



Chapter 8. Transportation Element

Introduction/Overview

Element Requirements

Transportation is a key issue and priority in Longview. State highways, local roads, transit, railroads, and the port are lifelines for business and economic growth as well as for residents going about their daily lives.

Longview is required to have a circulation element in its Comprehensive Plan per the Planning Enabling Act in RCW 35A.63.061(2):

A circulation element consisting of the general location, alignment and extent of existing and proposed major thoroughfares, major transportation routes, and major terminal facilities, all of which shall be correlated with the land use element of the comprehensive plan.

This Transportation Element fulfills the planning requirement but more importantly is intended to support the Longview land use plan, economic development goals, and community transportation needs for the 20-year planning period.

Longview Regional Transportation Links

The City of Longview’s primary roadway system is composed of state highways; Ocean Beach Highway (State Route [SR] 4) provides the primary east-west roadway through the city. It provides the City’s northern access point to the I-5 Corridor and primarily serves the commercial and residential areas, especially the fast-growing West Longview area. State Route 432, also known as Industrial Way, connects the city to the I-5 Corridor in the southern end of the city. SR 432 directly accesses the Port of Longview, the large industrial complexes of Longview Fibre and Weyerhaeuser, and the City’s Mint Farm Industrial Park. SR 411 provides a north-south link through the eastern edge of the city. It also provides a direct connection into the industrial area and is a commuter route for local residents accessing the employment centers. Although the city limits of Longview do not include the I-5 Corridor, access to I-5 for the City’s residents and commercial and industrial activities is critical to the City’s growth and economy.

The City of Longview has direct access to other transportation modes. The deep draft marine terminal facilities at the Port of Longview, Weyerhaeuser, and the former aluminum plant facility generate a tremendous amount of truck and rail activity, primarily along the SR 432 Corridor. In addition to the marine operations, Longview is also impacted by rail activities and access to the industrial areas. Improvements to the I-5/SR 432/Talley Way interchange will have a direct impact on growth in Longview. The majority of traffic movement in the interchange area is generated by the industrial and commercial employment centers, as well as residential areas.

The city works closely with the Washington State Department of Transportation (WSDOT) to manage access and traffic movement for both SR 432 and SR 4. The City works through the Cowlitz-Wahkiakum Council of Governments (CWCOG) on regional issues within the Longview-Kelso-Rainier Metropolitan Planning Organization (MPO) area. The local street system that connects the different land uses throughout the city is the responsibility of the City. Within the MPO urban area, the City also works closely with Cowlitz County and the Port of Longview regarding transportation network improvements along both SR 4 and SR 432. The internal level of circulation, provided and maintained by the City and County, provide local circulation and access for different land uses—residential, commercial, industrial, and others.

Street Classifications

A hierarchical system of street classifications has been developed as shown in Figure 8-1 at the conclusion of this chapter. There are three classifications of streets in Longview. The functional arterials are primarily state highways (I-5, SR 4 (Ocean Beach Highway), SR 432, SR 433 and SR 411) and streets within the city that

provide a direct connection to the State highways (Tennant Way, 15th, Washington Way, and Oregon Way) and are limited access facilities. The arterials provide circulation and access, as well as a link with State and federal highways. The arterials are the widest streets and are designed to carry heavy volumes of traffic.

Minor arterials provide movement within subareas of the city and distribute trips from neighborhood connectors and principal arterials. Minor arterials serve through traffic and can provide direct access to commercial, industrial, and multi-family development, but they generally do not provide direct access for residential properties.

Neighborhood connectors distribute local traffic from arterials and local access streets and provide direct access for abutting properties. Typically, connector streets are not continuous for any great length, nor do they form a connected network by themselves.

Local access streets serve to distribute neighborhood traffic from arterials and connectors and provide direct access for abutting properties. Business access streets distribute traffic from arterials to serve dense commercial activities. Direct access is provided to abutting commercial or multi-family properties. Industrial access streets serve the unique needs of an industrial area, distributing traffic from arterial streets and providing direct access to the abutting industrial properties.

The hierarchical street classification system defines function. Volume, land use, and functional classification typically determine access. Safe access for pedestrian and bicycles is also taken into consideration when street improvements are made as arterials and connectors.

Transit

Transit for Longview residents is provided by the Community Urban Bus System (CUBS). The City contracts with the Cowlitz Transit Authority to provide public transit within the urbanized areas of Longview and Kelso. CUBS operates paratransit service, which serves disabled, medical, and special needs clientele. As the City grows, more demand may be placed on the system to provide a transit service that is geared more toward commuters and less toward transit-dependent residents. Accommodating transit access will become increasingly important. The service is funded through one tenth of 1% sales tax increments collected within the city limits of Longview and Kelso.

CUBS also receives federal funding through the State's federal funding transit formulas and some limited grants for para-transit and special needs in addition to the sales tax increment.

Transportation Planning

Longview is an active participant in the urban area transportation planning activities through the MPO, which owns and operates the travel-forecasting model. The model is updated and calibrated to maintain accurate projections based on population projections and land use.

Longview's success over the coming years in the transportation arena will be linked directly to its ability to create a balanced transportation system that supports land use as designated by the Comprehensive Plan. Encouraging housing densities and developing additional commercial and industrial properties must be tied directly with accessibility. Not only will access management be key to the success of redevelopment and development activities along with the City's arterials, but providing safe pedestrian and bicycle facilities and accommodating transit will also need to be supported and implemented. This plan should strengthen the link between land use and all modes of transportation.

The plan further supports Longview's role in planning and implementing regional transportation infrastructure improvements. Transportation issues do not stop at the City limits. Longview's proximity to the Columbia River, I-5, and the Burlington Northern Santa Fe (BNSF) mainline rail make transportation access a key component of the City's efforts to redevelop and enhance its economic base. Transportation costs will be an important factor in a company's decision to locate in the Longview-Kelso urban area. It is in the City's overall interest to encourage a safe, efficient, and modern regional transportation network to serve its residents, businesses, and visitors.

Summary of Existing and Forecast Conditions and Trends

This section of the Transportation Element summarizes The Transpo Group's travel forecast modeling results to assist the City of Longview in updating the Transportation Element of the Comprehensive Plan. The main objective of this section is to summarize the travel forecast results for the base year 2000 and future year 2025 model scenarios.

The following tasks have been completed:

- Converted the regional CWCOC model from TModel to the VISUM software package. This involved converting the links, nodes, zones, zone connectors, and trip distribution processes.
- Disaggregated Transportation Analysis Zones (TAZ) based on existing/future land use and future access along SR 4 (Ocean Beach Highway). The 2000 base

year model was re-run with the new TAZ structure to confirm calibration to 2000 PM peak hour traffic counts.

- Developed 2025 travel forecasts for the City of Longview based on the future land use provided by Jones & Stokes, which is documented in their April 17, 2006 Land Use Assumptions memorandum. Future year 2025 traffic from external zones was estimated by factoring the external trip table from the previous forecast year of 2030 to 2025.
- Analyzed performance measures for base year 2000 and future year 2025 scenarios. These measures include VMT, VHT, average speed, and lane miles of congestion.

Model Networks Evaluated

Two scenarios were evaluated using the CWCOG regional model for the Comprehensive Plan update, one base year 2000 and one future year 2025 scenario. The base year scenario is calibrated to 2000 land use and PM peak hour traffic counts. The future year 2025 scenario assumes capacity improvements consistent with the City’s Transportation Improvement Plan (TIP) and the regional Metropolitan Transportation Plan (MTP).

Table 8-1 summarizes the future network capacity improvements included in the 2025 model network.

Table 8-1. 2025 Transportation Capacity Improvements

Location	Improvement
SR 411 (Westside Hwy) at Sparks Drive to I-5/Ostrander Interchange	Construct new two-lane bridge and associated intersection improvements.
SR 411 (Westside Hwy) Sparks Drive to Fisher Lane	Add left-turn lane channelization and traffic signals at major intersections.
Allen Street Bridge (1st Avenue to 4th Avenue)	Replace two-lane bridge with four/five-lane bridge and intersection improvements.
SR 432 (Dike Road to 3rd Avenue)	Construct collector/distributor roadway north of Industrial Way.
SR 432 (Industrial Way to Tennant Way)	Construct truck bypass route.
Industrial Way Corridor (Oregon Way to 3rd Avenue)	Construct a new limited access roadway to separate local and through traffic; grade separation at Oregon Way.
SR 4/SR 411 (1st Avenue to Ocean Beach Highway)	Realign Main Street to connect Allen Street Bridge with Ocean Beach Hwy via Catlin Street; construct operational improvements at intersections; extend Pine Street from 7th Avenue to Vandercook Way.

Note: Improvements listed reflect both TIP and MTP projects as outlined in the 2003 Travel Demand Forecasting Model Update documentation and confirmed by CWCOG staff.

Future Traffic Conditions Summary

Future traffic conditions are measured by vehicle miles travel (VMT); vehicle hours travel (VHT), average speed, and lane miles of congestion. The results are summarized for system performance of arterials within the City of Longview.

Local access roads and zone centroid connectors are not included in this analysis. Note that these performance measure values are intended to provide a relative comparison between existing and future model runs, and therefore should not be viewed as actual field measurements. The performance measures are summarized by functional classification to provide an assessment of traffic conditions on arterials within the City.

Forecasted traffic growth varies within the City. Traffic volumes on most of the primary travel routes are forecasted to grow by 0.5 to 2% compound-annual growth per year. The higher growth roadways include SR 411, SR 432, SR 433, and Pacific Way with compound-annual growth per year of over 1%.

Several system performance measures were evaluated to better understand how growth in traffic impacts vehicular mobility within the City:

- **VMT.** VMT measures the volume of traffic on each link multiplied by the link distance.
- **VHT.** VHT is computed by multiplying the number of vehicles on each link by the travel time along the link.
- **Average Speed.** Average speed is computed by dividing VMT by VHT.
- **Lane Miles of Congestion.** Lane miles of congestion are calculated by multiplying the distance of each link by the number of travel lanes for links with a volume to capacity ratio in excess of 0.85.

Table 8-2 provides a summary of system performance measures for the base year 2000 and forecast year 2025. Results are shown in Figures 8-2 and 8-3.

Table 8-2. 2000 and 2025 PM Peak Hour System Performance Measures

Performance Measure	Model Scenario			Percent Difference
	2000	2025	Difference	
Vehicle Miles Travel (VMT)				
Principal Arterials	22,684	30,912	8,228	36
Minor Arterials	7,563	10,450	2,887	38
Collector Arterials	9,032	11,235	2,203	24
Total	39,279	52,597	13,318	34

Performance Measure	Model Scenario			Percent Difference
	2000	2025	Difference	
Vehicle Hours Travel (VHT)				
Principal Arterials	763	1,111	348	46
Minor Arterials	234	338	104	44
Collector Arterials	306	392	86	28
Total	1,303	1,841	538	41
Average Speed				
Principal Arterials	29.7	27.8	-1.9	-6
Minor Arterials	32.3	30.9	-1.4	-4
Collector Arterials	29.5	28.7	-0.9	-3
Average	30.5	29.1	-1.4	-5
Lane Miles of Congestion				
Principal Arterials	3.0	6.8	3.8	124
Minor Arterials	0.9	4.8	3.9	450
Collector Arterials	0.6	3.2	2.6	427
Total	4.5	14.8	10.3	228

Note: Arterial Functional Classification per City of Longview Comprehensive Plan Map 6-2.

As shown in Table 8-2, the difference in the respective performance measure values varies by arterial functional classification. The following summarizes the performance measures by comparing 2000 and 2025 model results.

- **VMT.** The model results show an increase of 34% in VMT on all arterials within the City between 2000 and 2025. This is approximately 5% higher than the increase in households and employment during the same time. Minor Arterials are forecasted to experience the most growth with an increase of 38% in VMT by 2025.
- **VHT.** VHT increases by approximately 40% on all arterials between 2000 and 2025 with Principal Arterials experiencing the most growth, 46%.
- **Average Speed.** Average speed on all arterials within the City decreases by 5% (from 30.5 to 29.1) between 2000 and 2025. Principal arterials are anticipated to experience the highest decrease in average speed, 6%. A decrease in average speed indicates increasing congestion.
- **Lane Miles of Congestion.** On average, future lane miles of congestion are expected to more than double on all arterials between 2000 and 2025 (increasing by more than 10 miles). Minor and collector arterials will experience the highest increase, with over 4 times the number of lane miles experiencing congestion

(increasing by 6.5 miles combined). This performance measure reveals how congestion is anticipated to spread to the lesser arterials where little to no congestion is currently experienced.

Capacity deficiencies are defined as arterial segments with a volume to capacity (v/c) ratio of 0.85 or higher, representing a generalized level of service D or worse. The attached plots illustrate the following locations for the 2000 and 2025 model scenarios.

2000 Capacity Deficiencies

For 2000, the model indicates capacity deficiencies within the City of Longview at the following locations:

- Ocean Beach Highway (SR 4, between 34th Avenue and 32nd Avenue),
- Ocean Beach Highway (SR 4, between Michigan Street and NW Nichols Boulevard),
- Ocean Beach Highway (SR 4, between NE Nichols Boulevard and Olympia Way),
- Glenwood Drive (between Virginia Way to Pacific Way),
- Maple Street (between 16th Avenue and Washington Way),
- Hudson Street (between 15th Avenue and 16th Avenue),
- Nichols Boulevard (between NW/NE Nichols Boulevard and Louisiana Street),
- Nichols Boulevard (between Washington Way and 15th Avenue), and
- SR 433 (approach to Lewis and Clark Bridge).

The 2000 base year model indicates that SR 433, Glenwood Drive, and Hudson Street experience a volume to capacity ratio greater than 1.0, indicating a high level of congestion. The other listed arterial segments listed operate with volume to capacity ratios greater than 0.85 but less than 1.0.

2025 Capacity Deficiencies

For 2025, the model indicates capacity deficiencies within the City of Longview at the following locations:

- Ocean Beach Highway (SR 4, between west City limits and NW Nichols Boulevard),
- Ocean Beach Highway (SR 4, between Pacific Way and Olympia Way),
- Virginia Way (between north City limits and Glenwood Drive),
- Glenwood Drive (between Virginia Way and Pacific Way),

- Pacific Way (between Indian Creek Drive and Taylor Avenue),
- Pacific Way (between Northlake Avenue and Ocean Beach Highway),
- Columbia Heights Road (between Maplewood Drive and Fishers Lane),
- 30th Avenue (between Florida Street and Washington Way),
- Nichols Boulevard (between NW/NE Nichols Boulevard and 15th Avenue),
- Tennant Way (between 11th Avenue and 7th Avenue),
- 11th Avenue (between Douglas Street and Baltimore Street),
- Baltimore Street (between 14th Avenue and California Way),
- Douglas Street (between 11th Avenue and 12th Avenue),
- Douglas Street (between 14th Avenue and 15th Avenue),
- Olympia Way (between Ocean Beach Highway to Maple Street),
- 7th Avenue (between Washington Street and Pine Street),
- Maple Street (between Olympia Way and Washington Way),
- Louisiana Street (between 23rd Avenue and Washington Way),
- 15th Avenue (between Washington Way and Commerce Avenue),
- Hudson Street (Olympia Way to Washington Way),
- 3rd Avenue (between Peardale Lane and Hudson Street),
- Commerce Avenue (between Hudson Street and Delaware Street),
- Delaware Street (between 14th Avenue and Commerce Street),
- Willow Grove Connection Road (between Willow Grove Road and Mt. Solo Road),
- Industrial Way (between Oregon Way and Columbia Boulevard), and
- SR 433 (approach to Lewis and Clark Bridge).

The 2025 forecast indicates that the majority of these arterial segments will operate with a volume to capacity ratio approaching or exceeding 1.0. The arterials segments forecasted to experience the heaviest congestion are SR 433, Glenwood Drive, 11th Avenue, Nichols Boulevard, Maple Street, and Hudson Street, all with volume to capacity ratios greater than 1.10.

Other Future Transportation Projects

Appendix A of this plan contains a list of potential projects that are not capacity related but will either improve traffic safety, increase traffic flow, increase traffic

circulation, improve freight mobility or enhance the beautification of roadways. Appendix A may be modified on an annual basis.

Community Issues

The results from the travel forecast model support the concerns expressed by the community during the development the Comprehensive Plan during in a series of public forums, workshops and through the development of the Strengths, Weaknesses, Opportunities and Threats (SWOT) report. The issues also support ongoing regional transportation planning activities conducted through the MPO.

As indicated in the model forecast, many of the City's arterials are going to experience congestion within the 20-year horizon of the Comprehensive Plan. Congestion is a natural result of growth. Addressing congestion is a paramount concern over the 20-year horizon of the Comprehensive Plan and the Goals, Objectives, and Policies outlined in the Transportation Element seek to manage congestion on a variety of fronts in such a way that the City can continue to adequately manage its growth by getting the most use out of its transportation assets.

The balance between actively directing growth through the comprehensive plan and managing the impacts from increased traffic on key corridors is a challenge. The key corridors that will be impacted by future growth during the Comprehensive Plan 20-Year horizon include:

- Ocean Beach Highway,
- Tennant Way,
- SR 432,
- Washington Way,
- 15th Avenue,
- Oregon Way, and
- 3rd Avenue.

Adoption and implementation of the Comprehensive Plan, along with the update of standards and ordinances to enforce the plan, will allow the City to develop transportation network improvements that support the goals outlined in the Comprehensive Plan. The following are the overarching issues addressed through the Goals, Objectives, and Policies of the Transportation Element:

- **Neighborhood Connectivity and Circulation.** The need to provide connections between neighborhoods and remove barriers to transportation caused by development patterns;

- **Access Management.** The need to manage access points along arterials in order to reduce accidents and to provide safer access to businesses and residences;
- **Freight and Goods Movement.** The need to provide adequate access to industrial and commercial areas, reduce conflicts between rail and truck movements at at-grade crossings, and designate a truck route system;
- **Alternative Transportation.** The need to provide opportunities for increased pedestrian activity, accommodate bicyclists, and improve transit services and access for transit users;
- **Corridor Improvements.** The need to develop improvements along corridors throughout the City that manage traffic and pedestrian safety on corridors that will experience increases in VMT, VHT, and accompanying reduction in speed;
- **Funding.** The need to work develop a revenue stream from public and private sector sources to adequately fund transportation projects; and
- **Regional Coordination.** The need to recognize Longview's role in developing policy, funding, and project development for the MPO area.

Transportation Goals, Objectives, and Policies

Overall Goal: The City of Longview shall provide a convenient safe and efficient multi-modal transportation system that promotes the mobility of people and goods within and through the City.

Multi-Modal Transportation

- Goal TR-A** Provide a multi-modal transportation network that supports the planned land use classifications.
- Objective TR-A.1** By the end of 2009, consistent with Objective LU-B.2, evaluate and amend, as needed, development regulations to ensure that planning project approval are consistent with transportation goals, objectives, and policies.
- Objective TR-A.2** The City of Longview will identify long-term deficiencies for inclusion in the MPO Area Metropolitan Transportation Plan and use the annual Six-Year Transportation Improvement Program (TIP) to plan improvements for the City's street, trail, pedestrian, and bicycle systems.
- Policy TR-A.2.1** Provide connectivity to each area of the City for convenient multi-use access.

- Policy TR-A.2.2 Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.
- Policy TR-A.2.3 Develop an east-west alternative route to relieve congestion on Ocean Beach Highway.
- Policy TR-A.2.4 Implement public street standards that support the multi-use nature of the street right-of-way for transit, truck, automobile, pedestrian, and bicycles.
- Policy TR-A.2.5 Provide a safe and accessible pedestrian and bicycle system that includes shared roadways, multi-use pathways and sidewalks.
- Policy TR-A.2.6 Require new developments to provide adequate pedestrian access to adjacent streets and/or trails.
- Policy TR-A.2.7 Continue to work closely with the Cowlitz Transit Authority Board to improve the Community Urban Area Bus (CUBS) area transit service.
- Policy TR-A.2.8 Improve pedestrian links to transit stops and urban area activity centers and remove barriers to transportation by supporting safe access to transit.
- Policy TR-A.2.9 Encourage growth in areas with existing or planned transportation infrastructure capacity.
- Policy TR-A.2.10 Encourage new developments to support multiple modes of transportation such as public transit, pedestrians, and bicyclists.
- Policy TR-A.2.11 Locate new community facilities, near transit routes and in areas convenient to pedestrians and bicyclists.
- Policy TR-A.2.12 Consider development of park and ride facilities for area commuters.
- Policy TR-A.2.13 Incorporate transit-supportive and pedestrian-friendly design features in new development through a Design Review or permit review process.
- Policy TR-A.2.14 Continue to coordinate with the Longview-Kelso MPO Area Technical Advisory Committee to develop and implement the urban area bicycle and trail plan.
- Policy TR-A.2.15 Make integrated land use and transportation decisions through ongoing City land use permit and SEPA processes to ensure that the transportation network supports the community land use vision.

Freight and Goods Movement

- Goal TR-B** Provide for the efficient movement of goods and services.
- Objective TR-B.1** Develop a citywide truck route network that best serves the comprehensive plan land use designations.
- Policy TR-B.1.1** By the end of 2008, work with WSDOT to designate SR 432 as the primary truck route into the city.
- Policy TR-B.1.2** Work with CWCOG to complete the CWCOG-sponsored SR 432 Rail Realignment and Bypass study by the end of 2007. Work closely with Port of Longview, local industry and rail operators to provide expanded truck and rail service to support continuing economic expansion activities.
- Policy TR-B.1.3** Support a multi-modal (highway, rail and marine) transportation network and promote connectivity between the modes.
- Policy TR-B.1.4** Ensure that the transportation system provides for the movement of goods to and from commercial and industrial areas.
- Policy TR-B.1.5** Consider existing railroad and air transportation facilities to be regional resources and allow for the needs of these facilities in land use decisions.
- Policy TR-B.1.6** Seek to eliminate congestion conflicts caused by at-grade rail crossings, especially along SR 432, Oregon Way and SR 4.
- Objective TR-B.2** Decrease through truck traffic movement on Ocean Beach Highway by working closely with WSDOT to designate SR 432 as the City's primary through truck route by the end of 2008.

Safety and Livability

- Goal TR-C** Design and construct safe transportation facilities that enhance the livability of Longview.
- Objective TR-C.1** By 2009, develop boulevard plans and local streetscape standards consistent with Land Use Element Objective LU-C.2 and the Economic Development Element.
- Policy TR-C.1.1** Develop traffic calming design standards that encourage appropriate traffic volumes and speeds and pedestrian safety.
- Policy TR-C.1.2** Encourage neighborhood/community involvement on localized transportation decisions such as the boulevard plans, traffic calming, and local street standards, during the planning process.

- Objective TR-C.2** Improve traffic safety through a comprehensive program of education, enforcement, and engineering.
- Policy TR-C.2.1** Through the biennial budget process, the City should identify specific safety programs. Programs should include, but are not limited to the following:
- Enhance safety by prioritizing and mitigating high collision locations within the city.
 - Work cooperatively with the Fire and Police departments to create a traffic-calming program, including designating and periodically updating primary and secondary Emergency Response Routes.
 - Coordinate with schools and the community to designate safe pedestrian and bicycle routes between residential areas, schools, neighborhood centers and public facilities (e.g., parks, playing fields)
- Policy TR-C.2.2** Maintain a functional classification system that provides for access management standards to support designated land uses.
- Objective TR-C.3** Develop and adopt an Access Management Ordinance by the end of 2007.
- Policy TR-C.3.1** Develop an Access Management Tool-kit to address the different traffic and access issues.
- Policy TR-C.3.2** Prioritize corridors and develop timetable for implementation of access management techniques.
- Policy TR-C.3.3** Work closely with business and residents along corridors slated for access management implementation.
- Objective TR-C.4** By the end of 2009, revise existing street standards to safely accommodate pedestrian and bicyclists, as well as different vehicular uses, while enhancing the aesthetics and overall quality of life along the street.
- Policy TR-C.4.1** Require new development to implement design standards that provide connectivity, support the street functional classification, and promote safe bicyclist and pedestrian access through traffic calming and access management.
- Policy TR-C.4.2** Ensure that adequate access for emergency services vehicles is provided throughout the City.

- Policy TR-C.4.3 Maintain the transportation network at a level that preserves user safety, facility aesthetics, and the overall integrity of the network.
- Policy TR-C.4.4 Maintain the livability of Longview through proper locations and design of transportation facilities.
- Policy TR-C.4.5 Consider issues that impact access, safety and livability in the design, redesign, and reconstruction of arterial streets adjacent to residential development.
- Policy TR-C.4.6 Protect neighborhoods from excessive through traffic and travel speeds, to the extent possible, while providing reasonable access to and from residential areas.
- Policy TR-C.4.7 Ensure that new commercial and industrial developments identify traffic plans for residential streets where increased cut-through traffic may occur due to proposed development.
- Policy TR-C.4.8 Continue to develop a trail system that provides connectivity and easy access for safe pedestrian and bicyclist alternate routes to high-speed, high-volume corridors. Figure 8-4 illustrates a draft trails plan.
- Policy TR-C.4.9 Construct multi-use paths where they can be developed with design components that address pedestrian and bicycle safety.
- Policy TR-C.4.10 Pursue grant opportunities for pedestrian, bicycle, and trail enhancement.
- Policy TR-C.4.11 Provide for Americans with Disabilities Act (ADA) upgrades and future design requirements that remove barriers to mobility.

Performance and Coordination

- Goal TR-D** Create an efficient regional and local transportation system that supports planned land uses and manages congestion.
- Objective TR-D.1** Update City regulations by December 2007 to include level of service standards.
- Policy TR-D.1.1** Strive to maintain an overall Level of Service (LOS) consistent with the MPO area standard of LOS D or better for urban area arterials.

- Policy TR-D.1.2** Use the travel forecast model to determine key intersections that will be allowed to operate at LOS E or better during pm peak hour.
- Objective TR-D.2** Update zoning and development codes by December 2007 to support mixed-use development and circulation requirements that effectively reduce vehicle trip generation and improve connectivity.
- Policy TR-D.2.1** Require proposed land development applications determined by the city staff to impact LOS to be accompanied by detailed transportation studies as needed to determine the development's impact on the transportation system. To the extent possible, exercise the provisions of the State Environmental Policy Act (SEPA) to require mitigation.
- Policy TR-D.2.2** Support land uses that increase opportunities for multi-purpose trips.
- Policy TR-D.2.3** Develop circulation plans and establish rights-of-way at the time of site development and legally secure them by property dedication.

Environmental

- Goal TR-E** Minimize the impacts of the transportation system on the environment.
- Objective TR-E.1** By the end of 2009, in conjunction with Objectives LU-C.1 and LU-C.2 in the Land Use Element, explore design standards for new development that minimizes the amount of pavement required.
- Policy TR-E.1.1** Promote enhanced water quality by incorporating environmentally friendly conveyance techniques as a function of street design and/or improvement.
- Policy TR-E.1.2** Where feasible, provide a land use mix that reduces impacts to the environment, resulting in decreased dependency on automobiles and increased opportunities for alternatives transportation modes.
- Policy TR-E.1.3** Locate and design transportation facilities to have the lowest level of impact on the environment and the highest level of mobility and connectivity for public use.

- Policy TR-E.1.4 Participate in regional transportation efforts that promote the least amount of environmental impact while modernizing the transportation network to serve all transportation needs in the urban area.
- Policy TR-E.1.5 Implement best management practices to ensure maintenance practices that are sensitive to the environment.
- Policy TR-E.1.6 Provide for efficient energy use in street lighting.

Regional Coordination

- Goal TR-F** Participate in and influence regional transportation planning within the region. (MPO and SWRTPO Region)
- Objective TR-F.1** By the end of 2008, consistent with Objective LU-F.1, coordinate with Cowlitz County to develop a consistent approach for access and urban development standards between Cowlitz County and the City for unincorporated areas within the planning area boundary.
- Objective TR-F.2** Through ongoing membership in the Cowlitz-Wahkiakum Council of Governments (CWCOG) MPO, coordinate with the City of Kelso, Cowlitz County, Port of Longview, Cowlitz Transit Authority, and Washington State Department of Transportation (WSDOT) in planning regional transportation network improvements for all modes by actively participating in updating the Metropolitan Transportation Plan by July 1, 2007.
- Policy TR-F.2.1** Coordinate transportation projects and policy issues with all affected governmental units. Coordination includes, but is not limited to the following:
- Coordinate with urban area agencies to encourage adequate funding of transportation facilities supported in the Metropolitan Transportation Plan.
 - Coordinate with other agencies on construction contracts (e.g., paving) to maximize public or community resources.
 - Support the CWCOG (MPO) with funding and participation in the Regional Policy Advisory Committee on Transportation and the MPO Area Technical Advisory Committee.
 - Where appropriate, support cooperative approaches between area agencies to realize cost efficiencies.

Financing

Goal TR-G

Leverage local and private sector transportation-related revenue to maximize state and federal programs that funds transportation improvements.

Objective TR-G.1

Participate in the development of the MPO Area project criteria and selection process to obligate federal funds for transportation projects within the urban area by June 2007.

Objective TR-G.2

Develop a Transportation Mitigation Fee (TMF) system ordinance by the end of 2008 to support transportation network improvements that promote safety and access management and enhance the performance of the transportation network.

Policy TR-G.2.1

Fund capacity and safety improvements through a variety of funding sources.

Policy TR-G.2.2

Maintain a Six-Year Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP) that establishes construction and improvements priorities and funding.

Policy TR-G.2.3

Maintain federal street designations to maximize eligibility for federal and State grants.

Policy TR-G.2.4

Update the transportation budget no less frequently than biennially in conjunction with the City's budget.

Policy TR-G.2.5

Provide for maintenance of the capital investment in transportation facilities. Continue with the Pavement Management System to ensure cost-effective maintenance of transportation facilities and efficient use of public funds.

Policy TR-G.2.6

Continue using the Local Improvement District (LID) program to fund improvements to the remaining unpaved alleys in the City.

Policy TR-G.2.7

Developers shall be responsible for the cost of any transportation infrastructure necessary to serve their development or mitigate the impacts from their development.

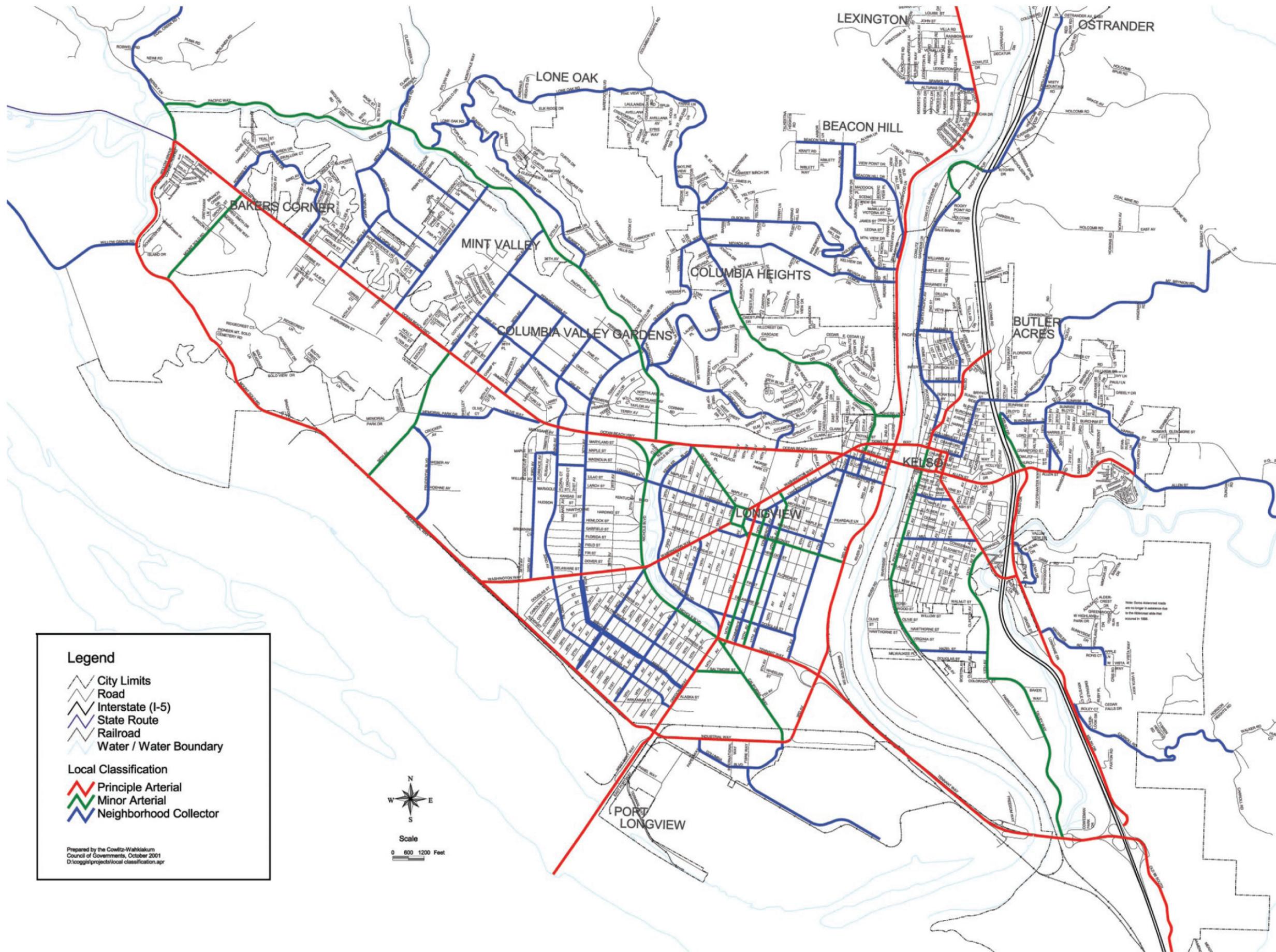
Policy TR-G.2.8

Update the TMF ordinance periodically and no less than frequently than every 7 years, consistent with Objective LU-A.1.

Policy TR-G.2.9

Use the Six-Year TIP and Transportation Mitigation Fee (TMF) plan to seek out State and federal grant opportunities.

- Policy TR-G.2.10 Update the TMF plan to insure consistency with land use changes so that connectivity occurs and new development pay its proportionate share of needed arterial capacity.
- Policy TR-G.2.11 Ensure that overall funding for transportation is adequate to support the Land Uses designated in the comprehensive plan while maintaining an acceptable LOS, as defined in the Transportation Element of the Comprehensive Plan. If it is determined that revenue is not adequate to implement proposed land uses or that mitigation measures cannot maintain an acceptable level of service, then engage the public in a dialogue to discuss either changes to the land use element and/or how to adequately fund transportation needs.



Legend

- City Limits
- Road
- Interstate (I-5)
- State Route
- Railroad
- Water / Water Boundary

Local Classification

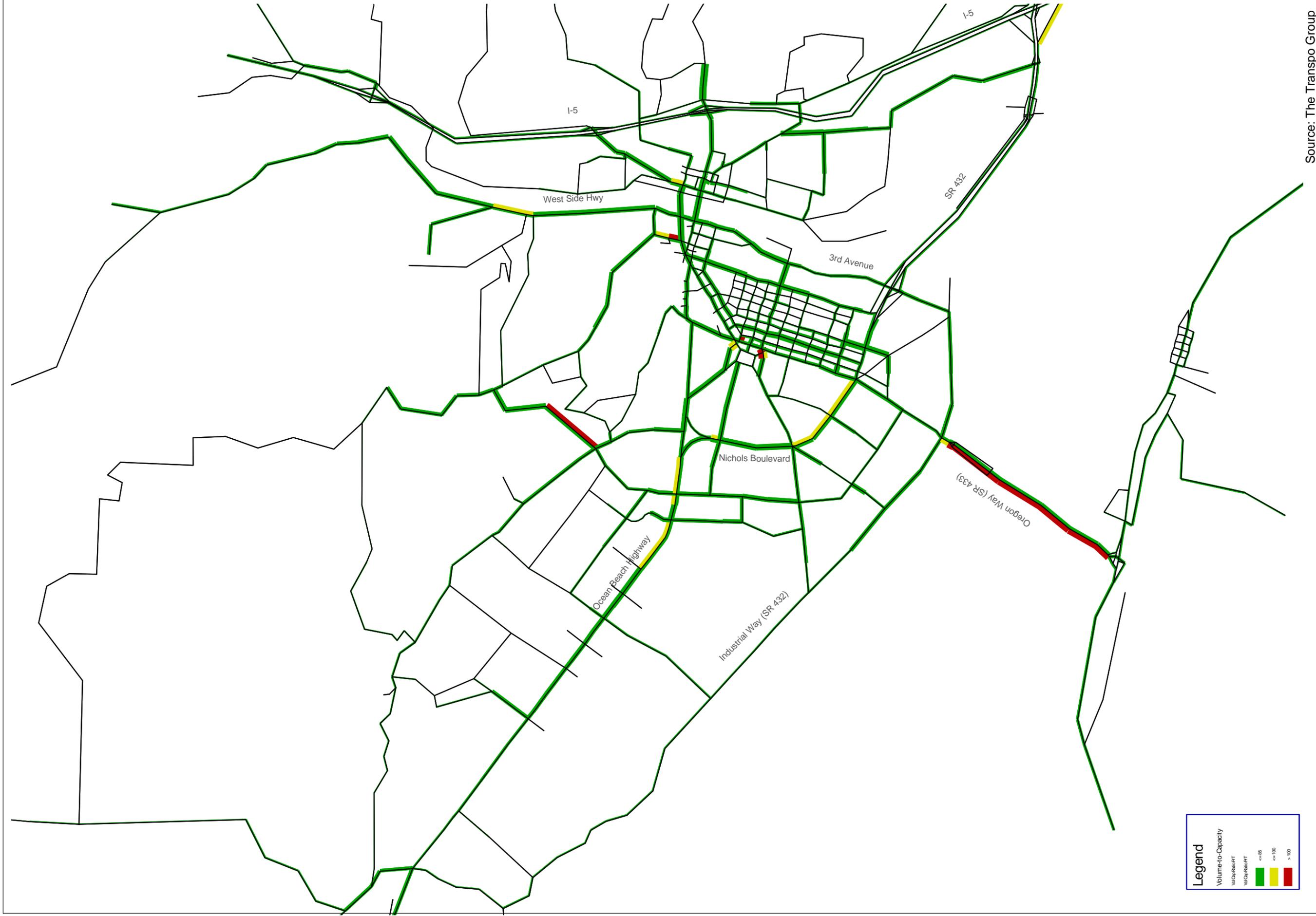
- Principle Arterial
- Minor Arterial
- Neighborhood Collector

Prepared by the Cowitz-Wahkiakum Council of Governments, October 2001
D:\cog\proj\local_classification.apr



Scale
0 600 1200 Feet

Figure 8-1
Longview-Kelso Area Local Street Classification
City of Longview Comprehensive Plan
December 2006



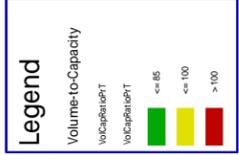
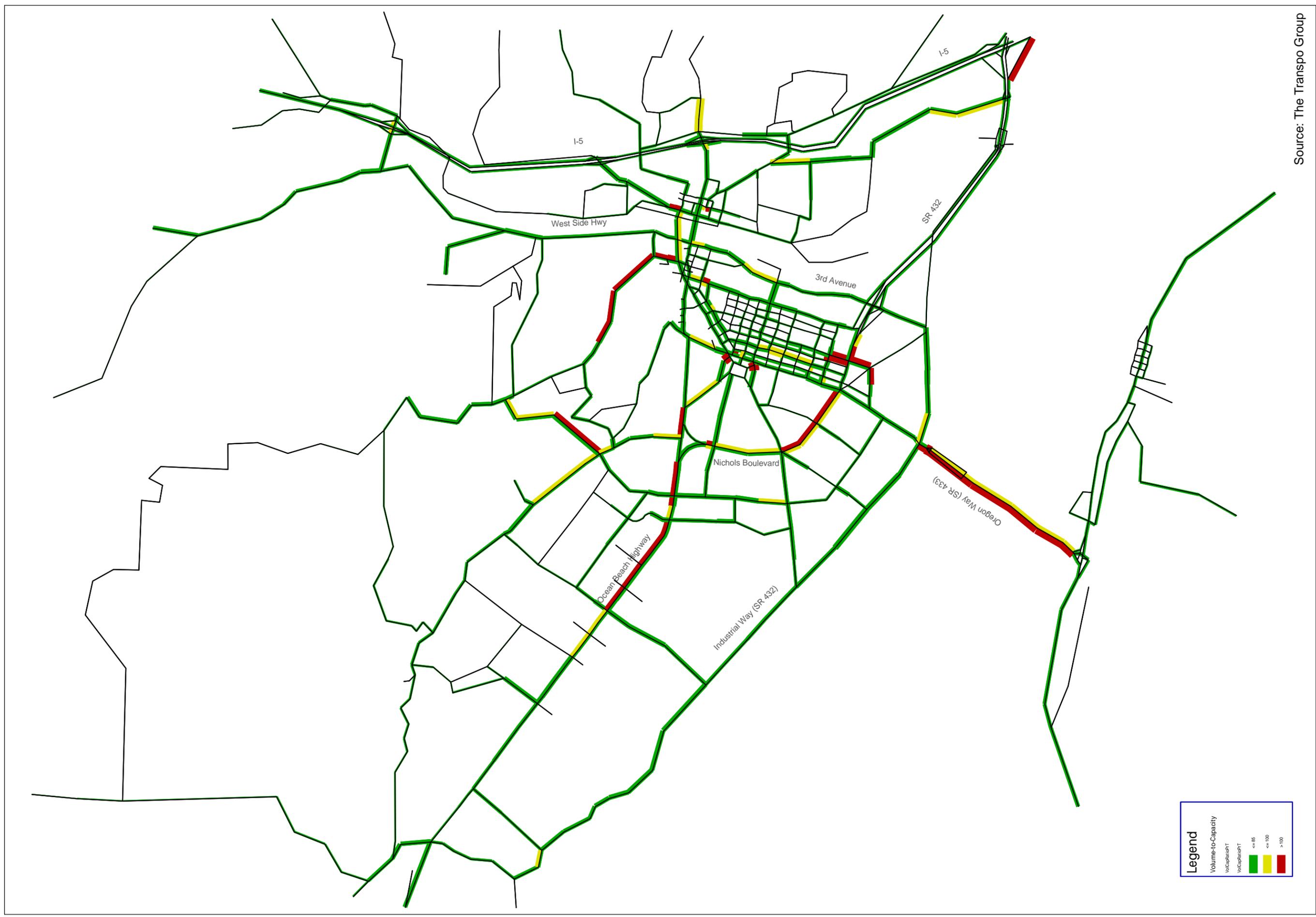
Source: The Transpo Group

Figure 8-2
 2000 Traffic Volume/Capacity
 City of Longview Comprehensive Plan
 December 2006

Legend

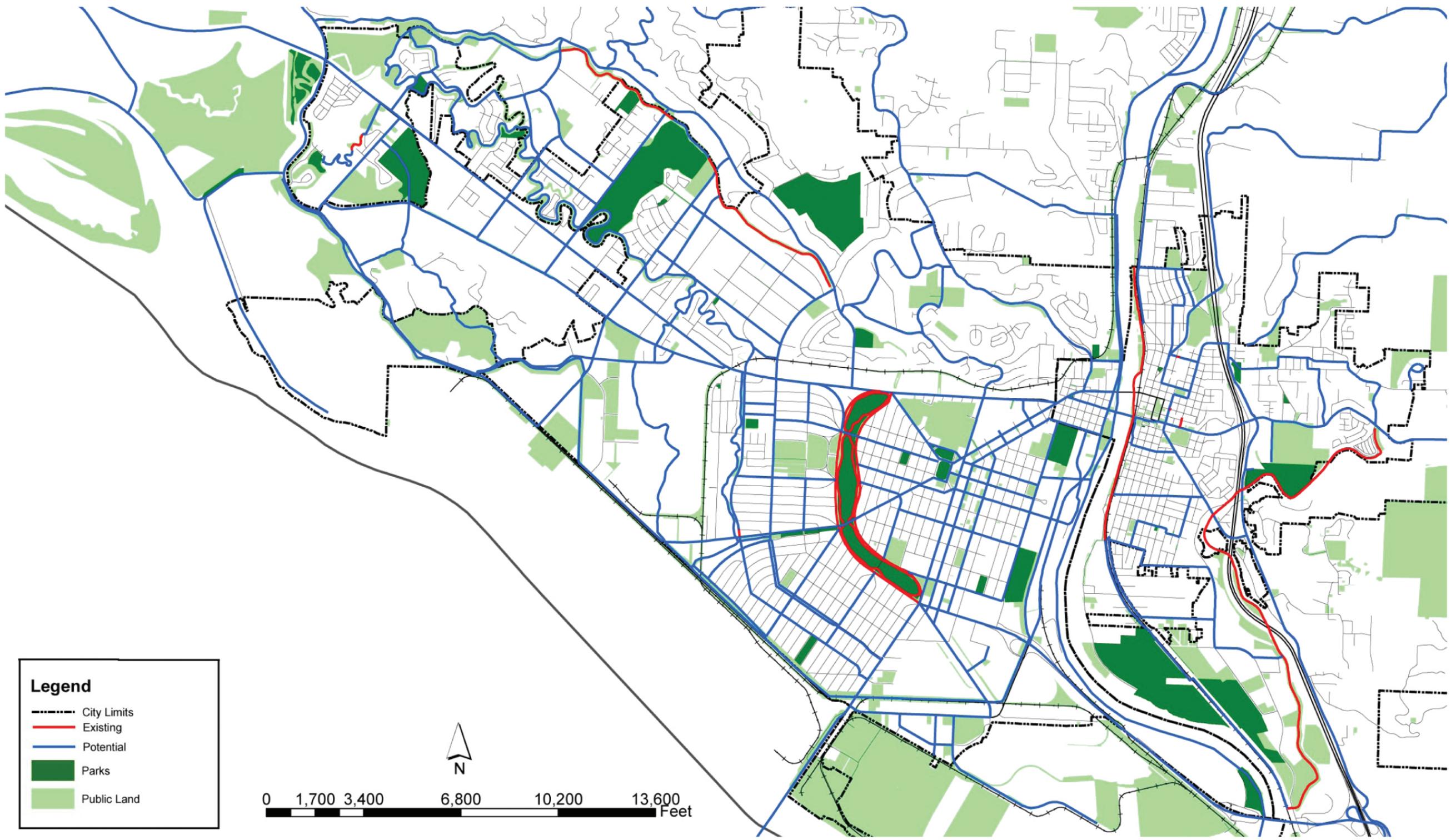
Volume-to-Capacity

Volume/PT	Color
≤ 85	Green
≤ 100	Yellow
> 100	Red



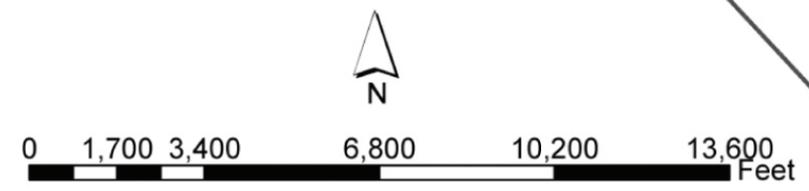
Source: The Transpo Group

Figure 8-3
 2025 Traffic Volume/Capacity
 City of Longview Comprehensive Plan
 December 2006



Legend

- City Limits
- Existing
- Potential
- Parks
- Public Land



Source: Existing Conditions Report 2005

Figure 8-4
 Longview Urban Area Draft Trails Map
 City of Longview Comprehensive Plan
 December 2006

