



City of Longview

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

Agenda

Complete Streets Advisory Committee

Tuesday, January 23, 2024

5:00 PM

Public Works Conference Room
1st Floor, City Hall

1. **HYBRID MEETING DETAILS**

24-0086 Please click the link to join the webinar: <https://us02web.zoom.us/j/83084726483>
Webinar ID: 830 8472 6483
Or Telephone:
+1 253 205 0468 US; +1 253 215 8782 US (Tacoma);
+1 346 248 7799 US (Houston); +1 408 638 0968 US (San Jose)

2. **CALL TO ORDER**

3. **ROLL CALL**

4. **APPROVAL OF MEETING NOTES**

24-0085 MEETING NOTES NOVEMBER 28, 2023
NO DECEMBER MEETING HELD.

5. **PUBLIC COMMENTS**

6. **NEW BUSINESS**

24-0083 NICHOLS BLVD PROJECT REVIEW

7. **OLD BUSINESS**

24-0084 PROJECT UPDATES

8. **REPORTS**

9. **BOARD MEMBER COMMENTS**

10. **EDUCATION TOPIC**

24-0087 MUTCD CHANGES <https://www.npr.org/2023/12/31/1222174861/road-street-design-traffic-mutcd>

11. **ADJOURNMENT & NEXT MEETING FEBRUARY 27TH**



Minutes

Complete Streets Advisory Committee

Tuesday, November 28, 2023

5:00 PM

Public Works Conference Room,
1st Floor, City Hall

1. **HYBRID MEETING DETAILS**

23-001608 Please click the link to join the webinar: <https://us02web.zoom.us/j/83084726483>

Webinar ID: 830 8472 6483

Or Telephone:

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2. **CALL TO ORDER**

The meeting was called to order at 5:00 pm.

3. **ROLL CALL**

In Attendance: Morgan Palmer, Chair; Art Birkmeyer; Clark Carroll; Trey Davis; George Hudson; Pat (John) Keating; Councilmember Ruth Kendall, Council Liaison

Excused: Elizabeth (Stratton) Roberts;

Staff: Sam Barham, City Engineer; Nancy Vandehey, Admin

4. **APPROVAL OF MEETING NOTES**

23-001609 Meeting notes from September 26, 2023

October 24, 2023 meeting canceled

Notes from September 26, 2023 were approved as presented.

5. **PUBLIC COMMENTS**

6. **OLD BUSINESS**

23-
00162
3

- Project Updates

- Beech St Bike Lanes

- http://www.bxwa.com/bxwa_toc/pub/2374/lv14_beech_st_and_30th_ave_buf_93287/info.php

- Washington Way

- http://www.bxwa.com/bxwa_toc/pub/2374/lv10_washington_way_city_of_lo_50587/info.php

- Bike/Ped Counts

- **Rail Trail**

Project Updates - Morgan Palmer shared the plans on the links for BXWA. Beech St Bike lanes bids are due tomorrow. Washington Way project is going to Council this evening for contract award to AES. Pat mentioned that he was riding on the non-buffered lanes on the new Beech Street extension and he was comfortable but traffic was closer than he would prefer. He believes an extra line would be helpful. Morgan explained how the Washington Way design will look for the buffered lanes. It was discussed about more e-bikes around town and how we need them to be on the street and not on the sidewalks. If e-bikes are going more than 25 mph, they may need to be on the street not in a bike lane. Morgan will ask LPD to join us in a future meeting for education about e-bikes.

January meeting will have a look ahead schedule to include bringing Nichols Blvd. & Olympia Way with the consultant in early 2024.

Bike/Ped Counts - Morgan Palmer shared some materials on hardware for bike/ped counters. Sam Barham stated that we might be purchasing 4 of them for the Highlands Street lighting project. He is hoping to focus them on Beech Street placement.

Rail Trail - Morgan got an update from Chris Collins. That there may be positive movement in January. More details to come later. It was discussed that the open house was overall well received. When we have another open house, we may extend an invite to Dave Fine and George Hudson to be more involved prior to the event in preparing presentations.

7. NEW BUSINESS

23-001624 Safety Discussion

A citizen had reached out to Council and the email was attached in the packet. Traffic calming isn't necessarily something that the City desires on this stretch of road, as we want to keep traffic flowing in this area as a major arterial street. Adding striping for the parking lanes may help slow traffic just by the perception of a narrowed road. Planting more trees was also an option. Removing on street parking was another option. Encouraging LPD to run a speed track and adding YOUR SPEED is speed limit sign would be calming for the area. Bringing back speed camera could be a future discussion.

Ruth walked from Pointe S tires to Porky's for lunch and her experience was that there is no pedestrian options to walk that area.

23-001778 December meeting - scheduled for December 26th

Trey made a motion, seconded by Pat Keating, to cancel the December meeting. This passed unanimously.

8. BOARD MEMBER COMMENTS

9. ADJOURNMENT

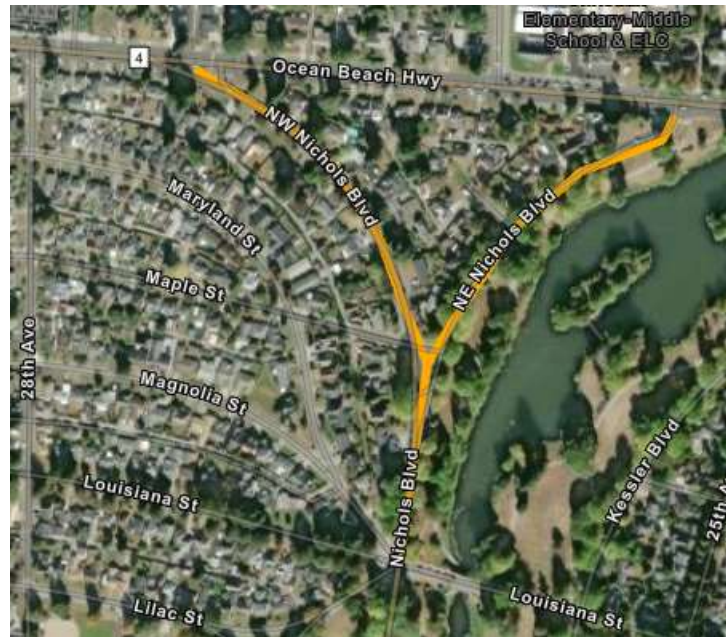
The meeting was adjourned at 5:46 pm.

The Project

This project improves Nichols Blvd between Louisiana Street and Ocean Beach Highway along both NE and NW sections. The City plans to resurface asphalt pavement, repair concrete street, upgrade curb ramps, modify signals, and re-stripe with complete street elements.

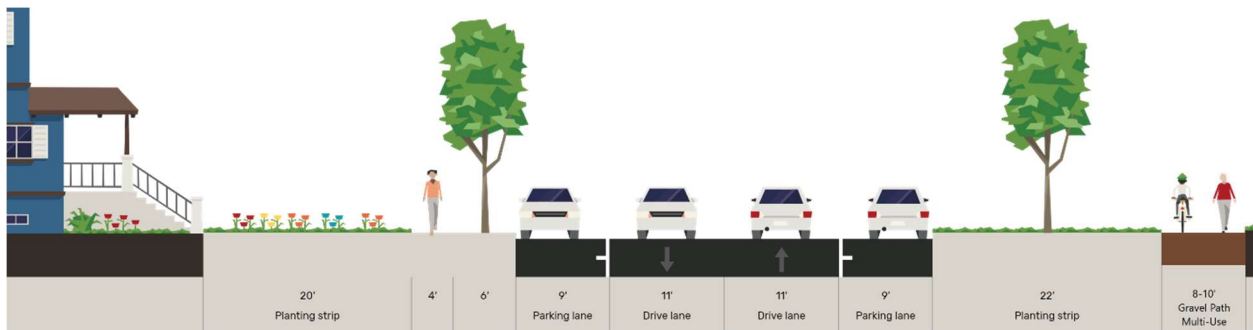
Project Funding and Timeline

- \$1,958,000 (80% State funding, 20% City funds)
- Design Winter 2024 – Build Summer 2024



Existing Conditions

- 40' curb to curb street width
- Sidewalk along west side of street only, no sidewalk on east side of NE or NW Nichols



Complete Street User Analysis

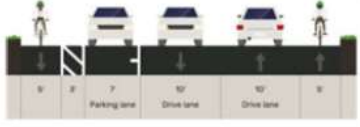
<i>Complete Street Users¹</i>	<i>Do they have safe and convenient access?</i>	<i>Known Deficiencies</i>	<i>Proposed Solutions</i>
Pedestrians of all ages and abilities	Mostly	No east sidewalk, ADA ramps need upgrade at intersections, wide crossing distances at Maple St, no way to cross from southwest corner of NW Nichols at Ocean Beach	Upgrade ADA ramps, shorten crossing distance at OBH and Maple through intersection re-design
Motorists	Mostly	Speeding is common, especially southbound coming from Ocean Beach Hwy Difficult to make left turn from NE Nichols at Maple St	Lane narrowing to encourage slower speeds, intersection re-design at NW Nichols and Maple St
Motorcyclists	Yes	None identified	N/A
Bicyclists	Partial	Lake path for recreation on east side of corridor, no safe/easy way to travel north/west to Ocean Beach	Add bike lanes along corridor to “complete” the street
Transit riders and vehicles	Yes	Large vehicles have trouble turning left at NW Nichols	Intersection re-design at NW Nichols at Ocean Beach to improve turning movements through
School buses and riders	Yes	Large vehicles have trouble turning left at NW Nichols	
Freight vehicles	Yes	Large vehicles have trouble turning left at NW Nichols	
Emergency service providers	Yes	Large vehicles have trouble turning left at NW Nichols	

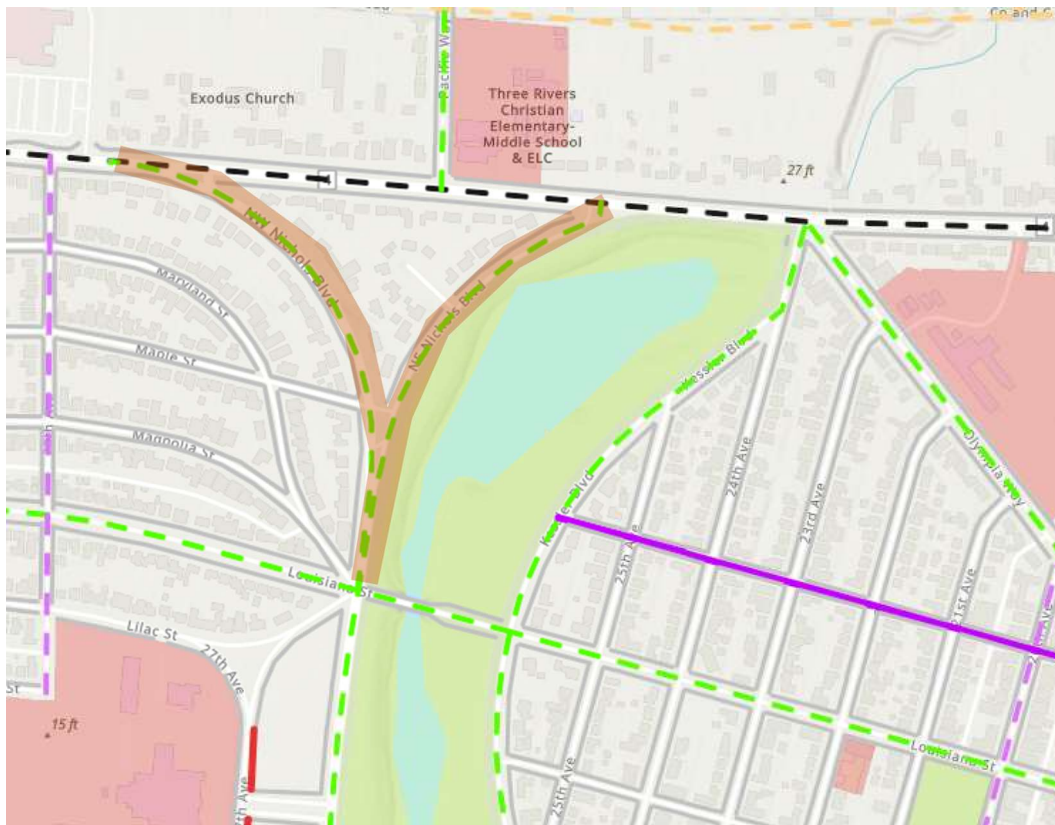
¹ Complete street users defined by Longview Municipal Code Chapter 12.70

Master Plan Context

- Pedestrian:
 - no projects, the east sidewalk gaps were not identified in the plan
- Bicycles:
 - Projects 56 (NE Nichols and south of wye) and 57 (NW Nichols)
 - Cross-section 40A – two drive lanes, one side of parking with parking protected bike lane and one side no parking with bike lane

56	Nichols Blvd	Bikeways	City	Oregon Way	Ocean Beach Hwy	40A	1.74
57	NW Nichols Blvd	Bikeways	City	Louisiana St	Ocean Beach Hwy	40A	0.41

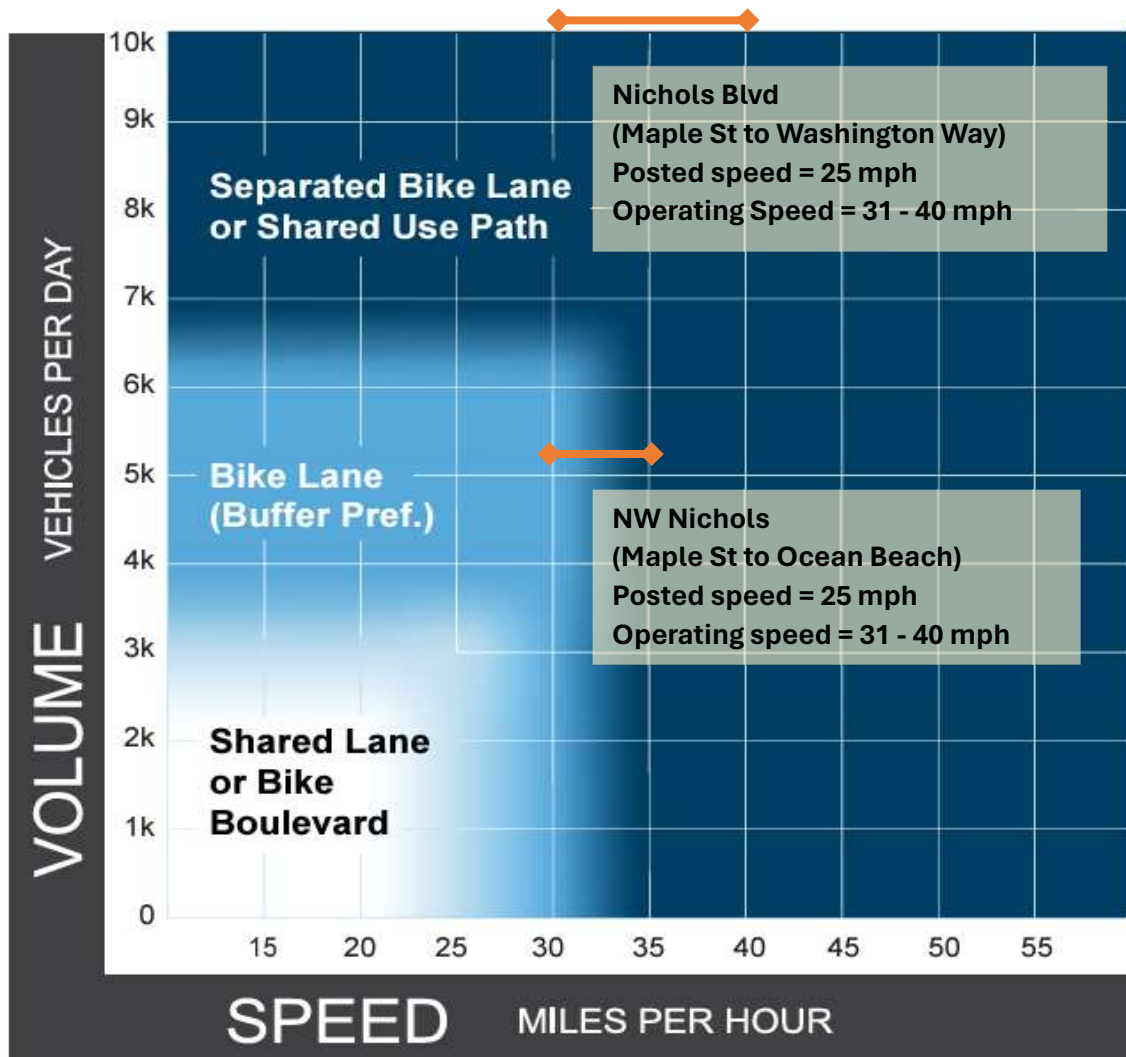
40A	One-way bike lane, with parking on both sides	When parking is needed on both sides, and a couplet of bike lanes can be provided in close proximity	Kessler Blvd, from Douglas St to Ocean Beach Hwy Nichols Blvd Douglas St in front of hospital	
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Master Plan Map

Design Data

- Speed: Posted 25 mph, typical operating speed higher
- Traffic volumes:
 - 5,300 daily north of Maple St (on NW Nichols, assumed similar on NE Nichols)²
 - 10,400 daily Maple St to Washington Way³
 - 11,000 daily Washington Way to Oregon Way

Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

² December 2023 Traffic counts by PBS Engineering

³ 2017 Traffic Counts for south of Maple Street

Proposed Bicycle Solutions

Options	Picture	Level of Traffic Stress	Parking	Cost
A Buffered bike lanes, no parking		2	None	Highest
B Buffered bike lane with parking along lake		2 (left) 3 (right)	One Side	Middle
C Conventional bike lane with parking lake side		3	One Side	Lowest

Other Considerations

- Existing gravel path along Lake allows separated, parallel route to street
- Existing wide sidewalk on north side of Ocean Beach Highway
- Limited parking observed along Nichols Blvd, primarily on east side for park
- Future improvements on Nichols Blvd could continue the bike facility south to Washington Way and eventually Oregon Way

Proposed Intersection Solutions

The following preliminary concepts were prepared by the PBS Engineering team to advance project to 30% design plans and estimate. These will be subject to additional review and public outreach before they are finalized for construction.

Maple Street (right)

- All left turns at Maple Street
- Move crosswalk closer to intersection
- Re-imagine slip lane, potential for parking area

Ocean Beach Highway (below)

- Adjust right turn lane
- Expand island and upgrade ramps
- Add southwest crosswalk
- Reduce northbound lanes to one
- Create bike ramps

