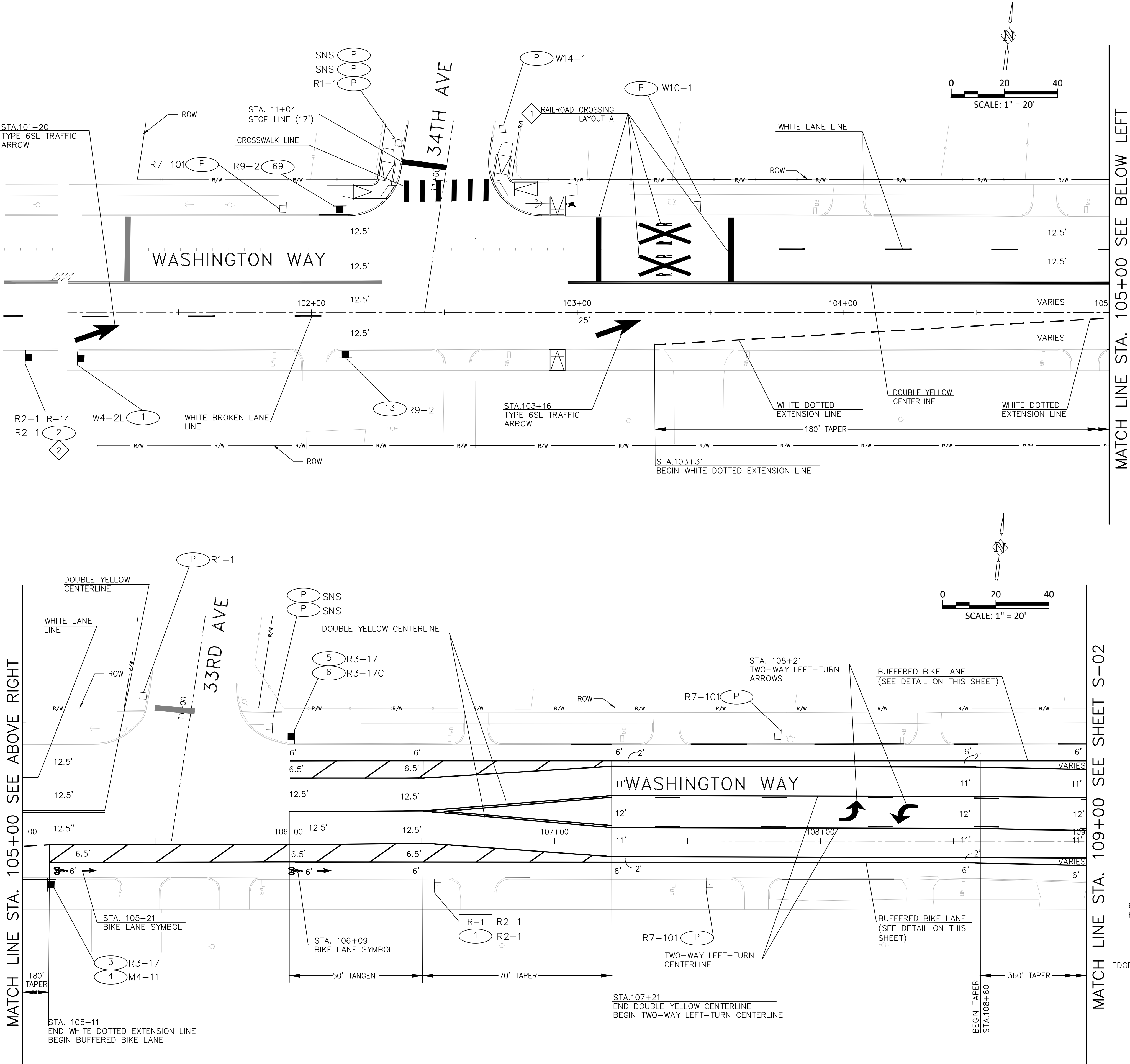
Morgan Palmer shared the Complete Street Annual report that was shared with Council on May 11th.

9. BOARD MEMBER COMMENTS

Ruth Kendall inquired about designation for Memorial Park Dr as a bike route. Chris Collins mentioned that a portion of it is in the county.

10. EDUCATION TOPIC**11. ADJOURNMENT**

The meeting adjourned at 6:01 p.m.



GENERAL NOTES

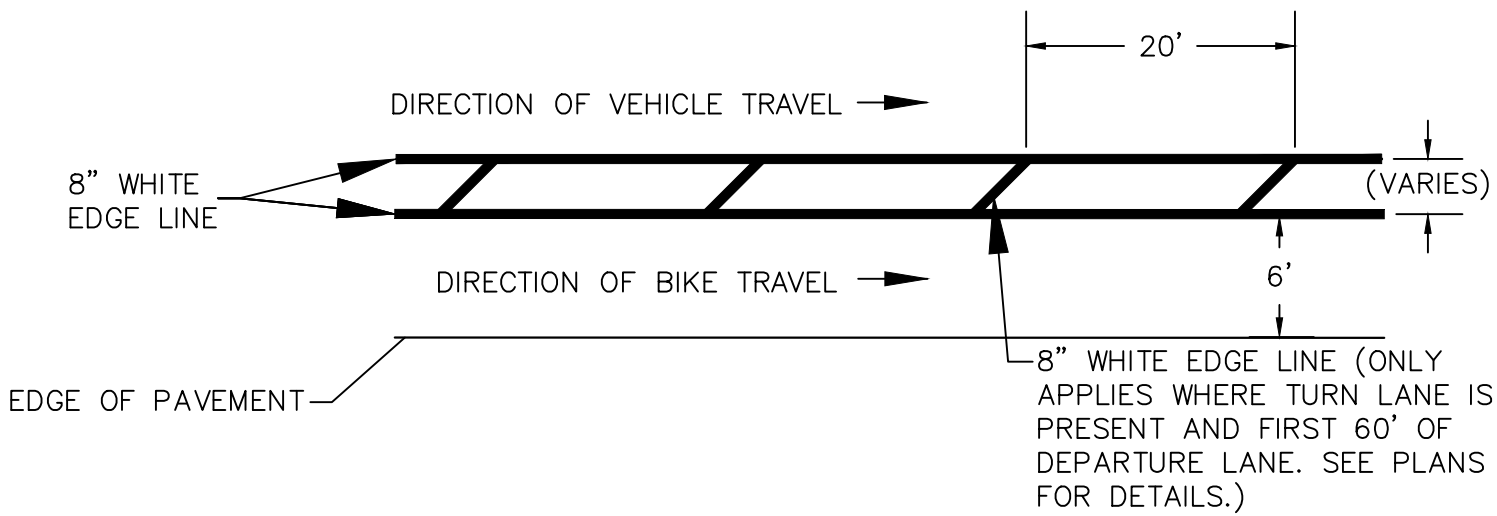
1. REMOVE ANY PAVEMENT MARKINGS THAT CONFLICT WITH THIS PLAN.
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3. SEE WSDOT STANDARD PLAN M-15.10 FOR CROSSWALK AND STOP LINE LAYOUT DETAILS.
4. SEE WSDOT STANDARD PLAN M-20.10, AND M-20.20 FOR LONGITUDINAL MARKING PATTERNS.
5. SEE WSDOT STANDARD PLAN M-3.40, M-9.50, M-24.60 AND MUTCD SECTION 3B.20 FOR SYMBOL DETAILS.
6. SEE CITY OF LONGVIEW STANDARD PLAN TR-075, TR-80 AND TR-100 FOR SIGN AND SIGN POST DETAILS.

SHEET LEGEND

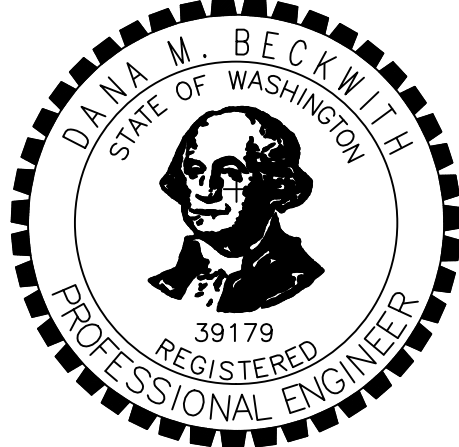
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- PROPOSED SIGN AND SUPPORT
- NEW SIGN NOTE. SEE SIGN INSTALLATION SPECIFICATIONS ON SHEET S-15.
- PROTECT EXISTING SIGN AND SUPPORT.
- EXISTING SIGN TO BE REMOVED. SEE SIGN REMOVAL SPECIFICATIONS ON SHEET S-14.
- SNS = STREET NAME SIGN

CONSTRUCTION NOTES

- SEE WSDOT STANDARD PLAN M-11.10-04 FOR RAILROAD CROSSING LAYOUT A.
- REPLACE EXISTING EASTBOUND SPEED LIMIT SIGN APPROXIMATELY 390' WEST OF RAILROAD CROSSING.



BUFFERED BIKE LANE PAVEMENT MARKING



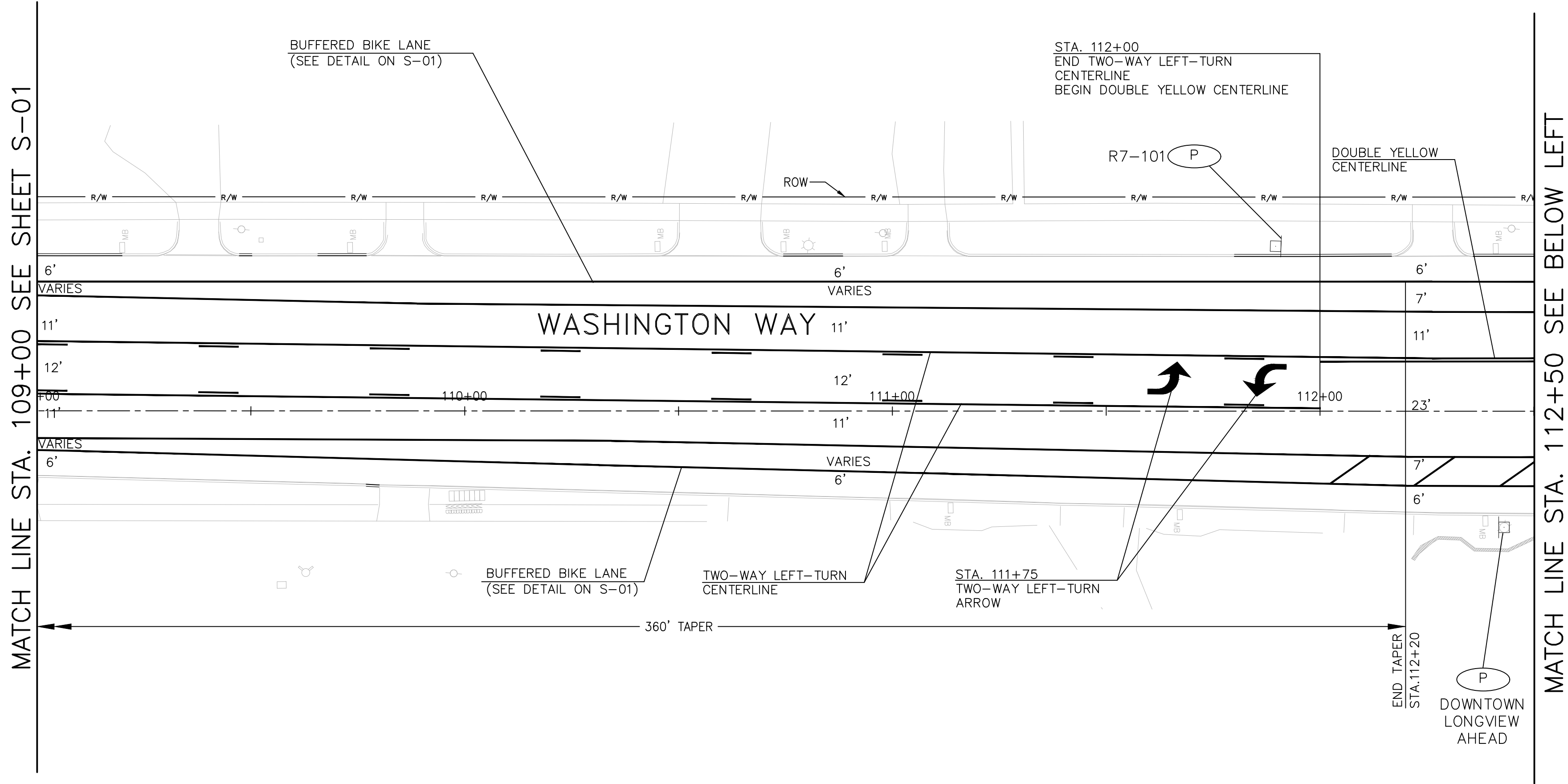
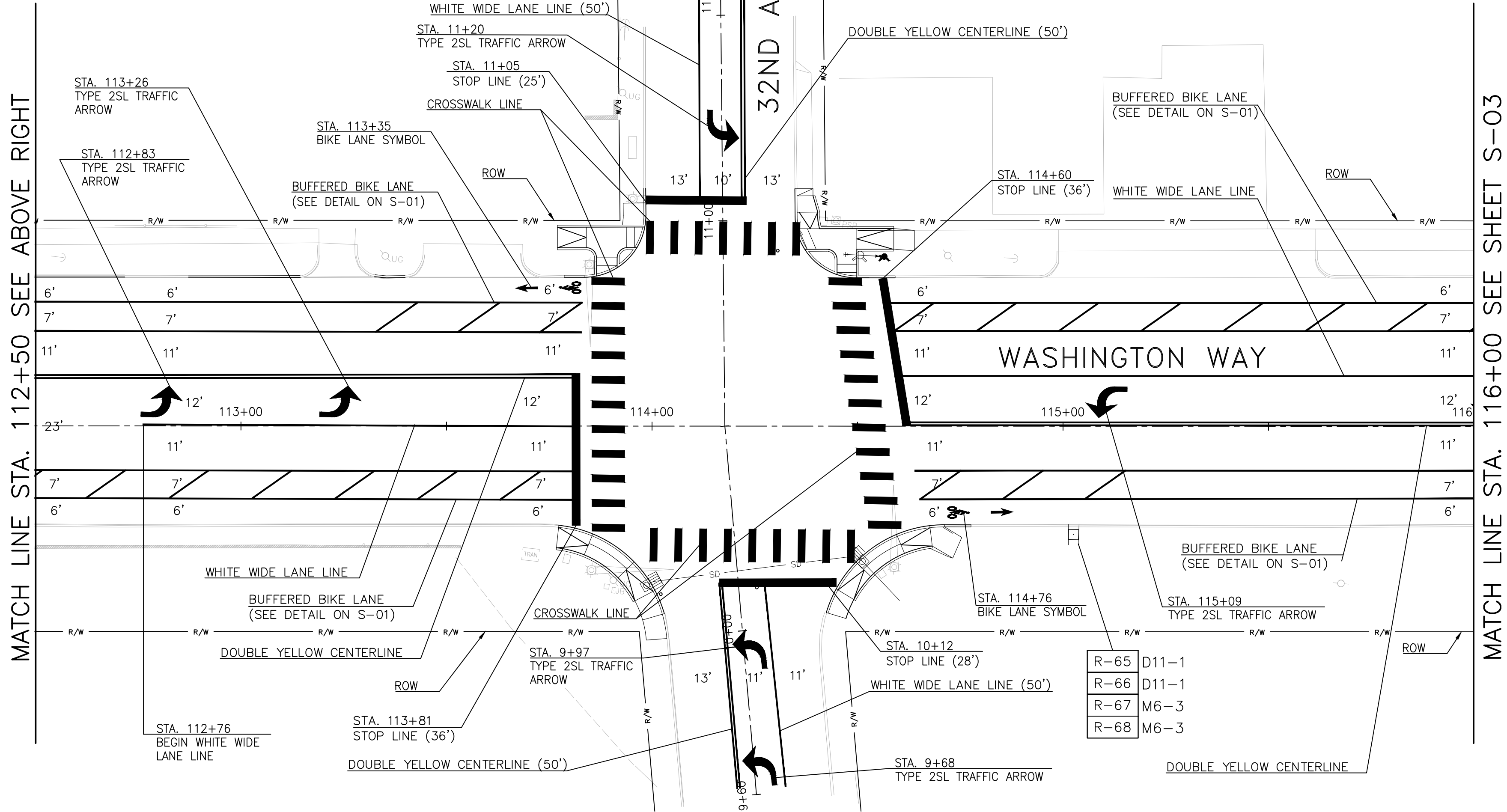
WASHINGTON WAY ROADWAY IMPROVEMENTS
CITY OF LONGVIEW
PROPOSED STRIPING PLAN
STA 100+87 TO STA 109+00

REVISIONS:	
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JOB NO.:	17912
DATE:	MAY 2023
SCALE:	1"= 20'
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DRAWN BY:	TVM
CHECKED BY:	DMB

90% PLAN SET

S-01

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SHEET LEGEND

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WASHINGTON WAY ROADWAY IMPROVEMENTS
CITY OF LONGVIEW

PROPOSED STRIPING PLAN
STA 109+00 TO STA 116+00

REVISIONS:

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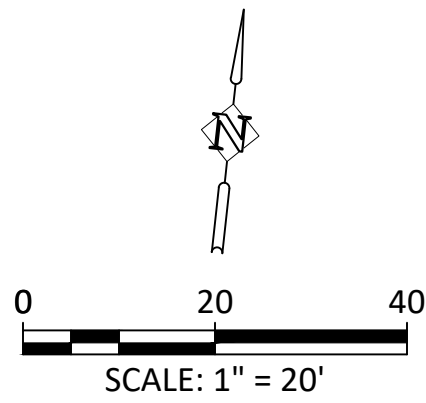
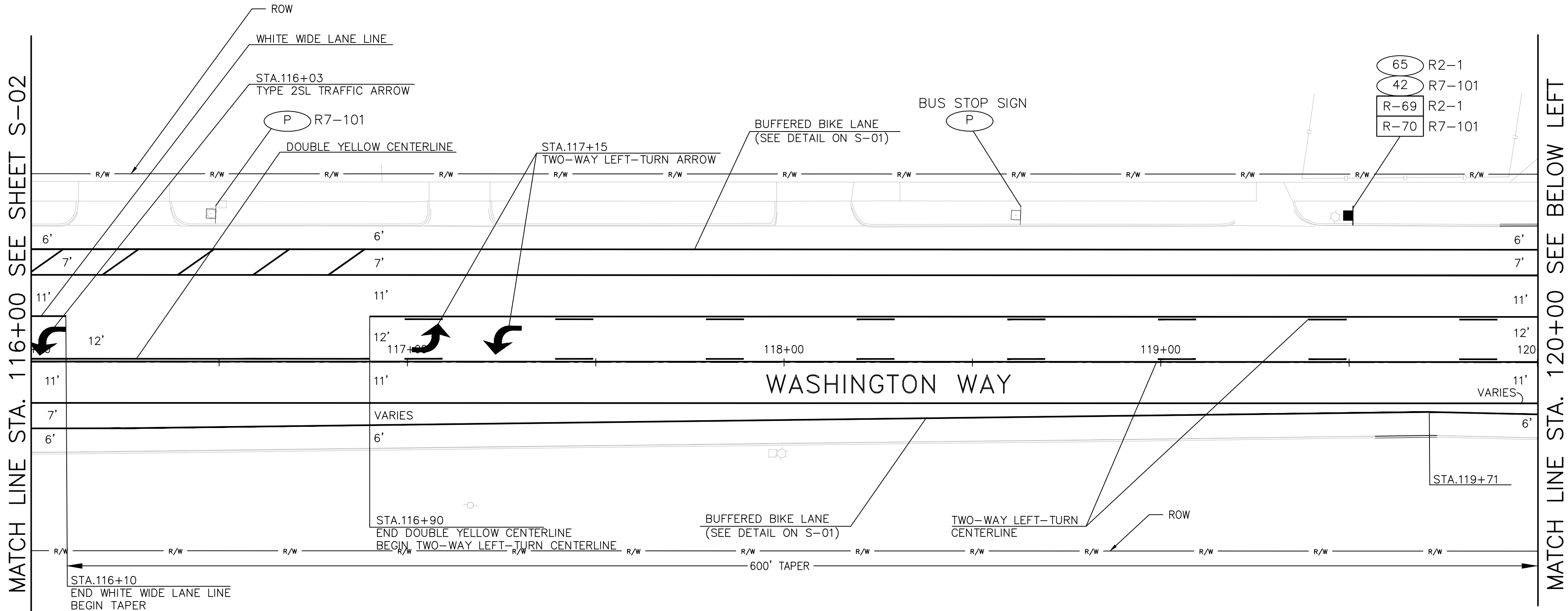
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S-02

NO. 60 OF 97

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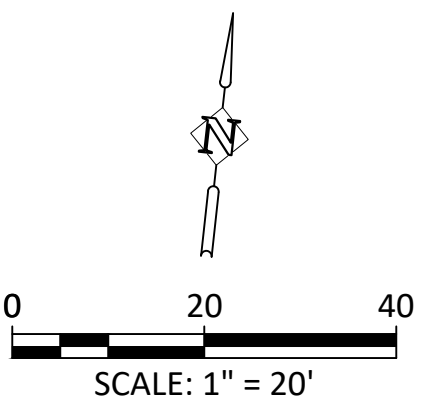
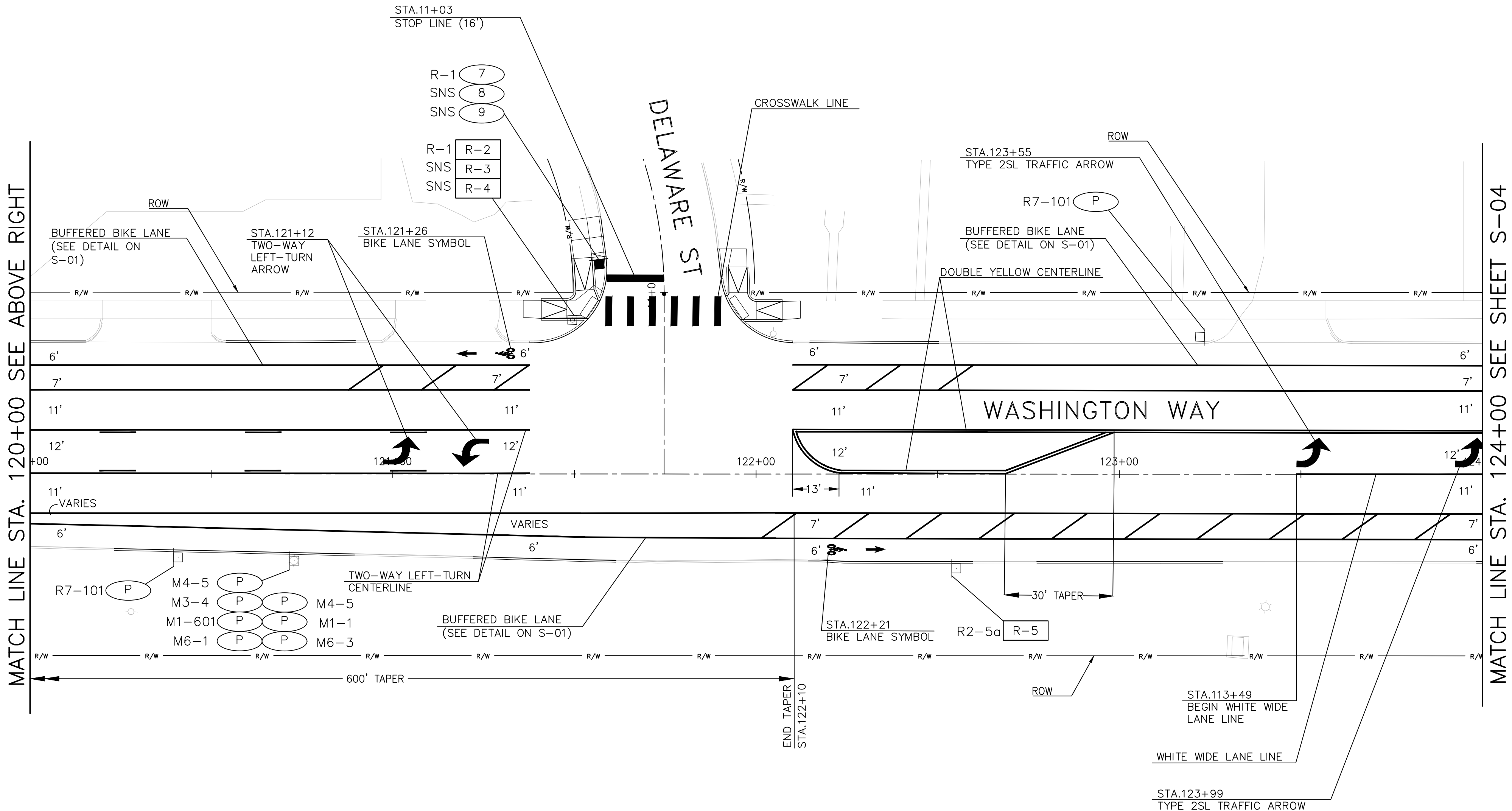


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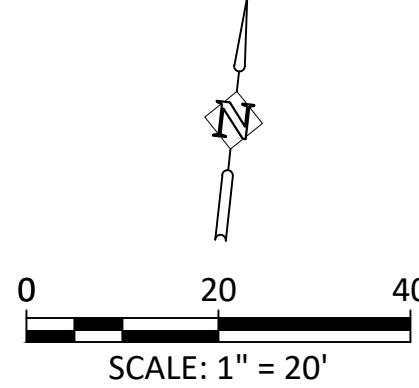
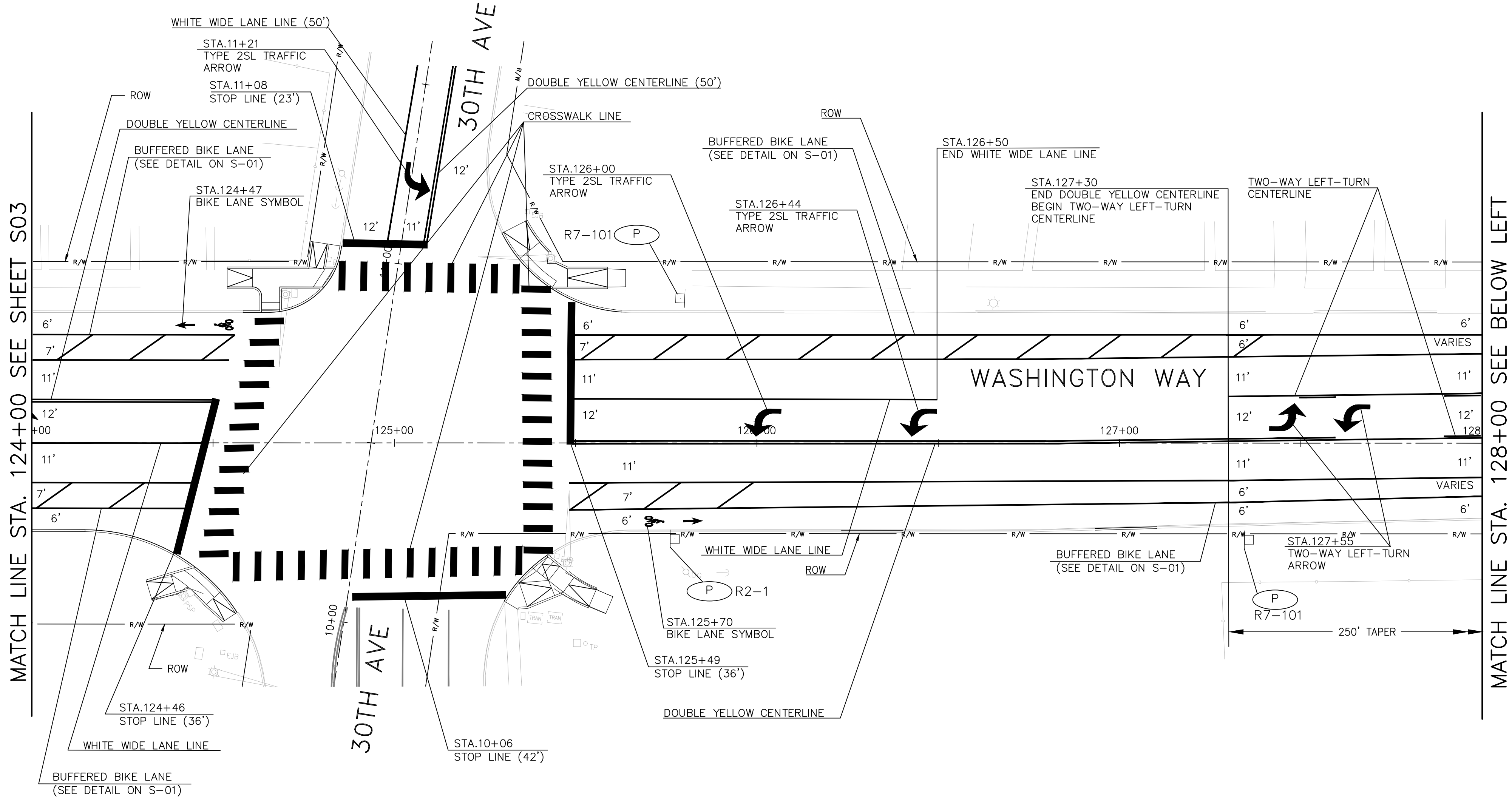
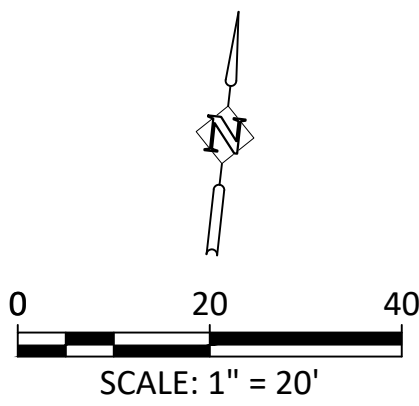
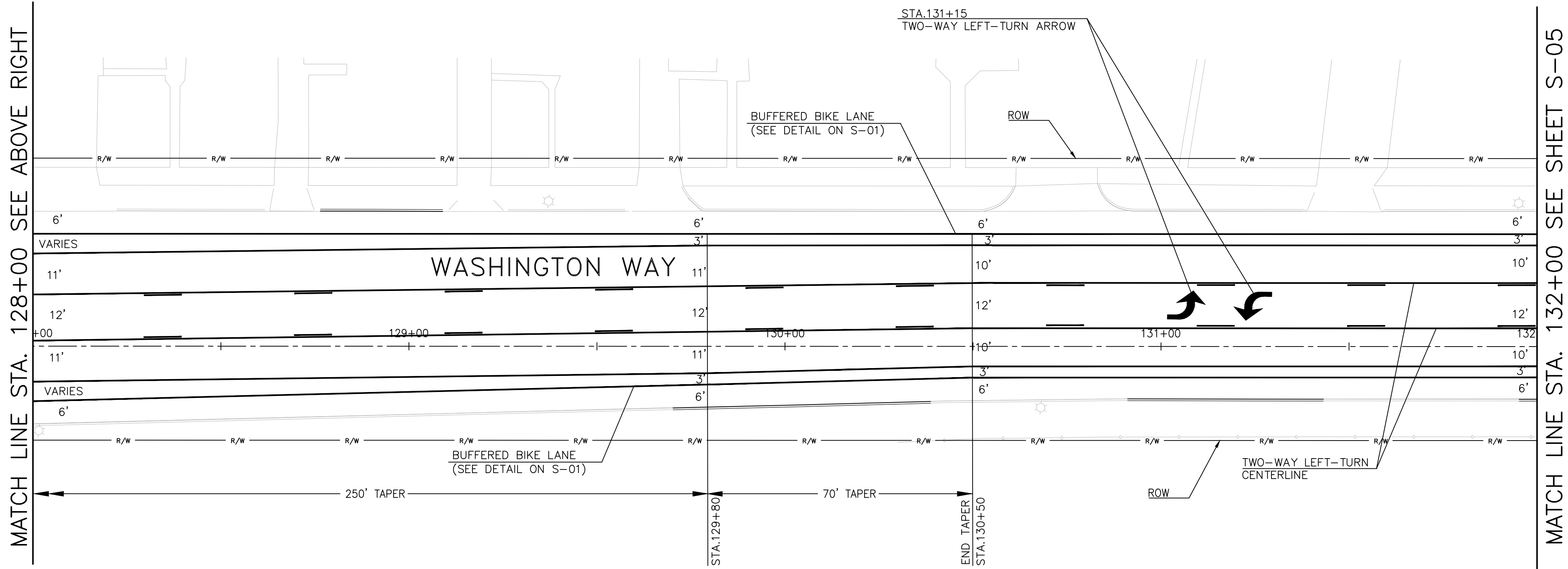


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90% PLAN SET

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90% PLAN SET

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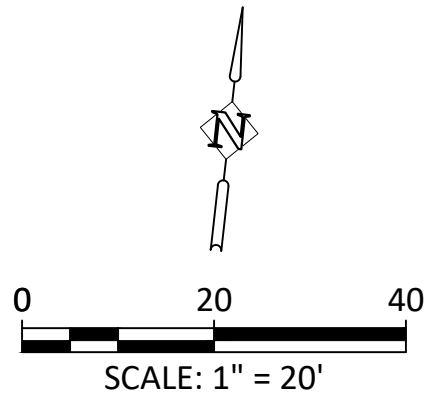
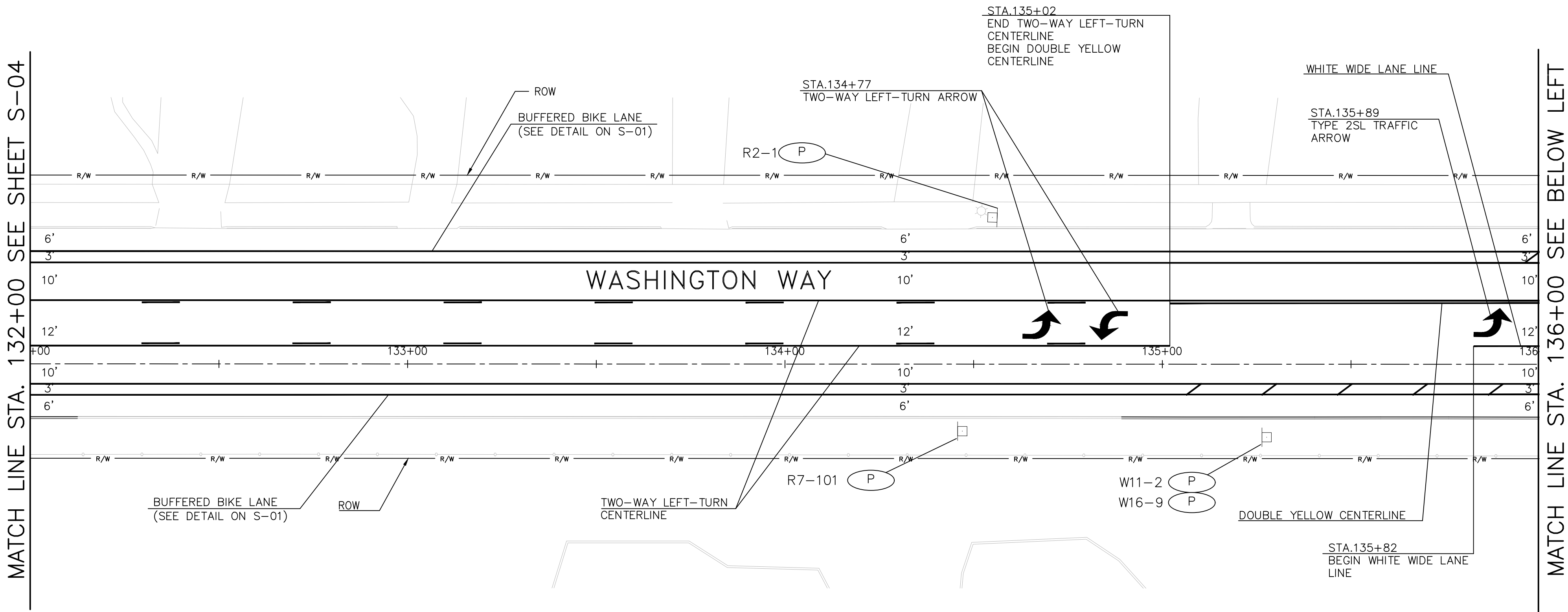
GLOBAL
Transportation
Engineering

227 SW Pine St, Suite 220
Portland, Oregon 97204

WASHINGTON WAY ROADWAY IMPROVEMENTS
CITY OF LONGVIEW

PROPOSED STRIPING PLAN
STA 124+00 TO STA 132+00

DAYA M. BECKWITH
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER
39179



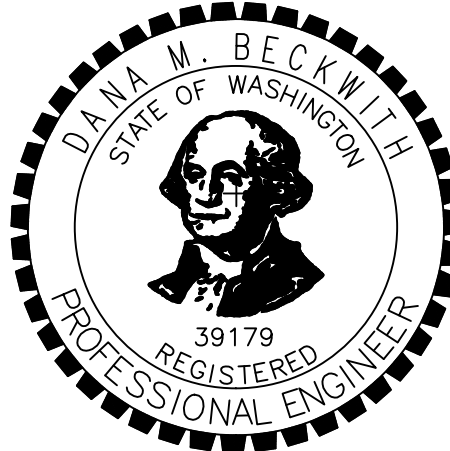
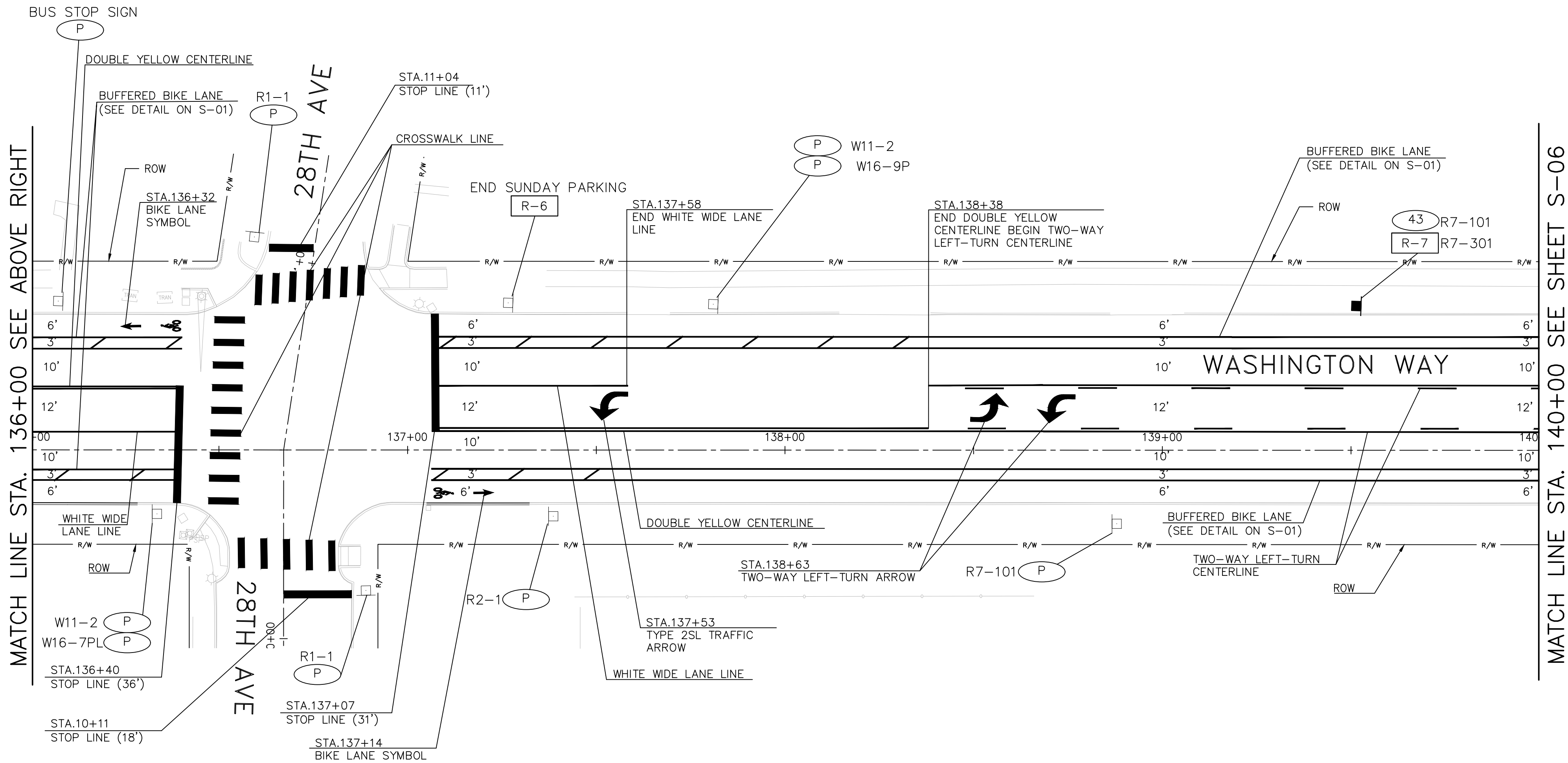
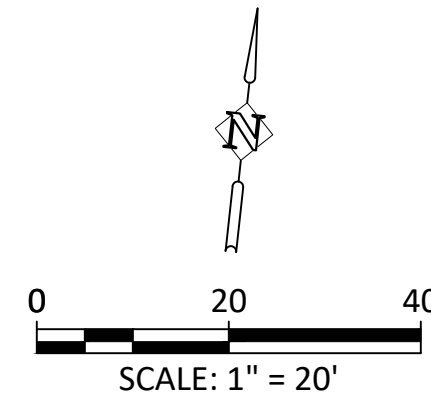
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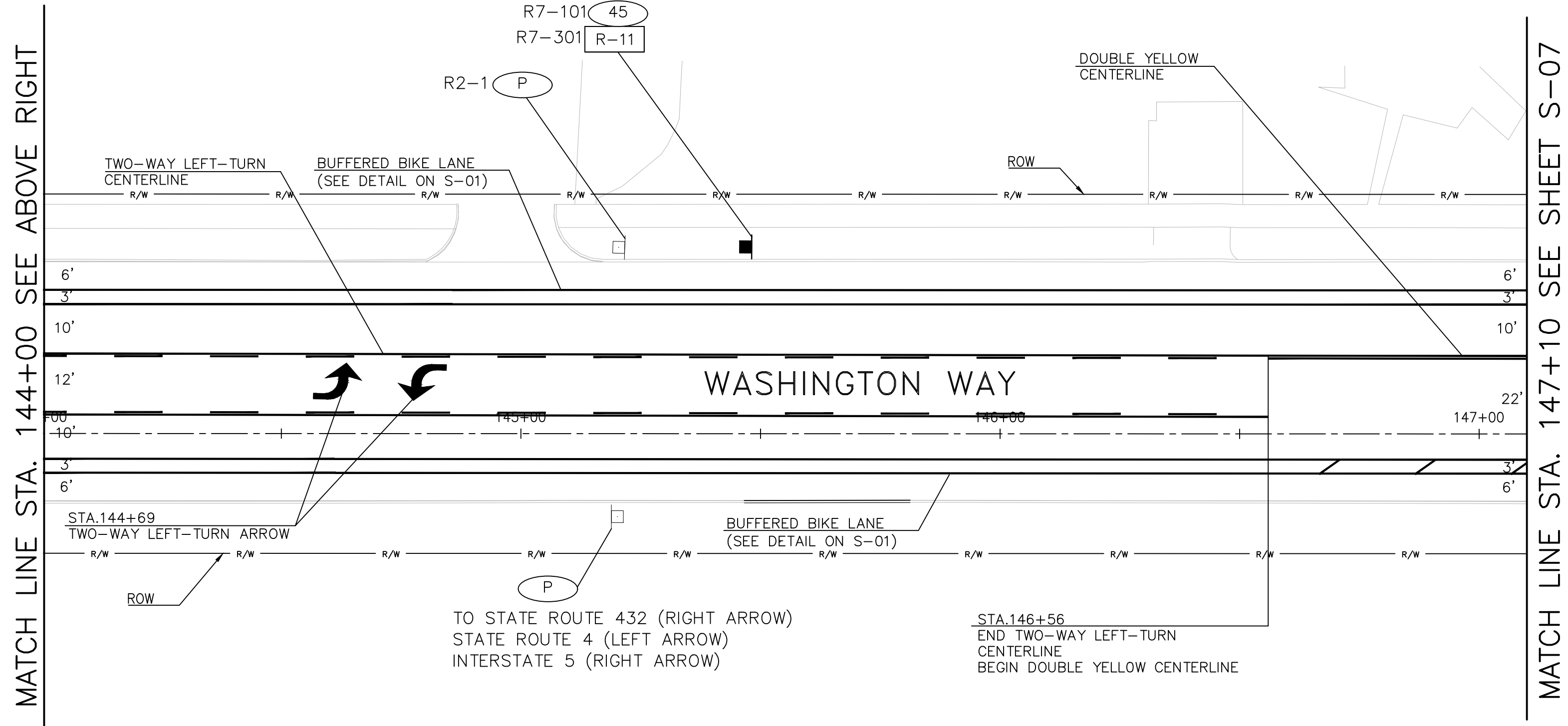


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90% PLAN SET

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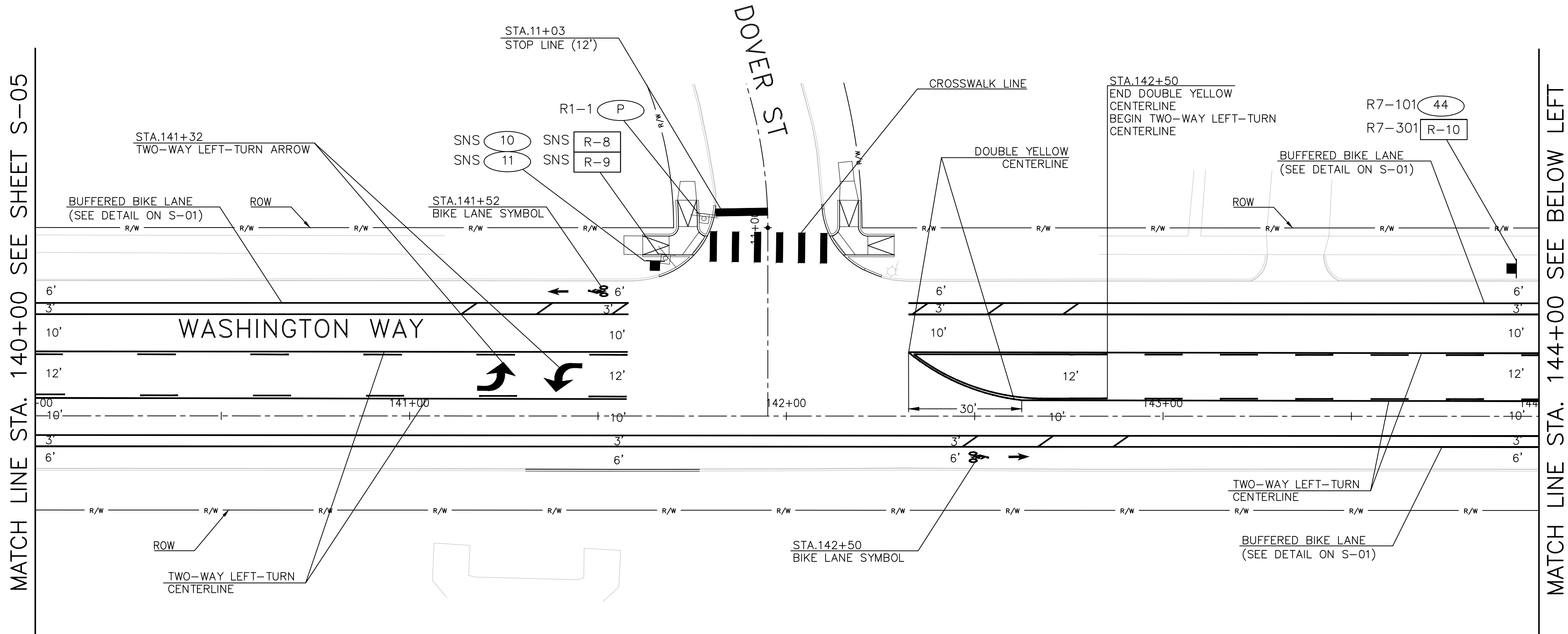


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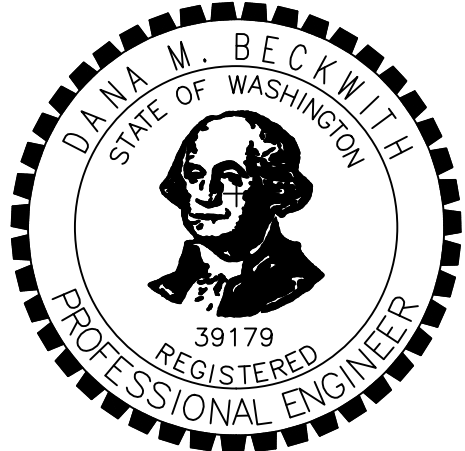
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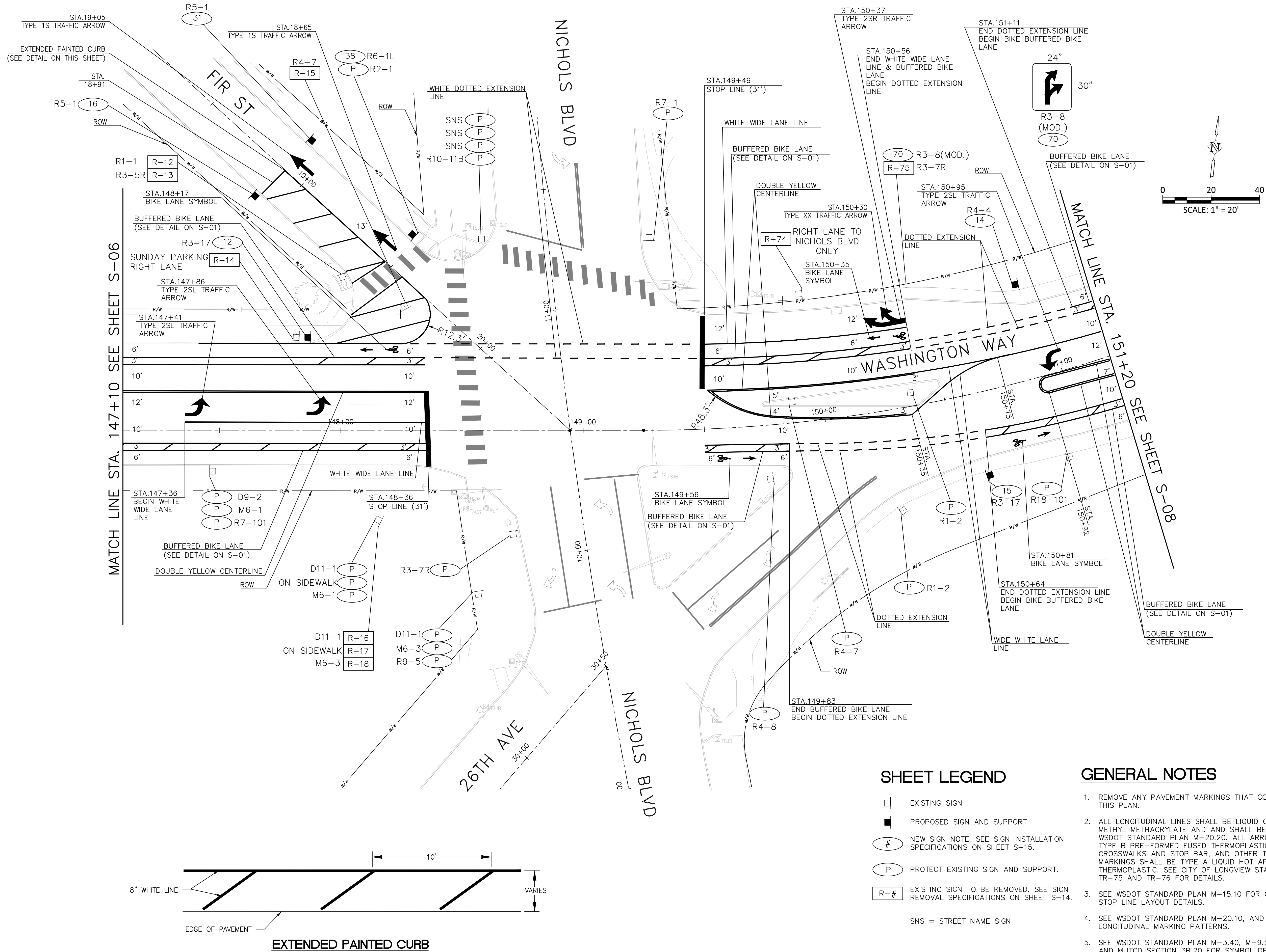
90% PLAN SET

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WASHINGTON WAY ROADWAY IMPROVEMENTS
CITY OF LONGVIEW

PROPOSED STRIPING PLAN
STA 140+00 TO STA 147+10



SHEET LEGEND

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WASHINGTON WAY ROADWAY IMPROVEMENTS
CITY OF LONGVIEW

PROPOSED STRIPING PLAN
STA 147+10 TO STA 151+20

REVISIONS:

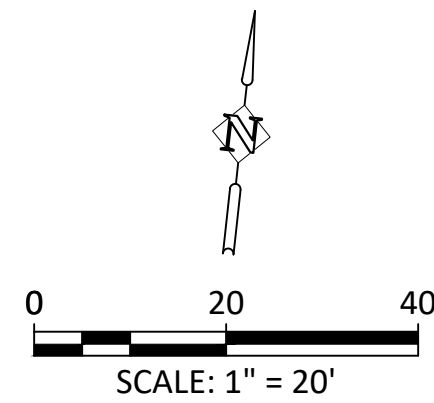
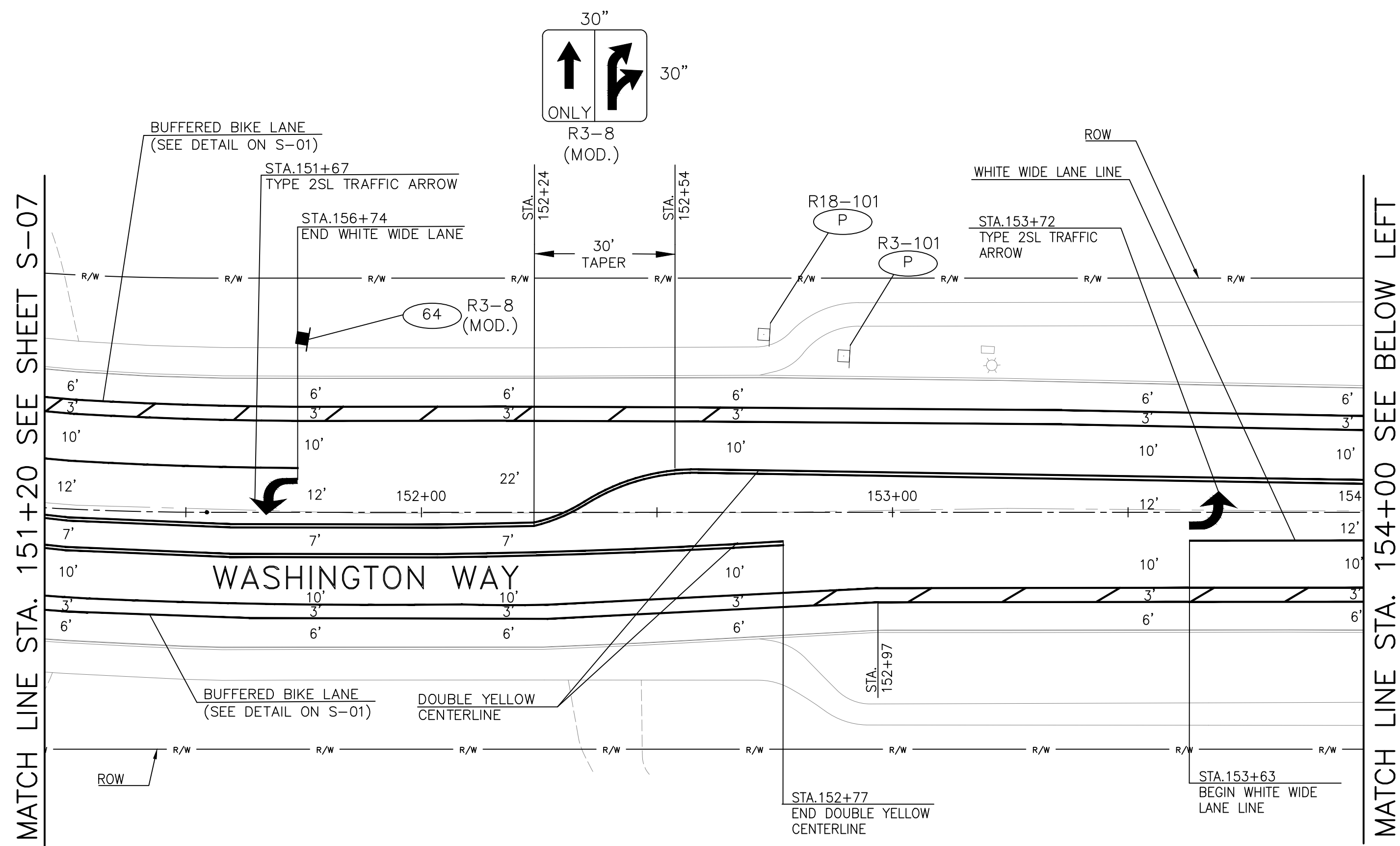
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90% PLAN SET

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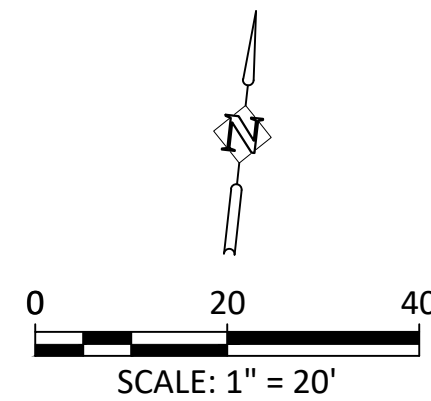
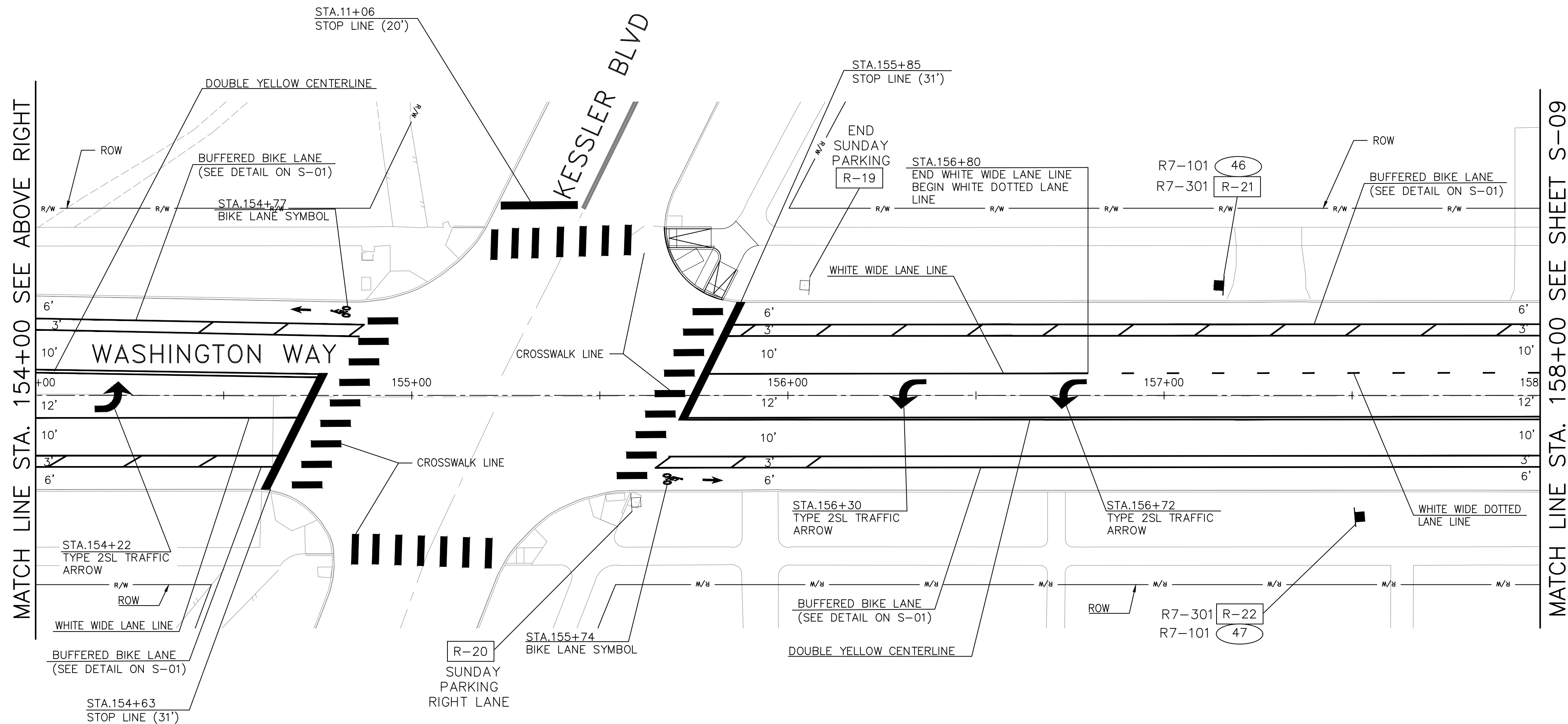
SHEET LEGEND

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|  | EXISTING SIGN |
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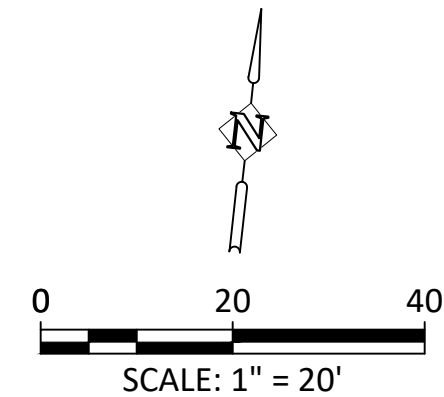
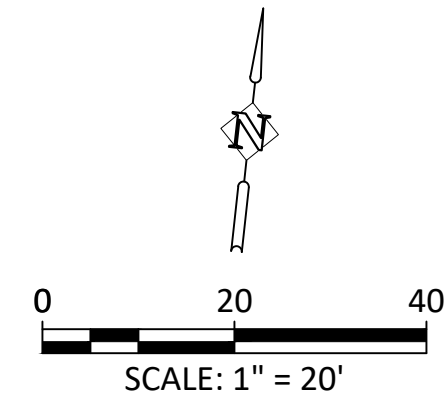
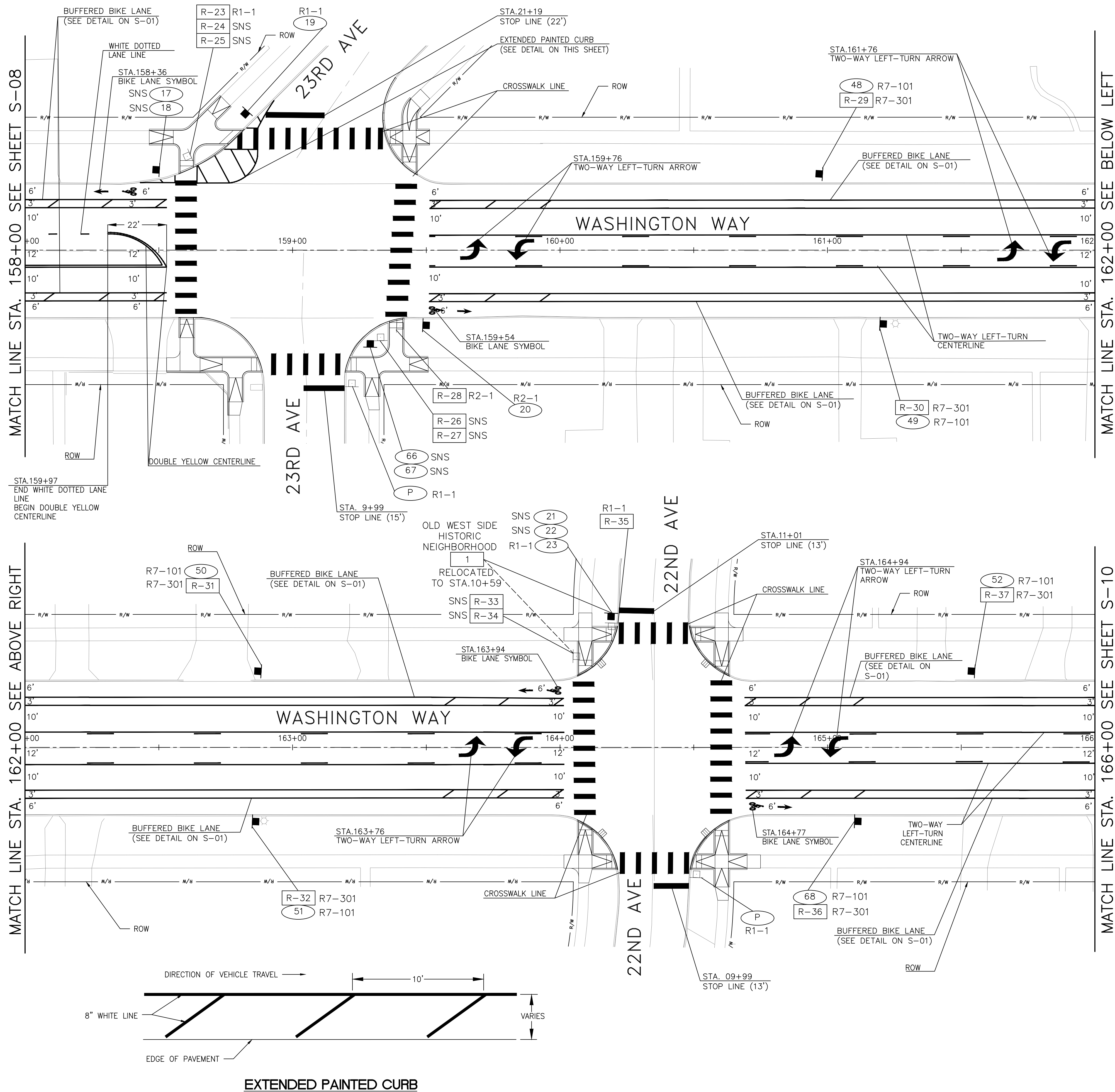
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GENERAL NOTES

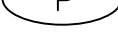
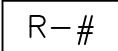
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MATCH LINE STA. 162+00 SEE ABOVE RIGHT

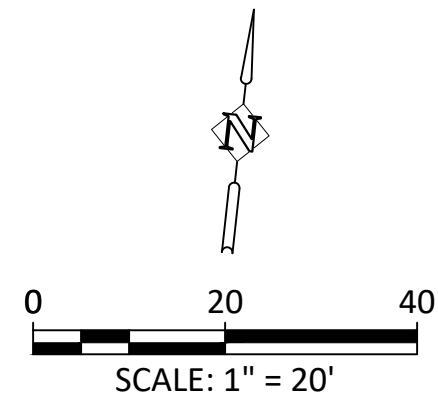
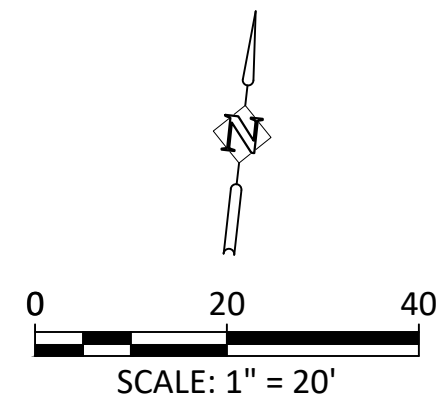
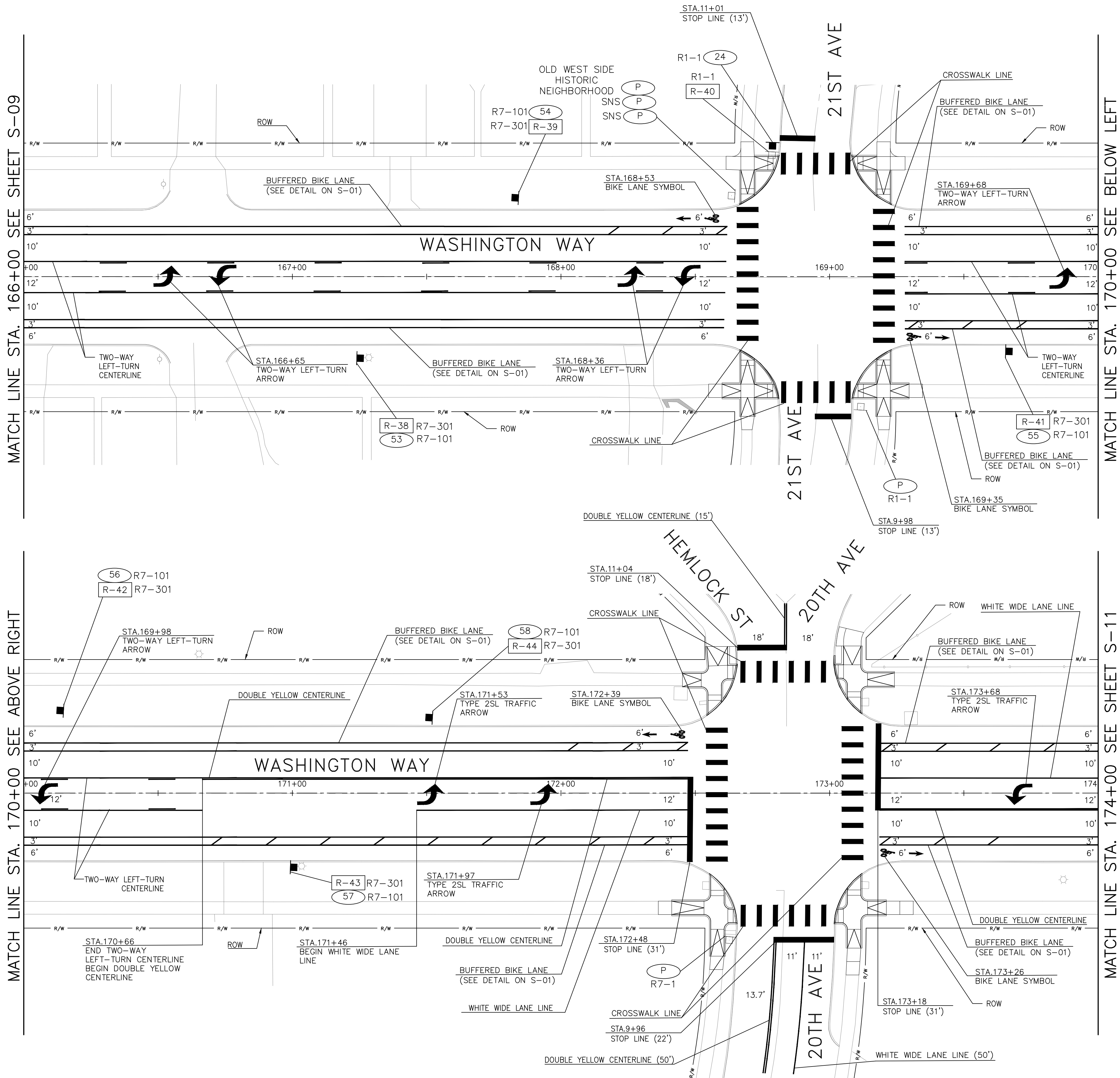


SHEET LEGEND

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|---|---|
|  | EXISTING SIGN |
|  | PROPOSED SIGN AND SUPPORT |
|  | NEW SIGN NOTE. SEE SIGN INSTALLATION SPECIFICATIONS ON SHEET S-15. |
|  | PROTECT EXISTING SIGN AND SUPPORT. |
|  | EXISTING SIGN TO BE REMOVED. SEE SIGN REMOVAL SPECIFICATIONS ON SHEET S-14. |
| | (EXISTING LOCATION) |
|  | EXISTING SIGN |
| | (NEW LOCATION) |
| | SEE SIGN RELOCATION SPECIFICATIONS ON SHEETS S-16. |
| SNS = STREET NAME SIGN | |

GENERAL NOTES

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3. SEE WSDOT STANDARD PLAN M-15.10 FOR CROSSWALK AND STOP LINE LAYOUT DETAILS.
4. SEE WSDOT STANDARD PLAN M-20.10, M-20.30, AND M-20.40 FOR LONGITUDINAL MARKING PATTERNS.
5. SEE WSDOT STANDARD PLAN M-3.40, M-9.50, M-24.60 AND MUTCD SECTION 3B.20 FOR SYMBOL DETAILS.
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SHEET LEGEND

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- PROPOSED SIGN AND SUPPORT
- NEW SIGN NOTE. SEE SIGN INSTALLATION SPECIFICATIONS ON SHEET S-15.
- PROTECT EXISTING SIGN AND SUPPORT.
- EXISTING SIGN TO BE REMOVED. SEE SIGN REMOVAL SPECIFICATIONS ON SHEET S-14.

SNS = STREET NAME SIGN

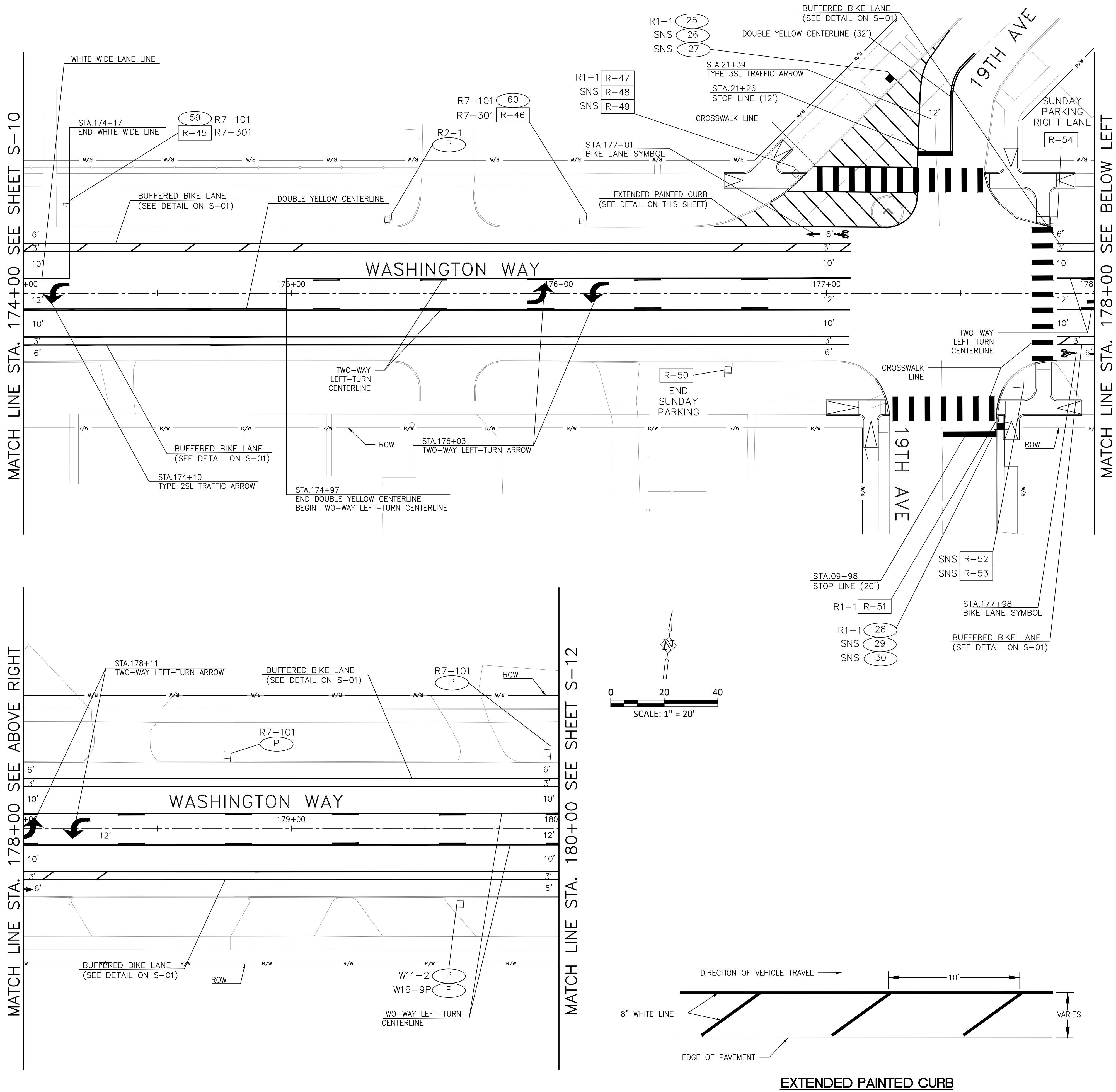
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REVISIONS:	
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JOB NO.:	17912
DATE:	MAY 2023
SCALE:	1"= 20'
DESIGNED BY:	PK
DRAWN BY:	TVM
CHECKED BY:	DMB

90% PLAN SET

S-10



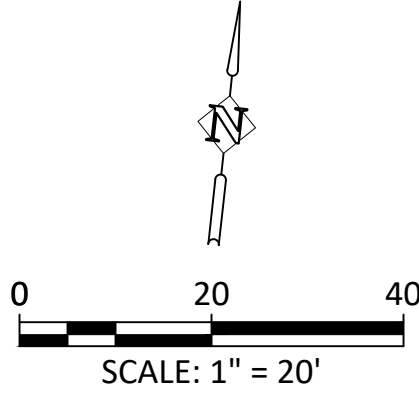
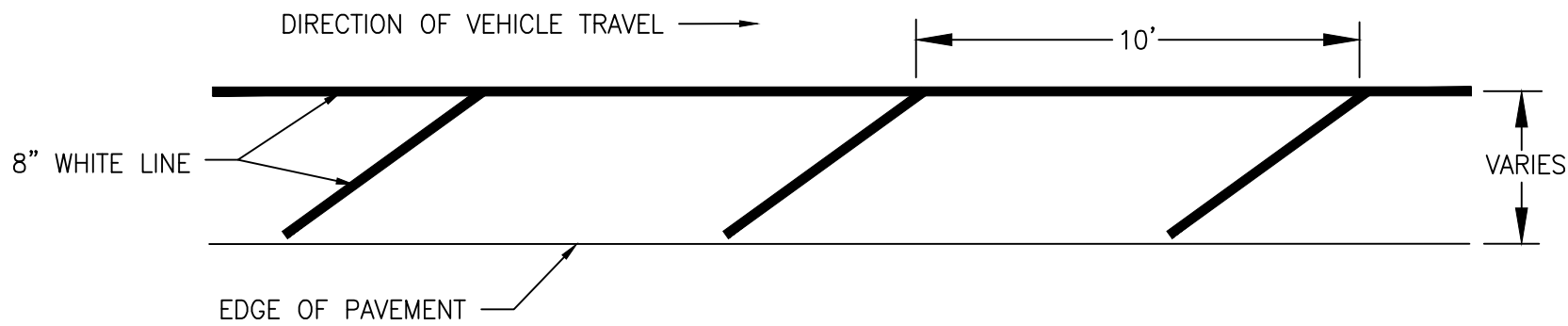
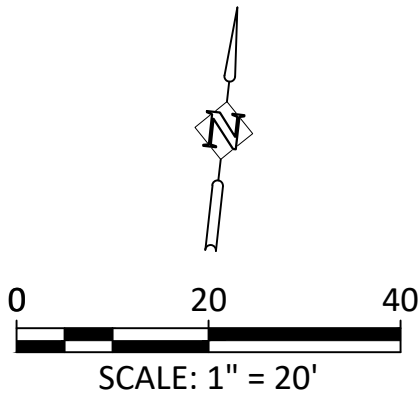
SHEET LEGEND

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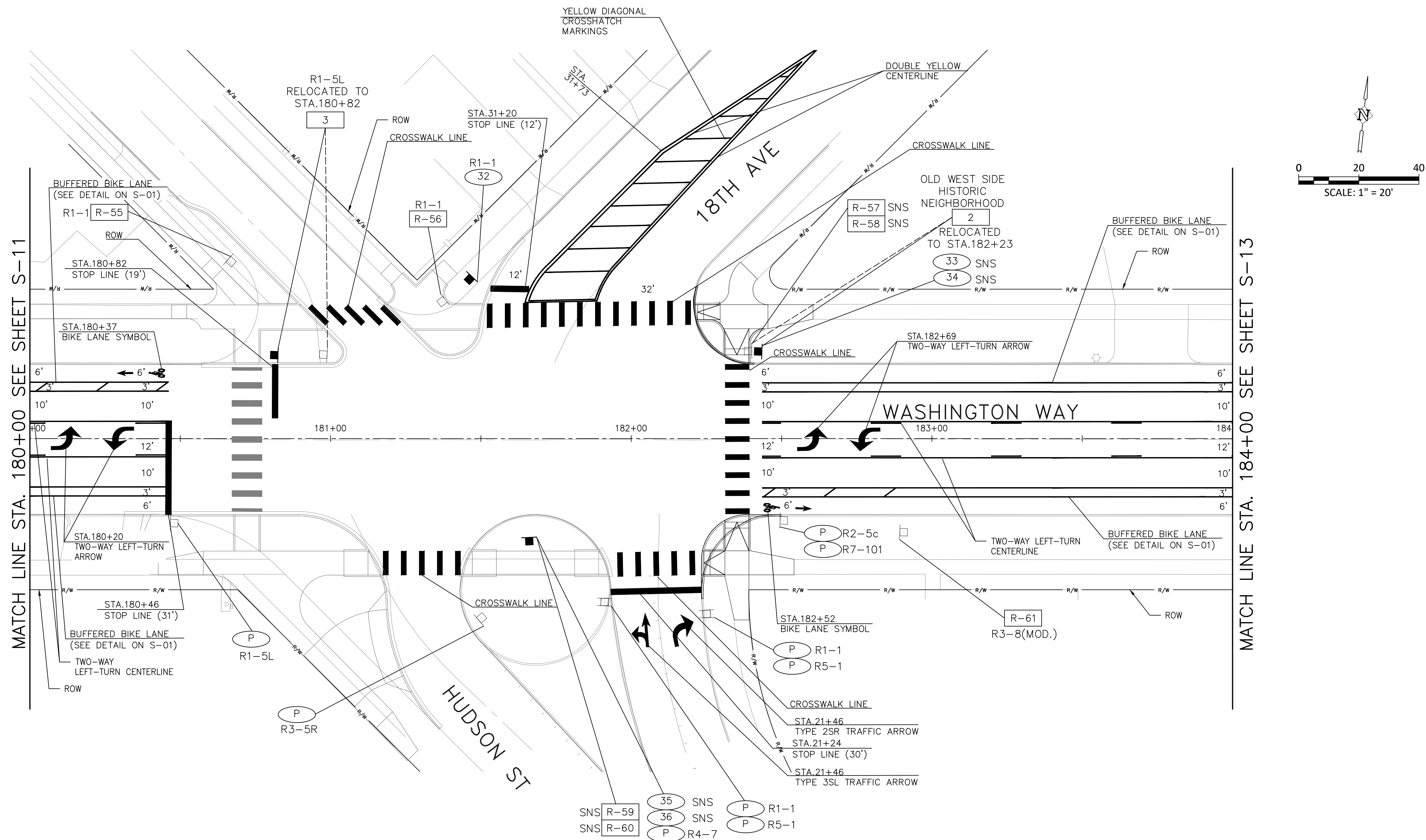


REVISIONS:

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JOB NO.:	17912
DATE:	MAY 2023
SCALE:	1"= 20'
DESIGNED BY:	PK
DRAWN BY:	TVM
CHECKED BY:	DMB

90% PLAN SET

S-11



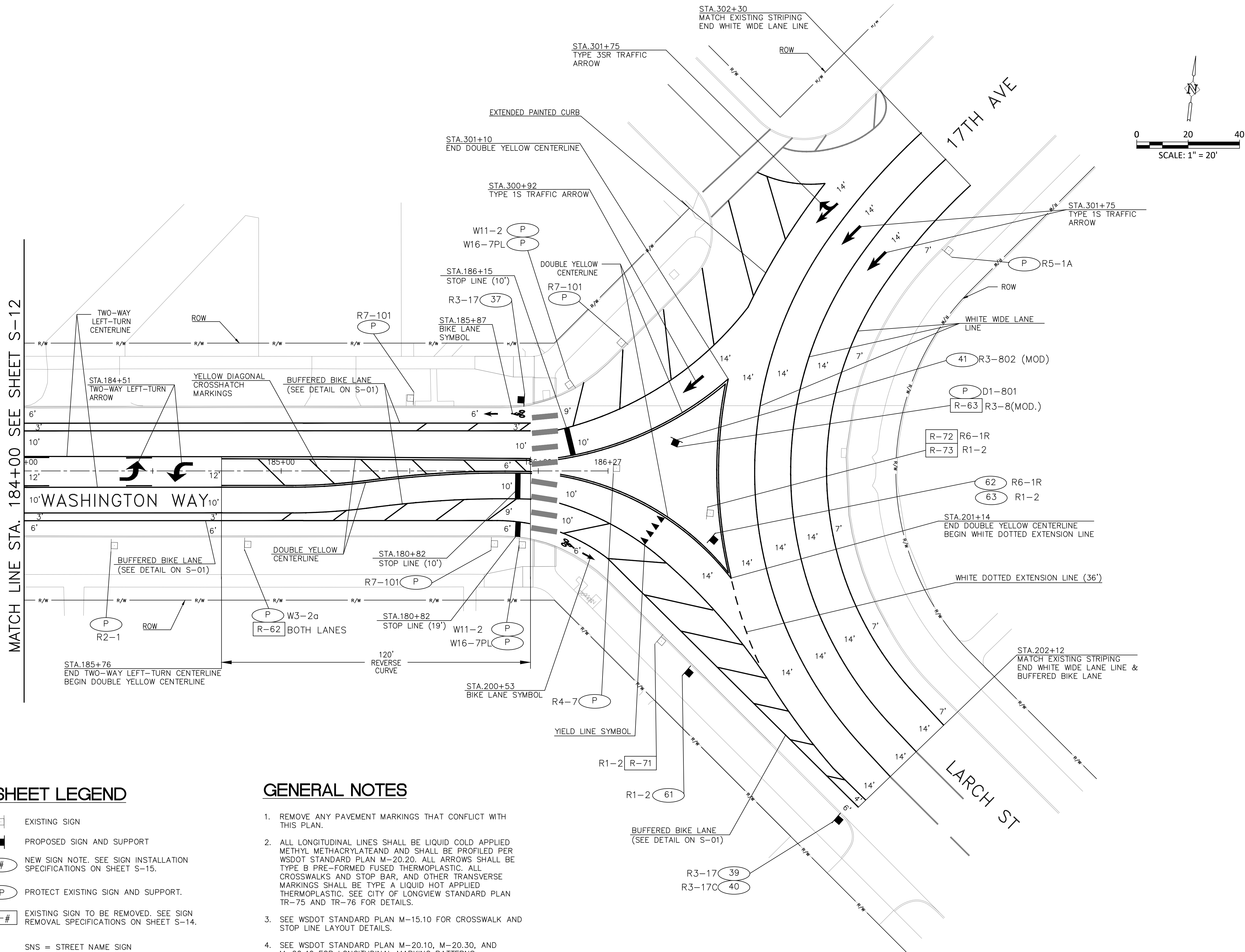
SHEET LEGEND

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| | EXISTING SIGN |
| | PROPOSED SIGN AND SUPPORT |
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EXISTING SIGN</p> <p>(NEW LOCATION)
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MEMORANDUM

TO: Morgan Palmer, Public Works, City of Longview

FROM: Jason Irving and Mahsa Eshghi, MacKay Sposito

RE: **Washington Way Complete Street Project**
Supplemental Alternatives Analysis Memo

DATE: June 26, 2023

Overview

This memo supplements the January 25th, 2023 Alternatives Analysis Memorandum prepared by MacKay Sposito and DKS and Associates for the above referenced project. It is intended to summarize the process for selection of the final preferred roadway cross-section, three lane roadway with buffered bike lanes.

Selection Process for the Preferred Roadway Cross-Section Alternative

The process for selecting the preferred roadway cross section alternative is summarized below and includes:

- July 26, 2022 – Present options to the Longview Complete Streets Committee
- August 25, 2022 – Public open house #1
- January 25, 2023 – Alternative analysis completed
- February 16, 2023 – Presentation to the City of Longview Council
- February 2023 – April 2023 – Further refinement of the design and cost estimating

Complete Streets Committee Presentation

On July 26, 2022, six conceptual roadway striping reconfiguration options were presented to the City of Longview's Complete Streets Advisory Committee (CSAC) and City engineering staff. Based on CSAC feedback and voting, the following three alternatives (ranked in order of voter preference) were selected to be included for a more in-depth alternatives analysis.

Rank #1 Option C (Alternative 6) - Three-Lane Roadway with Two-Way Buffered Bike Boulevard

Rank #2 Option A (Alternative 1/2) - Three-Lane Roadway with Buffered Bike Lane and Traffic Separator (Final Selected Alternative)

Rank #3 Option B (Alternative 3) - Three-Lane Roadway with Buffered Elevated Bike Lane and Mountable Curb

Open House #1

Open house #1 was held on August 25, 2022, in-person at RA Long Square. Attendees were asked to rank their preferred option with the following results.

Rank #1 - Option C, two-way protected bike boulevard

Rank #2 – Option A, buffered bike lane and traffic separator (Final Selected Alternative)

Rank #3 – Option B, buffered elevated bike lane and mountable curb

Alternatives Analysis Recommendations

The project team analyzed the three preferred alternatives, as summarized in the January 25th, 2023 Alternatives Analysis. Based on the results of the traffic safety and operations analysis, early phase public outreach results, and the alternatives analysis, the project team recommended the following:

Washington Way - 34th Avenue to Nichols Boulevard (west corridor segment):

Option C three travel lanes with two-way bike boulevard

Washington Way - Nichols Boulevard to Larch Street (east corridor segment):

Option A three travel lanes with buffered bike lane and traffic separator

See the full Alternatives Analysis memo for additional background information, analysis criteria, and estimated construction costs.

City of Longview Council Special Meeting Presentation

On February 16, 2023 the preferred roadway cross sections were presented to the City of Longview council for review and discussion. The majority of Council were in agreement with the conversion from four travel lanes to three and inclusion of dedicated bike lanes in the design.

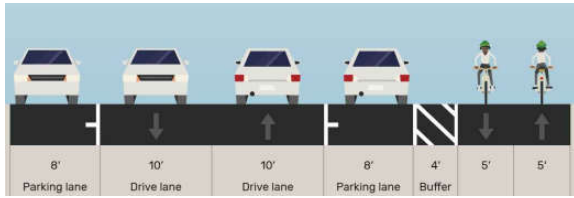
Design and Cost Estimating Refinement

Following the February 16, 2023 council approval, the design team continued refining the design and cost estimating. **Based on further design refinement and discussions with City staff, the consultant team recommends applying Option A three travel lanes with buffered bike lanes for the entire corridor due to the following:**

- Less delay and impact to vehicles operations compared to the bike boulevard option.
- More intuitive and consistent treatment for cyclists and drivers of the corridor. Two-way bike boulevards are relatively unique and are reserved for special conditions and often used as a corridor-wide treatment (not partial sections of a corridor).
- Treatment for cyclists more closely resembles the proposed bicycle lane configurations for other planned projects throughout Longview, including the Beech Street/30th Avenue project which directly connects to Washington Way.
- Fewer road crossings and fewer conflict points for westbound cyclists.
- The bike boulevard created the need for additional traffic signal modification and infrastructure (such as new traffic signal poles with bike signals and vehicle turn restrictions) at 30th Avenue, 32nd Avenue, and Nichols Boulevard to provide safe operations for cyclists.
- Lowest cost option, allowing more funding to be spent on roadway paving improvements.

Olympia Way

One or Two Sided Bike Facility?



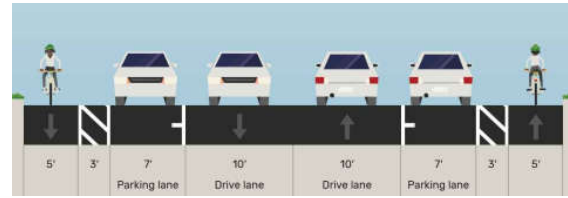
One Sided (preferred concept)

Pros

- Less driveways/alley crossings
- Safe route for school/LCC
- Connects to OB via east side crosswalk
- Larger buffer zone/more separation

Cons

- Shift around curb bulbouts at 19/20th
- Counter-flow may be unintuitive for drivers
- Need to transition to two-side 19th, 18th or 17th
- Different from other planned and funded facilities
- Centerline of road shifts, so need to move signal heads to realign from Olympia/OB



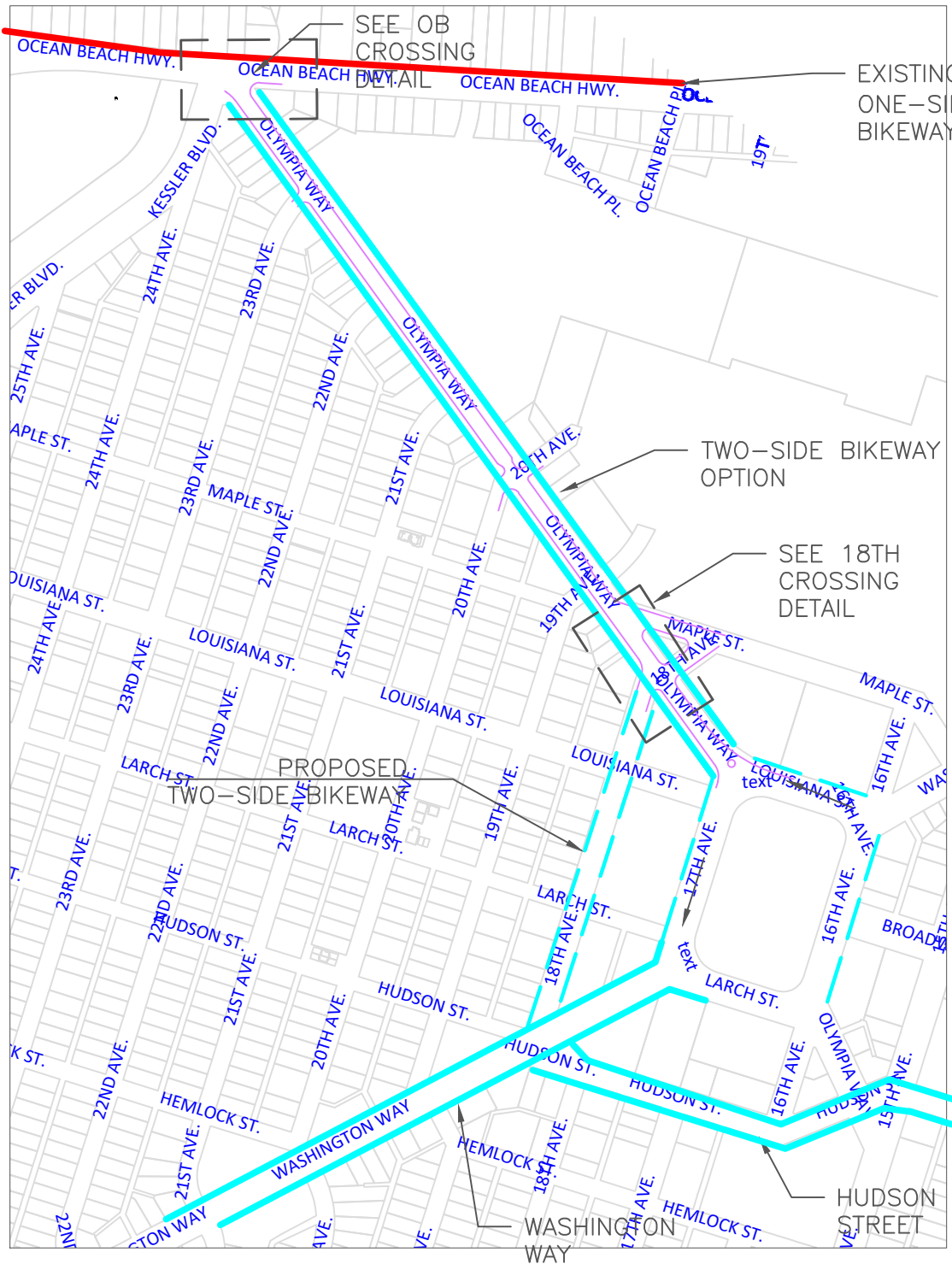
Two Sided Option

Pros

- Similar to other two-sided streets
- Connects better to future civic circle outside lane (Washington Way will have connections on outside)
- Centered on roadway, so we don't need to move signal heads

Cons

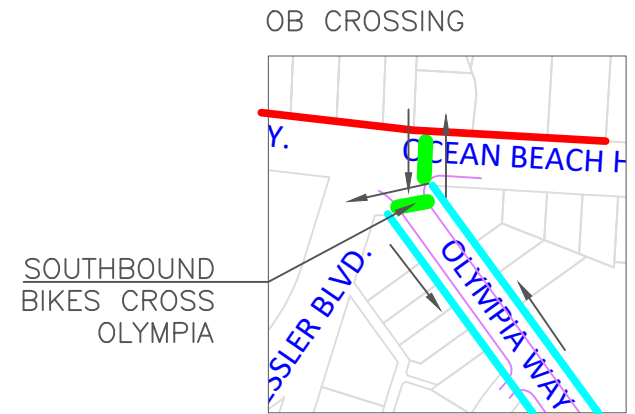
- More driveway/street crossings
- Smaller buffer space



2023 COMPLETE STREETS PROJECT

OLYMPIA WAY

TWO-SIDE OPTION



18TH CROSSING

