



**Lewiston Public Works Advisory Commission
SPECIAL MEETING AGENDA
December 8, 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. CONSENT AGENDA

All items on the Consent Agenda are considered routine and will be enacted by one motion. There will be no separate discussion on these issues unless a member so requests, in which case the item will be removed from the Consent Agenda and considered under Section V - Items Moved from the Consent Agenda.

A. APPROVAL OF OCTOBER 11, 2023 MEETING MINUTES: - Action Item

B. APPROVAL OF NOVEMBER 8, 2023 MEETING MINUTES: - Action Item

IV. ACTIVE AGENDA

A. RECOMMENDATIONS FOR PUBLIC WORKS POLICIES & PROCEDURES: SCHOOL ZONES: Staff requests that the Commission provides recommendations and revisions to existing policies and procedures pertaining to school zones. - Action Item

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.

V. ITEMS MOVED FROM CONSENT AGENDA

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.

The PUBLIC WORKS ADVISORY COMMISSION 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. Commission members present at the time Chair Schroeder called the meeting to order included Commissioners Wright, Rehder, Bourassa, and Philippi.

Public Works Advisory Commission meetings are recorded live. To view the full video, go to https://www.youtube.com/live/iOClaMcWY-w?si=IFdRQdlwq84QHs_K

I. CALL TO ORDER

COMMISSIONERS PRESENT: Laura Wright, Brent Bourassa, Ryan Rehder, and Kayleigh Philippi

COMMISSIONERS ABSENT: Vice-Chair Kevin Kelly

CITY COUNCIL LIAISON PRESENT: Councilor Kassee Forsmann; Councilor and Chair Kathy Schroeder

STAFF MEMBERS PRESENT: Dustin Johnson, Public Works Director; Luke Antonich, City Engineer; Jason Thompson, Street Maintenance Manager; Haley Kelley, Public Works Specialist; Aaron Butler, IT

II. CITIZEN COMMENTS

None.

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 issues 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".

Public Works Specialist Kelley arrived late to the meeting and was not present to advise the commission that Items III.A. and III.B. should be moved under Section V. of the agenda for discussion.

- A. APPROVAL OF AUGUST 9, 2023 MEETING MINUTES:** - Action Item
Commissioner Wright believed a quorum had been reached at the August meeting. Director Johnson said that he believes a quorum is determined by how many members are in attendance and not the total number of seats but was. Ms. Wright requested clarification be brought to the next meeting.

Commissioners Wright and Bourassa moved and seconded, respectively, to approve the August 9, 2023 Meeting Minutes. The motion carried 4-0.

- B. APPROVAL OF SEPTEMBER 13, 2023 MEETING MINUTES:** - Action Item
Commissioner Wright proposed an amendment to Item IV.A. of the September 13, 2023 Meeting Minutes, expressing that the minutes did not reflect the Commission's recommendation to pursue a five-year renewal instead of the two-year renewal initially proposed by Director Johnson.

Public Works Specialist Kelley clarified that the term renewal in the contracts is for five years. Director Johnson agreed and admitted he did not remember the minutiae of the contract when proposing the two-year renewal term but that Vice-Chair Kelly identified the two five-year renewal terms; Ms. Wright said that Mr. Johnson had presented that he would still be interested in negotiating a two-year renewal but the Commission had advised a five-year renewal. Mr. Johnson responded that the City had met with Clearwater Composting the day prior to discuss a five-year renewal.

Chair Schroeder asked if a motion to approve Item III.B. had been made and Ms. Wright answered that a motion to approve had not been made as she had proposed amending the minutes but would be withdrawing that proposal if the other members did not support it; the proposed amendment was withdrawn.

Commissioners Wright and Chair Schroeder moved and seconded, respectively, to approve the September 13, 2023 Meeting Minutes. The motion carried 4-0.

IV. ACTIVE AGENDA

A. 2020 LEWISTON TRANSPORTATION PLAN (CONT'D)

Luke Antonich, City Engineer, provided a recap of the 2020 Lewiston Transportation Plan ("Plan") presented by Project Engineer - Transportation and Water, Alannah Bailey, up until Chapter Four (page 22) at the September meeting before continuing to walkthrough the Plan.

Referring to the *Life-Cycle Cost Analysis* diagram, Commissioner Bourassa asked if inflation is incorporated. Mr. Antonich said no and clarified that the diagram is a visual aid illustrating the City's decision to implement a pavement preservation program.

Commissioner Wright asked how often pavement is assessed. Mr. Antonich replied that to date, one-third of the transportation system was assessed every year (i.e. each section was assessed every three years) but in the last year, the City utilized technology mounted on a vehicle to traverse the entire transportation system; this data is pending analysis and implementation. Ms. Wright asked how often the City would conduct this assessment. Mr. Antonich answered that the quality of the data would determine future use of this method. Director Johnson shared that the impetus for this new process was the frequent hurdle the City faces finding local, available contractors. Ms. Wright reiterated support of robotics for PCI data collection.

Mr. Johnson shared that in the City's Strategic Plan, his predecessor set a PCI of 80. He pointed out that if a PCI exceeds 80, it likely indicates too much money is being spent on preservation and that pending analysis, the rough results show a PCI of 77. Mr. Bourassa asked if the data collection occurred prior to the summer construction. Mr. Johnson believed the data collection occurred in April or May; Jason Thompson, Street Maintenance Manager, confirmed.

Councilor Forsman requested clarification on the presence of aggregate base on 21st Street. Mr. Johnson confirmed that there is no subbase on 21st Street and that asphalt had been laid over native material. Mr. Thompson explained that this practice isn't uncommon for roads of this age as convenience, cost, and the absence

of design standards guided decisions; Mr. Johnson reaffirmed and emphasized Mr. Thompson's points on a citywide scale.

Mr. Antonich shared that a specific Access Management Plan was being pursued with the Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) for Thain Road. He also shared that the Idaho Transportation Department's (ITD) Memorial Bridge project would include additional pedestrian and bicycle access. Ms. Wright inquired about the project timeline; Mr. Johnson and Mr. Antonich answered that the projected completion date was 2025.

Councilor Forsmann asked how a citizen would find the Plan on the City website. Mr. Antonich replied that staff are working to fix a broken redirect link but in the meantime, visitors to the City website can select "Government", then "Public Works", and lastly "Master Plans".

Commissioner Rehder asked if there was a timeline or prioritization plan for recommended studies. Mr. Antonich answered that studies are pursued as funding is made available. Mr. Rehder asked whether these were mostly funded through grants or Transportation funds. Mr. Antonich answered that it is a combination of the two but that grants typically require a local match.

Ms. Wright asked if the City had a street safety program. Mr. Johnson replied that the LCVMPO has one in development there is not a City-specific program. Ms. Wright recommended researching educational materials from the National Highway Traffic Safety Association (NHTSA).

Mr. Antonich reiterated that funding is an obstacle and that in recent years, City Council has set aside funds for arterial projects. Mr. Johnson added that at the time of the Plan's adoption, City Council's practice of dedicating funds to arterial projects was not in place. Ms. Forsmann requested clarification on the impact on the Transportation Fund now that the Stormwater Drainage System Utility had been established. Mr. Johnson clarified that user fees for the utility will be dedicated to the Stormwater Fund while the street surface transportation monies previously used for the operation and maintenance of the City's stormwater drainage system will no longer go towards that expense. Mr. Johnson confirmed that the City employed a grant writer but explained that their ability to assist with transportation grants can be limited due to the technical nature of applications.

Mr. Rehder asked if the City's current position is deciding between preservation or saving for reconstruction and if the CIP addressed both methods. Mr. Antonich replied that the City's priority is pavement preservation and maintenance followed by Capital Improvement projects.

Chair Schroeder expressed concern over educating the newly-elected City Council members on the Plan's importance as a guiding document. Mr. Johnson agreed and emphasized education on the reality that reducing budgets impacts the level of service the City is able to provide.

Mr. Rehder asked if the Commission could support and promote the pavement maintenance and preservation program and Ms. Schroeder asked if there were any

reports that could be used for outreach on the program. Mr. Johnson answered that the Pavement Condition Index (PCI) report could be brought to the commission for feedback in order to assist staff in refining messaging and decision making which Ms. Wright supported.

B. 2024 TRANSPORTATION CAPITAL IMPROVEMENT PLAN (CIP) UPDATE

Luke Antonich, City Engineer, provided an overview of the currently adopted 2023 Transportation Capital Improvement Plan (CIP) and explained that adjustments could be made to project ranking upon City Council direction.

Chair Shroeder said that City Council's direction to change ranking for one project does not mean that other projects cannot be pursued, funded, and completed. Director Johnson agreed and offered the Child Pedestrian Safety (CPS) grant as an example of how grant criteria, and not project ranking, frequently determines which projects proceed based on awarded funding. Councilor Forsmann observed the public's confusion when low ranked projects are constructed due to a lack of understanding on how the funding component works but pointed out the lack of public attendance at public education and outreach events. Mr. Antonich also offered that despite City Council's direction to move the Main Street project to first place, 21st Street and Bryden Avenue projects are proceeding.

Commissioner Bourassa inquired after the current level of funding within the City budget which Mr. Antonich pointed to lack of funding as the predominant issue facing capital projects. Mr. Bourassa hypothesized that if the City appropriated funds at the existing rate, it would take several years before an attempt could be made on a project.

Commissioner Wright provided staff with another entity's CIP as an example for staff's use in updating the CIP to be more digestible for the public.

Commissioner Rehder asked about the CIP's relationship with the budget. Mr. Johnson answered that the Capital Transportation Fund is not tied to any specific project and so changes to the CIP like with the Main Street project, does not impact the budget.

C. WINTER STORM EVENT RESPONSE PLAN/POLICY

Jason Thompson, Street Maintenance Manager, provided a brief overview of the Winter Storm Event Response Plan ("Plan") and Policy ("Policy"); the accompanying slideshow is located in Appendix A.

Commissioner Bourassa asked why 11th Street and Miller Grade are classified as priority roads. Mr. Thompson answered that they pose a safety risk and are best closed. Mr. Bourassa added that the hospital route on the plan does not appear to match the posted signage, specifically calling out 6th and 7th Streets. Mr. Thompson said that he would review and update as needed.

Commissioner Wright suggested that the plan's color palette be updated for accessibility, that the naming conventions be updated for consistency across all documents, and that the "committee" referenced in the Policy be updated to the

Commission. Councilor Forsmann suggested revising the Plan's color palette to better distinguish the first and second priority routes from each other.

Mr. Thompson explained City of Lewiston Administrative Policy 1999-02 has served as the foundation for the City's current guiding documents: the Plan, Policy, and the Winter Hazardous Road Response Procedure. Councilor Schroeder asked if staff would like to update these guiding documents. Mr. Thompson replied that the 1999-02 Administrative Policy could be updated but that the other documents are current.

Ms. Wright asked how this plan works in tandem with Nez Perce County (NPC). Mr. Thompson answered that staff services the entire roadway when performing winter storm event response on shared roadways with NPC and vice versa but it is an informal, operational understanding not outlined in policy. Ms. Wright suggested adding "in coordination with NPC" in documents. Mr. Thompson explained that NPC is listed as an entity which can assist with response but in reality, if the City is inundated with service requests then NPC is as well which is why a list of vendors is available and can be contacted for assistance.

Ms. Forsmann asked about current staffing levels for Winter Storm Response. Mr. Thompson explained that during events, staff are typically split into five (5) crew members and one (1) supervisor for 12 hour shifts but there are currently three (3) vacancies which Public Works is struggling to fill. Ms. Schroeder asked if these positions were currently funded; Mr. Thompson confirmed. Ms. Forsmann asked if a fully staffed crew is sufficient for event response. Mr. Thompson answered that operable equipment is critical component and as far as deicers, the City is at capacity without adding to its Fleet.

Mr. Bourassa reiterated that an updated map would be appreciated. Ms. Schroeder offered the Commission's assistance with updating the Administrative Policy.

V. ITEMS MOVED FROM CONSENT AGENDA

VI. UPCOMING EVENTS/MEETINGS

- A. REGULAR MEETING - NOVEMBER 8, 2023:** *Query of Commissioners to attend the next regularly scheduled meeting. Virtual attendance can be accommodated provided enough notice is given to staff.*

All commissioner members present expressed that they planned to attend.

- B. STORMWATER DRAINAGE SYSTEM UTILITY: PUBLIC OUTREACH EVENT - OCTOBER 19, 2023:** *On October 19, 2023 the City will be holding a public outreach event at the Community Center for lunchtime and evening sessions where the public can learn more about the Stormwater Drainage System Utility. More information on the event is available at www.cityoflewiston.org/dsu.*

Director Johnson briefly explained the purpose and event details to 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.*

Commissioner Wright shared that the Daughters of the American Revolution, a non-profit organization, assisted Parks & Recreation pruning roses at the Rose Garden in North Lewiston.

- 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.*

None.

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

The Commission reviewed the agenda items for the November 8, 2023 meeting and Councilor Forsmann asked if the Lewiston Police Department had been invited. Public Works Specialist Kelley confirmed extending an invite.

Commissioner Wright asked about the letter to the Washington State Department of Transportation (WSDOT) regarding the Commission's stormwater runoff concerns on the US-12 Interstate Highway Bridge, saying that staff would be drafting this document for Commission approval. Ms. Kelley said that it was on the staff's to-do list.

VIII. ADJOURNMENT - Action Item

There being no further business, Commissioner Rehder and Councilor Forsmann moved and seconded, respectively, to adjourn the meeting. Motion passed 5-0. The Public Works Advisory Commission adjourned at approximately 1:35 p.m.

RESPECTFULLY SUBMITTED,

Haley Kelley,
Recording Secretary

Chairperson or Acting Chairperson
Public Works Advisory Commission

Approved this ____ day of _____, 2023

APPENDIX A

City of Lewiston

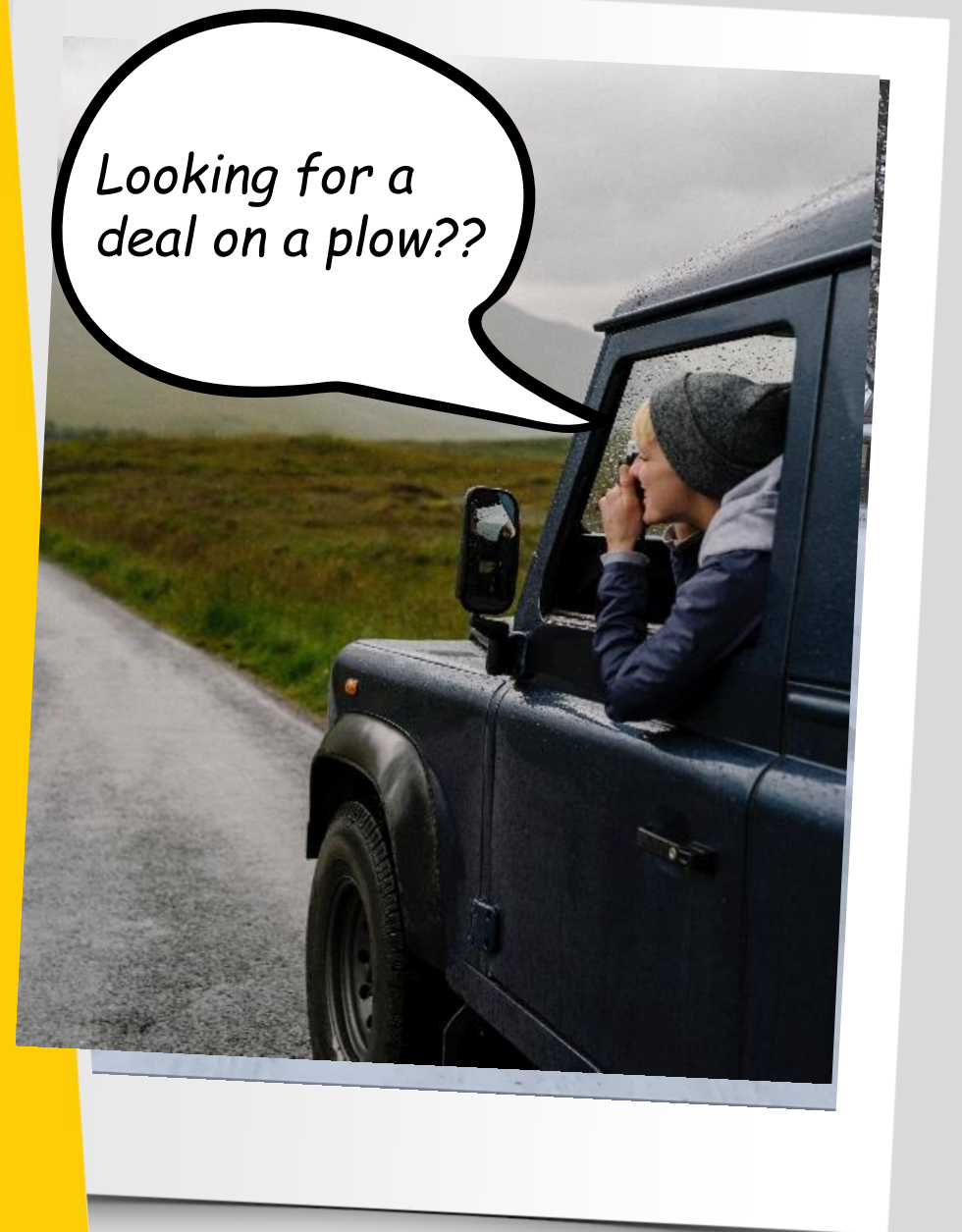
Winter Maintenance

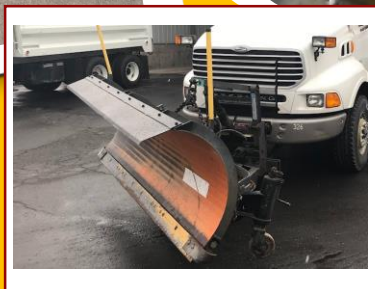
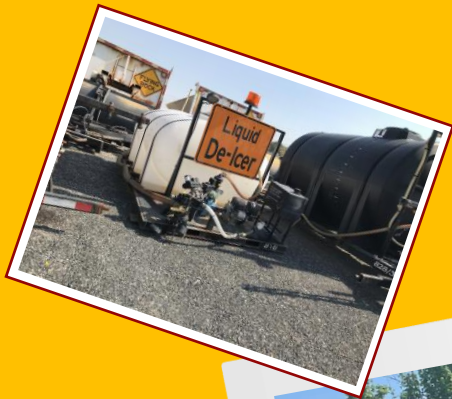


**City SNOW PLOW
ONLINE LIQUIDATION AUCTION**

Coming Soon!!!

OCT. 28TH & 29TH







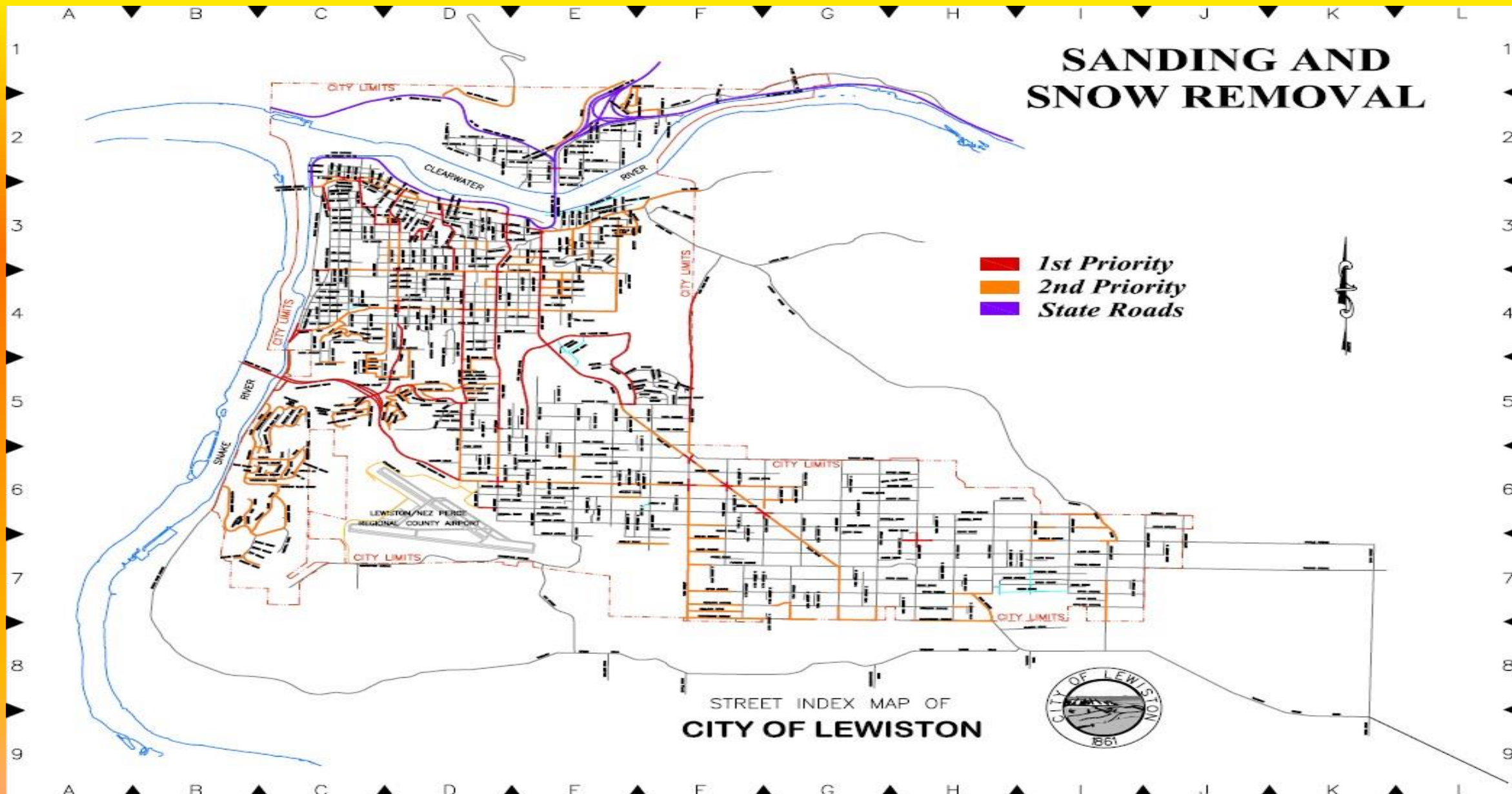
Work Horses of
Winter
Maintenance







*Route planning and
preparation start
in late summer*



Guiding Documents for Staff

ADMINISTRATIVE POLICY:	99-02
SUBJECT:	WINTER STORM EVENT RESPONSE
DATE ISSUED:	July 13, 1999
DATE EFFECTIVE:	July 13, 1999
APPROVED:	Janice B. Vassar, City Mgr

SECTION ONE: PURPOSE

It is the general policy of the City of Lewiston to maintain City-owned roads in condition as possible during winter months, depending on winter storm response resources. The City shall have a written winter snow response plan that will be in the City typically responds to storm events.

The goal of the City's winter storm response plan is to maintain, open to traffic, routes that provide reasonable access to most areas of the City during winter storm events and to make all City roads and properties accessible as quickly as possible while working within the parameters of available resources.

SECTION TWO: OBJECTIVES OF PLAN

The specific objectives of the snow plan are to:

- Establish priorities for winter storm event response on City roads and properties.
- Coordinate winter storm event response by the appropriate City departments and the public regarding winter storm events and the events.
- Establish a committee to help develop, coordinate, and evaluate City procedures.
- Review current and future updated City departmental and divisional response plans.
- Be the mechanism for integration of City departmental and divisional response plans that will provide a unified response.
- Facilitate communication and coordination between City departments and contractors.
- Establish and review City procedure for timely distribution of information to City residents.
- Each City department will have a departmental response plan that o department during a winter storm event.
- All City department and division heads shall be familiar with the City winter storm event response plans.



CITY OF LEWISTON WINTER STORM EVENT RESPONSE

Section One: Purpose

It is the general policy of the City of Lewiston to maintain City-owned roads and properties in safe condition as possible during winter months, depending on winter storm response resources. The City typically responds to winter storm events. The goal of the City's winter storm response plan is to maintain, open to traffic, a network of pre-selected key routes that provide reasonable access to most areas of the city during winter storm events and to make all City roads and properties accessible as quickly as possible while working within the parameters of available resources.

Section Two: Objectives of Plan

The specific objectives of the snow plan are to:

- Establish priorities for winter storm event response on City roads and properties.
- Coordinate winter storm event response by the appropriate City departments and the public regarding winter storm events and the condition of City roads and properties.
- Provide information to the public regarding winter storm events and the condition of City roads and properties.
- Establish a committee to help develop, coordinate, and evaluate City response to winter storm events. The committee would:
- 1. Review current and future updated City departmental and divisional winter storm event procedures.
- 2. Be the mechanism for integration of City departmental and divisional procedures into a comprehensive City procedure that will provide unified response to winter storm events.
- 3. Facilitate communication and coordination between City departments, other agencies, and contractors.
- 4. Establish and review City procedure for timely distribution of winter storm event information to city residents.
- Each City department will have a departmental response plan that outlines the role of that department during a winter storm event.
- All City department and division heads shall be familiar with the City winter storm event response plans and all departmental response plans.

Section Three: Responsibilities

City winter storm event response will normally be initiated and authorized by City of Lewiston Public Works Department and/or Police Department staff on City-owned roads or properties that they have determined to present a significant hazard to the public.

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Street Maintenance Division

WINTER HAZARDOUS ROAD CONDITION RESPONSE PROCEDURE

FY2014 Revision

Equipment

During October of each year the Street Maintenance Manager will initiate preparation of snow removal equipment by meeting with Fleet Maintenance Division staff to determine an order of priority and schedule for assembly. Fleet Maintenance is responsible for making sure the equipment is assembled and inspected to ensure its mechanical readiness for snow removal season. At the time each piece of equipment is determined completed and ready to be put into service, Fleet Maintenance will notify the Street Maintenance Manager. The Manager will notify the Street Maintenance Foreman of the equipment's readiness.

Once mechanical readiness of the equipment is completed by the Fleet Maintenance Division it shall be the responsibility of the Street Maintenance Division to:

1. Calibrate and test material application equipment
2. Adjust or replace rubber bits on snow plowing equipment
3. Fit equipment with traction chains

The Street Maintenance Foreman will be responsible for making sure these activities are completed prior to November 1st of each year unless an alternate schedule for mechanical readiness has been agreed upon between the Street Maintenance Manager and Fleet Maintenance. Snow removal material application equipment must be calibrated and tested to make sure the equipment is capable of material delivery at prescribed application rates for a given situation. The Foreman must calibrate and test the equipment him or herself or direct trained staff to do so and verify testing of the equipment.

Once snow removal equipment has been put into service it is imperative that the equipment remain in a high state of readiness throughout the winter. The Street Maintenance Foreman must continually monitor winter weather forecasts from a variety of sources to determine if a winter storm event is imminent. If it is determined that a snow event is likely in the LC Valley the Street Maintenance Foreman shall be responsible for directing division personnel to inspect snow removal equipment to ensure its readiness for the upcoming event. The following is a list of checks that shall be performed during snow removal readiness inspections:

1. Fluid levels full (fuel, motor oil, hydraulic, coolant, power steering, brake, transmission, gear boxes)
2. Engine belts and equipment chain drives
3. Tire and chain condition (repair chains if needed)
4. Test start all main and auxiliary engines
5. Plow operation (up, down, articulation), rubber bits (change or adjust if needed), plow shoes (change or adjust if needed), engage pumps and drives
6. Abrasive (head, marker, tail, internal cab, strobes)
7. Lighting operation
8. Brake operation
9. Mud flaps
10. Deicer storage facility (power source connected and pump is working)

The PUBLIC WORKS ADVISORY COMMISSION 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. Commission members present at the time Chair Schroeder called the meeting to order included Vice-Chair Kelly and Commissioners Wright, Rehder, and Bourassa.

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I. CALL TO ORDER

COMMISSIONERS PRESENT: Vice-Chair Kevin Kelly, Laura Wright, Brent Bourassa, and Ryan Rehder

COMMISSIONERS ABSENT: Kayleigh Philippi

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

STAFF MEMBERS PRESENT: Dustin Johnson, Public Works Director; Luke Antonich, City Engineer; Haley Kelley, Public Works Specialist; Aaron Butler, IT; Sergeant Brandon Hopple, Lewiston Police Department

II. CITIZEN COMMENTS

None.

III. ACTIVE AGENDA

A. SPEED LIMITS/TRAFFIC ENGINEERING

Luke Antonich, City Engineer, provided a brief overview of the memo contents; the accompanying map of speed limits and stop signs is included in Appendix A.

Commissioner Bourassa asked how often speed limits are reviewed once established. Mr. Antonich explained that citizen complaints typically trigger speed studies and that speed limits are set to the desired speed of the 80th percentile of drivers but other factors to consider are proximity of schools, residential neighborhoods, etc. He identified the citywide speed limit is 25 mph unless otherwise posted.

Vice-Chair Kelly asked after other triggers for speed studies triggers and specifically referred to the speed limit along Snake River Avenue. Mr. Antonich replied that the City Council has the ultimate authority over speed limit changes and that City Code specifically lists roads which deviate from the 25 mph limit. Regarding Snake River Avenue, Mr. Antonich explained that a change could be approved by ordinance and while the Engineering Division and LPD would provide a speed study and enforcement, respectively, it would not guarantee compliance from motorists; straight roadways with high visibility entice motorists to drive faster.

Chair Schroeder pointed out that motorists fail to comply with the 25 mph speed limit on the US-12 Interstate Highway Bridge. Director Johnson agreed and said that Lewiston has several roads that share Snake River Avenue’s issue. Ms. Schroeder asked if speeding would reduce with an increase of pedestrian facilities.

Mr. Johnson replied that Main Street is a good example of traffic calming measures: bulb-outs, trees, crosswalks, and parking on both sides of the street.

Sergeant Hopple had previously approached the Engineering Division with a request for speed limit signs along Snake River Avenue, 11th Avenue, and 19th Avenue between 17th Street and 21st Street but had not received a response. Sergeant Hopple shared that citations have been dismissed if it cannot be proven that a motorist traveled through an area with signage stating that the speed limit is 25 mph unless otherwise posted.

Commissioner Wright shared that she requested a speed limit sign map prior to the meeting and that she is concerned over how speed limit signs are being maintained; her November 6, 2023 email requested a map of speed limit signs, the maintenance schedule for sign replacement, and a map of traffic calming devices. Mr. Antonich replied that he approached the Traffic Maintenance Foreman regarding her email and learned that Traffic Services began replacing engineering grade signs 15 years ago with the goal of transitioning to High Intensity Prismatic (HIP) signs citywide. He relayed that the Traffic Maintenance Foreman believes this goal has been accomplished and that all signs have been entered into Cartegraph (the asset management software utilized by Public Works) for routine maintenance. Mr. Antonich added that Traffic Services staff regularly conduct night-time drives of the transportation system to see if signs are marred or tagged with paint not visible in the daytime. Ms. Wright asked how long that effort takes to complete; Mr. Antonich did not have that information.

Councilor Forsmann inquired about current Traffic Services staffing; Public Works Specialist Kelley said that there were three (3) staff members.

Commissioner Bourassa asked if traffic lights are on the same maintenance schedule. Mr. Antonich did not have that information.

Councilor Forsmann shared that the impetus for this topic was due to citizens expressing frustration over certain areas of speed limit transitions and insufficient signage. She approached Chief Kuzik about the issue and he agreed with the signage concern. Ms. Forsmann provided Juniper Drive to Nez Perce Drive as an example. Sergeant Hopple interjected that Juniper Drive and Nez Perce Drive are sufficiently signed but other areas need improvement.

Mr. Kelly called back to Ms. Wright's comments and posited that the maintenance schedule request is less to do with the replacement of signs and more to do with the installation of new signs and whether funding exists. Mr. Antonich explained that signage for new subdivisions is expensed to the developer but new sign installation requests are evaluated by Development Engineering staff before a traffic order is submitted to him for review and approval. He said that the current standard is to install speed limit signs at transition points due to the 25mph signs posted at the city limits. Regarding Sergeant Hopple's request about 11th Avenue, he said that the installation of new signs would be a good idea.

Ms. Wright asked if Public Works could reassess or deviate from the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) to implement

a new City standard. Mr. Antonich deferred to Mr. Johnson on policy but posited that new signage installation could be considered depending on budget. Ms. Wright reiterated her request for the maintenance schedule and opined on the importance of safety and assisting the LPD with their efforts.

Mr. Johnson shared that Public Works had received a request to audit the non-essential signs along Main Street e.g. "Do Not Block", etc. as it had the effect of desensitizing motorists to signage of actual import and resulted in inattentive driving. Mr. Johnson said that what staff rely on is travel speeds, accident data, and notices from LPD or citizens; he assured that a traffic order would be initiated for Sergeant Hopple's requests.

Mr. Johnson said that unless data indicates speeds and collisions are a concern, new sign installations are not considered a priority. He also expressed comfort with current practices and the ability to obtain feedback from citizens and City staff. Mr. Johnson pointed out that signs, poles, and hardware are not expensed out of the Capital Budget but out of the Transportation Fund's operations and maintenance budget.

Mr. Bourassa asked if the City is able to obtain accident data in real-time. Mr. Johnson answered that accident data is not available in real-time but they are uploaded to a central database each year based on what is reported and logged by the LPD which Public Works is able to query. He said staff also utilize a separate database for speed studies where historical data can be reviewed for trends. Mr. Bourassa asked if staff proactively looks for accident data or if staff relies on complaints. Mr. Johnson replied that staff pursue grants on an annual basis which reply on accident data in order to qualify.

Mr. Kelly asked if there was a process available for LPD to submit requests and concerns. Mr. Johnson replied that a process could be formalized but that he is in frequent contact with the LPD's School Resource Officers and Chief Kuzik. Mr. Antonich said that a Citizen's Traffic Control Device Request Form is available on the City website which is entered into Cartegraph and routed for review. Mr. Rehder requested clarification on the intake process for these complaints. Ms. Forsmann believes that LPD staff are unaware that there is a form and how best to assist callers in submitting a complaint. Sergeant Hopple interjected that the LPD has an online form for enforcement requests. Ms. Forsmann requested clarification on the forms between LPD and Public Works; Mr. Johnson clarified that enforcement requests are separate from the forms submitted to Public Works about speed limits, signs, etc. that are logged into Cartegraph. Ms. Kelley explained that in addition to the City website form, staff will complete the form on someone's behalf regardless of whether they are submitted in-person, by phone, email, etc.

Sergeant Hopple suggested a new speed study along 11th Avenue and a separate discussion entirely for Thain Road and Burrell Avenue. Ms. Schroeder asked if school zone signage should be installed to which Ms. Wright asked if school zones should be a part of this discussion or tabled for a future meeting.

Ms. Wright suggested an internal committee for Public Works and LPD to increase coordination on these requests and asked if staff would be updating policy, maps,

etc. as a result of this discussion and feedback from School Resource Officers.

Mr. Kelly said that the City Council needs to increase the budget for signage.

Ms. Schroeder requested that staff gather data on roadways in need of updates to speed limits and signage. Mr. Johnson said that for some residential streets which are narrow and are unable to permit two cars, a discussion may be warranted on ways to deviate from the MUTCD.

Sergeant Hopple shared that traffic data shows that speed is not usually a factor in normal accidents but that driving too close, inattention, and failure to yield are factors. He also explained that within small residential neighborhoods, speeding issues are typically not a systemic issue and thus unlikely to be resolved from a speed limit change. Ms. Forsmann asked if there was an avenue available for citizens to request calming measures in neighborhoods; Mr. Johnson directed attention to Item III.B. of the agenda.

B. DRAFT POLICY AND PROCEDURES FOR NEIGHBORHOOD TRAFFIC CALMING REQUESTS

Vice-Chair Kelly and Councilor Forsmann moved and seconded, respectively, to table Item III.B. until the next meeting. The motion carried 6-0.

IV. UPCOMING EVENTS/MEETINGS

- A. REGULAR MEETING – December 13, 2023:** *Query of Commissioners to attend the next regularly scheduled meeting. Virtual attendance can be accommodated provided enough notice is given to staff.*

All commissioner members present expressed that they planned to attend.

- B. STORMWATER DRAINAGE SYSTEM UTILITY: PUBLIC OUTREACH EVENT – LATE NOVEMBER:** *In late November, the City will be holding a public outreach event in the Lewiston Orchards for lunchtime and evening sessions where the public can learn more about the Stormwater Drainage System Utility. More information on the event is available at www.cityoflewiston.org/dsu.*

Public Works Specialist Kelley explained that this agenda had been published before the date and times had been finalized for the event. She informed the Commission that the event was on November 28th from 12pm to 1pm and 5:30pm to 6:30pm at the Orchards Community Church at 822 Bryden Avenue.

Commissioner Forsmann asked about turnout at the October 19th event to which Director Johnson replied that a majority of attendees and comments were from citizens experiencing ongoing drainage or flooding issues that expressed a desire to see these drainage issues fixed.

V. UNFINISHED & NEW BUSINESS

Per Section IV.C of the Public Works Advisory Commission Bylaws, a consensus of the Commission may request a special meeting and, if the time and place has not been determined at a regular meeting with all 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.

A consensus of the Commission members present requested a Special Meeting to further discuss transportation topics with the meeting to be scheduled as soon as member availability allowed.

- 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.*

Vice-Chair Kelly expressed his appreciation for the fall foliage along Main Street.

- 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.*

Public Works Specialist Kelley requested that if the Commission would like specific data or information brought to meetings, to please submit that request at least one week prior to the meeting so that staff can prepare.

Director Johnson gave the Commission a standing invitation to tour the Wastewater Treatment Plant with a promise that a Water Treatment Plant tour would be forthcoming.

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

Councilor Forsmann requested that Thain Road and Burrell Avenue and School Zones be added future items. Commissioner Rehder requested the consideration of special meetings for topics that could benefit from further discussion.

VI. **ADJOURNMENT** - Action Item

There being no further business, Vice-Chair Kelly and Councilor Forsmann moved and seconded, respectively, to adjourn the meeting. The motion carried 5-0 and the Public Works Advisory Commission adjourned at approximately 1:16 p.m.

RESPECTFULLY SUBMITTED,

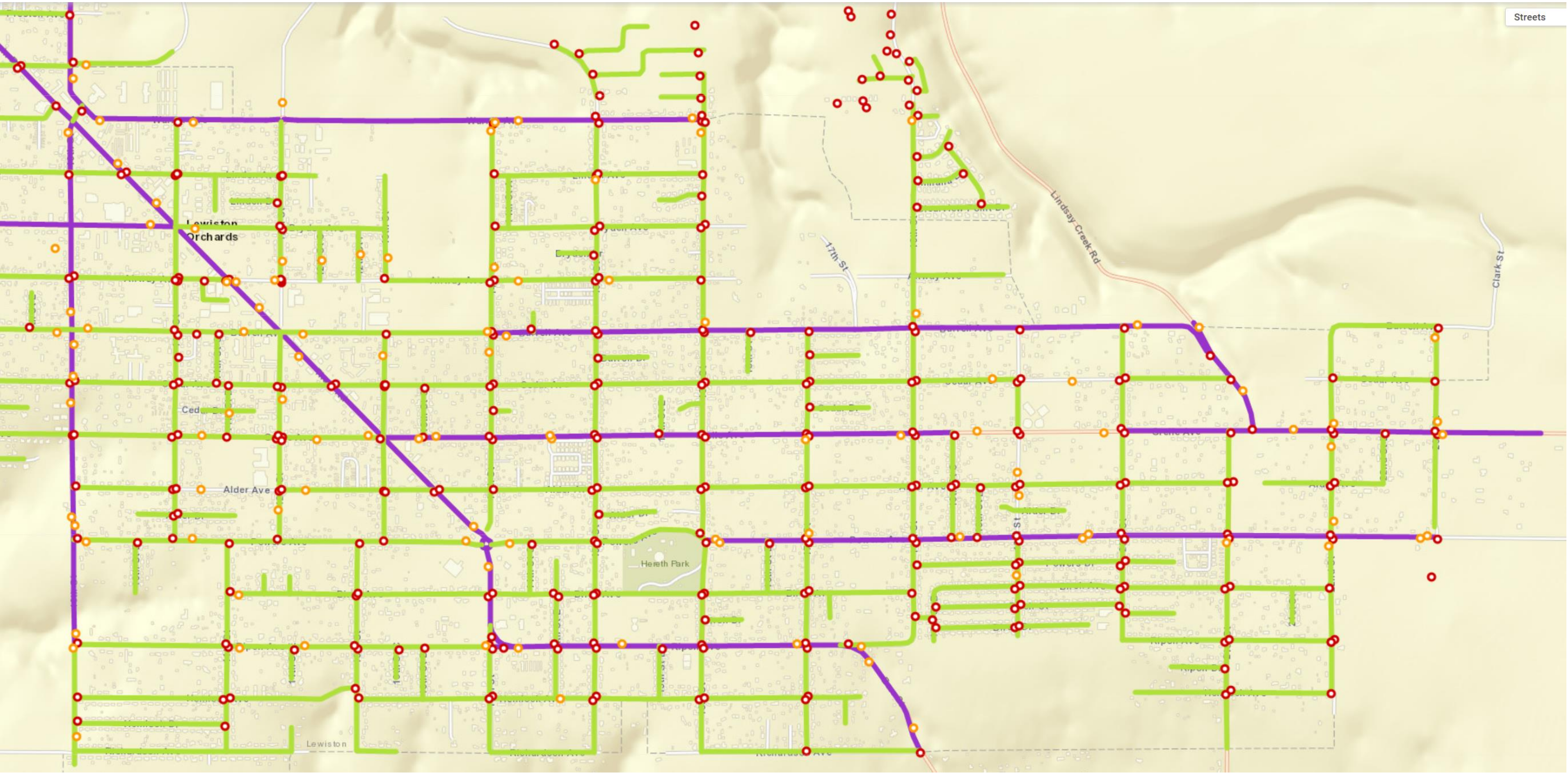
Haley Kelley,
Recording Secretary

Chairperson or Acting Chairperson
Public Works Advisory Commission

Approved this ____ day of _____, 2023

APPENDIX A

Speed Limit (& Stop signs) Map for Orchards Area – East of 10th Street NORTH ↖

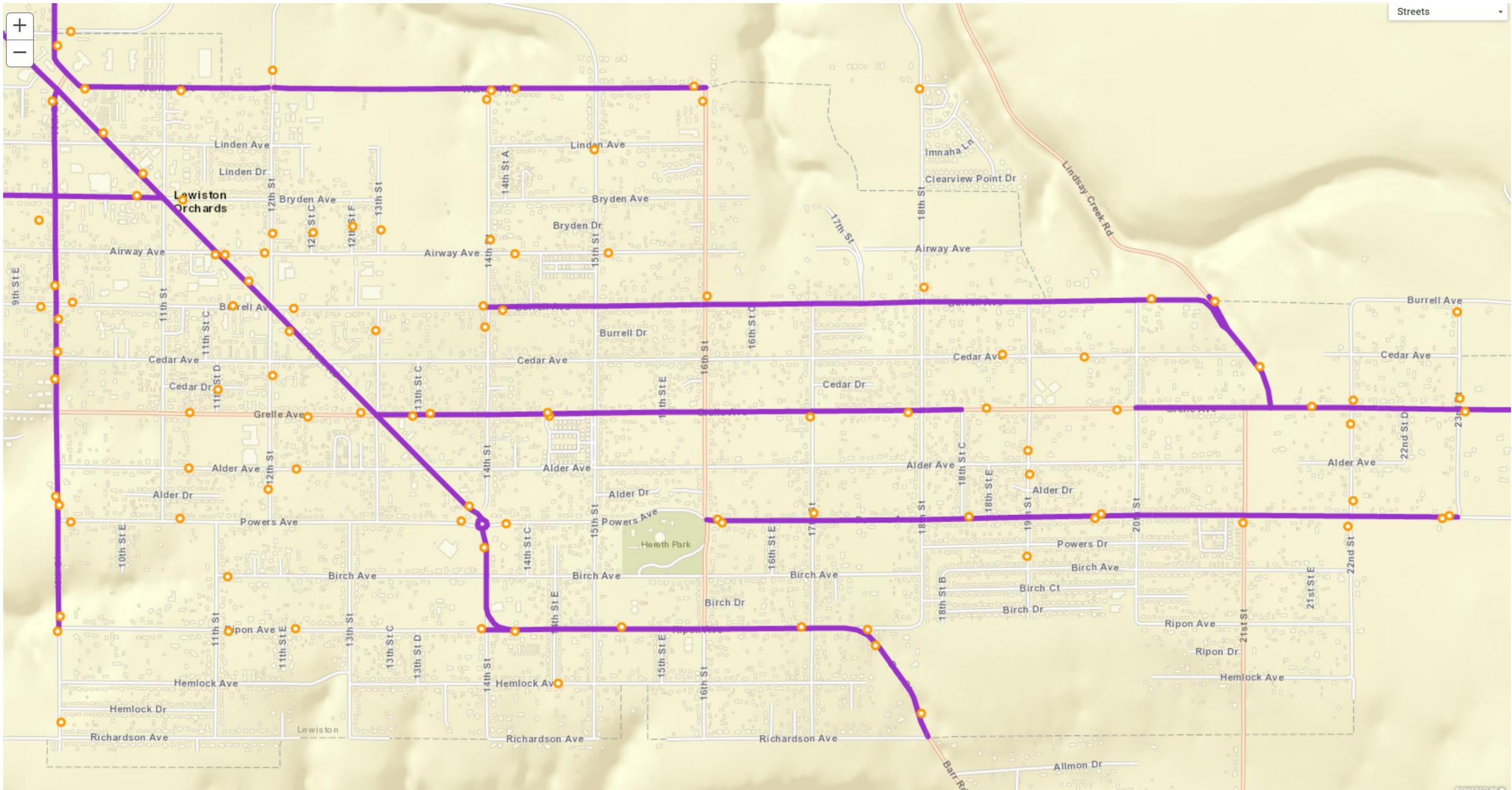


☒ All Signs - Speed Limit	377	
☐ Development Projects	-	
☒ All Signs - STOP signs	1321	
☐ All Pavement	-	
☒ Roadway Segment - 25MPH	1955	
☒ Roadway Segment - 45MPH	16	
☒ Roadway Segment - 35MPH	285	

LEGEND: Speed Limit Map for Orchards Area – East of 10th Street

Showing Only **35 mph** – purple - roadway segments & location – orange donuts - of speed Limit signs

North ↖





PUBLIC WORKS ADVISORY COMMISSION MEETING AGENDA ITEM HISTORY/COMMENTARY

ITEM TITLE Recommendations for Public Works Policies & Procedures: School Zones	AGENDA NO. IV.A. AGENDA DATE: December 8, 2023
ITEM HISTORY (PREVIOUS COUNCIL REVIEWS, ACTION RELATED TO THIS ITEM, OTHER PERTINENT HISTORY) Each department in the City creates, maintains, and follows its own internal policies and procedures in congruence with the City-wide Administrative Policies distributed by Human Resources. While department-specific policies and procedures predominantly remain internal resources, they may prove to be beneficial resources to the public and can be presented to the City Council for adoption. The following definitions are taken from the Public Works Department Procedure <i>Establishment, Updating and Use of PW Policies & Procedures (2015)</i>: <u>Public Works Policies</u>: Typically a short, concise statement providing a guiding principal or direction about how the department conducts services/activities and helps with decision making. <u>Public Works Procedures</u>: Outlines the way the department processes items or handles issues. They are action steps to accomplish an activity and can be short bullet list, instructional paragraph(s), or a combination. Any updates to policies or procedures are published on the City of Lewiston IntraNET which is a staff-only network and serves as the new, universally accessible repository for City-wide and department-specific policies and procedures.	
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. There are three (3) policies/procedures pertaining to school zones which were established or last revised a decade ago: Policy 2010-01: Size of School Signs Policy 2012-3: Posted School Zone Speed Limit Defined & Placement of School Flashers Policy 2011-11: Traffic Maintenance Policy & Procedures Manual (under review in relation to the draft policies/procedures for <i>Neighborhood Traffic Calming Requests</i> and <i>Street Name Change Requests</i>) The following references are included to assist the Commission's review and/or revision of the aforementioned guiding documents:	

- Example Cost Estimate - New Sign
- Example Cost Estimate - Replacement

BUDGET IMPACT

ACTION PROPOSED

Staff requests that the Commission provides recommendations and revisions to existing policies and procedures for staff's use in consolidating and updating these resources. If the Commission determines that a policy or procedure should be presented to City Council for adoption, staff will bring the revised draft to the Commission as an Action Item before it is brought to City Council.



PUBLIC WORKS POLICY

Public Works Policy No.: 2010-01

Subject: Size of School Signs

Date Effective: February 26, 2010

Approved: Chris Davies
Chris Davies, PE, Public Works Director

The 2009 Edition of the MUTCD Section 7B:01 Size of School Signs provides direction and a table (7B-1) for determining what School Area Sign and Plaque Sizes shall be used. It states:

“The sizes in the conventional road column shall be used unless engineering judgment determines that a minimum or oversized sign size would be more appropriate. The sizes in the minimum column shall be used only where traffic volumes are low and speeds are 30 mph or lower, as determined by engineering judgment.”

The manual is silent as to what is considered low volume on a conventional road. The Civil Engineering Reference Manual classifies vehicle volume for urban collector streets to be between 2,000 and 12,000 ADT. The City of Lewiston shall use an ADT of less than 4,000 as the definition of a low volume road for the purpose of establishing school zone sign sizes. If or when newly adopted MUTCD manuals define low volume or redefine the criteria for school sign sizing, this policy shall become null and void. Also school shall be defined as elementary through high school.

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PUBLIC WORKS POLICY

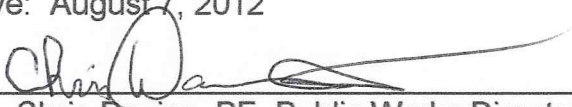


Policy No.: 2012-3

Subject: Posted School Zone Speed Limit Defined & Placement of School Flashers

Authored by: Iris Heidorn, Engineering Technician

Date Effective: August 7, 2012

Approved: 
Chris Davies, PE, Public Works Director

This policy defines the posted school zone speed limit as provided for in City Code Chapter 35 Traffic, which states that no person shall operate any vehicle at a speed in excess of twenty (20) miles per hour within designated school zones. Also included in this policy are guidelines for placement of school flashers.

In addition, guidelines and requirements are stated that include, but are not limited to:

- Current Manual of Uniform Traffic Control Devices [MUTCD]
- Idaho Statutes 49-658 'School Zone Speed Limit'

Definitions as used in this Policy:

School is an accredited public, parochial, or private learning institution for one or more grades kindergarten to 12.

Designated School Zone is a roadway segment approaching, adjacent to and beyond school buildings or grounds frequently used by and adjacent to elementary schools [grades kindergarten to sixth grade]. Warning and regulatory signs may be placed within this 'designated school zone' as established by official action by the local statute that owns and maintains the roadway containing the segments; and appropriately signed in conformance with the current state adopted MUTCD and guidance issued by the Idaho Transportation Department or State Highway Administration. Except in unusual circumstances and as justified by the Public Works Director or their designee, a school zone adjacent to a school should not exceed 300 feet approaching or beyond the school. School zone designations will not be used on practice or performance fields, such as soccer, football or baseball fields.

School building or grounds means school property that school children routinely enter directly from the subject road segment.

Guidelines for placement of School Zone Speed Limit Signage:

School Zone Speed Limit signs are located:

1. Within designated school zones [attached aerial maps show school zone boundaries].
2. The decision to expand the designated school zone at a particular location is based on an engineering study or the application of engineering judgment.
3. A traffic order is written and signed prior to any changes or new placement of school zone speed limit signage.

Guidelines for placement of School Flashers:

School flashers are located:

1. Within designated school zones.
2. Outside designed school zones, if the posted speed is 35 MPH and there are 10 or more students [within a one-hour period] crossing at this location. Other factors that are considered is the age level of the students, availability of adequate sidewalk, the frequency of gaps in the traffic streams and existing traffic control in the area.
3. There are currently three locations outside a designated school zone: on 21st Street near 9th Avenue, on 5th Street and Warner Avenue and on Powers Avenue and 19th Street.
4. The decision to use a school flasher at a particular location is based on an engineering study or the application of engineering judgment.
5. A traffic order is written and signed prior to any changes to existing school flashers or placement of new school flashers.

Questions regarding this Public Works Policy should be directed to the Public Works Department at 208-746-1316.

Attachments: Aerial Photos of School Zone Boundaries (14 pages)

M:\ADMINISTRATIVE\PW Policies & Procedures\Pol 2012-3 School Zone Guidelines Defined.doc

Public Schools

Elementary Schools:

Camelot	1903 Grelle Ave
Centennial	815 Burrell Ave
McGhee	636 Warner Ave
McSorley	2020 15 th Street
Orchards	3429 12 th Street
Webster	1409 8 th Street
Whitman	1840 9 th Ave

Jenifer Junior High

Sacajawea Junior High

Lewiston High School

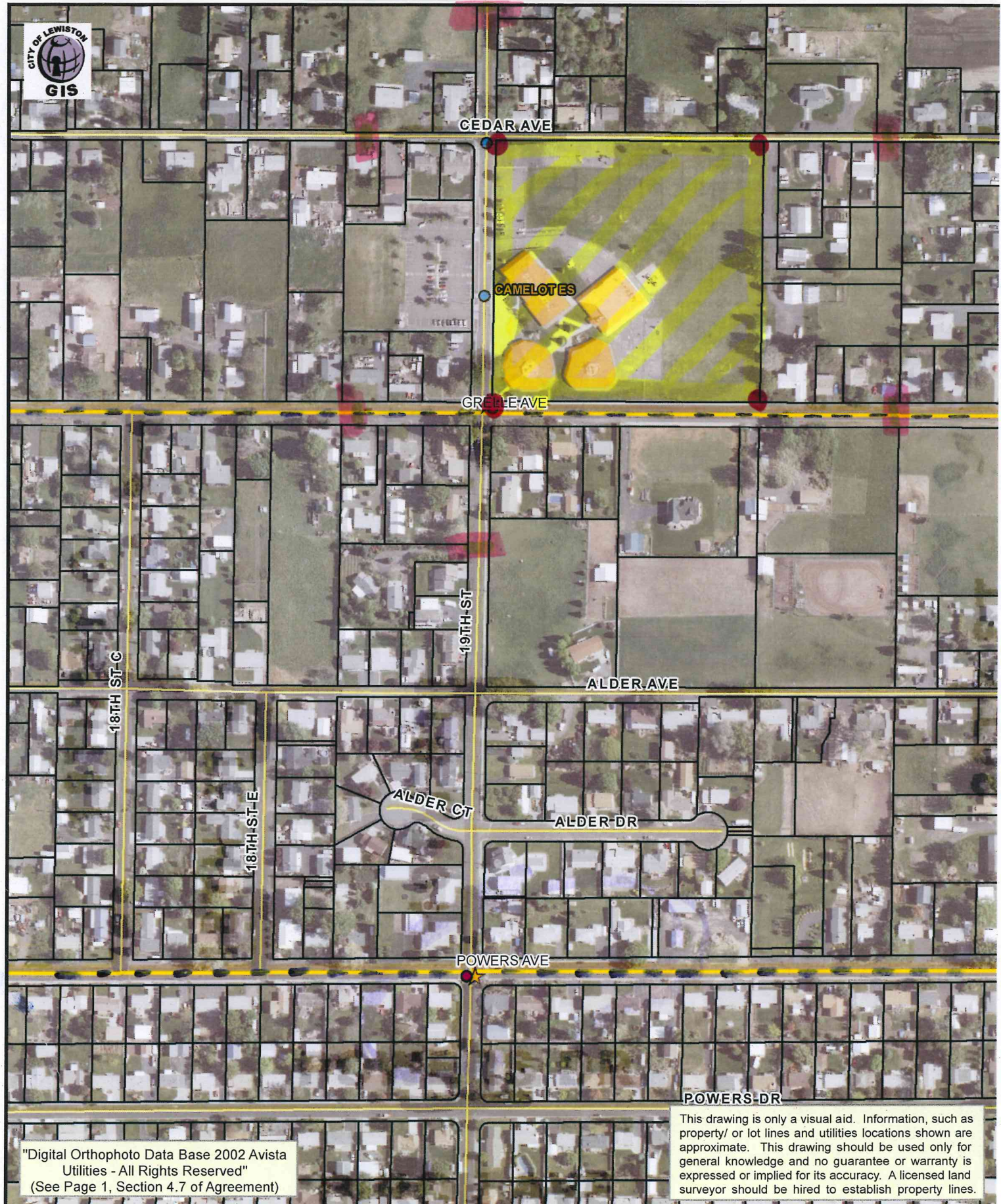
Private Schools:

All-Saints Catholic School	5 th Ave
Beacon School	Stewart Ave
Cornerstone Christian School	8 th Street

1 inch = 300 feet



CITY OF LEWISTON PUBLIC WORKS DEPARTMENT



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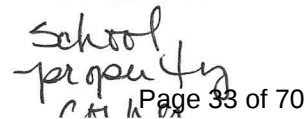
CAMELOT ES

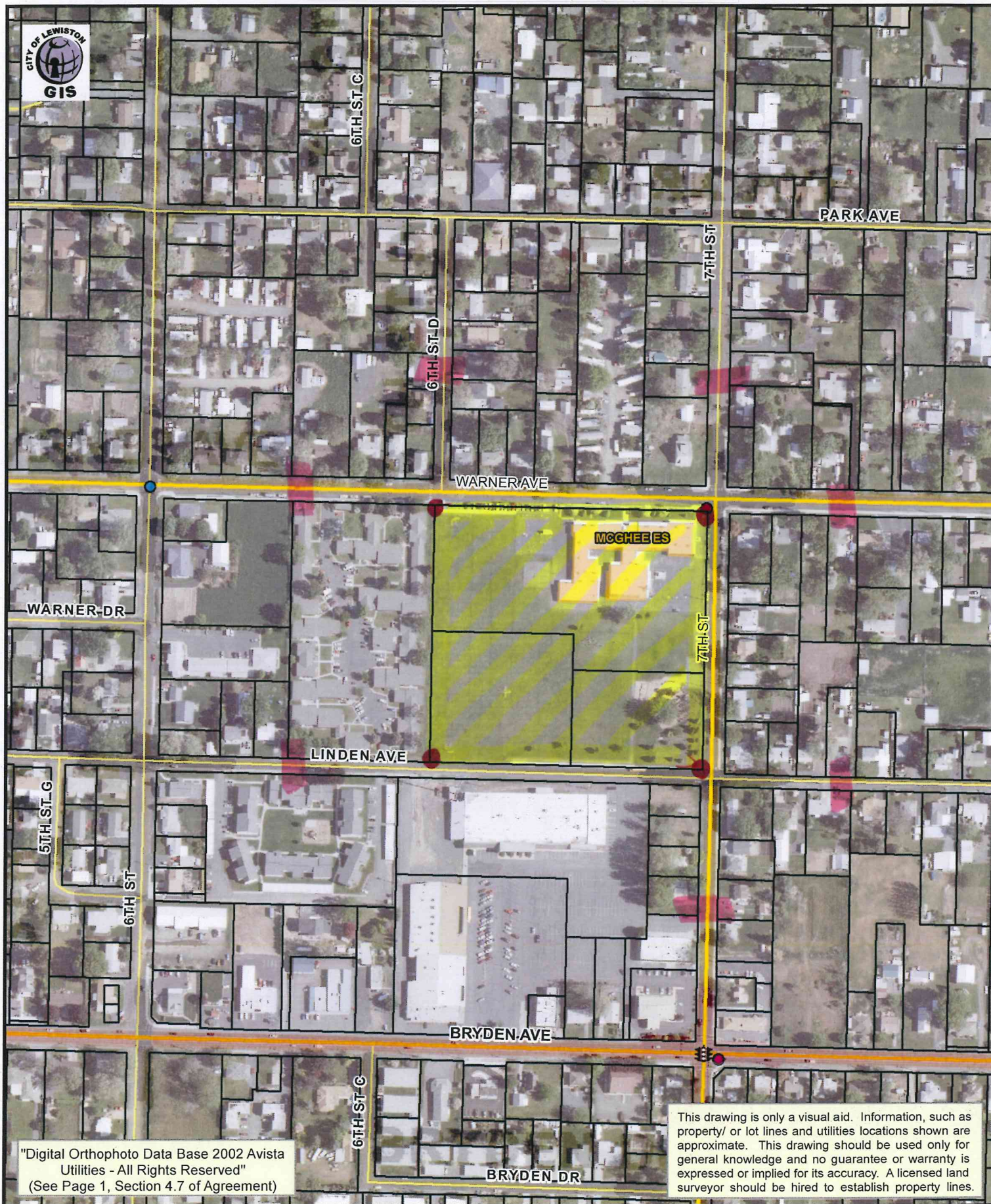


300' from



School
property
marker





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McGHEE ES

300' from

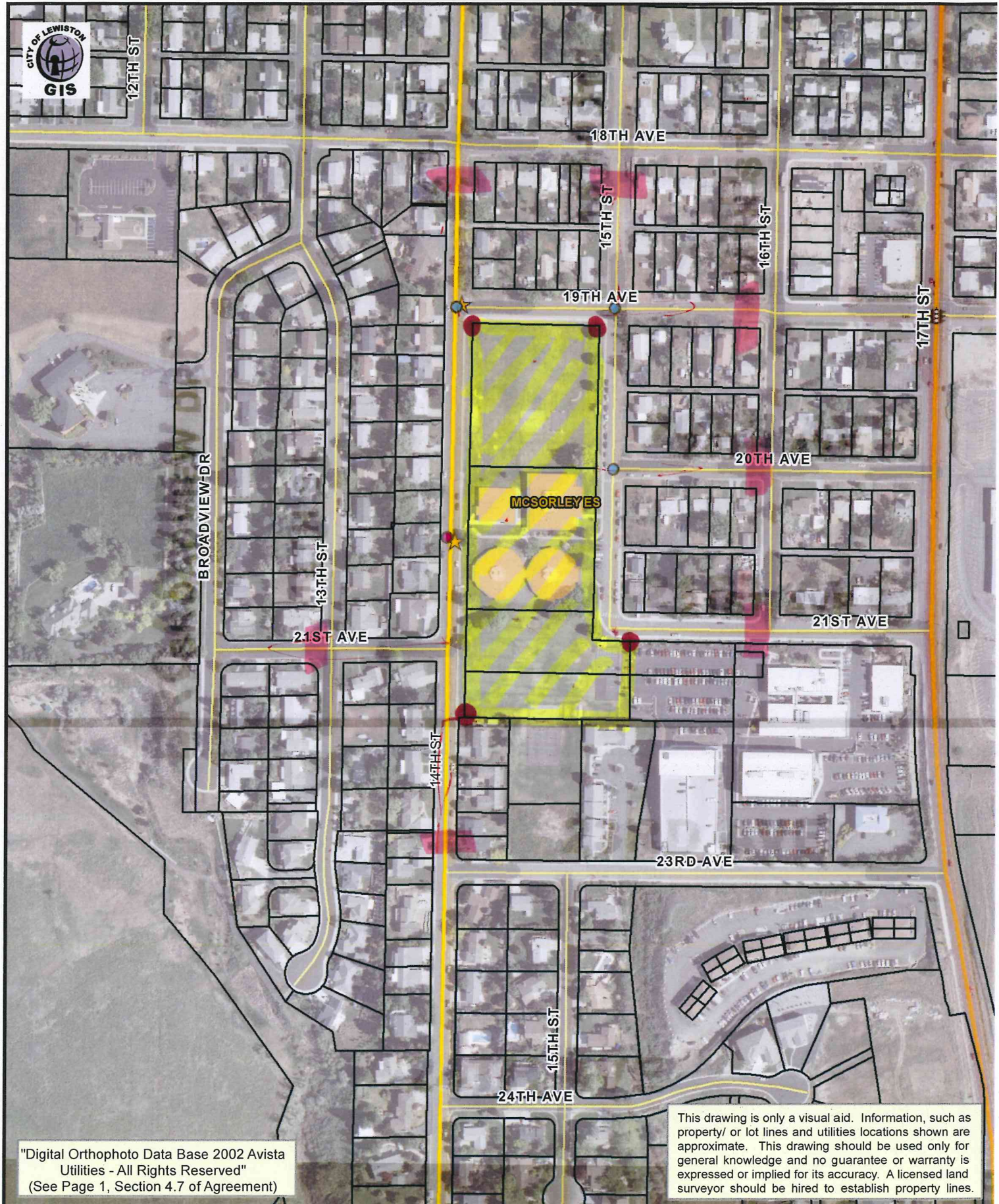
School
property
on the Pa

1 inch = 300 feet



CITY OF LEWISTON

PUBLIC WORKS DEPARTMENT



MC SORLEY ES

300' from ●

School property
rather
Page 35 of 70



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ORCHARDS ES



300' from

schto
Page 3 of 70

1 inch = 300 feet



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WEBSTER ES

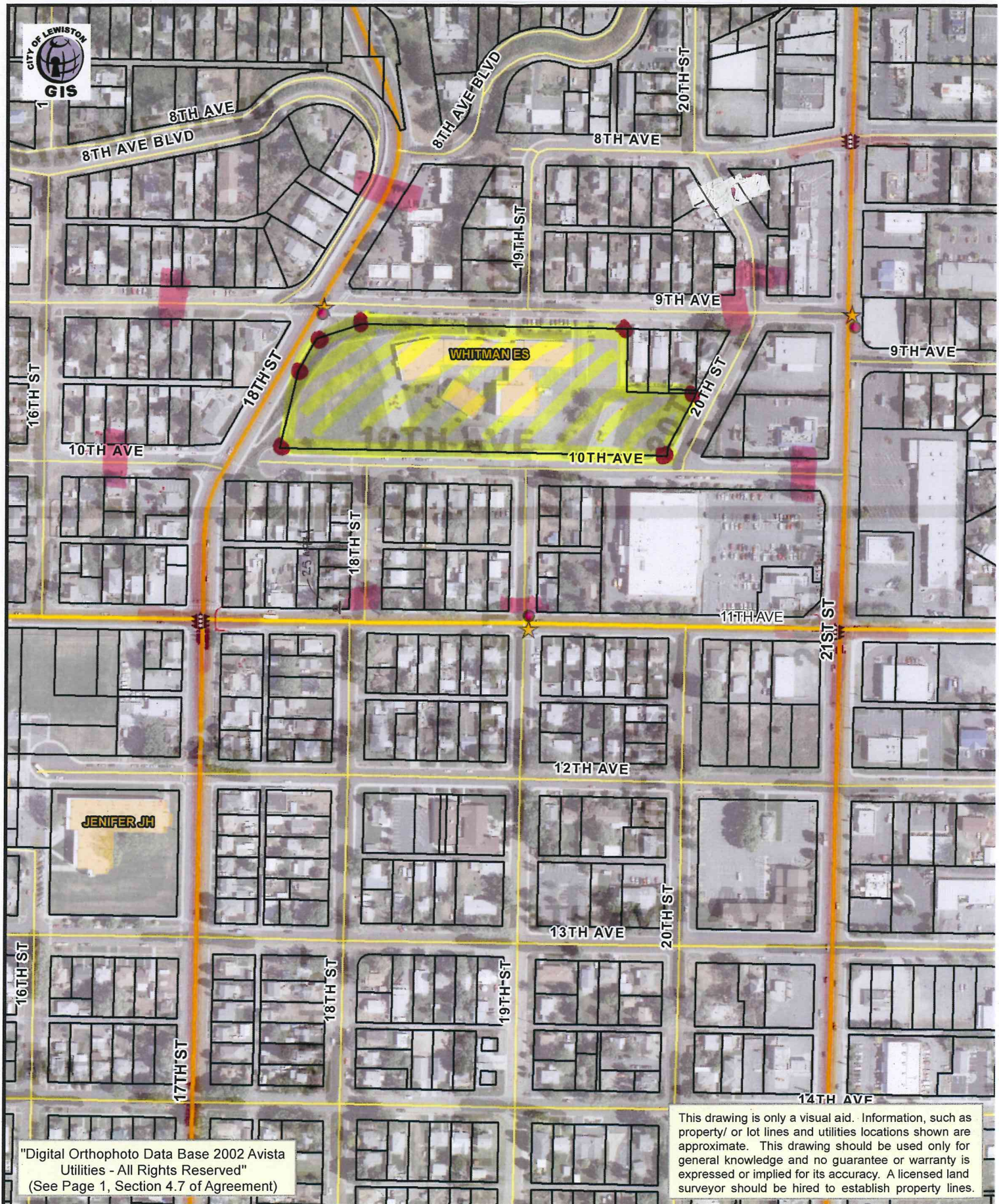
300' from

School property
Page 37 of 70

1 inch = 300 feet



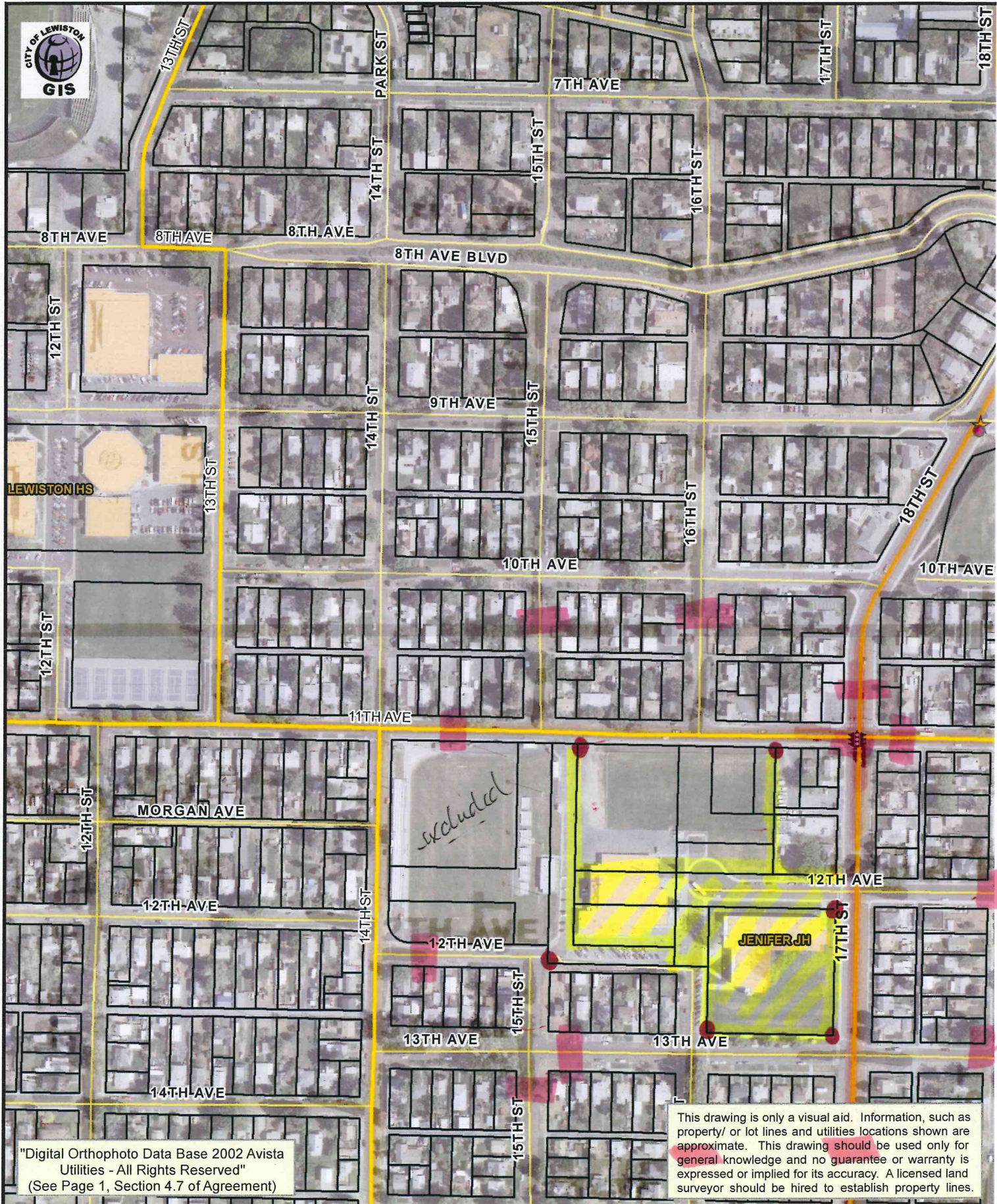
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WHITMAN ES

300' from

School property



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JENIFER JR

300' from

School
property
Page 39 of 70

1 inch = 300 feet



CITY OF LEWISTON

PUBLIC WORKS DEPARTMENT



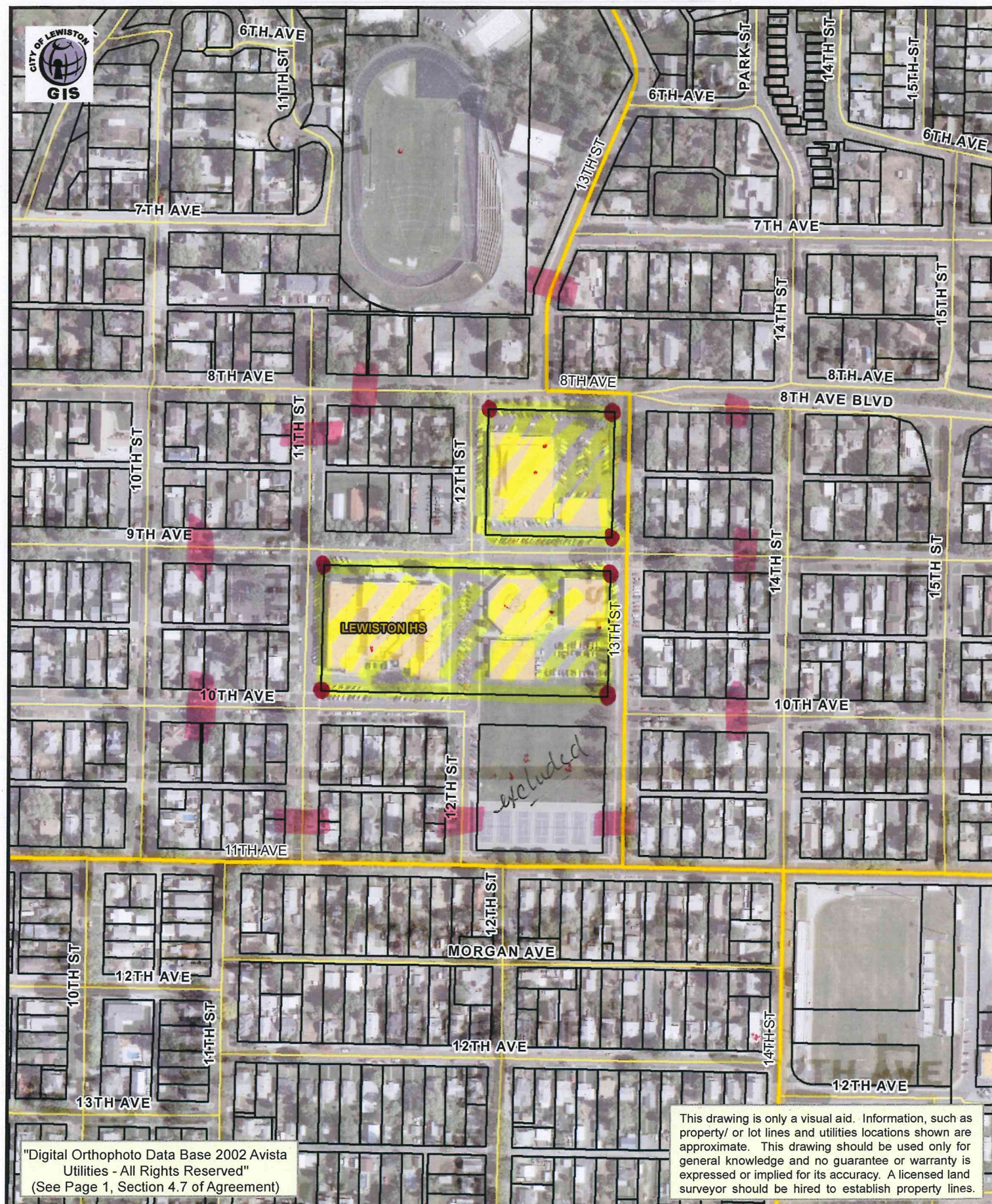
SACAJAWEA JR



300' from



School property



LEWISTON HS

300' from

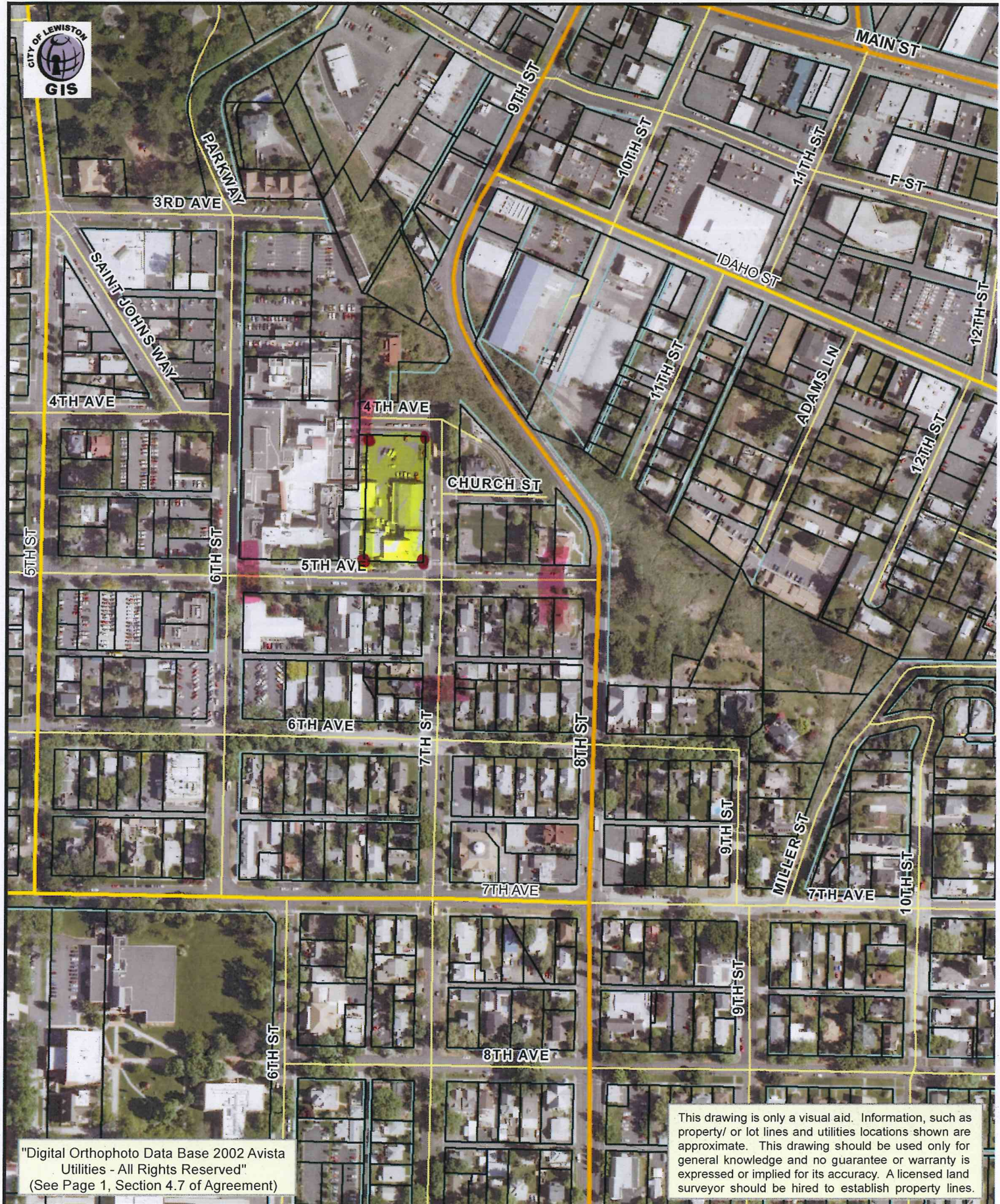
School
property
corner

1 inch = 300 feet



CITY OF LEWISTON

PUBLIC WORKS DEPARTMENT



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ALL-SAINT
CATHOLIC SCHOOL

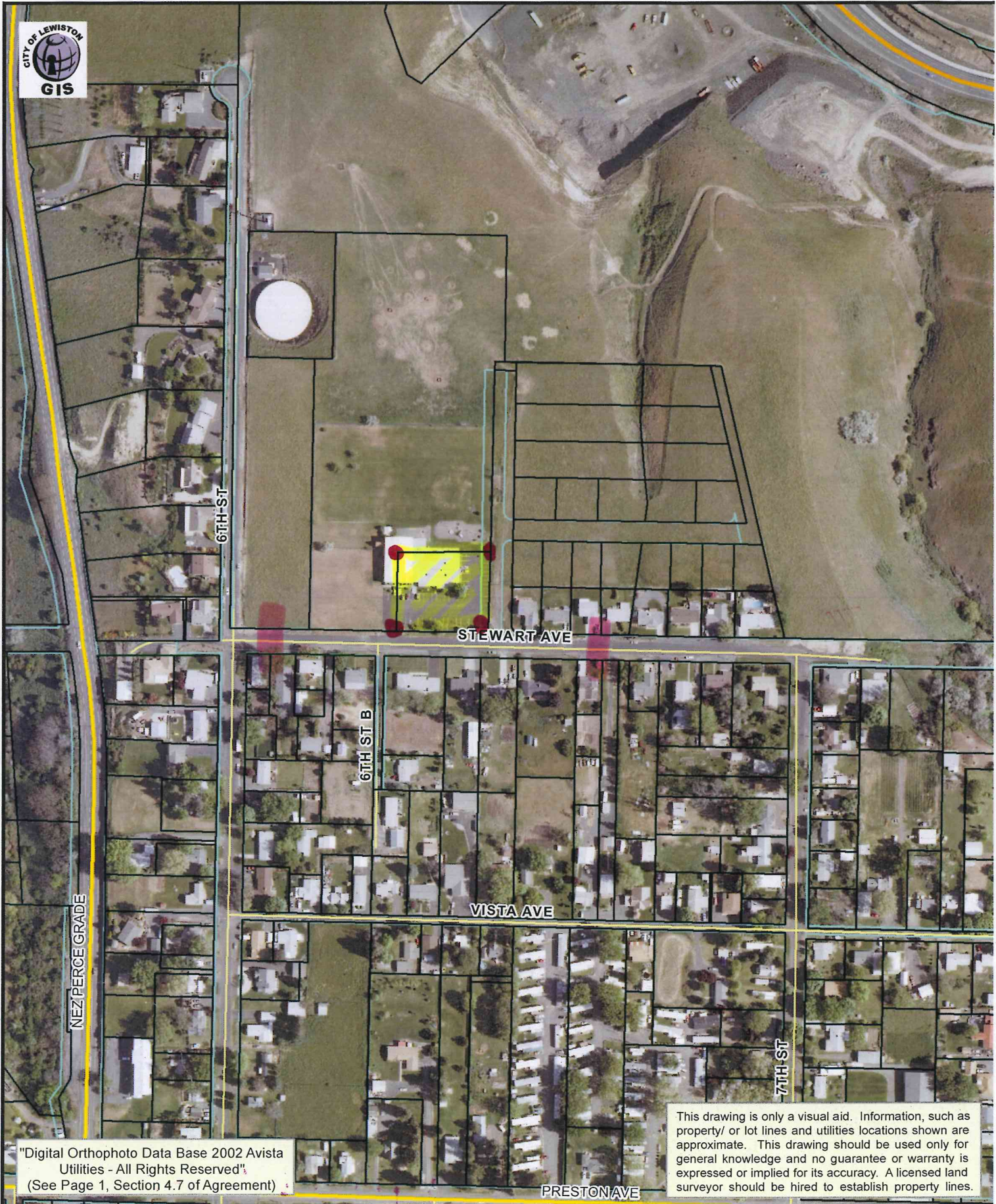
300' from

School
property
Page 42 of 70

1 inch = 300 feet



CITY OF LEWISTON PUBLIC WORKS DEPARTMENT



BEACON SCHOOL



300'

from

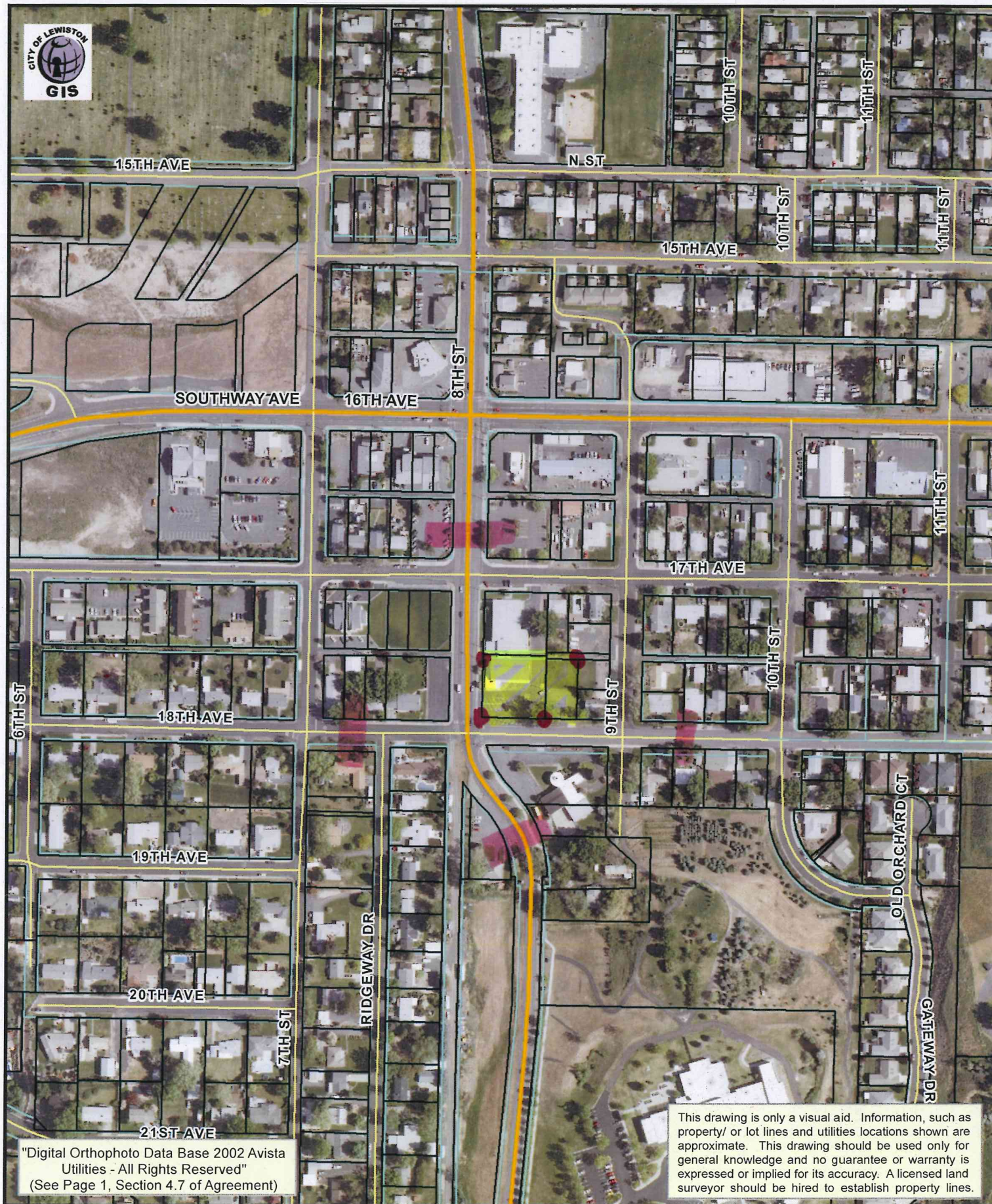


School property

1 inch = 300 feet



CITY OF LEWISTON PUBLIC WORKS DEPARTMENT



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**CORNERSTONE
CHRISTIAN SCHOOL**

300' from

School
property
Page 44 of 70

Public Works Policy



Public Works Policy No: 2011-10

Subject: Traffic Maintenance

Date Effective: March 21, 2011

Reviewed/Updated: May 4, 2015

Accreditation Practice(s): 24.8, Chapter 33

Approved: Chris Davies
Chris Davies, PE, Public Works Director

The Street Maintenance Division of the Public Works Department developed a policy manual intended for use by City staff as guidance for design, operation, installation and management of traffic control devices. This manual will represent the Public Works Department's policies and procedures for traffic control devices within City right-of-way and seeks to ensure consistency in their use and application.

M:\ADMINISTRATIVE\PW Policies & Procedures\Pol 2011-10 Traffic Maintenance Policy.doc

City of Lewiston

Traffic Maintenance Policy & Procedures Manual

Introduction

The City of Lewiston's Traffic Maintenance Policy and Procedures Manual is intended for use by City staff as guidance for design, operation, installation and management of traffic control devices. This manual will represent the Public Works Department's policies and procedures for traffic control devices within City right-of-way and seeks to ensure consistency in their use and application.

1. Traffic Control Devices

Lewiston City Code; Section #35-46 states that all traffic control devices shall conform to the standards, specifications and requirements set forth in the latest adopted edition of the Manual on Uniform Traffic Control Devices (MUTCD) published by the U.S. Department of Transportation or amendments made to it for use in Idaho by the Idaho Transportation Department. All traffic control devices installed by Department personnel shall meet these standards.

All existing traffic control devices should be checked on biannual basis to verify that they still are functioning as they were originally intended and meet current standards. Traffic control devices that are no longer suitable, or do not meet current standards, should be replaced or removed.

2. Traffic Control Device Installation

Traffic control devices shall only be installed after an engineering study has been completed by the City Engineer, or his designee, and a traffic order, signed by the City Engineer, has been completed.

Installation of traffic control devices shall be based on meeting minimum thresholds or warrants contained in the current adopted edition of the MUTCD and State regulations.

3. Requests for Installation of Traffic Control Devices

Requests for traffic control devices can be made by contacting the Engineering Department directly or by using the report a concern feature on the city's website. A request for services form can also be filled out asking for a traffic control device installation. These forms are available at any Public Works office or they can be printed off of the Public Works section of the City's website. All requests will be forwarded to the City Engineer. The requests shall be evaluated by engineering staff to determine if the requested device complies with MUTCD, State and local guidelines. The request shall also be evaluated to determine if it's the appropriate treatment for circumstances at the requested location. The City Engineer and his staff will determine if the requested traffic control device is needed and consult with the Street Maintenance Manager to determine if the budgetary impact is manageable. If determined to be manageable, a traffic order will be issued by the City Engineer directing Street Maintenance Division staff to install the appropriate traffic control device(s).

City of Lewiston

Traffic Maintenance Policy & Procedures Manual

If the requested traffic control device is determined to be needed and the cost isn't manageable within the current budget, engineering staff will include the request in the next budget to be considered in the Capitol Improvement Projects program.

4. Traffic Signs

Traffic control signs shall comply with MUTCD and State guidelines. Signs should be checked on at least a bi-annual basis to verify their condition and reflectivity; to ensure they are still relevant and provide for motorist safety or driver information.

5. Sign Installation Policy

Sign installation policy is covered in Lewiston City Code; Section's # 35-46 and #35-47. These sections state that all traffic control devices must meet the standards, specifications and guidelines in the latest edition of the MUTCD adopted by the State of Idaho and amendments made to it for use in Idaho by the Idaho Transportation Department. Traffic signs on public roadways shall be installed by authorized City personnel and only when directed to by the City Engineer by issuance of a signed traffic order.

6. Speed Limits

Lewiston City Code; Section #35-32 specifies speed limits on all streets in the City of Lewiston. These speed limits are set by ordinances passed by the Lewiston City Council.

7. Advisory Speed Limit Signs

Advisory speed plates may be used to inform the drivers of a maximum safe speed that is less than the posted speed limit for a section of roadway. The advisory speed limits will only be posted after an engineering study determines the advisory speed plate is needed and a signed traffic order is completed by the City Engineer.

8. Street Name Signs

Street name signs should be placed at two quadrants of each intersection, except at "T" intersections where only one will be required. The City Engineer may direct additional street name signs or bigger signs at major intersections.

On new installations, the street name signs shall meet current MUTCD and State requirements regarding size of sign and legend.

At intersections controlled by stop signs, street name signs should be installed on top of the stop signs to reduce the number of posts required at each intersection.

City of Lewiston

Traffic Maintenance Policy & Procedures Manual

Street light poles are acceptable to use if located in the proper place for the street sign.

Traffic Signals should have a street identifier sign installed on each mast arm if possible.

Street signs shall have a green background with white lettering.

Street signs for private roads shall have a blue background with white lettering, and the words "Private Road" on the sign.

New street name signs shall conform to Lewiston City Code; Section #32-37 and must be approved by the City Council.

9. Sign Visibility

All traffic control signs shall be visible from a sufficient distance for required decisions to be made reasonably safely.

Clear vision areas at intersections shall be maintained by the property owner in accordance with Lewiston City Code; Section #31-23.

Landscaping and vegetation shall be kept trimmed so as to avoid restricting the visibility of traffic control signs.

10. School Pedestrian Signing

Installation of school pedestrian crossings shall be based on an engineering study and in cooperation with the Safe Routes 2 School Organization.

New installation of school pedestrian crossings will only be installed after a traffic order has been completed and signed by the City Engineer.

School pedestrian crossings shall be marked in accordance with the current approved edition of the MUTCD and State regulations.

11. School Speed Zone Signs

Installation of school speed zone signs shall be based on an engineering study and in cooperation with the Safe Routes 2 School Organization. New installations will only be installed after a traffic order has been completed and signed by the City Engineer.

All new installations will comply with the current approved edition of the MUTCD and State regulations.

City of Lewiston

Traffic Maintenance Policy & Procedures Manual

12. Special Signs

The use of special signs shall be subject to the approval of the City Engineer. The special signing must comply with the current adopted edition of the MUTCD and State regulations. Signs can only be installed after a traffic order has been completed and signed by the City Engineer.

13. Alley Stop Signs

Public Works Policy # 2010-08 states that stop signs shall not be used at alleys intersecting with streets unless a traffic study by a qualified, licensed Engineer determines it is needed.

14. Yield Signs

The use of yield signs shall be based on an engineering study and must meet MUTCD and State guidelines, as well as, be approved by the City Engineer. Yield signs will only be installed after a traffic order has been completed and signed by the City Engineer.

15. Railroad Crossing Signs and Markings

Railroad crossings shall be installed or removed only after an engineering study has been completed and approved by the City Engineer.

Railroad crossing's marking and signage shall conform to the standards shown in the currently adopted edition of the MUTCD and State regulations.

16. Pavement Markings

All pavement markings shall comply with the currently adopted edition of the MUTCD and State regulations.

All pavement markings are reviewed annually and repainted or replaced as needed.

Pavement marking materials shall conform to the standards contained in the Idaho Transportation Department's Standard Specifications for Highway Construction; 2004 Edition.

17. Crosswalks

Crosswalks shall be installed or removed only after an engineering study has been completed and approved by the City Engineer. A signed traffic order must be issued by the City Engineer prior installation or removal.

Crosswalks must comply with the currently adopted edition of the MUTCD and State regulations.

City of Lewiston

Traffic Maintenance Policy & Procedures Manual

Crosswalks shall be installed across all approaches to an intersection controlled by a traffic signal unless otherwise approved by the City Engineer.

Regular crosswalks and School crosswalks will be installed as 24" x 7' bars spaced to avoid travel-lane wheel paths.

Regular crosswalks using 12" transverse lines will be replaced with 24" x 7' bars when street work occurs that will allow for the change.

18. Stop Line Pavement Markings

Stop bars shall be installed or removed only after an engineering study has been completed and approved by the City Engineer. A signed traffic order must be issued by the City Engineer prior installation or removal.

Stop bars must comply with the currently adopted edition of the MUTCD and State regulations.

19. Installation of New Traffic Signals

New traffic signals will only be installed after an engineering study has been completed documenting that the intersection meets at least some of the warrants contained in the MUTCD and installation has been approved by the City Engineer. A signed traffic order must be issued by the City Engineer prior installation.

New signal installations shall conform to the standards contained in the Idaho Transportation Department Standard Construction Specifications 2004 edition.

20. Temporary Stop Signs for Signal Outage

Temporary stop signs are to be put in place at signalized intersections in case of known extended power outages or signal malfunctions.

The Police Department shall be notified of all signal outages. Uniformed officers may be used to control an intersection for short term emergencies.

A press release will be issued for known extended outages.

21. Traffic signal timing

Signal timing changes shall only be allowed after it is determined by the city engineer that changes are needed. Signal timing changes will only happen after a traffic order is completed and signed by a city engineer.

City of Lewiston

Traffic Maintenance Policy & Procedures Manual

22. Truck Routes

Lewiston City Code; Section's #35-99 through #35-107 set all truck routes in the City of Lewiston. Temporary truck routes are to be established only by an ordinance passed by the City Council.

23. Bike Paths

Newly constructed or reconstructed collector or arterials should be built, when feasible, to provide for the safety of bicycle and pedestrian traffic by providing bike paths or wide outside lanes.

All bike lane markings shall conform to AASHTO guidelines and to the currently adopted edition of the MUTCD and State regulations.

24. Bus Stops

The Community Development Department's Transit Division is the lead agency on designating bus stops. The Street Maintenance and Engineering Divisions review the suggested locations to make sure they will not cause traffic problems.

All bus stop markings shall comply with the currently adopted edition of the MUTCD and State regulations and can only be installed after a traffic order has been completed and signed by the City engineer.

25. Temporary Street Closures

Lewiston City Code; Section's #35-175 through #35-185 establish policy on temporary street closures for special events, requiring a special event permit application to be completed and reviewed before a street closure is permitted.

26. One Way Streets

Streets will only be designated as one way streets after an engineering study has been completed and approved by the City Engineer.

Lewiston City Code; Section #35-17 gives the Public Works Director the authority to temporarily or permanently assign streets as one way streets.

City of Lewiston

Traffic Maintenance Policy & Procedures Manual

27. Traffic Calming

Requests for traffic calming devices will be reviewed by the Engineering Division and installed only after an engineering study has indicated that it is necessary and funding has been approved.

28. Streetlights

Lewiston City Code; Section #32-45 sets the policy on installation of street lighting for new residential and commercial development construction.

It is the policy of the City of Lewiston to install street lights at every intersection throughout the city. Street lights will also be installed nearest to the center of the block in the Orchards area where the blocks are longer than regular standard City blocks in the downtown area.

Requests for installation of new street lights, on existing public right-of-way, shall be reviewed by the City Engineer. The City Engineer will decide if the request meets the standards set above and request the installation if necessary.

29. Roadside Memorials

Roadside memorials will be left alone unless they are deemed to be hazardous to traffic. The Public Works Director can also order them taken down if the adjacent property owner objects to the memorial.

Task Detail

Example Cost Estimate - New (School)

This is a typical cost for labor, materials, and equipment for the replacement of a school sign.

Task ID	Activity	Asset
159122	Sign Construction	Non-Asset

Basic Information		Costs	
Department	PW-Street Maintenance	Labor	\$78.62
Start Date	11/27/2023	Equipment	\$21.32
Stop Date		Material	\$176.49
		Other	\$0.00
		Total	\$276.43

Labor

ID	Full Name	Hours	Cost
85696	Matthew Kelley	2.00	\$78.62

Equipment

ID	Description	Usage	Cost
tr_288A	Ford F-450 with Bucket/Utility Box	2.00 hr	\$21.32

Material

ID	Description	Quantity	Cost
STSIGN-S1-1GX36	School Sign - School Green 36"	1.00 ea	\$59.00
STSIGNTBASE	Telspar Base - In Ground Support	1.00 ea	\$53.00
STSIGNPOTEL12	Post - Telspar 12'	1.00 ea	\$60.00
CEM7	Cement Pre-mix, Post Mix Bag	1.00 ea	\$4.49

Task Detail

Example Cost Estimate - Replacement (School)

This is a typical cost for labor, materials, and equipment for the replacement of a school sign.

Task ID	Activity	Asset
159123	Sign Construction	Non-Asset

Basic Information		Costs	
Department	PW-Street Maintenance	Labor	\$39.31
Start Date	11/27/2023	Equipment	\$10.66
Stop Date		Material	\$59.00
		Other	\$0.00
		Total	\$108.97

Labor

ID	Full Name	Hours	Cost
85696	Matthew Kelley	1.00	\$39.31

Equipment

ID	Description	Usage	Cost
tr_288A	Ford F-450 with Bucket/Utility Box	1.00 hr	\$10.66

Material

ID	Description	Quantity	Cost
STSIGN-S1-1GX36	School Sign - School Green 36"	1.00 ea	\$59.00



PUBLIC WORKS ADVISORY COMMISSION MEETING AGENDA ITEM HISTORY/COMMENTARY

ITEM TITLE Recommendations for Transportation Capital Improvement Plan (CIP)	AGENDA NO. IV.B. AGENDA DATE: December 8, 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. 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 has the ability 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

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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

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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

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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

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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

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
2020-060	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

City of Lewiston 2023

Transportation

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CIP ID	Project Type	Location	Bounds	Description	CIP \$ Est	CIP \$ Est Year	Rank
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

City of Lewiston 2023 Transportation Capital Improvement Plan (CIP)

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

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City of Lewiston 2023 Transportation Capital Improvement Plan (CIP)

Status:
Last Modified:
Total Plans/Studies Cost:

Adopted
3/6/2023
\$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 of Lewiston Capital Improvement Projects

Legend

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

