



**Lewiston Public Works Advisory Commission  
REGULAR MEETING AGENDA  
December 18, 2024 - 12:00 PM  
Bell Building – Second Floor Conference Room – 215 D Street  
Lewiston, Idaho 83501**

Seating will be available on a first-come, first-served basis.

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**I. CALL TO ORDER**

**II. CITIZEN COMMENTS**

This is an opportunity for citizens to address the Commission on agenda items or other items they wish to bring to the attention of the Commission or Staff. In consideration of others wishing to speak, please limit your remarks to three minutes.

**III. CONSENT AGENDA**

**A. APPROVAL OF OCTOBER 16, 2024 MEETING MINUTES:** - Action Item

**IV. ACTIVE AGENDA**

**A. US-12 INTERSTATE HIGHWAY BRIDGE ("BLUE BRIDGE") PRESENTATION FROM WSDOT:** Randy Giles, PE, Assistant Regional Administrator - Design & Program Management for the South Central Region of the Washington State Department of Transportation (WSDOT) will provide a virtual presentation on stormwater drainage for the US-12 Interstate Highway Bridge. - Presentation

**B. THAIN ROAD CORRIDOR AND ACCESS STUDY:** Review and discussion of the July 2024 "Thain Road Corridor and Access Study" completed by Kittelson & Associates, Inc. - Action Item (Dustin Johnson)

**V. ITEMS MOVED FROM THE CONSENT AGENDA** - Action Item

**VI. DIRECTOR'S REPORT**

Concise updates on items from previous meetings and notices of upcoming projects, efforts, etc. Questions are permitted but not intended for discussion by, or action from, the commission.

**VII. UNFINISHED & NEW BUSINESS**

**A. COMMISSIONER COMMENTS:** *Comments should not be related to an item currently before the Commission or an item that may come before the Commission in the foreseeable future, and should be limited to comments, not discussion. Council Liaisons should use this time to share comments, if any.* - Action Item

**B. STAFF LIAISON COMMENTS:** *Comments should not be related to an item currently before the Commission or an item that may come before the Commission in the foreseeable future, and should be limited to comments, not discussion.* - Action Item

**VIII. ADJOURNMENT** - Action Item

*The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of accommodation or have questions about the physical access provided at this meeting, please contact Nikki Province, ADA Coordinator, at least forty-eight (48) hours in advance of the meeting at 208-746-3671 x 6211.*

October 16, 2024

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The PUBLIC WORKS ADVISORY COMMISSION (PWAC) met in the Bell Building 2nd Floor Meeting Room at 215 “D” Street. Council Liaison and Chair Kathy Schroeder called the meeting to order at approximately 12:00 p.m. Councilor Forsmann arrived at approximately 12:08 p.m. and a quorum was reached.

Public Works Advisory Commission meetings are recorded live. To view the video, go to <https://www.youtube.com/watch?v=EMfVXD7wGV8>

**I. CALL TO ORDER**

*COMMISSIONERS PRESENT:* Laura Wright, Ryan Rehder, and Kayleigh Philippi

*COMMISSIONERS ABSENT:* Vice-Chair Kevin Kelly, Brent Bourassa, and Lytonia “LT” Gardee

*CITY COUNCIL LIAISONS PRESENT:* Chair and Councilor Kathy Schroeder; Councilor Kasse Forsmann

*STAFF MEMBERS PRESENT:* Dustin Johnson, PE, Public Works Director; Haley Kelley, Public Works Specialist; Luke Antonich, PE, City Engineer

**II. CITIZEN COMMENTS**

None.

**IV. DIRECTOR'S REPORT**

Director Johnson provided updates and answered questions on the Lead & Copper Rule, Main Street Reconstruction Project, and the Municipal Separate Storm Sewer System (MS4) Permit, and potential cancelations of commission meetings in November and December due to the holidays and difficulty reaching a quorum.

**III. CONSENT AGENDA**

Chair Schroeder explained that all items on the Consent Agenda are considered routine by the Commission and will be enacted by one motion. There will be no separate discussion on these issue unless a Commissioner so requests, in which case the item will be removed from the Consent Agenda and considered under “Items Moved From the Consent Agenda.”

Councilor Forsmann and Commissioner Wright moved and seconded, respectively, approval of the Consent Agenda. The motion carried 3-0; Commissioner Rehder abstained due to his absence at the September 18, 2024 meeting.

**A. APPROVAL OF SEPTEMBER 18, 2024 MEETING MINUTES:** - Action Item

**V. ACTIVE AGENDA**

**A. [DRAFT POLICY] TEMPORARY TRAFFIC CONTROL IN THE RIGHT-OF-WAY:**  
- Action Item (Luke Antonich)

Luke Antonich, City Engineer introduced himself and provided a brief presentation on the draft document brought before the commission; this presentation can be found in Appendix A. The commission provided the following feedback to staff:

*Lewiston Public Works Advisory Commission*  
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<b>Commissioner Comments</b>	<b>Staff Comments</b>
Councilor Forsmann asked what spurred the creation of this document.	Mr. Antonich said that staff had received feedback from customers and emergency services that notice of non-emergency closures would be beneficial. This document establishes a process for improved communication.
Commissioner Rehder requested clarification on the process outlined in the document with regard to the existing request for right-of-way permit process. He suggested that it should be clearly communicated on the Request for Right-of-Way Permit form that a traffic control plan would be required if the proposed work impacts traffic.	Mr. Antonich agreed and said that the current right-of-way permit process does not incorporate the notification process outlined in the policy.
Ms. Forsmann asked why "Section 7. Consequences of Violations" was blank and whether leeway would be given to contractors that were not aware of the process and sought to be compliant.	Mr. Antonich said that the section was still being drafted and that staff had been reviewing City Code to see what's feasible and reasonable. He explained that a contractor would be notified of the necessary process to obtain a permit if they were found to be non-compliant and that they would be found in violation if they refused.
Ms. Forsmann asked if this policy applied to emergency closures.	Mr. Antonich said that the policy is intended for non-emergency closures only.
Mr. Rehder asked if approval of a right-of-way permit was contingent on approval of a traffic control plan.	Mr. Antonich said that the traffic control plan would be required before the right-of-way permit would be issued.
Councilor Schroeder suggested that staff create a slogan similar to "811 Call Before You Dig".	Mr. Antonich said that it was a good idea and would bring it to staff to brainstorm.
Commissioner Wright suggested providing contractors with a site-specific checklist for traffic control plans.	LA said that there are guidelines currently being drafted. Mr. Antonich said that there are draft guidelines included in the packet that would accompany the policy but liked the idea of a checklist.
Ms. Wright suggested consolidation of encroachment permits and the process outlined in the policy for temporary traffic control.	Mr. Antonich said that encroachment permits are completely separate from the policy's subject matter.
Ms. Wright requested that future policies be presented to the commission and followed by review of the document to assist the body in asking questions.	
Ms. Wright said that post-construction expectations should be clearly communicated.	Mr. Antonich said that there is verbiage in the right-of-way permit that City standards need to be adhered to when construction occurs.
Ms. Forsmann suggested a public comment period on the draft to allow feedback from the public and contractors.	Director Johnson said that the primary concern while drafting this document has been what works for citizens vs what works for a contractor to find a balance between a contractor's needs and an informed community.

Ms. Wright asked if this document would be coming back to this body. Director Johnson said that it would be brought back and because it is an administrative policy and not a change to City Code, it will not go to

City Council for approval. Ms. Forsmann clarified that administrative policies could be revised without City Council approval; Mr. Johnson concurred and said that if it evolved into an enforcement issue, then it could lead to codification.

**VI. ITEMS MOVED FROM THE CONSENT AGENDA - Action Item**

None.

**VII. UNFINISHED & NEW BUSINESS**

**A. COMMISSIONER COMMENTS: - Action Item**

None.

**B. STAFF LIAISON COMMENTS: - Action Item**

Director Johnson said that this body is scheduled to meet the week before the holidays in both November and December and that Public Works Specialist Kelley would send out a survey to gauge attendance. He said that the Temporary Traffic Control in the Right-of-Way policy would be brought back in November or December.

**C. FUTURE AGENDA ITEMS: - Action Item**

Commissioner Rehder asked about the City Code rewrites concerning development. Director Johnson said that it is tentatively scheduled to go to City Council for broad policy direction before it is brought to this body.

**VIII. ADJOURNMENT - Action Item**

There being no further business, Councilor Forsmann and Commissioner Rehder moved and seconded, respectively, to adjourn the meeting. The motion carried 4-0 and the Public Works Advisory Commission adjourned at approximately 12:56 p.m.


RESPECTFULLY SUBMITTED,

\_\_\_\_\_  
Haley Kelley,  
Recording Secretary

\_\_\_\_\_  
Chairperson or Acting Chairperson  
Public Works Advisory Commission

Approved this \_\_\_\_ day of \_\_\_\_\_, 2024

# Appendix A



# Public Works- Temporary Traffic Control in the ROW Policy

FIRST DRAFT

# Outline

- Background
- Policy No. 2024-200-XX - Temporary Traffic Control in the Right of Way Policy



# Background

- Authority:  
City Code Chapters 31 and 35



# Background

- Past Practices
  - No application
  - No guidelines – hand-sketched plans for traffic control and detours
  - Lack of communication to the public and agencies about closures
- Current Practices
  - No Application
  - No guidelines – require plans to be created by a traffic control supervisor (TCS)
  - Use strength of Chapter 31 to require temporary traffic control plans (TTCP)
  - Sometimes miss key agencies and/or the public when notifying about closures

# PW Policy No. 2024-200-XX

## Temporary Traffic Control in the ROW Policy

What does it do?



# Policy No. 2024-200-XX

What does it do?

- Provides a policy for staff to operate from when requiring TTCPs

*This Temporary Traffic Control in the Right-of-Way Policy ("Policy") establishes an orderly means by which streets within the City of Lewiston may have temporary traffic modifications made while minimizing disruption to the traveling public through a focus on communication between City employees, an applicant, and the public.*



## Department Policy

<b>Policy No.:</b>	2024-100-XX
<b>Policy Title:</b>	Temporary Traffic Control in the Right-of-Way Policy
<b>Effective Date:</b>	
<b>Responsible Party:</b>	City Engineer
<b>Scope and Audience:</b>	Mayor, City Council, City Staff, Contractors, General Public
<b>Additional Authority:</b>	Lewiston City Code Chapter 31-1 through 31-32; Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition along with Idaho Supplementary Guidance
<b>Related Information:</b>	City of Lewiston Guidelines for Temporary Traffic Control
<b>Approved:</b>	<hr/> Dustin Johnson, PE, Public Works Director

### Policy Purpose

This Temporary Traffic Control in the Right-of-Way Policy ("Policy") establishes an orderly means by which streets within the City of Lewiston may have temporary traffic modifications made with minimal disruption to the traveling public through a focus on communication between City employees, an applicant, and the public.

This Policy does not pertain to the Public Assembly or Parade application or review as outlined in Lewiston City Code Chapter 35, Articles IX and X, respectively.

### Policy Statement

The City seeks to enable the safety of the traveling public during temporary traffic control situations on City streets with this policy, through specific and consistent requirements, reviews, communication, and notifications.

### Definitions

The following terms and acronyms shall have the meaning as set forth:

**Applicant** – Any person, persons, corporation, partnership, or other singular or plural individuals submitting a Street or Lane Closure Application.

# Policy No. 2024-200-XX

What does it do?

- Provides a framework for enforcing the requirements of Chapter 31.17 regarding barricades and warnings.
- It does not add to the current code.

## Sec. 31-17. - Barricades and warnings required.



- (a) Any person digging, excavating, disturbing, obstructing or undermining any right-of-way pursuant to a right-of-way work permit granted under the provisions of this chapter shall place proper barricades and warning signs to prevent injury to persons and property. All barricades, warning signs, traffic-control devices, and methods shall be in accordance with Part 6, "Traffic Control of Street and Highway Construction and Maintenance Operation" of the "Manual on Uniform Traffic Control Devices."
- (b) If the permittee fails to place and maintain proper traffic-control devices, the city may take action to correct the deficiencies or revoke the permittee's right to continue work under the right-of-way work permit. Violations of this section within the travel lanes of the roadway shall constitute a public offense and are punishable as set forth in section of this Code. In addition to the penalty provision set forth in section of this Code, the public works director is authorized to immediately abate violations of this section by closing the traffic work zone until such time as the traffic zone is in compliance with this section. In the event costs are associated with correcting the problem, such costs shall be billed against the permittee.

(Ord. No. 3726, § 2, 10-22-84; Ord. No. 4384, § 3, 11-28-05)

# Policy No. 2024-200-XX

- Overview
- Parts and Pieces
- Supports Existing ROW Permit



# Policy No. 2024-200-XX

## Overview

- ROW Permit
- Fill out an online application
- Review by Engineering
- Automated Email
- GIS Application

Policy No. 2024-100-XX

Temporary Traffic Control in the Right-of-Way

### Street or Lane Closure Application

All street or lane closures shall be reviewed and approved through Engineering. The following outlines specifics of the Policy:

#### 1. Requirements

The applicant shall fill out a **Street or Lane Closure Application** ("Application") which can be found at the Public Works department at 215 D Street or on the City website here: [<insert link>](#).

The Application shall be filled out fully and include a **TCCP** demonstrating the size, types, and location of all signage and traffic channeling devices required for the closure. The TTCP shall:

- Be of a reproducible quality i.e. the plan is legible and can be copied without degrading;
- Meet the minimum requirements of the most current edition of the MUTCD; and
- Be signed or stamped by a certified TCS or licensed Professional Engineer (PE).

The Applicant is required to supply the Public Works Department with the required insurance, bond, and permit fee currently adopted by resolution of the City Council to obtain a right-of-way permit (LCC § 31-3 to 31-8).

Incomplete Applications will not be accepted and will be returned to the Applicant.

#### 2. Review

This section defines review times for local residential, collector, and arterial TTCP's and minimum notification times. Notification time starts at the time an approved TTCP is emailed out to the following agencies: City of Lewiston

# Policy No. 2024-200-XX

## Parts and Pieces

- City Code and the MUTCD
- Guidelines for TTC
- Online Application
- Existing ROW Permit



# Policy No. 2024-200-XX

## Guidelines for Temporary Traffic Control in Lewiston

When within the City of Lewiston City Limits, temporary traffic control is required. Due to the different traffic conditions such as variable speed and traffic densities, no one standard can apply to all situations. The temporary traffic control zone (work zone) shall be designed and arranged to fit the specific situation and location. If questions arise, please feel free to contact the City of Lewiston Public Works, Engineering Div. office.

Phone: (208) 746-1346

Email: [publicworks@cityoflewiston.org](mailto:publicworks@cityoflewiston.org)

1. Road users movement should be inhibited as little as practical.
2. Road users should be guided in a clear and positive manner while approaching and traversing the work zone.
3. All Traffic Control Plans (TCP) submitted and work zones must conform to the Manual on Traffic Control Devices (MUTCD).
4. A certified Traffic Control Supervisor (TCS) or other qualified person using standard signs and symbols in a digital format must prepare all TCPs.
5. A TCP must be reviewed and approved before a permit to work in the City of Lewiston right of way will be issued. Note: a TCP may be required even if the work does not impact traffic.
6. When using flaggers on a project that will last more than one day, a site specific TCP will have to be kept on the jobsite. Typical MUTCD applications can be attached to the site specific TCP. Flaggers shall have in their possession a valid Idaho traffic control flagger card (or other state card that has reciprocity agreement with Idaho). It is the responsibility of the permit holder to adhere to all rules governing the use of flaggers.
7. If closing a street or lane as part of the TCP, advanced public notice is required.

Street Classification	Min. City Review Time	Min. Public Advanced Notification
Local Residential	24 hours	48 hours
Collector	48 hours	48 hours
Arterial	5 Business Days	5 Business Days

8. Additionally, all road closures require notice to the following agencies: City of Lewiston – Police/Dispatch, Fire Department, Public Works, GIS, PIO, Transit; Nez Perce County Sheriff's Dept., Asotin County Fire Dept., Avista, ITD, School District (Bus Garage), USPS, Port of Entry, The Lewiston Tribune, KLEW, KOZE, Big Country News, and SJRMC. All road closures and detours shall be approved through the City Engineer's office.

# Policy No. 2024-200-XX

Sample of the information required for the online application.

## STREET OR LANE CLOSURE FORM FOR CONSTRUCTION (REV: 4/2/2024)

### Lane Closure Details:

Today's Date: \_\_\_\_\_

Project Name: \_\_\_\_\_ Project No: \_\_\_\_\_

Dates of Closure: Beginning: \_\_\_\_\_ Ending: \_\_\_\_\_

Name of Street(s) and Direction of Lane (s) for closure:  
*Must include a map of the area effected and traffic control plan in compliance with MUTCD*

\_\_\_\_\_

Reason for Closure/Construction Activities:  
\_\_\_\_\_

Is Through Traffic Maintained?  Yes  No      If Not, Detour Needed?  Yes  No  
Is Flagging Necessary?  Yes  No

### Any questions or requests for additional information may be directed to:

Contractor: \_\_\_\_\_ Contact: \_\_\_\_\_ Phone #: \_\_\_\_\_

Engineer: \_\_\_\_\_ Contact: \_\_\_\_\_ Phone #: \_\_\_\_\_

City of Lewiston: \_\_\_\_\_ Contact: \_\_\_\_\_ Phone #: \_\_\_\_\_

Approved By City Representative: \_\_\_\_\_ Date: \_\_\_\_\_

**At least 48 hours** prior to closure, an executed copy of this form shall be emailed to the required agencies using the following address: [streetclosure@cityoflewiston.org](mailto:streetclosure@cityoflewiston.org)

Emailing this form to [streetclosure@cityoflewiston.org](mailto:streetclosure@cityoflewiston.org) will automatically send the message to the required agencies below.

#### AGENCIES RECEIVING THE EMAIL:

EMS/Hospital???? Include Tri-State  
Phone: \_\_\_\_\_

Asotin County Fire Department  
Phone Number: \_\_\_\_\_

Nez Perce County Sheriff's Dept.  
Phone Number: \_\_\_\_\_

Avista  
Phone Number: \_\_\_\_\_

Idaho Transportation Department  
Phone Number: \_\_\_\_\_

School District (Bus Garage)  
Phone Number: \_\_\_\_\_

Port of Entry  
Phone Number: \_\_\_\_\_

City of Lewiston – Police/Dispatch,  
Engineering, Utilities, Public Works,  
GIS Dept., Public Information  
Officer, Fire Dept., Transit  
Phone Number: \_\_\_\_\_

United States Postmaster  
Phone Number: \_\_\_\_\_

The Lewiston Tribune  
Phone Number: \_\_\_\_\_

Radio Stations KLEWKOZE/  
KATW/KZBG???  
Phone Number: \_\_\_\_\_

Big Country News  
Phone Number: \_\_\_\_\_

# Policy No. 2024-200-XX

## Existing ROW Permit



### Request for Right of Way Permit

**PLEASE NOTE:** Traffic Control Plans are required to be submitted for all work in the City of Lewiston right of way **a minimum of 48 hours prior to the date of requested implementation.** Traffic Control Plans (TCP's) must meet the minimum requirements of the most current edition of the Manual on Uniform Traffic Control Devices. As per the Manual on Uniform Traffic Control Devices, traffic control plans must be signed and or stamped by a Certified Traffic Control Supervisor (TCS) or a licensed Professional Engineer (PE). Implementation of approved TCP's in the public right of way must be done by a TCS or a licensed and Certified Traffic Control Company.

Today's Date: 8/19/24 Date Work Will Be Done: 9/9/24

Contractor Name: Associated Construction

Contractor Phone: 509-489-0563 Email: Justin@ACI-Spokane.com

Work Location/Address: 711 21st ST both lot entrances and some paving to replace on Bth after fence.

Street or Alley (Circle One)

Which Side of Street: North South West East (Circle all applicable)

Type of Work:

Parking lot entrance improvements, fire line tap into main water line on Bth.

Select:	Base Fee	Applies to all permits
Pave Driveway Sq. Ft.	<u>500 SF</u>	
Paved area in ROW	<u>100 SF</u>	
Approach Width @ ROW	<u>8'</u>	
Aerial Length	<u>          </u>	
Trench Length	<u>15'</u>	
Push Length	<u>          </u>	
Street Cut Length/Width	<u>150' LF</u>	
C/G/SW Length	<u>          </u>	
Manhole Extension	<u>          </u>	
Main Line Length	<u>          </u>	
Bellhole Quantity	<u>          </u>	Length/Width <u>          </u>

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# Policy No. 2024-200-XX

## Existing ROW Permit

Applicants for permits to occupy city property with utilities, or holders of granted franchise right contemplating work upon, along, over, under across any City road, bridge, wharf, trestle, public place, street, avenue or alley on property in the City, shall first file with the Department of Public Works his/her application to do such work. Such applications shall be in duplicate and, may be required to be accompanied with drawings and/or specifications also in duplicate as required by the Department of Public Works. Drawings shall be to a working scale, showing position and location of work, names or numbers and width of road, streets, etc., showing their location in plats or subdivisions of sections, township, and range; showing the relative position of such work to existing utilities constructed, laid, installed, or erected upon such roads, streets, or public places. The applicant shall specify the type of construction by submitting plans showing the class of material and the manner in which the work is to be accomplished. Concrete for curbs, gutters, and sidewalks shall be tested for air content, slump, and compressive strength when the linear footage exceeds 100ft for commercial properties and 200ft for residential properties. All such materials and equipment shall be of the highest quality and the manner of excavation, fills, construction installation, erection of temporary structures, traffic turnouts, road obstructions, barricades, etc., shall meet with the standards of the City of Lewiston, and shall require approval by the Department of Public Works. Traffic Control Plans are required to be submitted for all work in the City of Lewiston right of way a minimum of 48 hours prior to the date of requested implementation. Traffic Control Plans (TCPs) must meet the minimum requirements of the most current edition of the Manual on Uniform Traffic Control Devices. As per the Manual on Uniform Traffic Control Devices, traffic control plans must be signed and stamped by a Certified Traffic Control Supervisor (TCS) or a licensed Professional Engineer (PE). Implementation of approved TCPs in the public right of way must be done by a TCS or a licensed and Certified Traffic Control Company. The applicant shall pay to the City all costs of, and expenses incurred in the examination, inspection, and supervision of such work on account of the granting of said permits. The actual location of the work to be done under this permit, its depth below or above surface or grade of any City structure, road, street, avenue, alley, or public right-of-way, shall be approved by the Department of Public Works before any work shall be done by the petitioner.

**PERMIT CONDITIONS**



**City of Lewiston Construction Management**  
 215 D Street, PO Box 617  
 Lewiston, ID 83501  
 Ph: (208) 746-1316 x204 Fax: (208) 746-5595

**Right of Way Permit**

Address: 729 3RD ST  
 Permit #: R24-000211  
 Description of Work: **ROW - OVERSIZED LOAD MOVED THROUGH TOWN ON 10/13/24; APPROVED BY LANTONCH AND JTHOMPSON**

General  
 Issue Date: 10/14/2024

Applicant: BRIAN MCDERMOTT CONSTRUCTION  
 Address: LEWISTON, ID 83501  
 Phone: 2084139304  
 Fax:

Company Name: BRIAN MCDERMOTT CONSTRUCTION  
 Address: BRIAN MCDERMOTT  
 LEWISTON, ID 83501

Owner: Name:  
 Address:  
 Phone:

Fees:	Description	Amount	Total Cost
Quantity: 1.0	FY24 Base fee	94.45	94.45
			<b>Total: 94.45</b>

Applicant agrees to perform the work in strict compliance to all City of Lewiston Right-of-Way Standards, LCC 31. If you have any questions or concerns, call Public Works @ 746-1316. DIG LINE: 1-800-342-1585. CALL BEFORE YOU DIG. Utility Damage is Costly.

\*\*\*THIS PERMIT EXPIRES 30 DAYS FROM THE DATE OF ISSUANCE.\*\*\*

- Pavement Cut
- Concrete Cut
- Concrete Repair
- New Concrete
- Extra Work



DATE	COMMENTS

INSTRUCTIONS FOR APPLICANTS

successors and assigns, shall have the right and authority to enter upon the right-of-way of the City road, permit form.

d, manner of erection or construction, safeguarding of public traffic during work or after doing same, it of work and shall be subject to the inspection of the Department of Public Works so as to assure

be granting of this permit. If, at the end of date stated in the right-of-way use permit, then the rights

aces and structures after installation and operation or removal of utility, in as good and safe a condition

grantee.

s, structures, or public property of any kind on account of said work by the grantee, he will at once repair

mentatives may do, order, or have done any and all work considered necessary to restore to a safe

condition dangerous to a life or property resulting from the Grantee's facility or its installation as

city all costs of such work and material.

s, re-grade, plank, pave, improve, alter, or repair any road, street, public place, or structure, the grantee

representatives or agents, will, at his/her own sole cost and expense, raise, lower, change, move, or

templated or ordered by the City.

s the grantee fails to relocate any portion or the entire project as granted under this permit, the City, its

ne of the grantee, and all costs to remove or reconstruct same shall be borne by the grantee.

ntees shall be done in such manner as will cause the least amount of interference with any of the City's

original installation. The City shall not be held liable for any damage to the grantee by reason of any

an exclusive franchise, nor prohibit the City from granting other permits for franchise rights of like or

t the City from using any of its roads, streets, public places for any and all public use, or affect its

ents herein contained shall be binding upon the successors and assigns of the grantee and all privileges

r were specifically mentioned.

te this permit if grantee fails to comply with any or all of its provisions, requirements, or regulations as

o heed or comply with notices given him/her or if the work herein permitted, is not installed or operated

nd, modify, amplify, or terminate any of the conditions herein enumerated so as to conform to any state

health, or highway regulations as are, or may hereinafter be enacted, adopted, or amended, etc. The

any such changes.

check with all utilities regarding their installations before commencing work, together with private

aged through the performance of such work, and the applicant shall make all necessary arrangements

er shall have all utilities located prior to commencement of work and shall be prepared to provide the

i and assigns agrees to protect and save harmless the City from all claims, actions, or damages of every

erson or persons, corporation, or property by reason of the performance of any such work, character of

tion or by the improper occupancy of rights of way or public place or public structure, and in case any

g, out of or by reason of any of the above causes, the petitioner, his/her successors, or assigns will upon

ne at his/her sole cost and expense and will fully satisfy any judgment after the said suit or action shall









## PUBLIC WORKS ADVISORY COMMISSION MEETING AGENDA ITEM SUMMARY

<p><b>ITEM TITLE</b> US-12 Interstate Highway Bridge ("Blue Bridge") Presentation from WSDOT</p>	<p><b>AGENDA NO.</b> IV.A. <b>AGENDA DATE:</b> December 18, 2024</p>
<p><b>ITEM SUMMARY (Background, Discussion, Key Points, Recommendations, etc.)</b></p> <p>On March 20, 2024, the Public Works Advisory Commission emailed a letter to Paul Gonseth, Washington State Department of Transportation (WSDOT) Planning Engineer, regarding stormwater drainage concerns along the US-12 Interstate Highway Bridge ("Blue Bridge").</p> <p>On May 31, 2024, Mr. Gonseth emailed a response letter to staff liaisons and Idaho Transportation Department District 2 staff. On August 21, 2024, the Commission requested that staff liaisons schedule a presentation with WSDOT for a future meeting.</p> <p>Staff liaisons contacted WSDOT with this request on September 6th and finalized scheduling with WSDOT on November 14th.</p>	
<p><b>BUDGET IMPACT (Identify any or all impacts this proposed action would have on the City budget and/or personnel resources)</b></p> <p>N/A</p>	
<p><b>ACTION PROPOSED</b></p> <p>Staff is not requesting that any action be taken by the Public Works Advisory Commission on this presentation.</p>	



## PUBLIC WORKS ADVISORY COMMISSION MEETING AGENDA ITEM SUMMARY

<b>ITEM TITLE</b> Thain Road Corridor and Access Study	<b>AGENDA NO.</b> IV.B.  <b>AGENDA DATE:</b> December 18, 2024
<b>ITEM SUMMARY (Background, Discussion, Key Points, Recommendations, etc.)</b>  <p>The Thain Road Corridor is a critical north-south throughway connecting the Lewiston Orchards neighborhoods to the core business areas, downtown, and the surrounding highway network. Thain Road, from Stewart Avenue to Powers Avenue, is a four-lane minor arterial and carries approximately 19,000 vehicles daily, providing direct access to businesses offering grocery, fuel, retail, financial, and dining services. The corridor serves a wide range of competing needs and documented existing challenges related to traffic operations, safety, access density, and mobility which will be exacerbated as the area continues to grow.</p> <p>The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) took the lead in conducting the Thain Road Corridor and Access Study ("Study") with the purpose of identifying a long-term vision for the corridor to improve safety, mobility, and connectivity for all users. Through data-driven analysis, evaluation of disadvantaged and historically underserved populations, and three (3) phases of public engagement, the Study recommends 13 feasible, low-cost transportation projects that can be implemented incrementally.</p> <p>On November 25, 2024, Councilor Schroeder and Council President Kleeburg moved to approve Resolution 2024-43 which would adopt the findings of the Thain Road Corridor and Access Study but would not bind City Council to any future projects. The motion failed 2-4.</p>	
<b>BUDGET IMPACT (Identify any or all impacts this proposed action would have on the City budget and/or personnel resources)</b>  N/A	
<b>ACTION PROPOSED</b>  Staff is requesting feedback and discussion on the "Thain Road Corridor and Access Study" from the Public Works Advisory Commission.	



# Thain Road

CORRIDOR AND ACCESS STUDY

July 2024

# Thain Road Corridor and Access Study

## LEWISTON, ID

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July 2024



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Appendix A	Existing and Future Conditions Memorandum
Appendix B	Tier I Analysis Memorandum
Appendix C	Tier 2 Alternatives Flow Chart and PowerPoint
Appendix D	Public Engagement Summaries
Appendix E	Intersection Fact Sheets
Appendix F	Planning Level Cost Estimates

# 1. PROJECT OVERVIEW

The Thain Road Corridor is a critical north-south throughway connecting the Lewiston Orchards neighborhoods to the core business areas, downtown, and the surrounding highway network. Between Stewart Avenue and Powers Avenue, Thain Road is a four-lane minor arterial and carries approximately 19,000 vehicles daily. The corridor provides direct access to businesses on Thain Road offering grocery, fuel, retail, financial, and dining services. The corridor also serves as a pass-through corridor for regional travelers connecting downtown Lewiston, Lewiston Orchards neighborhood, and the broader Nez Perce County. The residential area adjacent to Thain Road to the west is also defined as a transportation disadvantaged population based on data from the Environmental Protection Agency (EPA) Disadvantaged Communities index. The corridor serves a wide range of competing needs and documented existing challenges related to traffic operations, safety, access density, and mobility which will only increase as the area continues to grow.

The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) and City of Lewiston (City) partnered to conduct the Thain Road Corridor and Access Study (Study). The study area includes Thain Road between Stewart Avenue and Powers Avenue, shown in Figure 1.

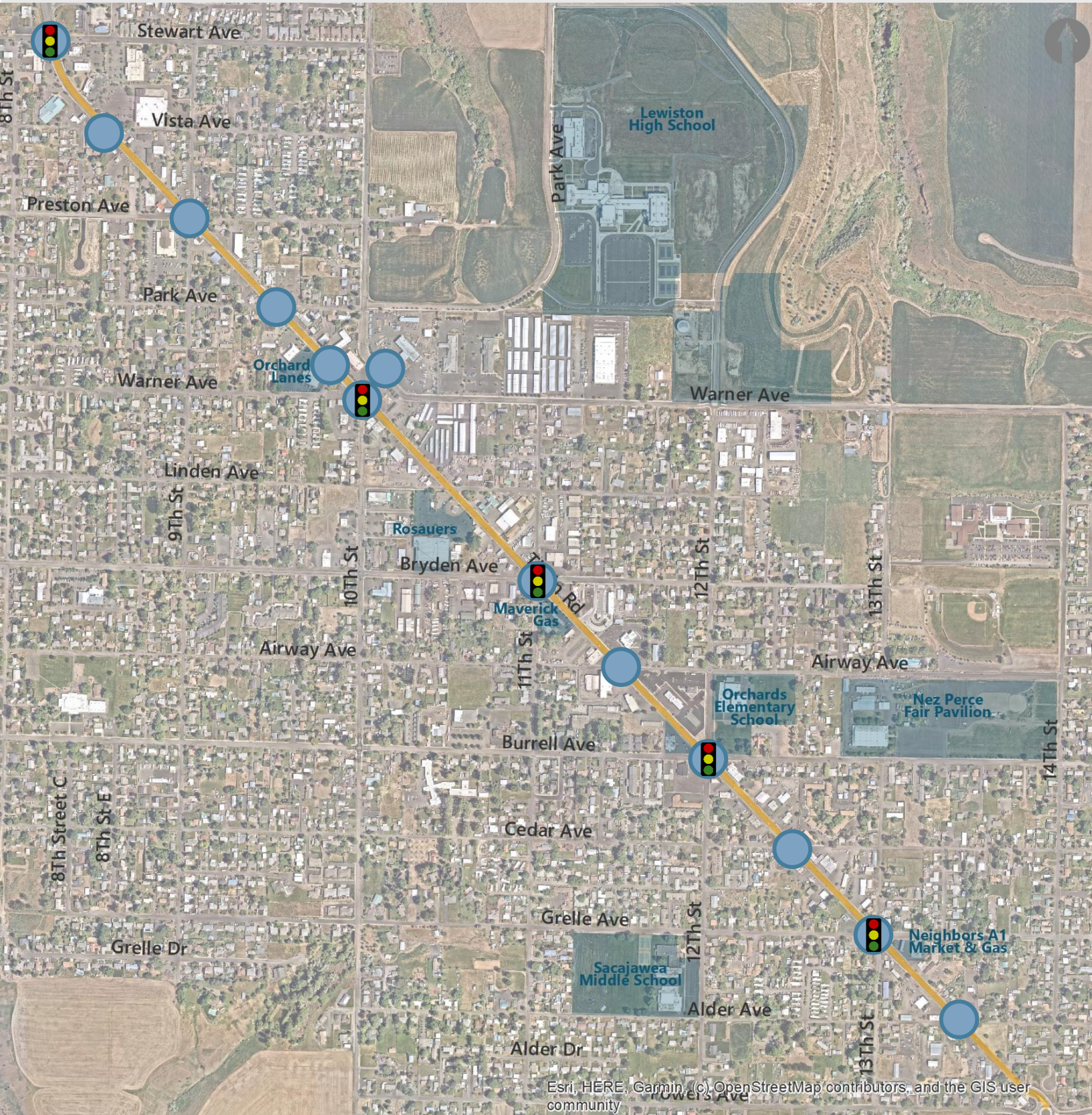
The purpose of the Study was to identify a long-term vision for the corridor to improve safety, mobility, and connectivity for all users, including people that walk, bike, drive, roll, or use transit. The outcome of the Study is a list of 13 feasible, low-cost recommended projects that can be implemented over time.

The recommended projects were developed through data-driven analysis and three phases of public engagement. Transportation disadvantaged populations were also considered in alternatives development and evaluation to ensure that recommended projects enhance connectivity and mobility for populations that have historically been underserved by the transportation system.



This report summarizes key findings that informed the development of the preferred alternatives and included descriptions of each preferred alternative, including planning-level concepts and cost estimates.

*For further in-depth information and analysis see the Technical Memorandums included as Appendices.*

# Thain Road Corridor Study Area

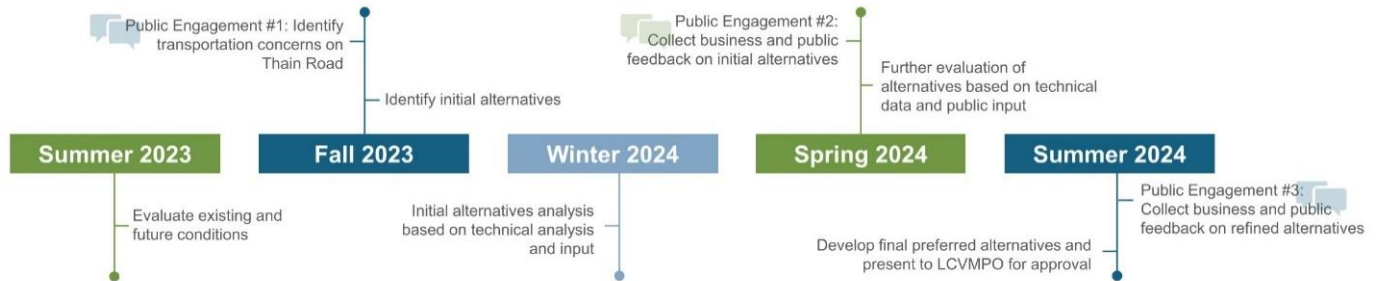


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

-  Study Intersection
-  Existing traffic signal

# STUDY TIMELINE

Figure 2. Study Timeline



# PROJECT GOALS

- Provide a transportation network** that accommodates local, commuter, and region traffic, including freight.
- Improve safety** for all users – motorists, bicyclists, pedestrians, and transit users.
- Accommodate current and future traffic growth** and local access needs.
- Improve walking and biking routes/connectivity.**
- Facilitate future development** along corridor.
- Minimize impacts** to adjacent properties and utilities.

## 2. AGENCY AND PUBLIC INVOLVEMENT OVERVIEW

Coordination and engagement with the MPO, City, stakeholders, business and property owners, and the general public informed the development of alternatives. Over 500 people that made up a diverse sub-set of the Lewiston community (youth, elderly, people who do not own or drive a vehicle, people with a disability) provided direct input that informed the development of project recommendations. Additionally, Project Steering Committee consisting of a group of staff from the MPO, City, and Lewiston Transit provided technical guidance and decision-making input at key milestones.

### GENERAL PUBLIC

Public Engagement #1 September 2023	Public Engagement #2 March 2024	Public Engagement #3 May 2024
<ul style="list-style-type: none"><li>• <b>Activities:</b> Nez Perce County Fair, Business/ Property Owner Corridor Walk, Pop-ups at Grocery Outlet and Rosauer's, Virtual Open House</li><li>• <b>Purpose:</b> Inform the public about the project and collect input on how Thain Road operates today in terms of safety, congestion, and mobility.</li><li>• 325 people visited the Fair Booth</li><li>• 70 people visited the online open house</li><li>• 40 people visited the pop-up events</li><li>• 31 property owners were contacted</li></ul>	<ul style="list-style-type: none"><li>• <b>Activities:</b> CatFM Home &amp; Garden Show, Business/ Property Owner Corridor Walk, Virtual Open House.</li><li>• <b>Purpose:</b> Collect general public and business/ property owner input on initial project alternatives.</li><li>• 115 people visited the H&amp;G Show Booth</li><li>• 225 people visited the online open house</li><li>• 90 property owners were contacted</li></ul>	<ul style="list-style-type: none"><li>• <b>Activities:</b> Rosauer's Pop-Up, Virtual Open House.</li><li>• <b>Purpose:</b> Collect general public and business/ property owner input on refined project alternatives.</li><li>• 52 people visited the Pop-Up Open House</li></ul>

More details on Public Engagement efforts are provided in the *Public Engagement Summaries (Appendix D)*.

## 3. NEEDS AND DEFICIENCIES

Existing and future needs and deficiencies were analyzed based on data and community outreach efforts. Figure 3 shows the needs and deficiencies in the study area.

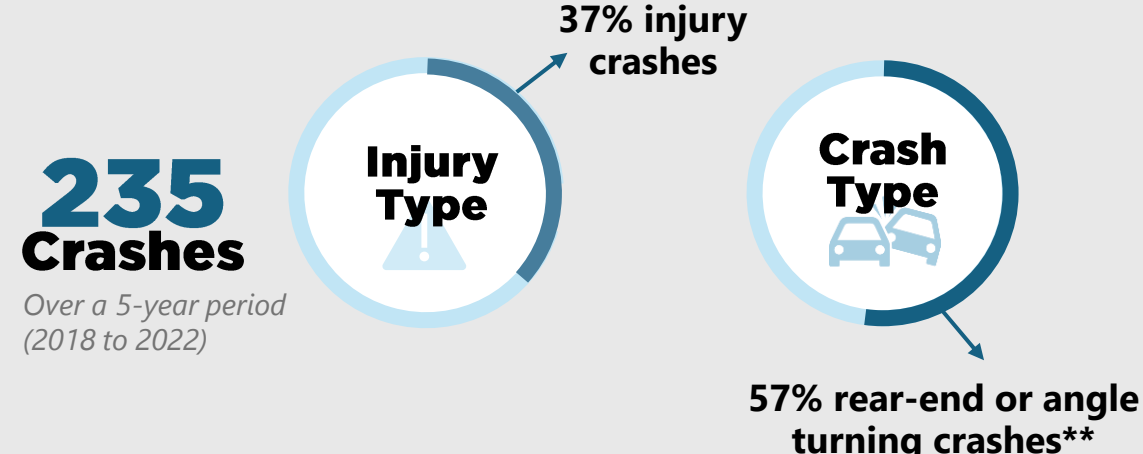
# Thain Road Corridor


## Needs & Deficiencies Summary


Thain Road is essential for businesses attracting customers, school children and parents commuting daily, and regional travelers accessing state highways. The corridor serves a wide range of competing needs and has a list of challenges related to traffic operations, safety, access density, and mobility.

 **19,000\*** Average Daily Traffic (ADT)

 **4** Intersections projected to have delays in 2045 that exceed city standards (**LOS E and F**).



 **Growth** Proposed developments in the area are expected to **increase traffic volumes** on the corridor.

 **Disadvantaged Populations** The area adjacent to Thain Road to the west is defined as a transportation disadvantaged population.

\*Represents the highest ADT on the Study corridor (between Stewart Avenue and 10<sup>th</sup> Street). Based on 2019 data. \*\*The remaining 43% mostly include head-on turning (12%), side swipe (11%), and angle (11%) crashes. There were 3 pedestrian crashes (1%) and 1 bicycle crash (<1%).



The main takeaway from the public engagement activities was the widespread agreement that something needs to be done to improve traffic and safety on Thain Road. People recognized the challenges of balancing local business access with operational performance within the corridor's limited right-of-way. Public feedback from community members and business/ property owners can be categorized in four major themes – Traffic, Safety, Geometry, and Access.

### Traffic



- Increasing traffic congestion, especially at Thain Road/10th Street and 10th Street/Warner Avenue intersections
- Drivers are cutting through neighborhoods and driving too fast to avoid congestion
- People were split between supporting roundabouts and not wanting to see any more roundabouts
- Growth is continuing in the Lewiston Orchards area and traffic will continue to increase

### Safety



- Increasing number of vehicle crashes
- Walking and biking are difficult, especially near schools
- Drivers are avoiding Thain Road and using residential streets, often speeding through neighborhoods.

### Geometry/Condition



- Intersection patterns are confusing. Travel lanes don't always line up and there are more than 4 roads coming into one intersection, and some roads are one-way only
- The roadway and sidewalks are in poor condition

### Access



- Difficulty making left turns from accesses and driveways along Thain Road and at intersections without signals or permissive left turns
- Corridor needs to serve both local business traffic and commuter traffic passing through to other destinations
- Ability to attract new business along the corridor

# 4. ALTERNATIVES DEVELOPMENT

A tiered approach was used to develop, evaluate, and screen alternatives.

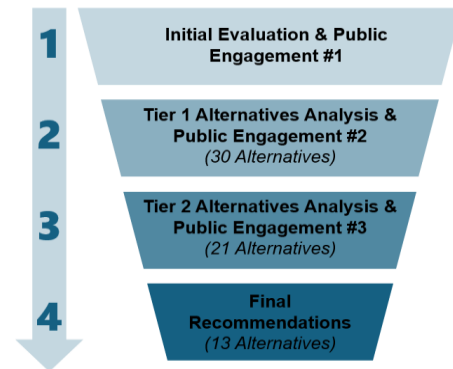


Figure 4. Alternatives Development

Each intersection and corridor-wide alternative was assessed based on the following evaluation metrics:



## TIER 1 ANALYSIS

The Tier 1 analysis identified and evaluated 29 possible intersection and roadway improvements on Thain Road. The improvements included new intersection control (roundabouts and traffic signals), road closures, traffic pattern changes, access management, pedestrian improvements, and a corridor-wide center median. More details on the Tier 1 analysis alternatives and evaluation results can be found in the *Tier 1 Analysis Memorandum* (Appendix B).

Infrastructure improvements such as road closures and traffic pattern changes were identified as low-cost options to reduce conflict points. Larger intersection improvements such as roundabouts and roadway widening were also considered to meet the City’s operational targets in 2045. The range of improvement types considered for each intersection are summarized in Table 1.

**Table 1. Summary of Improvements Considered in Tier 1**

Intersection	Signal Modification	Access Management	Roadway Closure	New Traffic Signal	New Roundabout	Traffic Pattern Changes	Approach Widening	Enhanced Crossings
Stewart Ave	✓							
Vista Ave		✓	✓					
Preston Ave			✓	✓	✓			
Park Ave		✓	✓			✓		
Warner Ave		✓	✓					
10 <sup>th</sup> Street	✓	✓	✓		✓	✓		
Linden Ave		✓	✓			✓		
Bryden Ave	✓		✓		✓		✓	
Burrell Ave	✓		✓				✓	✓

Twelve alternatives were eliminated from further assessment based on the results of the evaluation. Significant right-of-way needs/ property impacts, not meeting City operational standards in 2045, increased out-of-direction travel through neighborhoods, increased conflict points, or reduced mobility were the primary reasons that alternatives were removed. High costs were also considered but weren't the deciding factor of whether an alternative was eliminated or not if it had safety and mobility improvements.

The remaining **17** alternatives were presented to the public for feedback and moved forward to a more in-depth Tier 2 analysis.

Feedback from the Public Engagement #2 activities is summarized below.

**Thain Rd / 10th St / Warner Ave**

- People recognized the complexity of this connection and expressed concerns about any projects that may increase out-of-direction travel and impact connectivity to Lewiston High School.

**Reducing Left-Turning Conflicts**

- Support for reducing left-turning conflicts to and from Thain Road and simplifying multi-leg intersections, where they are feasible and wouldn't impact businesses by requiring significant out-of-direction travel.

### Thain Rd Geometry

- Recognition that widening Thain Road to a 5-lane section isn't feasible because there isn't enough room to widen the roadway without significant property impacts throughout the corridor

### Maintaining Business Accesses

- Maintaining business access and reducing out-of-network travel is a high priority for many people.

## Additional Alternatives Considered

The following alternatives were considered in the Tier I phase but were eliminated due to the reasons described below.

### Roundabouts

In previous phases, roundabouts were identified to improve safety and traffic flow. After further evaluation of the roundabouts and reviewing draft conceptual layouts, it was determined that traffic signals are preferred on Thain Road. While they both meet 2045 traffic operation needs, traffic signals have significantly less impact to private property and existing businesses access and are more cost effective.

### Three-Lane Cross-Section

The 2022 *Thain Road and Lewiston Orchards Transportation Study* recommended a 3-lane cross-section with a two-way-left-turn-lane (TWLTL) alternative for Thain Road between Vista Avenue and Burrell Avenue. This alternative was not carried forward for the following reasons:

- The high number of driveways and cross streets equate to a high number of left- and right-turning movements for vehicles. While adding a TWLTL could improve safety of left turning vehicles moving in and out of businesses, overall delay would likely increase because of right-turning vehicles slowing down to turn into business driveways.
- 2045 traffic operations show several intersections with queue lengths for turning movements exceeding 300 feet. These long queue lengths may limit the usability of the TWLTL for vehicles moving in and out of business driveways, increasing congestion.

# TIER 2 ANALYSIS

The Tier 2 analysis built upon the analysis results of Tier 1 and analyzed new alternatives based on the outcomes from public engagement and steering committee discussions. A more in-depth assessment of each alternative was conducted to understand the impacts to mobility caused by eliminating access points, network-level traffic operations, transit infrastructure opportunities, constructability, right-of-way requirements/ property impacts, likelihood of business and public support. Twenty-one alternatives were assessed for the 13 study intersections on the corridor.

The range of improvement types considered for each intersection are summarized in Table 2.

**Table 2. Summary of Improvements Considered in Tier 2**

Intersection	Signal Modification	Access Management	Roadway Closure	New Traffic Signal	New Roundabout	Traffic Pattern Changes	Approach Widening	Enhanced Crossings
Stewart Ave	✓							
Vista Ave		✓	✓					
Preston Ave			✓	✓				
Park Ave		✓	✓			✓		
Warner Ave		✓	✓					
10 <sup>th</sup> Street	✓	✓	✓		✓	✓		
Linden Ave		✓	✓			✓		
Bryden Ave	✓		✓				✓	
Burrell Ave	✓							
Cedar Ave								✓
Grelle Ave						✓		
Alder Ave		✓					✓	

Discussions with the Steering Committee about these options resulted in **13** draft recommended projects, one for each intersection, which were presented to the public in May 2024.

### Thain Rd / 10th St / Warner Ave



- Concern about the restriction of left-turns at the 10<sup>th</sup> Street / Warner Ave intersection and the ability to go down Gun Club Road or head to the High School from the Orchards.
  - Would like to see a roundabout at 10<sup>th</sup> Street / Warner Ave
- Free northbound right-turn along Thain onto 10<sup>th</sup> Street and Warner Ave.

### Pedestrian Crossing



- Support for increased pedestrian crossing along Thain Road.

### Thain Rd Geometry



- Concern about truck right-turning movements onto side streets with the closure of several side streets.

### Maintaining Business Accesses

- Maintaining business access and reducing out-of-network travel is a high priority for many people.

## 5. RECOMMENDED PROJECTS

The Recommended Projects provide feasible near-term improvements to safety and mobility that the City can implement as funding becomes available. They are based on results of the Tier 2 analysis, ongoing conversations with the Steering Committee, and public feedback. Overall, the projects feature intersection control improvements, closed access and side streets, enhanced crossings, roadway realignment and traffic signal upgrades.


Recommended projects are detailed in a series of 12 “Fact Sheets” for each project location. The fact sheets provide a conceptual layout and planning-level cost estimate as well as a description of key considerations, and a summary of mobility, safety, and connectivity impacts.

# Thain Road Corridor

## Improvements Summary

The recommended improvements for Thain Road address safety, mobility, and connectivity challenges throughout the corridor and surrounding network.

 All analyzed intersections are **projected to meet City operating standards (LOS D or better)** in 2045.

 Total **crash conflicts are reduced** at 6 intersections. *Vista Avenue, Preston Avenue, Park Avenue, Warner Avenue, Linden Avenue, and 10<sup>th</sup> Street*

 Enhanced crossings **improve pedestrian comfort and safety** within the direct vicinity of schools.

Icon	Improvement	Location
	New Traffic Signal	Preston Avenue
	Signal Timing Updates/ Leading Pedestrian Intervals	Stewart Avenue, Bryden Avenue, and Burrell Avenue
	Center Median and/ or Access Restriction	Warner Avenue/ Thain Road intersection, 10 <sup>th</sup> Street/ Warner Avenue intersection, segment from Vista Avenue to Park Avenue, segment from Linden Avenue to Grelle Avenue
	Side Street Closures	Vista Avenue, Preston Avenue, Park Avenue, Linden Avenue, and 11th Street at Bryden Avenue.
	New Transit Pullouts	Vista Avenue, Linden Avenue
	New Pedestrian Hybrid Beacons (PHBs)	Linden Avenue, Cedar Avenue, and Alder Avenue
	Realign/ Widen Intersection	Preston Avenue, Bryden Avenue, and Alder Avenue





### Corridor-Wide Recommendations

Access Management

Traffic Signal Optimization

Center Medians

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# CORRIDOR-WIDE RECOMMENDATIONS

In addition to the Recommended Projects, systemic improvement along Thain Road should be considered to improve safety and operations.



## Access Management

The City should consider updating the current driveway standards and encourage development that utilizes shared accesses to minimize, manage, and reduce the number of conflict points that exist along Thain Corridor and other commercial corridors within City limits. For driveway location and operational planning, the following should be addressed in the standards:

- Land Use type – residential, commercial, or industrial
- Number of driveways permitted per parcel based on frontage distance and street classification.
- Intersection adjacency – driveways should be located as far from the intersection as possible.
- Spacing from property lines
- Minimum and maximum widths
- Change of use or redevelopment of parcel and standards for bringing driveways into compliance.
- Driveway design details (i.e., curbs, grades, sight distance)

Table 3 provides a summary of select driveway standards from comparable communities including: Missoula, MT; Helena, MT; Walla Walla, WA; Pasco, WA; Kennewick, WA; Ontario, OR. The standards listed are primarily for arterials and commercial land uses. As mentioned above, many communities provide different standards based on the roadway functional type and land use category.

**Table 3: Example Driveway Standards for Non-Residential Uses on Collector/Arterial Roadways**

	Ranges of standards used
Number of driveways permitted per property	1 per 60' of frontage Limit of 2 per property Based on daily trip generation
Spacing	50' for collectors to 300' for arterials 5' from property lines
Driveway Widths (two-way)	30' to 40' 30% of lot frontage
Setback from intersection	50' to 150'



## Traffic Signal Upgrades/ Leading Pedestrian Intervals

In addition to the 13 intersection-specific improvements, corridor-wide traffic signal upgrades and Leading Pedestrian Intervals (LPIs) are recommended as a system-wide improvement for traffic operations and mobility. LPIs give pedestrians the opportunity to enter the crosswalk at the intersection 3-7 seconds before vehicles are given a green indication, which increases visibility of pedestrians in a crossing, reduces conflicts between pedestrians and vehicles, and increases likelihood of motorists

yielding to pedestrians.<sup>1</sup> LPIs are included in the Federal Highway Administration (FHWA) list of Proven Safety Countermeasure. Guidance for LPI timing and pedestrian accessibility is provided in the Manual on Uniform Traffic Control Devices (MUTCD). Costs for implementing LPIs can be very low when only signal timing updates are required.



## Center Median

Center medians improve safety and traffic flow efficiency by managing turning movements and reducing conflicts. In addition to a center median at Warner Avenue, a center median may be considered at other segments where there are high concentrations of driveways and other business accesses. These may include:

- Thain Road between Vista Avenue and Park Avenue. This location would be compatible with a new traffic signal at Preston Avenue that helps facilitate intersection controlled turning movements.
- Thain Road between Linden Avenue and Bryden Avenue. This location would be compatible with the recommended intersection capacity improvements at Bryden Avenue that helps facilitate intersection controlled turning movements.
- Thain Road between Bryden Avenue and Grelle Avenue. This location would be compatible with the traffic signal upgrades at Burrell Avenue that will increase efficiency of signal phasing.

Further evaluation is needed to understand the volume of turning traffic entering and exiting business accesses along this segment. Planning-level cost estimates for center medians at the three locations identified above are provided in Appendix F.

## LONG-TERM CONSIDERATIONS

The following recommendations are potential long-term projects that can be considered in the future as the area around the Thain Road corridor develops.

### Preston Avenue and Park Avenue

Planned development east of Thain Road will contribute additional traffic volumes to Thain Road, adding stress to already congested intersections like 10<sup>th</sup> Street/ Thain Road/ Warner Avenue. As traffic volumes increase, the City may consider improving Park Avenue east of Thain Road to accommodate two-way traffic and implementing an intersection improvement such as a single-lane roundabout at Park Avenue/ 10<sup>th</sup> Street and/ or at Preston Avenue/ 10<sup>th</sup> Street to provide additional east-west connectivity between Thain Road and major activity centers.

### Planned Network Extensions

There are several future connections identified in the 2020 Lewiston Transportation Plan that could provide additional network connectivity for the Lewiston Orchards. These include the extension of 18<sup>th</sup> Street and Nez Perce Drive to Lindsay Creek Road and the extension of Cecil Andrus Way to the planned Nez Perce Drive extension.

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<sup>1</sup> [Federal Highway Administration Leading Pedestrian Intervals Fact Sheet](#)

# 6. IMPLEMENTATION

With adoption of the Thain Road Corridor & Access Study, the LCVMP and City can incorporate the Study in upcoming updates to long-range planning documents, including the Lewiston Transportation plan and LCVMP Long Range Transportation Plan (LRTP), to ensure the projects are part of capital improvement planning and prioritization and are eligible for local, state, and federal funding sources. City access standards are recommended to be updated based on the recommendations provided in this Study.

Figure 6 shows the general next steps for moving the project recommendations from concept to construction.

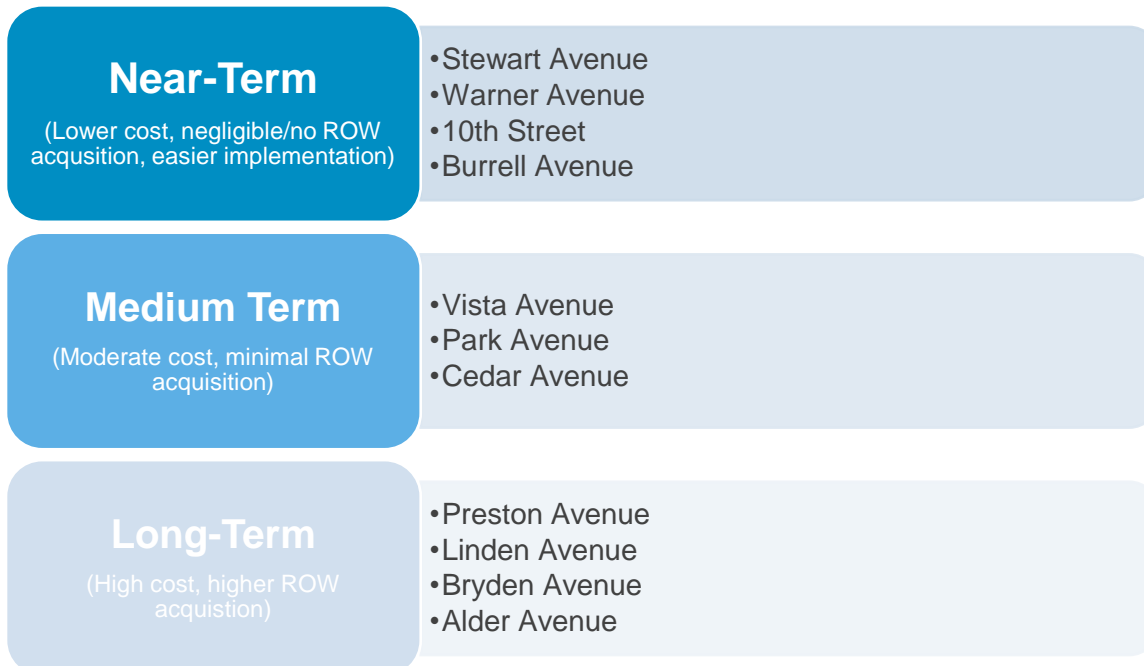
**Figure 6. From Study to Construction Phase**



## PROJECT PRIORITIZATION

The 11 identified projects were organized into two groups based on time/expense and operational/safety need. A summary matrix of the 11 projects is shown in Table 4.

**Figure 7. Time/Expense Project Prioritization**



**Figure 8. Operational/Safety Need Project Prioritization**



\*It is recommended that the improvements at Preston Avenue are constructed before or in a similar time period as the improvements at 10<sup>th</sup> Street.

**Table 4. Prioritization Matrix**

		Time/ Expense		
		Near-Term	Medium-Term	Long-Term
Operational/ Safety Need	High Need	10 <sup>th</sup> St	Vista Ave	Bryden Ave Alder Ave
	Medium Need	Warner Ave Burrell Ave	-	Preston Ave
	Low Need	Stewart Ave	Park Ave Cedar Ave	Linden Ave