



2021

Complete Streets Annual Report



*Setting our sights on
complete streets*



City of Longview
Public Works Department
March 10, 2022

Introduction

In 2019, City Council passed the Longview Complete Streets Ordinance (Ord. 3413) which established chapter 12.70 of the Longview Municipal Code. The ordinance describes the City’s vision: “a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on the city’s transportation network”. The City will achieve complete streets either through specific projects or through a series of smaller improvements or maintenance activities over time.

Each year the Public Works Department reports on progress made toward achieving the complete streets vision. This report will review achievements and performance measures to evaluate progress made implementing complete streets and identify opportunities for improvement. This year’s report highlights the successes of 2021 and provides a look-ahead to projects in 2022.

Performance Measures

The Complete Streets Ordinance identifies seven performance measures. The following list quantifies the successes of 2021 and provides more details on transportation projects and their impact on complete streets. The project map on page 6 shows locations of the projects mentioned below.

- | | |
|---|-------------|
| (1) Number of bicycle facilities created or improved | 2 |
| <ul style="list-style-type: none">• Beech St, Oregon Way to California Way – new bike lane on both sides• California Way, 11th to 7th Ave – new bike lane on both sides | |
| (2) Number of pedestrian facilities created or improved | Many |
| <ul style="list-style-type: none">• Beech St, 14th Ave to California Way – new sidewalk both sides• 38th and 42nd Ave – new sidewalk at trail crossing• Schneiter Dr, Branch Creek Dr to Sadie Lane – new sidewalk on both sides• 14,115 square feet of sidewalk replaced by Operations staff• Washington Way at 28th Ave – new hybrid activated crosswalk beacon, enhanced crosswalk | |
| (3) Number of ADA accommodations created or improved | 95 |
| <ul style="list-style-type: none">• Oregon Way at Cypress St – install cut-through in median crossing Oregon Way and curb ramps• Oregon Way at Baltimore St – install cut-through in median crossing Oregon Way, curb ramps, and pushbuttons• Oregon Way at Beech St – install cut-through in median crossing Oregon Way, curb ramps and pushbuttons• Beech St at 14th, 11th, and California Way – curb ramps at intersections• 28th Ave – upgrade curb ramps at Dover St, Fir St, Field St, Hemlock St, and Harding St• 30th Ave – upgrade curb ramps at Dover St, Fir St, Field St, and Florida St• Washington Way at 28th Ave – upgrade signal to Hybrid Activated Crosswalk Beacon and install transit pad• Washington and 10th – upgrade NW corner curb ramp• 38th Ave and 42nd Ave at Pacific Way Trail – add new pedestrian flashing beacons and pushbuttons with curb ramps | |

- (4) Number of exceptions or waivers** **1**
- Oregon Way, Tennant Way to Beech St – Bike lanes were not added during re-paving, but we developed a concept to implement in the future as funds become available.
- (5) Miles of streets or paths that received complete streets elements** **1.86**
- This total includes linear elements like new sidewalks and bike lanes. Point elements, like curb ramps, transit pads, sidewalk repairs and signal upgrades were not included in this total.
- (6) Transportation projects undertaken and the extent complete streets elements were included**
- Pacific Way Trail Crossings, 38th and 42nd – new pedestrian flashing beacons, curb ramps, crosswalk markings, and sidewalk
 - Oregon Way Paving – new curb ramps, pedestrian refuge islands, and pushbuttons; Transportation Benefit District project
 - Beech Street Extension – new sidewalks, bike lane striping, and curb ramps
 - Washington Way and 28th Ave Hybrid Activated Crosswalk Beacon – new hybrid beacon and pushbuttons, transit pad
 - Washington Way and 15th Ave Corridor Signal Improvements – traffic signal and timing improvements
 - SR-4 (Ocean Beach Highway) Traffic Signal Improvements – traffic signal and timing improvements
 - SR411/432 Intersection Improvements – traffic signal and timing improvements, widen intersection and ramp
- (7) Planned transportation projects for the next year and the extent to which each of the projects will include complete streets elements**
- California Way TBD – re-stripe with bike lanes, ADA ramps, and sidewalk infill
 - California Way at Industrial Way/SR-432 – 2 upgraded curb ramps, sidewalk
 - Downtown traffic signals – ADA ramps and pushbuttons
 - Downtown pedestrian flashing beacons – 6 locations, new ADA ramps and new pedestrian flashing beacons
 - Civic circle pedestrian flashing beacons – 4 upgraded crossings
 - 46th Ave from Ocean Beach Hwy to Olympia Way – street construction with bike lanes and sidewalks
 - Beech St and 30th Ave Bike Lanes – grant funded to install buffered bike lanes from Oregon Way to Washington Way

Other Achievements:

In addition to the improvement projects and maintenance achievements highlighted above under the performance measures, the City and our partners also succeeded in advancing several other important complete streets efforts. These activities include receiving grants for future projects, public engagement events, installing of wayfinding and parking facilities, and drafting of the Bicycle and Pedestrian Master Plan.

Over \$5 Million in Grant Awards

June 2021

The City was awarded several grants that will advance complete streets. The largest was an asset management grant for \$4.7 million to repave Washington Way. This project proposes to re-surface the pavement as well as implement a road diet to make this a backbone complete street within the City's transportation system. The City was also awarded a \$250,000 Transportation Alternatives grant to add bicycle lanes to Beech St between Oregon Way and Washington Way. This project helps connect the recently built bike lanes on Beech Street extension with the proposed bike lanes on Washington Way.

Inaugural Mayor's Ride

September 2021

On September 13th, Mayor MaryAlice Wallis hosted the first ever "ride with the Mayor" community cycling event. About 30 people showed up for a casual 4.5-mile bike ride on City streets. This event and others like it allow for conversations between cyclists as well as educating the public on the presence of a healthy bicycle community in Longview.

Lower Speed Limits

October 2021

The City lowered speed limits to 25 mph on nine streets that abut schools and parks (Ordinance 3449). The changes aim to reduce the likelihood and severity of crashes. This was a crucial step toward the City's goal of zero traffic fatalities. City staff installed new speed limit signs and educational speed monitors in October.

Downtown Bicycle Racks

November 2021

Through a tourism grant, a non-profit purchased 15 new bike racks that aim to encourage people to bike and shop downtown. City crews installed the racks throughout downtown in November 2021.

Bicycle Tourism Signs

November 2021

Also through a tourism grant, a non-profit purchased street signage aimed at attracting touring cyclists to local amenities. City crews installed the signs on key corridors of Westside Highway and Ocean Beach Highway.

Bicycle and Pedestrian Master Plan

December 2021

The Complete Streets Advisory Committee drafted a Master Plan for implementing the City's vision of a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on the transportation network. By developing this Master Plan with volunteer staff and resources, the City saved money and time over hiring an external consultant. We published a draft of the plan at the end of 2021 and began public outreach in early 2022. Our goal is for the draft Master Plan to be adopted by Council in 2022 and implemented over the ensuing years.

Opportunities for Improvement

In 2021, we identified some opportunities to guide us in future complete streets efforts. The main lessons learned came from the Oregon Way overlay project. The Transportation Benefit District funded project repaved the section from Tennant Way to Baltimore Street. Staff analyzed traffic volumes and this section saw traffic volumes that made it a candidate to reduce to one drive lane in each direction. We developed a concept plan that utilized the remaining space for a buffered bicycle lane and a wider parking lane and discussed the concept at the Complete Streets Advisory Committee on March 23, 2021.

Ultimately, our Public Works Director issued a waiver for this project and decided not to implement the plan for three main reasons:

- (1) The project only repaved two of the five blocks in this section of Oregon Way. If we added bike lanes, it would create a large gap between the proposed bicycle facility and any existing facilities.
- (2) The Industrial Way/Oregon Way (IWOW) Project is upcoming and may cause temporary traffic changes and delays along this corridor.
- (3) The public had not been engaged and the project had already progressed to 100% design and bidding.

These reasons offer opportunities for improvement for future City projects:

Opportunities for Improvement	Specific Ideas
Bicycle network design	<ul style="list-style-type: none">• A network is only as strong as its weakest link.• Connect proposed improvements to other existing facilities (such as Highlands trail or Beech Street).• Look to other funding sources to fill gaps in the network.
Coordination with other agency road projects	<ul style="list-style-type: none">• Communicate with WSDOT, other city/county partners to identify key connections between jurisdictions.• Determine how project overlaps will be addressed, e.g. IWOW Project impacts to City streets due to detours and delays.
Proactive public outreach	<ul style="list-style-type: none">• Early in design phase of a project, identify potential road diet or safety improvements to advance the complete streets approach.• Communicate proposed solutions to safety or complete streets problems to stakeholders, including neighbors and business along the corridor and the traveling public.• Engage the Complete Streets Advisory Committee early in the design phase.

2022 Look-Ahead

We are looking forward to another year of advancing the vision of complete streets. In addition to the projects mentioned under Performance Measure #7, we are working on several other projects and initiatives:

**Bicycle and Pedestrian
Master Plan
Adoption**

In February and March of 2022, City staff are engaging the public to collect comments on the draft Master Plan. The goal is to revise the draft based on this input and then bring the Master Plan to City Council for official adoption. The Master Plan provides the implementation plan for the City's complete streets vision.

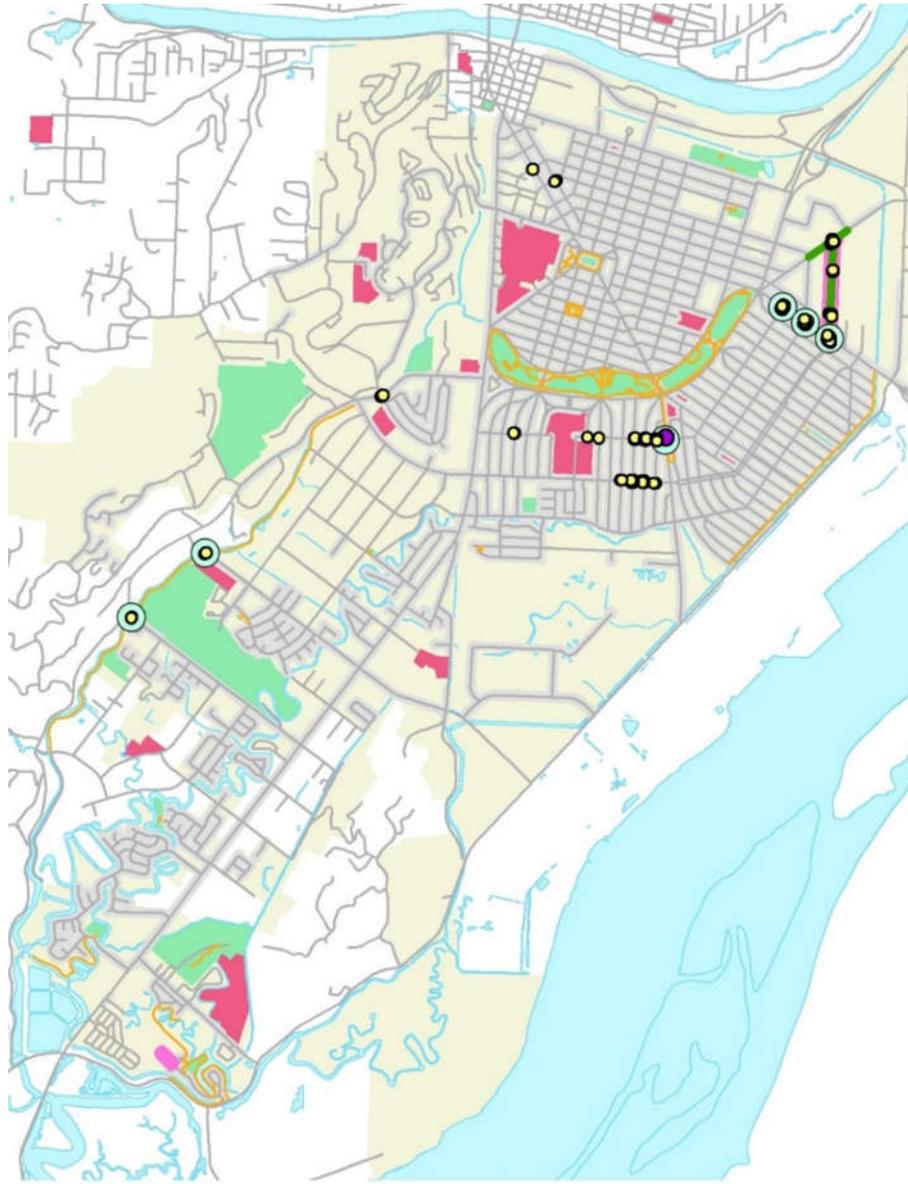
**Washington Way Paving
Design and Public
Outreach**

This paving project provides the opportunity to re-invent the main arterial street for the Westside neighborhoods of Longview. City staff and our engineering consultant will be engage the community through a variety of outreach events to collect input on the proposed improvements. As one of the priority projects identified in the Master Plan, the design and outreach efforts will set the stage for future complete streets projects.

Bike Friendly Community

One of the key goals identified in the Master Plan, is to pursue recognition by the League of American Bicyclists. By pursuing this recognition, the City will receive consultation and advice on areas we can improve. This award also signals to the community that we are serious about becoming a City with a transportation network for people of all ages and abilities.

Project Map



- Legend**
- Curb ramps
 - Transit pads
 - Signal improvements
 - Bike lanes
 - Sidewalks (new)
 - Trails (existing)
 - Street Network
 - Sidewalks (existing)
 - Schools
 - Parks and Recreation
 - Water Bodies
 - City Limits