



Lewiston Public Works Advisory Commission
REGULAR MEETING AGENDA
December 13, 2023 - 12:00 PM
Bell Building 2nd Floor Meeting Room – 215 D Street
Lewiston, Idaho 83501

Seating will be available on a first-come, first-served basis. All others who wish to observe this meeting may watch and listen to the livestream on their own device(s) by visiting the City of Lewiston's Facebook page or the City's website at cityoflewiston.org.

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. Comments may be made: (1) in-person, (2) by emailing publicworks@cityoflewiston.org, or (3) by calling 208-746-1316 extension 6 and leaving a message. Comments submitted by email or phone will be forwarded to the Public Works Advisory Commission. If you would like your comment to be read out loud during the meeting, please so indicate in your message.

III. ACTIVE AGENDA

- A. DRAFT POLICY AND PROCEDURES FOR NEIGHBORHOOD TRAFFIC CALMING REQUESTS:** Soliciting feedback on the draft policy which would replace the existing traffic calming request review process and assist in implementing a Residential Traffic Calming Program for the City of Lewiston.
- B. RECOMMENDATIONS FOR TRANSPORTATION CAPITAL IMPROVEMENT PLAN (CIP):** Commission member's opportunity to provide recommendations, new projects, and/or changes to existing projects directly to City staff.

IV. UPCOMING EVENTS/MEETINGS

- A. REGULAR MEETING - JANUARY 10, 2024:** Query of Commissioners to attend the next regularly scheduled meeting. Virtual attendance can be accommodated provided enough notice is given to staff.
- B. OPPORTUNITY TO REQUEST A SPECIAL MEETING:** Special meetings may be called by a consensus of the Commission, the chairperson, or the staff liaison. If the time and place of a special meeting has not been determined at a regular meeting with all Commission members present, then a notice of the time and place of the special meeting shall be sent to all Commission members as soon as practicable.

Special Meeting requests should define the purpose of the meeting and provide direction to staff in regards to specific information the Commission would like prepared. - Action Item

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

VI. ADJOURNMENT

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, please contact Public Works Specialist Haley Kelley at least 48-hours in advance of the meeting time at (208) 553-2662 or publicworks@CityofLewiston.org.



PUBLIC WORKS ADVISORY COMMISSION MEETING AGENDA ITEM HISTORY/COMMENTARY

ITEM TITLE Draft Policy and Procedures for Neighborhood Traffic Calming Requests	AGENDA NO. III.A. AGENDA DATE: December 13, 2023
ITEM HISTORY (PREVIOUS COUNCIL REVIEWS, ACTION RELATED TO THIS ITEM, OTHER PERTINENT HISTORY) The Commission voted to table this November 8, 2023 Regular Meeting agenda item to be brought back at a later date. The City of Lewiston receives requests for the installation of neighborhood traffic calming devices (e.g. speed humps, to address concerns of interested citizens related to traffic volume, traffic speed, and general safety. Citizens submit requests by phone, email, or by completing the <i>Public Works Citizen Request Form</i> available in-person at the Public Works office or on the City website at https://www.cityoflewiston.org/388/Forms-Checklists In the past year, staff have begun entering new requests into the City's asset management software (Cartegraph) for workflow tracking and creation of traffic orders upon approval from the City Engineer.	
ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.) Please identify any or all impacts this proposed action would have on the City budget and/or personnel resources. In Chapter 5 of the 2020 Lewiston Transportation Plan, there is a section titled "Transportation Management Toolbox" which provides staff with a variety of options to consider when managing the city's transportation network. One option is the creation and implementation of a "Residential Traffic Calming Program". In order to provide a predictable and consistent methodology for responding to these requests, Public Works has drafted the <i>Policy and Procedures for Traffic Calming Requests</i> as the first step in establishing a Residential Traffic Calming Program. This policy is intended to inform citizens interested in requesting the installation of neighborhood traffic calming devices of the manner in which Public Works will process their request and addresses standards which are commonly utilized by staff in assessing such requests.	
BUDGET IMPACT	
ACTION PROPOSED Staff requests that the Commission provides feedback on the draft <i>Policy and Procedures for Traffic Calming Requests</i> to assist in establishing a Residential Traffic Calming Program.	

5 | HOW WE GET THERE

TRANSPORTATION MANAGEMENT TOOLBOX

This section provides options for transportation managers in managing the transportation network. The options or “tools” discussed below are a few samples of what transportation managers can use. More tools are available publicly and as technologies and ideologies change, new tools will become available. It is important that transportation managers keep up with current trends and ideas. More information, including examples, is provided in **Appendix G**.

Access Management

Managing access on City roadways can help mitigate safety issues and allow for more fluid travel. Access management identifies spacing between driveways, distance of access from intersections, movements at access locations, and geometrics. The City has considered access management for a few areas within the City, such as for Commercial Development along 21st St in the Lewiston Comprehensive Plan (Chapter 14. Community Design pg 14-3). Since the City has already recommended such strategies for managing roadways, it is paramount that access management standards be defined in a policy or document that can be adopted by the City Council. A sample access management policy is provided in **Appendix G**.

Illumination Standards

The primary purpose of street lights is to provide for adequate visibility at night, which can safeguard, facilitate, and encourage vehicular, pedestrian, and bicycle traffic. Efficient street lighting can enhance safety and a sense of personal security, facilitate traffic flow, and promote business and the use of public facilities during night hours. In addition, street lights can have an important aesthetic function, helping to define the character of an area through the design motif that is used, the placement of luminaries and lamps, and the quality of light that is supplied.

The purpose of illuminations standards is to establish policies and standards for street lights installed within the City. It is meant to encourage lighting practices and systems that will minimize light pollution, glare, and trespass; that will promote the conservation of energy and resources; and that will contribute to the general safety and efficiency of the City’s transportation system. A sample illumination standards document is provided in **Appendix G**.

Residential Traffic Calming Program

The purpose of a Residential Traffic Calming Program is to implement traffic calming techniques, when appropriate, to address a neighborhood’s traffic concerns and for bike and pedestrian safety. Techniques typically involve the installation of one or more devices in the street that make it inconvenient for drivers to drive fast or to use the street as a throughway.

A residential traffic calming program is a process in which neighborhoods request assistance in calming traffic on residential neighborhood streets, the City reviews and evaluates the requests or proposals, consensus with a majority of the neighborhood is reached about appropriate strategies to address the problems identified, and the selected strategy is implemented by the neighborhood and the City. **Appendix G** provides a sample residential traffic calming program for guidance, along with example strategies that the City can also use beyond the confines of this program.

Transportation Impact Analyses

A Transportation Impact Analysis (TIA) is an engineering study of the effects to an area transportation network by a proposed development or zone change. The study addresses multimodal transportation that is within the area of the site. Modes of transportation can include vehicular, pedestrian, bicycle, rail, marine, or even equestrian transportation. TIAs provide an objective engineering assessment of both the anticipated impacts and needs of the proposed development.

The City currently has Traffic Impact Analysis Guidelines which were approved in March 2004. Considering the guidelines are 16 years old, it is recommended the guidelines be reviewed and updated to current standards and needs. In the meantime, these guidelines should continue to be utilized when there are proposed developments or zoning changes. Through a TIA, funds or mitigation can be rendered based on impacts to the roadway system. This allows the City to levy needed funds when a development will adversely affect the network.

Multimodal Planning Policies

A multimodal planning process guide or handbook is intended to provide municipal officials, planners, traffic consultants, designers, land owners and developers with a consolidated reference guide on how to accommodate all modes of transportation into land use / land development design. Multimodal planning will allow for ease of travel for all modes, improved safety, better access, and a livable and welcoming community. As a community grows, planning for the future is an important and necessary step for cities to take.



Photo Credit:
Adam Fukushima
www.pedbikeimages.org



Public Works Policy

Public Works Policy No: _____

Subject: Policy and Procedures for Neighborhood Traffic Calming Requests

Date Effective:

Reviewed/Updated:

Approved: _____
Dustin Johnson, PE, Public Works Director

Background and Purpose

The City of Lewiston receives requests for the installation of neighborhood traffic calming devices to address concerns of interested citizens related to traffic volume, traffic speed, and general safety. In order to provide a predictable and consistent methodology for responding to these requests, Public Works has established the Policy and Procedures for Traffic Calming Requests. This policy is intended to inform citizens interested in requesting the installation of neighborhood traffic calming devices of the manner in which Public Works will process their request. This policy also addresses standards which are commonly utilized by staff in assessing such requests.

1. POLICY OBJECTIVE

It is the objective of this policy to provide an orderly and consistent process for the assessment of the need, effectiveness, and impact of installing neighborhood traffic calming devices, based on engineering analysis and Staff's professional opinion.

Principles

- A. Neighborhood traffic calming devices present costs related to the initial installation, as well as on-going maintenance and potential reduced efficiency of roadway maintenance (snow plowing, street sweeping, etc.) activities.
- B. The installation of traffic calming devices may result in the diversion of traffic into adjacent areas and could result in requests for additional traffic calming devices, compounding the expense and reducing efficiency of roadway maintenance activities.
- C. Traffic calming devices shall be reserved for the control of vehicular traffic where it is determined that there is a unique circumstance or condition that warrants the installation of such a device.

- D. Stop signs are not recommended as a means of traffic calming, but may be installed in conjunction with an overall neighborhood traffic calming effort.
- E. Traffic calming devices are most appropriately installed upon local residential streets and shall not be installed upon streets designated as collectors or arterials, unless it is deemed appropriate by the City Engineer.
- F. The evaluation of the need for the installation of traffic calming devices will be based upon daily traffic volumes and speeds, volume of pedestrian and bicycle activity, restricted sightlines, accident records, unusual site conditions, adjacent land uses, and roadway geometrics.
- G. Vehicle speeds and accident history shall be used as the primary criteria for the installation of traffic calming devices.
- H. The functional street classification system shall be used as the reference system for defining street types used in the assessment process.

II. PROCEDURES

A. Traffic Calming Device Request Procedure

A written request must be submitted on a City of Lewiston Citizen's Traffic Request Form to the City of Lewiston Public Works Department by residents living along the applicable street(s). To ensure that the neighborhood involved has sufficient interest in the traffic calming device request, the written request must be signed by the owners or residents of at least twenty five (25%) of the dwelling units and/or businesses within two blocks of the proposed traffic calming devices(s). A completed form will include a printed name, address, and signature of the requesting citizens and an explanation of why the traffic calming device is desired. The installation of traffic calming devices may also originate from within the Engineering Division of Public Works.

1. All traffic calming device requests shall be submitted to the Engineering Division upon the approved form.
2. The requester is contacted by the Engineering Division to confirm receipt of the request, answer any initial questions, and gather additional information that will help determine if a traffic calming device is the most appropriate approach to the requestor's concerns. If a traffic calming device is considered to be the appropriate solution, this policy will be followed.
3. A site visit shall be performed to assess and document the area of concern and visually observe traffic volumes and speeds within the area.
4. Traffic volume and speed measuring devices will be deployed to collect data for analysis.
5. Traffic accident history (5-year history) within the area will be collected and analyzed to assess roadway safety within the study area.

6. Input on the traffic calming device request will be solicited from the City of Lewiston's Public Works, Police, and Fire Departments. Such input may include observations on traffic operations in the area of the intersection, accident history, enforcement activities, emergency vehicle access routes, and other pertinent information.
7. If the City Engineer determines that the criteria for the installation of traffic calming devices are not met, the requestor will be notified of the City's findings. The applicant may appeal the decision of the City Engineer by submitting an appeal request to the Mayor within fifteen (15) days from the date of the receipt of the written order or decision. Written notice of the appeal shall be filed along with the appeal fee, set by resolution of the City Council, to the City Clerk within fifteen (15) days from the date of the receipt of the written order or decision. The notice of appeal shall specify the grounds for appeal. If an appeal is not filed within fifteen (15) days of receipt of the City Engineer's written order or decision, then the order or decision shall be final.
8. The Mayor's review shall be limited in scope and shall be intended to confirm that the City Engineer's decision is consistent with this policy and supported by data collected in association with the review and determination upon the request. The Mayor may affirm the City Engineer's decision, or remand the decision to the City Engineer for further consideration if it is determined that the decision was inconsistent with this policy or not supported by the data collected and analyzed through the review of the request. The Mayor shall hold a hearing on the appeal within ten (10) days of receipt of the notice of appeal. The appellant shall have the right to be represented by legal counsel at the hearing and rebut any evidence that is submitted. The formal rules of evidence shall not apply. The Mayor's review of the City Engineer's order or decision shall be de novo. The Mayor may affirm, reverse, or modify the order or decision of the City Engineer. The Mayor shall issue a written decision within seven (7) calendar days after the hearing, and such decision shall be final.
9. If the traffic calming request is denied, no additional request for traffic calming in the same location will be accepted for a period of three (3) years from the date of the final decision, unless the City Engineer determines that circumstances and/or conditions in the vicinity of the study area have substantially and materially changed in a manner that would affect the prior decision regarding the installation of neighborhood traffic calming devices.

B. Traffic Calming Device Request Procedure

Two (2) or more of the following criteria must be met for the City of Lewiston Public Works Department to approve the installation of a neighborhood traffic calming devices(s), unless otherwise justified by the City Engineer.

Criteria 1. Traffic Volumes

Traffic calming devices may be warranted if the number of vehicles on a local street exceeds six hundred (600) vehicles per day, which may indicate excessive through-traffic that does not originate nor end their trip within the neighborhood. Careful consideration must be given to the potential shift of traffic patterns that might occur if the traffic calming devices are too restrictive and will redirect traffic to adjacent roadways and neighborhoods.

Criteria 2. Traffic Speed

Traffic calming devices may be appropriate where the observed eighty-fifth (85th) percentile speed exceeds ten (10) MPH over the posted speed limit of the roadway.

Criteria 3. Accident History

Traffic calming devices may be appropriate if five (5) or more reported accidents occur within a five (5) year period, which would likely have been avoided or minimized by the installation of a traffic calming device.

Criteria 4. Bicycle Activity/Greenway Designation

Traffic calming device(s) may be appropriate upon roadways with high bicycle use and/or designated bike routes and greenways, to reduce vehicle speeds and the risk of injury accidents.

Criteria 5. Other Considerations

Traffic calming device(s) may be appropriate in the vicinity of facilities serving vulnerable populations such as: schools, parks, and pedestrian crossing locations where a high number of pedestrians are present.

III. POTENTIAL TRAFFIC CALMING DEVICES

The type, number, and extent of traffic calming devices will vary based upon the particular circumstance of each location and what is likely to be most effective for the situation. The traffic calming device(s) that will be considered for installation are listed below:

- A. Speed Limit Signage. Additional advisory and regulatory speed limit signs may be installed to advise motorists of the posted speed limit within the area.
- B. Dynamic Speed Signs. Dynamic speed feedback sign (DSFS) systems are traffic control devices that are programmed to provide a message to drivers exceeding a certain speed threshold.

- C. On Street Parking. The addition of on-street parking effectively narrows the roadway and slows traffic.
- D. Landscaping/Street Trees. Provides a visual narrowing of the street and separates the sidewalk from the vehicle travel lane.
- E. Speed Humps. Raising of pavement surface about 3" over approximately 10 to 20 feet. Similar to this measure are speed tables, raised pedestrian crossings, and raised intersections.
- F. Roadway Narrowing. This could be a curb extension at an intersection (also called a bulb out) to reduce the roadway width at a selected location. This could be a median placed in the middle of the roadway. Medians can be used for pedestrian refuge and/or access control to restrict turning movements.
- G. Chicanes. Channelization or curb extensions which realign the straight path of a street; deflects straight vehicle movement.

IV. TRAFFIC CALMING DEVICE INSTALLATION

- A. Traffic Calming Plan. Where it is determined that the installation of traffic calming devices is warranted, the City will develop a traffic calming plan for the subject area which will identify the proposed traffic calming device or measures to be employed. The traffic calming plan shall describe any proposed device phasing and the conditions under which additional and further traffic calming devices may be installed should the lower tier devices be determined to be ineffective, or not achieve the desired speed reductions.
- B. Phasing of Traffic Calming Device Installation. Traffic calming devices may be installed in a phased manner beginning with initial lower-cost measures (such as dynamic speed signs) and/or speed enforcement activities. Once installed, the lower-cost measures will be evaluated for their effectiveness through an additional speed study. Additional traffic calming devices may be installed in accordance with the traffic calming plan.

V. PROGRAM FUNDING

The installation of traffic calming devices will be dependent upon available funding within the neighborhood traffic calming program. Situations requiring more extensive and expensive traffic calming devices will likely require project design, cost estimation, and programming within the City's Capital Improvement Plan subject to City Council approval and budget appropriation. As a result, it may take several years to implement more extensive traffic calming efforts.



TCD Request 23-_____

Traffic Calming Device Request Form

In accordance with the City of Lewiston’s Public Works Department’s Policy and Procedures for Neighborhood Traffic Calming Requests, citizens interested in requesting the installation of traffic calming devices shall complete and submit this form to the Public Works Department. Upon receipt of a completed application, Public Works staff will review the proposed traffic calming request utilizing the procedures included in the adopted Policy. Contact with the applicants regarding the request will be included in the review process. Completed forms shall be submitted to:

Public Works Department
215 D Street, Suite B
PO Box 617
Lewiston, ID 83501

Feel free to attach additional sheets containing pictures, maps, or additional text if the space provided is insufficient.

I. Representative Individual’s Contact Information

Name: _____

Address: _____

Phone Number: _____ Email: _____

2. Please describe the location of the traffic concern (feel free to draw a picture or attach a map)



TCD Request 23-_____

3. Please describe the nature of the traffic problem which concerns you:

4. Please describe how traffic calming devices will be able to eliminate or reduce your traffic concerns:

5. Are there any facilities (churches, schools, shopping malls, etc.) near this location which generate a high concentration of vehicle and pedestrian traffic?



TCD Request 23-_____

**TRAFFIC CALMING DEVICE REQUEST FORM – PROPERTY OWNER
ACKNOWLEDGEMENTS**

This request must be signed by owners of at least twenty five percent (25%) of the dwelling units and/or businesses along the first block of the streets emanating from the intersection.

NAME	ADDRESS	SIGNATURE



TCD Request 23-_____

-----CITY STAFF USE ONLY BELOW THIS LINE-----

Date Completed Application Received: _____
Application Received By: _____

DEPARTMENT	APPROVAL	DATE	INITIALS	COMMENTS
STREETS				
POLICE				
FIRE				
CITY ENGINEER:			DATE:	APPROVED ☐ DENIED ☐



PUBLIC WORKS ADVISORY COMMISSION MEETING AGENDA ITEM HISTORY/COMMENTARY

ITEM TITLE Recommendations for Transportation Capital Improvement Plan (CIP)	AGENDA NO. III.B. AGENDA DATE: December 13, 2023
ITEM HISTORY (PREVIOUS COUNCIL REVIEWS, ACTION RELATED TO THIS ITEM, OTHER PERTINENT HISTORY) City staff presented the 2020 Lewiston Transportation Plan and the Transportation Capital Improvement Plan (CIP) to the Commission at the October and November meetings. Commission recommendations from the December 8, 2023 Special Meeting are included for reference. The next steps in the annual process are roughly outlined below: December - Staff review Call for Requests submissions and update the CIP. January - Draft 2024 CIP is made available for a Public Comment Period and Open House. Staff review comments and update the CIP. February - The 2024 CIP is presented to City Council for a public hearing and recommendation for adoption. Changes can be made to the 2024 CIP by City Council at this time.	
ITEM COMMENTARY (BACKGROUND, DISCUSSION, KEY POINTS, RECOMMENDATIONS, ETC.) Please identify any or all impacts this proposed action would have on the City budget and/or personnel resources. Until February, the Commission will have the opportunity to provide recommendations, new projects, and/or changes to existing projects directly to City staff. Input that qualifies as a capital improvement will be logged with the other submissions and forwarded to the Engineering Project Supervisor - Transportation for review for review; input that <u>does not</u> qualify as a capital improvement (e.g. new sign installation, painted curb, etc.) will be entered into Cartegraph and routed to Development staff for review.	
BUDGET IMPACT	
ACTION PROPOSED Staff requests that the Commission provides recommendations, new projects, and/or changes to existing projects for inclusion in the 2024 Transportation Capital Improvement Plan (CIP).	

City of Lewiston 2023

Transportation

Capital Improvement Plan (CIP)

Status:

Adopted

Last Modified:

3/6/2023

List Total Cost:

\$258,469,614

CIP ID	Project Type	Location	Bounds	Description	CIP \$ Est	CIP \$ Est Year	Rank
2020-096	Reconstruct Roadway ADA Ramps Sidewalks Bike RouteRestriping Roundabout Signalization	Main St and D St	Interstate Bridge to Jefferson St	Reconstruct Main St form Interstate Bridge to Jefferson. Reconstruction D from 1st St to ~250 west of Temple Ln. ADA improvements and sidewalks; sign bike route with sharrows for all of D St and Main St from 11th St to the Interstate Bridge. Convert to two-way facility, roundabout at US-12/1st St/Main St intersection, signal/roundabout at 1st St/D St, and remove mid-block crosswalk on D St 100 ft w/o 7th St. Consider Levee Bypass realignment by relocating US-12 to 1st Street between riverfront and Main.	\$ 12,673,778.80	2020	1
2020-124	Reconstruct Roadway ADA Ramps Sidewalks	21st St	7th Ave to Nez Perce Grade	Reconstruct and upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 9,873,671.36	2020	2
2020-122	Road Widening HAWK Bike Crossing ADA Ramps Signalization Reconstruct Roadway Sidewalks	Bryden Ave	4th St to 7th St	Widen to 5 lanes, add pedestrian actuated signal at 6th St, width for bicycles, bicycle crossings, ADA ramps Reconstruct intersections to for configuration of 5 lanes on Bryden Ave. Upgrade traffic signals at 5th and 7th and geometry at 4th. Sidewalk on both sides, ADA ramps, and bicycle crossings.	\$ 14,800,000.00	2023	3
2020-123	Road Widening HAWK Signalization Bike Crossing ADA Ramps Turn Lane(s)	Bryden Ave	7th St to Thain Rd	Widen to 5 lanes, add pedestrian actuated or traffic signal at 8th St, upgrade traffic signals at 10th and Thain intersections, width for bicycles, bicycle crossings, ADA ramps, add EB and SB right turn lanes at 10th	\$ 7,237,214.16	2022	4
2020-121	Roundabout RRFB	10th St / Burrell Ave	Intersection	Construct mini-roundabout with a high-visibility center to address safety concerns. An all-way stop can be considered for the short-term, but operations should be monitored. Install RRFB or alternative to improve crossings.	\$ 380,422.00	2020	5
2020-114	Road Widening Parking Sidewalks Shared Use Path Bike Route Curb & Gutter	20th St N / SH-128	3rd Ave N to 6th Ave N (roadway/bike route) 3rd Ave N to 18th St N (path)	Widen and reconstruct to a consistent 38 foot pavement width, allowing two 14 foot lanes, as well as a 10 foot on-street parking aisle on one side, with curbing and a sidewalk on one side, and 10-ft shared use path along 20th and along SR-128 between 18th St N and 20th St N; sign bike route with sharrows	\$ 2,890,345.71	2020	6

City of Lewiston 2023

Transportation

Capital Improvement Plan (CIP)

Status: Adopted
Last Modified: 3/6/2023
List Total Cost: \$258,469,614

CIP ID	Project Type	Location	Bounds	Description	CIP \$ Est	CIP \$ Est Year	Rank
2020-140	Reconstruct Roadway Hot Mix Overlay Bike Route Bike Lanes Parking ADA Ramps Sidewalks	8th St	5th Ave to 11th Ave	5th Ave to 7th Ave: Reconstruction 7th Ave to 11th Ave: Overlay Sign for bike route and install sharrows (short-term) Add bike lanes by restriping parking and centerline and removing some parking and/or center turn lane (long-term) Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 2,349,658.27	2020	7
2020-111	Reconstruct Roadway Sidewalks Bike Route ADA Ramps	9th St	Idaho St to 5th Ave	Reconstruction, retaining wall, elevated ped path on west side (Idaho to stairs 1/3 up grade) and sidewalk on east side, sign for bike route and install sharrows, ADA improvements	\$ 2,163,700.80	2020	8
2020-139	Hot Mix Overlay	Thain Rd	Stewart Ave to Powers Ave	Overlay	\$ 2,459,762.54	2020	9
2023-001	Reconstruct Intersection	Thain Rd / Warner Ave / 10th St	Intersection	Reconstruct closely spaced intersections of Thain Rd/10th and Warner Ave/10th.	\$ 10,356,400.00	2023	10
2020-100	Road Widening ADA Ramps Sidewalks	Snake River Ave	Main St to 11th Ave	New center turn lane, sidewalks, and pedestrian ramps	\$ 3,877,214.41	2020	11
2020-103	Road Widening ADA Ramps Sidewalks	Southway Ave (and 16th Ave)	Snake River Ave to 8th St	Widen from 2 to 4 lanes with left turn lanes Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 4,999,449.58	2020	12
2020-102	Road Widening Bike Route Bike Lanes Shared Use Path	Lapwai Rd	E Main St to City Limits	Widen from 2 to 4 lanes Sign for bike route and install sharrows (short-term) Add bike lanes (long-term) 10' shared use trail	\$ 11,088,969.61	2020	13
2020-141	Road Widening ADA Ramps Sidewalks	16th Ave	18th St to 21st St	Widen to 3-lanes Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 4,402,504.04	2020	14
2020-098	Road Widening Sidewalks Bike Route	Snake River Ave	11th Ave to Southway Ave	New center turn lane, curb, gutter, and sidewalks Along 11th Ave to Prospect Ave: sidewalks and sign for bike route and install sharrows	\$ 3,518,876.58	2022	15

City of Lewiston 2023

Transportation

Capital Improvement Plan (CIP)

Status:

Adopted

Last Modified:

3/6/2023

List Total Cost:

\$258,469,614

CIP ID	Project Type	Location	Bounds	Description	CIP \$ Est	CIP \$ Est Year	Rank
2020-118	Road Widening Bike Route Bike Lanes Sidewalks Shared Use Path	Warner Ave	13th St to 16th St	Widen to 3 lanes with one a center turn lane Sign for bike route and install sharrows (short-term) Add bike lanes with widening (long-term) Add 6ft sidewalks on the south side of the road Shared use trail on north side of street where no sidewalk	\$ 9,178,596.00	2020	16
2020-109	Reconstruct Roadway Parking Sidewalks Bike Boulevard Bike Route Classification Upgrade Curb & Gutter	7th St	Bryden Ave to Grelle Ave	AACS: Reconstruct with two 12-foot travel lanes, 8-foot parking, curb, gutter, and sidewalk BMP: Bike Blvd from Bryden to Burrell, Bike Route w/ Sharrows and Signs from Burrell to Grelle Lewiston Transportation Plan: Upgrade from Bryden to Burrell to collector	\$ 3,583,915.00	2020	17
2020-105	Signalization Crosswalk Signing Shared Use Path	Bryden Canyon Rd & Snake River Ave On/Off Ramps	Intersection	Major Signalization (warrants a traffic signal), with design taking into account steep WB grade and slight curve and possible advanced warning sign. Install "Crosswalk Ahead" signage on Snake River Ave, stripe a crosswalk across north leg, add opening in the guardrail along west side of Snake River Ave and install pathway between this intersection crossing and the Levee Trail.	\$ 1,289,444.34	2020	18
2020-061	Shared Use Path	17th St and 19th Ave and 15th St	18th Ave to 21st Ave	Shared use path (for 19th Ave, along south side)	\$ 194,975.32	2020	19
2020-120	Reconstruct Roadway Bike Boulevard Sidewalks ADA Ramps Curb & Gutter	Burrell Ave	12th St to 18th St	Reconstruct to be a wider 2-lane facility with curb and gutter, sign for bike route and install sharrows, with minor traffic calming (bike blvd) from 16th to 18th 6 ft sidewalks on the north side of the road, and ramps	\$ 7,494,325.66	2020	20
2020-127	Roundabout Crosswalk Signing HAWK	16th Ave / 14th St	Intersection	Roundabout - either full or possibly a mini if not enough ROW Install new crossing signage, markings, and HAWK near intersection	\$ 4,590,767.86	2020	21
2020-036	Bike Route Shared Use Path	23rd St and Juniper Dr extension	11th Ave to 16th Ave, then to south end of Juniper Dr to Nez Perce Dr	11th Ave to 16th Ave: Sign for bike route and install sharrows to Nez Perce Dr: shared use trail	\$ 312,722.94	2020	22

City of Lewiston 2023

Transportation

Capital Improvement Plan (CIP)

Status: Adopted
Last Modified: 3/6/2023
List Total Cost: \$258,469,614

CIP ID	Project Type	Location	Bounds	Description	CIP \$ Est	CIP \$ Est Year	Rank
2020-066	Bike Boulevard Shared Use Path	17th St and 13th Ave	11th Ave to 13th Ave to 14th St	13th Ave: Sign for bike route and install sharrows, minor traffic calming (bike blvd) 17th St: Shared use path	\$ 326,768.87	2020	23
2020-146	Road Widening ADA Ramps Sidewalks	17th St	Vineyard Dr to Stewart Ave	Widen to include center left turn lane, matching cross-section to the south, ADA improvements including sidewalks	\$ 1,060,775.93	2020	24
2020-091	Sidewalks	Schools - Downtown/North Central	1/2 mile radius	Add sidewalks within 1/2 mile radius of Lewis-Clark State College, Whitman Elementary School, Webster Elementary School, Jenifer Middle School, and McSorley Elementary School	\$ 15,356,207.79	2020	25
2020-092	Sidewalks	Schools - Central	1/2 mile radius	Add sidewalks within 1/2 mile radius of Lewiston High School, McGhee Elementary School, Centennial Elementary School, Orchards Elementary School, and Sacajawea Middle School	\$ 29,392,663.09	2020	25
2020-082	ADA Ramps Sidewalks	18th St, 17th St, and 5th St	Main St to Bryden Ave	Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 4,382,789.04	2020	27
2020-090	ADA Ramps Sidewalks	Southway Ave and 16th Ave	Snake River Ave to 9th St and 17th St to 21st St	Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 2,231,658.00	2020	27
2020-128	Reconstruct Roadway Bike Route Hot Mix Overlay	10th St	Warner Ave to Burrell Ave	Reconstruct from Thain to Bryden; sign for bike route and install sharrows from Warner to Bryden Overlay from Bryden Ave to Burrell Ave; sign for bike route and install sharrows	\$ 810,792.40	2020	29
2020-069	Shared Use Path Bike Route	E 22nd St N, 1st Ave N, and 24th St N	Clearwater River Trail to 3rd Ave N	Shared use path along E 22nd St N, rest sign for bike route and install sharrows	\$ 49,400.88	2020	30
2020-147	Classification Upgrade Reconstruct Roadway Bike Route Bike Boulevard Sidewalks	18th St and Ripon Ave	Pioneer Dr to Barr Rd	Upgrade to collector; sign bike route with sharrows from Pioneer Dr to Ripon Ave/Barr Rd, with minor traffic calming (bike blvd) from Burrell Ave to Grelle Ave; add sidewalks on both sides	\$ 6,049,909.59	2020	31
2020-119	Road Widening Bike Route Bike Lanes	10th St	Stewart Ave to Warner Ave	Stewart to Park: widen to 3 lanes with one a center turn lane Stewart to Warner: sign for bike route and install sharrows (short-term) Stewart to Warner: add bike lanes (including restriping section already widened from Park to Warner) (long-term)	\$ 740,369.55	2020	32

City of Lewiston 2023

Transportation

Capital Improvement Plan (CIP)

Status:

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Last Modified:

3/6/2023

List Total Cost:

\$258,469,614

CIP ID	Project Type	Location	Bounds	Description	CIP \$ Est	CIP \$ Est Year	Rank
2020-126	Signalization	Nez Perce Dr / Juniper Dr	Intersection	Major Signalization	\$ 1,267,329.00	2020	33
2020-088	ADA Ramps Sidewalks	8th St and 9th St	D St to 5th Ave	Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 599,541.70	2020	34
2020-019	Reconstruct Roadway Bike Boulevard Bike Route	Burrell Ave	4th St to 12th St	6th to 7th: Reconstruct Roadway, 4th St to 7th St: Bike Route 7th St to 12th St: Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 1,472,219.09	2020	35
2020-054	Crosswalk Signing RRFB Median Refuge ADA Ramps	9th Ave / 18th St	Intersection	Install new crossing signage and crossing markings; install RRFB on south leg along with pedestrian island	\$ 118,806.80	2020	36
2020-107	New Road Sidewalks Bike Lanes	Warner Ave Extension	16th St to Lindsay Creek Rd	New collector; add bicycle lanes and include sidewalks on both sides	\$ 3,814,520.86	2020	37
2020-052	Crosswalk RRFB Median Refuge	Main St / 23rd St / 24th St	Intersection	Add RRFB crossing of Main St, pedestrian island, and striped crosswalk	\$ 76,860.00	2020	38
2020-073	Bike Route Shared Use Path	20th St N	Clearwater River Trail to 3rd Ave N	Sign for bike route and install sharrows (on-street) Shared use path (between Trail and street)	\$ 114,874.13	2020	38
2020-083	ADA Ramps Sidewalks	11th Ave	Prospect to 8th St	Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 1,054,133.28	2020	40
2020-077	Grade Separation	13th St under Railroad	13th St to levee trail	New underpass	\$ 1,056,006.00	2020	41
2020-024	Shared Use Path	7th Street Connector	Pride Rock driveway to 7th St	Shared use trail	\$ 202,875.25	2020	42
2020-053	ADA Ramps Sidewalks Bike Crossing RRFB	6th St / 7th Ave	Intersection	Add striped bike crossing adjacent to crosswalk of 7th Ave w/o north 6th St leg. New curb ramp on south side of this crossing and new widened sidewalk on south side of 7th Ave between the two legs of 6th St. Install RRFB.	\$ 82,320.00	2020	43

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2020-059	Bike Route Shared Use Path	Preston Ave	Bryden Canyon Rd Path to 4th St	Preston Ave: Sign for bike route and install sharrows w/o Preston Ave: Shared use path	\$ 34,137.81	2020	43
2020-049	Shared Use Path	17th Street Creek Pathway	17th St / Vineyard Dr intersection down to Nez Perce Gr / Preston Ave intersection	Shared use trail	\$ 363,136.76	2020	45
2020-136	Hot Mix Overlay Bike Lanes	18th St	Main St to Idaho St	Overlay; narrow travel lanes and install bike lanes per BMP, work with ITD to extend bike route and/or bike lanes to Railroad Ave	\$ 416,339.13	2020	46
2020-025	Shared Use Path	Grelle Draw Pathway	Grelle Ave & 10th St to City Limits	Shared use trail	\$ 393,406.16	2020	47
2020-089	ADA Ramps Sidewalks	Idaho St	9th St to 21st St	Upgrade non-compliant corners to ADA compliant, fix problem sidewalks, add missing sidewalks	\$ 1,666,096.56	2020	47
2020-115	Road Widening Shoulders Bike Route Reconstruct Roadway	Southport Ave	6th St to Southport Ave Extension	AACS: Reconstruct east half with two 12-foot travel lanes, centerline and shoulder striping, at least 2-foot shoulders, widen west half to 3 lanes (2 through, 1 center turn) and add 6-foot shoulders, all robust enough to carry truck traffic. Sign for bike route and install sharrows	\$ 7,768,883.78	2020	49
2020-084	ADA Ramps Sidewalks Bike Boulevard	12th St	Burrell Ave to Warner Ave	Thain Rd to Warner Ave: Sidewalk and pedestrian ramps Burrell Rd to Warner Ave: Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 1,480,193.37	2020	50
2020-078	Shared Use Path	5th Ave	Prospect Ave to Snake River Trail	New connection to Snake River Trail with at-grade crossing of Snake River Ave and Railroad	\$ 51,300.56	2020	51
2020-125	Signalization	8th St / 7th Ave	Intersection	Minor Signalization	\$ 950,446.00	2020	52
2020-023	Shared Use Path	Trail to Modie Park Pathway	Vineyard Dr to 13th St	Shared use trail	\$ 123,268.65	2020	53
2020-009	Bike Route	F St / 9th St / Idaho St	5th St to 18th St	Sign for bike route and install sharrows	\$ 20,680.54	2020	54
2020-079	ADA Ramps Sidewalks	Burrell Ave	10th St to 12th St	6 ft sidewalks on the south side of the road, ramps	\$ 297,360.00	2020	55

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2020-002	Bike Route Bike Boulevard	7th St	Stewart Ave to Bryden Ave, and Grelle Ave to 6th St	Stewart Ave to Park Ave: Sign for bike route and install sharrows Park Ave to Bryden Ave: Sign for bike route and install sharrows, minor traffic calming (bike blvd) Grelle Ave to 6th St: Sign for bike route and install sharrows (Bryden Ave to Grelle Ave is part of 2020-117)	\$ 436,848.20	2020	56
2020-017	Bike Route Protected Bike Lanes Road Diet	E Main St	23rd St to Lapwai Rd	Sign for bike route and install sharrows (short-term) Protected bike lane, with road diet converting road to 3-lane cross-section (long-term)	\$ 2,231,458.47	2020	57
2020-041	Bike Route	8th St and Stewart Ave	Juniper Dr to Burrell Ave	Sign for bike route and install sharrows	\$ 25,117.09	2020	58
2020-093	Sidewalks	Schools - East	1/2 mile radius	Add sidewalks within 1/2 mile radius of Camelot Elementary School	\$ 10,037,547.14	2020	59
2020-012	Bike Route	5th St and 6th St	D St to 7th Ave	Sign for bike route and install sharrows	\$ 14,630.09	2020	60
2020-038	Bike Boulevard Bike Route	4th St / Linden Ave / 5th St	Park Ave to O'Connor Rd (4th St) and 4th St to 5th St to Burrell Ave (Linden Ave / 5th St)	4th St (Park Ave to Linden Ave, Bryden Ave to O'Connor Rd): Sign for bike route and install sharrows 4th St (Liden Ave to Bryden Ave): Sign for bike route and install sharrows, minor traffic calming (bike blvd) Liden Ave (4th St to 5th St): Sign for bike route and install sharrows 5th St (Liden Ave to Burrell Ave): Sign for bike route and install sharrows	\$ 162,075.57	2020	61
2020-003	Uphill Bike Lane	Nez Perce Dr	Thain Rd to Juniper Dr	Sign for bike route and install sharrows	\$ 10,043.51	2020	62
2020-081	ADA Ramps Sidewalks	17th St / 23rd Ave	Intersection	Add sidewalk, retaining wall, and pedestrian ramps to NW corner to help with connectivity	\$ 285,943.54	2020	63
2020-045	Bike Boulevard Bike Route	Grelle Ave	18th St to Lindsay Creek Rd	18th St to 20th St: Sign for bike route and install sharrows, minor traffic calming (bike blvd) 20th St to Lindsay Creek Rd: Sign for bike route and install sharrows	\$ 585,830.78	2020	64
2020-058	Protected Bike Lanes Road Diet	17th St / 18th St	Idaho St to 11th Ave	Restripe to 3-lane cross-section with TWLTL, add protected bike lanes	\$ 802,122.04	2020	65

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2020-080	Signing Sidewalks	Locomotive Park existing sidewalk	Levee Trail	Sidewalk in park to eventually connect to the Levee Trail (across RR tracks) with wayfinding	\$ 215,425.22	2020	66
2020-007	Bike Route	Prospect Ave and Snake River Grd	Southway Ave to Main St	Sign for bike route and install sharrows	\$ 31,654.33	2020	67
2020-014	Bike Route Parking Bike Lanes Restriping	11th Ave	Prospect Ave to 8th St	Sign for bike route and install sharrows, move centerline and restrict parking (short-term) Add bike lanes by narrowing lane widths to 10 feet (long-term)	\$ 57,526.10	2020	68
2020-106	Signalization	Southway Bridge South Access / Snake River Ave	Intersection	Major Signalization (warrants a traffic signal)	\$ 1,267,329.00	2020	69
2020-004	Bike Route Safety	Juniper Dr	Regence Ct to Stewart Ave	Sign for bike route and install sharrows. Review pedestrain safety alternatives	\$ 9,485.01	2020	70
2020-013	Bike Boulevard Bike Route	7th Ave	Prospect Ave to 8th St	Prospect Ave to 7th St: Sign for bike route and install sharrows, minor traffic calming (bike blvd) 7th St to 8th St: Bike Route	\$ 341,248.11	2020	70
2020-040	Bike Route Bike Lanes Road Diet	Nez Perce Grade and 6th St	Thain Rd to Burrell Ave	Sign for bike route and install sharrows Thain Rd to Park Ave: Consider widening and paving the shoulder or reducing the number of travel lanes to provide a SB bike lane	\$ 190,409.56	2020	72
2020-071	Uphill Bike Lane	Snake River Ave	NB from trail south of Levee Bypass / Snake River Ave to Snake River Grade	Add bike lanes (NB only)	\$ 840.30	2020	73
2020-008	Bike Route	13th St	8th Ave to Main St	Sign for bike route and install sharrows	\$ 10,066.41	2020	74
2020-138	Hot Mix Overlay Bike Route	Ripon Ave	14th St to Barr Rd	Overlay; sign for bike route and install sharrows	\$ 514,844.31	2020	75
2020-015	Bike Boulevard Uphill Bike Lane Parking	14th St and 4th St	8th Ave to Park Ave	Sign for bike route and install sharrows, minor traffic calming (bike blvd) 18th Ave to Park Ave: consider adding uphill bike lane by removing on-street parking	\$ 846,002.84	2020	76
2020-067	Bike Lanes Bike Boulevard	8th Ave and 20th St	9th Ave to 24th St	8th Ave from 20th St to 24th St: Add bike lanes 20th St from 8th Ave to 9th Ave: 'Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 98,161.49	2020	76

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2020-005	Bike Route	29th St and 8th Ave and 24th St	16th Ave to E Main St	Sign for bike route and install sharrows	\$ 23,763.94	2020	78
2020-022	Bike Route	21st St	Grelle Ave to City Limits (south)	Sign for bike route and install sharrows	\$ 16,704.30	2020	79
2020-030	Bike Boulevard	9th Ave / 20th St / 10th Ave	14th St to 11th Ave	Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 786,729.39	2020	80
2020-027	Bike Route	9th St	F St to D St	Sign for bike route and install sharrows	\$ 2,620.23	2020	81
2020-129	Reconstruct Roadway	6th Ave N	12th St N to 20th St N	Reconstruct	\$ 1,346,584.46	2020	82
2020-130	Reconstruct Roadway	12th St N	6th Ave N to north end of road	Reconstruct	\$ 339,081.01	2020	82
2020-039	Bike Boulevard Bike Route	Park Ave	4th St to 10th St	4th St to 7th St: Sign for bike route and install sharrows, minor traffic calming (bike blvd) 7th St to 10th St: Sign for bike route and install sharrows	\$ 889,718.16	2020	84
2020-016	Bike Route Bike Lanes Road Widening	Vineyard Dr	8th St to 14th St	Sign for bike route and install sharrows (short-term) Add bike lanes by widening road (long-term)	\$ 3,655,846.05	2020	85
2020-037	Bike Route	16th Ave	19th St to 29th St	Sign for bike route and install sharrows	\$ 14,197.32	2020	86
2020-068	Bike Route	F St	13th St to Lewiston Community Center	Sign for bike route and install sharrows	\$ 2,310.64	2020	87
2020-047	Bike Route	Powers Ave	16th St to 21st St	Sign for bike route and install sharrows	\$ 27,676.09	2020	88
2020-026	Shared Use Path	Lindsay Creek Pathway	Community Park path westward to Cecil Andrus Way Extension	Shared use trail	\$ 151,290.18	2020	89
2020-051	Signing Bike Box	5th St / D St	Intersection	Wayfinding sign at the end of the pathway to direct bicyclists to the proper roadway location, bike boxes in the SB lane on 5th ST and WB lane on D St	\$ 9,981.00	2020	90
2020-032	Bike Route	11th Ave	21st St to 29th St	Sign for bike route and install sharrows	\$ 11,036.44	2020	91

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2020-044	Bike Route	14th St	Warner Ave to Ripon Ave	Sign for bike route and install sharrows	\$ 27,594.76	2020	92
2020-087	ADA Ramps Sidewalks	23rd Ave / 15th St	Intersection	Sidewalk and pedestrian ramp to improve along a transit route	\$ 112,700.00	2020	93
2020-006	Bike Boulevard	8th Ave	6th St to 14th St	Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 659,613.07	2020	94
2020-086	ADA Ramps Sidewalks	Grelle Ave	12th St to Thain Rd	Sidewalk and pedestrian ramps	\$ 879,046.70	2020	95
2020-085	ADA Ramps Sidewalks	12th St	Grelle Ave to Powers Ave	Sidewalk and pedestrian ramps	\$ 892,483.04	2020	96
2020-043	Bike Boulevard	Airway Ave	12th St to 16th St	Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 1,170,571.17	2020	97
2020-131	Reconstruct Roadway	7th Ave N	12th St N to 18th St N	Reconstruct	\$ 988,652.15	2020	98
2020-031	Bike Boulevard	6th St	7th Ave to 12th Ave	Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 404,734.61	2020	99
2020-042	Bike Route	Cecil Andrus Way	10th St to end	Sign for bike route and install sharrows	\$ 19,494.58	2020	100
2020-010	Bike Boulevard Bike Lanes	11th St and Powers Ave and 12th St	Burrell Ave to Birch Ave	Sign for bike route and install sharrows, minor traffic calming (bike blvd), and contraflow bike lane from Thain Rd/Burrell Ave intersection to Cedar Ave	\$ 867,625.84	2020	101
2020-011	Bike Route	16th St	Warner Ave to Ripon Ave	Sign for bike route and install sharrows	\$ 27,688.16	2020	102
2020-021	Bike Route	11th St and Ripon Ave	Birch Ave to 14th St	`	\$ 16,613.92	2020	102
2020-048	Bike Route	Country Club Dr	Snake River Ave to clubhouse	Sign for bike route and install sharrows	\$ 33,441.11	2020	102
2020-018	Bike Route	Stewart Ave	Juniper Dr to 10th St	Sign for bike route and install sharrows	\$ 8,054.25	2020	105
2020-033	Bike Route	7th St / 12th Ave / 15th Ave / 5th St / Southway Dr	6th St to Southway Ave	Sign for bike route and install sharrows	\$ 13,882.93	2020	106
2020-028	Bike Route	23rd St	E Main St to Railroad Ave	Sign for bike route and install sharrows	\$ 3,976.53	2020	107

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2020-060	Bike Lanes	Vineyard Dr	27th Ave to 17th St	Add bike lanes	\$ 3,742.67	2020	107
2020-020	Bike Route	10th St	Burrell Ave to Grelle Ave	Sign for bike route and install sharrows	\$ 5,494.93	2020	109
2020-072	Bike Crossing	Bryden Canyon Rd Ramps	8th St intersections	Stripe bike lanes through the intersections across 8th St	\$ 9,200.00	2020	110
2020-099	Turn Lane(s) Signal Timing	3rd Ave N / US 12	Intersection	Add 1 WBL turn lane and make WBR perm/overlap	\$ 292,430.73	2020	111
2020-035	Bike Route Crosswalk RRFB	19th St and 18th Ave	11th Ave to 17th St	Sign for bike route and install sharrows, striping and RRFB for crossing at 16th Ave	\$ 70,335.75	2020	112
2020-034	Bike Boulevard	N St	7th St to 14th St	Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 581,743.62	2020	113
2020-063	Bike Route	25th Ave and Vineyard Ave	8th St to 21st Ave	Sign for bike route and install sharrows	\$ 8,382.71	2020	113
2020-148	Transit Shelter Sidewalks	5th St / Preston Ave	Intersection	Bus shelter with sidewalk connectivity	\$ 62,812.40	2020	115
2020-062	Bike Route	23rd Ave	14th St to 17th St	Sign for bike route and install sharrows	\$ 4,810.72	2020	116
2020-074	Bike Route	Barr St	Ripon Ave to City Limits	Sign for bike route and install sharrows	\$ 7,122.89	2020	117
2020-046	Bike Boulevard	Birch Ave	11th St to 16th St	Sign for bike route and install sharrows, minor traffic calming (bike blvd)	\$ 1,316,991.69	2020	118
2020-076	Amenities Safety	Pioneer Park stairs	Pioneer Park to New 6th St	Add amenities, improve safety (lighting, visibility, ,etc), and look at optimal locations for connection between Normal Hill and downtown	\$ 54,545.45	2020	119
2020-001	Bike Route Bike Lanes Road Widening	Mayfair Dr	Vineyard Dr to path at end of Mayfair Dr	Sign for bike route and install sharrows (short-term) Add bike lanes by widening road (long-term)	\$ 2,943,642.67	2020	120
2020-144	Access Control	Thain Rd / Warner Ave	Intersection	Make 3/4 movement	\$ 5,600.00	2020	120
2020-149	Restriping	Main St	D St to 13th St	Restriping Main St between D St and 13th St to a 5-lane cross-section to address projected future congestion and delay by removing on-street parking, either on both sides of the street or on one side and eliminate the continuous center left-turn lane.	\$ 11,534.09	2020	122

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2020-094	Traffic Signals	Citywide (33 intersections)	City of Lewiston	Upgrade traffic signals with Automated Traffic Signal Performance Measures (ATSPMs). Replace 6 controllers and MMUs in central business district. Replace loops or video detection at 17 intersections. Replace radio interconnects with ethernet based radio system. Install 21 battery backup signal cabinets.	\$ 1,102,620.00	2022	123
2020-108	New Road Classification Upgrade Sidewalks	Bryden Ave Extension	13th St to Lindsay Creek Rd	New/Upgraded collector; include sidewalks on both sides	\$ 2,989,525.09	2020	124
2020-133	Reconstruct Roadway	3rd St	Prospect Blvd to 1st Ave	Reconstruct	\$ 185,046.31	2020	125
2020-064	Bike Route	21st Ave	8th St to Modie Park Trail	Sign for bike route and install sharrows	\$ 4,125.97	2020	126
2020-029	Bike Route	Lindsay Creek Rd	Burrell Ave to Grelle Ave	Sign for bike route and install sharrows	\$ 4,687.28	2020	127
2020-065	Bike Route	15th Ave	5th St to Prospect Ave	Sign for bike route and install sharrows	\$ 6,588.27	2020	128
2020-110	New Road Sidewalks	Grelle Ave Extension	8th St C to 7th St E	New collector; include sidewalks on both sides	\$ 1,976,029.75	2020	129
2020-056	Bike Detection	Nez Perce Dr / Nez Perce Gr / Thain Rd	Intersection	Install and/or update bicycle detection	\$ 41,700.00	2020	130
2020-104	Road Widening	Snake River Ave	Southway Ave to Southway Bridge	Widen to 4 lanes	\$ 2,363,058.52	2020	131
2020-070	Bike Route	10th St	18th Ave to Gateway Dr	Sign for bike route and install sharrows	\$ 1,914.48	2020	132
2020-097	Roundabout Signing	18th St / Main St	Intersection	Make a roundabout and gateway	\$ 4,225,609.43	2020	133
2020-117	Turn Lane(s)	6th St / Southport Ave	Intersection	Construct turn lanes onto 6th St	\$ 559,283.45	2020	134
2020-132	Reconstruct Roadway	9th Ave	11th St to 13th St	Reconstruct	\$ 363,843.83	2020	135
2020-116	Stop Bar(s) Stop Sign(s) Turn Lane(s)	7th St / Burrell Ave	Intersection	Install stop bars and oversized stop signs on 7th St approaches, restripe and widen Burrell Ave to add left-turn lanes for both approaches.	\$ 565,499.31	2020	136

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City of Lewiston 2023

Transportation

Capital Improvement Plan (CIP)

Status: Adopted
Last Modified: 3/6/2023
Total Plans/Studies Cost: \$2,575,000

CIP ID	Project Type	Location	Bounds	Description	CIP \$ Est	CIP \$ Est Year	Rank
2020-PS-001	Plan	Citywide	n/a	Truck route plan to establish truck routes to help mitigate impacts, of truck traffic, identify what type of improvements are desired to assist the safe movement of freight, and to avoid conflicts with bike/ped.	\$250,000	2020	n/a
2020-PS-002	Study	Thain Rd / 21st St	US-12 to Powers Ave	Multimodal evaluation of alternatives to improve access control on corridor. Should consider protected bike lanes, intersections (including at Preston/9th St, which is LOS D), lane assignments, median control, approaches, turn-pockets and/or center-left turn lane, and restrictions at 6-way intersections such as right-out only onto Thain Rd. Should also include capacity improvements for 8th Ave-11th Ave, s/o Alder Ave, and several other segments that are nearing capacity.	\$250,000	2020	n/a
2020-PS-003	Study	Citywide	n/a	Street Lighting Study	\$250,000	2020	n/a
2020-PS-004	Study	Northport	n/a	Study to determine if roads can handle or need upgrades for extra-long and/or extra-heavy trucks that ITD may permit.	\$150,000	2020	n/a
2020-PS-005	Study	Bryden Canyon Rd	4th St to Southway Bridge	Study to identify safety improvements including law enforcement pullouts, signalization of the Snake River on/off ramps int, speeds (possible radar speed warning signs), and adding wildlife fencing and whether there would need to be any allowed wildlife crossings	\$250,000	2020	n/a
2020-PS-006	Study	Citywide	n/a	Conduct ROW study to identify: excess ROW that can be returned, and assess where ROW might be needed	\$250,000	2020	n/a
2020-PS-007	Study	11th Ave	8th St to 21st St	Study on how to widen to 3-lane cross-section with center left turn lane, add sidewalks and improve to ADA, and review planned bike improvements along corridor (short-term bike route, long-term bike lanes); consider expanding the bounds west to Snake River Ave	\$150,000	2020	n/a
2020-PS-008	Study	16th Ave	9th St to 17th St	Feasibility study of widening to 4 or 5 lanes (center left turn lane), add sidewalks and improve to ADA, and review planned improvements at the 16th Ave/14th St intersection	\$150,000	2020	n/a
2020-PS-009	Study	8th St	11th Ave to Bryden Canyon Rd	Study of whether widening to 4 or 5 lanes is feasible, add sidewalks and improve to ADA, and review planned bike improvements along the corridor (short-term bike route, long-term bike lanes), which originally suggested removal of parking and/or center turn lane to accommodate.	\$150,000	2020	n/a
2020-PS-010	Study	Citywide	n/a	Bike/ped crossing study and development of crossing policy	\$250,000	2020	n/a
2020-PS-011	Plan	Citywide	n/a	Develop access management standards for new roadway classifications	\$250,000	2020	n/a
2020-PS-012	Study	River crossings	n/a	Identify how to add improved bike/ped crossings of rivers, whether on existing bridges or separate bike/ped bridge(s)	\$150,000	2020	n/a
2020-PS-013	Study	Linden Ave / 15th St	Intersection (and to the west)	Safety improvements	\$75,000	2020	n/a



- City Limit
- Street
- Priority Projects
- Transportation CIP Point
- Transportation CIP Line
- Transportation CIP Area

