



2022

Complete Streets Annual Report



*Making strides
toward more
complete streets*

LONGVIEW
Washington

City of Longview

Public Works Department

May 1, 2023



*Photos, top to bottom: Sidewalks
and curb ramp at Hemlock Street,
bike lanes on California Way, side-
walk on Mt. Solo Rd.*

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 2022 and provides a look-ahead to projects in 2023.

Performance Measures

The Complete Streets Ordinance identifies seven performance measures. The following list quantifies the successes of 2022 and provides more details on transportation projects and their impact on complete streets.

- | | |
|---|-------------|
| (1) Number of bicycle facilities created or improved. | 1 |
| <ul style="list-style-type: none">• California Way – 11th/Baltimore to Railroad, 0.4 miles of bike lanes with a pilot modified intersection on the SE corner of 11th Ave./California Way. | |
| (2) Number of pedestrian facilities created or improved. | Many |
| <ul style="list-style-type: none">• 15,261 square feet of sidewalks were replaced, throughout the city, by Operations crews. Locations include near Kessler Elementary School, St. Rose, and the Community Church.• Hemlock sidewalk – 1,088 feet.• Industrial/California Way– 125 feet sidewalk.• 21st Ave (Archie Anderson Park) – 1,000 feet. | |
| (3) Number of ADA accommodations created or improved. | 21 |
| <ul style="list-style-type: none">• California Way at 11th/Baltimore – 8 ramps• Industrial Way at California Way – 2 ramps• Hemlock at Kessler – 3 ramps• Other locations throughout the City – 8 ramps | |
| (4) Number of exceptions or waivers. | 0 |
| <ul style="list-style-type: none">• None | |
| (5) Miles of streets or paths that received complete streets elements. | 0.4 |
| <ul style="list-style-type: none">• 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 the above totals. | |

(6) Transportation projects undertaken and the extent complete streets elements were included.

- Civic Circle RRFBs – 4 new Rectangular Rapid Flashing Beacons installed around Civic circle.
- California Way Paving – pavement rehabilitation, new bike lanes, curb ramps, and traffic signals at Baltimore St /11th Ave.
- Industrial Way/California Way – Traffic signal improvement, roadway realignment, and curb ramps.

(7) Planned transportation projects for the next year and the extent to which each of the projects will include complete streets elements.

- 46th Ave – new curb, gutter, sidewalks, and bike lanes.
- Washington Way – rehabilitate pavement, upgrade curb ramps, traffic signal improvements, and add bike lanes.
- Beech St/30th Ave Bike Lanes – Install bike lanes from Washington Way to Oregon Way.
- Transportation Improvement Board (TIB) Grant Project:
 - 30th Ave – Install bike lanes from Pacific Way to Washington Way.
 - Hudson St – Install bike lanes from 3rd Ave to Washington Way.
 - Olympia Way – Install bike lanes from Ocean Beach Highway to 17th Ave.

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, and adoption of the Bicycle and Pedestrian Master Plan.

Complete Streets Award

April 2022

The City was awarded the Washington State Transportation Improvement Board Complete Streets Award for its commitment to complete streets. The grant of \$400,000 will fund the conversion of three streets, Hudson Street, Olympia Way, and 30th Ave, into complete street corridors through the addition of bike lanes. The project will also fund the addition of a bicycle maintenance station at the RiverCities Transit Center.

2nd Annual Mayor’s Ride

June 2022

On June 6th, Mayor MaryAlice Wallis hosted the second “ride with the Mayor” community cycling event. About 30 people showed up for another casual 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.

Bicycle and Pedestrian Master Plan

June 2022

The Complete Streets Advisory Committee developed 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. The City hosted a public open house in March to encourage public participation and comment on the Master Plan development. The City refined the plan based on comments and presented the plan to council at a workshop. The

plan was officially adopted by City Council on June 23, via Resolution 2412. The plan will guide implementation of the City's complete streets vision, aid in achieving funding for projects, and inform citizens on the City's future plans.

Opportunities for Improvement

In 2022, we identified some opportunities to guide us in future complete streets efforts. The main lessons came from the Washington Way Complete Streets Project. During the public outreach phase of the project, the City conducted an online open house, an in-person open house, and a City Council workshop to discuss the vision and impacts of the proposed project. This outreach illuminated the reality that many people in the community have not heard of the complete streets vision for Longview.

We learned there were several vocal opponents to the Washington Way road reconfiguration concept. They did not support reducing the street to one travel lane in each direction. However, when presented with the traffic analysis that showed the low traffic volumes, high crash rates, and traffic projections, many opponents came to see the safety and operational benefits of the change. We should keep this in mind moving forward: always present the full analysis of the change to ensure we've considered all sides of the discussion and can present data to support the conclusions. Transparency in the project development process is crucial to maintaining public support and to incorporate feedback from people affected by the changes.

2023 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. Also, see map of Complete Streets projects in the works on the next page.

Rail-to-Trail Right-of-way Acquisition

The City and County are in negotiations with Patriot Rail, the owner of the railroad that runs parallel to Ocean Beach Highway, from Fisher Lane to about 32nd Ave. This is identified as project # 46 in the Master Plan project list. Conversion of this rail to a trail would provide a key east-west connector for the citizens of Longview. This off-road path provides access to the Ocean Beach Highway commercial corridor.

Fix-it Station

Through the TIB Complete Streets Grant the City has some money to buy and install a bicycle fix-it station at the Transit Center. This location was selected to further connect RiverCities Transit's service area and the active transportation system being developed by the City. Users can combine a transit ride with their bicycle to extend the area they can travel.

Event Bike Racks

In 2021, the Complete Streets Advisory Committee volunteers designed and built portable, event bicycle racks. The racks form a sawhorse shape that can be assembled in minutes at festivals and other events. In 2022, City staff began including a note on Special Events Permits that encourages event organizers to reach out to utilize the event bike racks. When events provide bike parking at it allows attendees to travel by bike, reduces traffic congestion at large events, and increases visibility of the active transportation community in Longview. We are hopeful that several organizers will utilize these event bike racks in 2023.

2023 Complete Streets Projects Map

