

<b>FUND: CAPITAL PROJECTS FUND</b>
<b>FUNCTION: TRANSPORTATION</b>
<b>DEPARTMENT: PUBLIC WORKS</b>
<b>PROJECT NAME:</b> 5th St/6th St Bicycle Route

**PROJECT DESCRIPTION:**  
SIGNING FOR A BIKE ROUTE AND INSTALLING SHARED LANE MARKING (SHARROWS) ALONG THE 5TH ST/6TH ST ROUTE. ROUTE IS 0.65-MILES FROM THE INTERSECTION OF 5TH ST AND "D" ST TO 6TH ST AND 7TH AVE. INTERSECTION IMPROVEMENT AT 5TH ST/D ST FOR BICYCLE TRANSITION FROM SEPARATED PATH TO ROADWAY. INTERSECTION IMPROVEMENT AT A MINIMUM TO BE SIGNS WITH POSSIBLE BICYCLE BOX.

**NEED/JUSTIFICATION:**  
PROVIDES BIKES A DIRECT NORTH-SOUTH ROUTE INTO DOWNTOWN FROM LCSC AND NORMAL HILL AND IMPROVED TRANSITION FROM SEPARATED PATH TO ROADWAY.

**BENEFITS:**  
CONNECTION TO DOWNTOWN AND THE LEVEE TRAIL SYSTEM. NO CHANGE TO THE EXISTING ROAD CROSS-SECTION IS REQUIRED.

**CONSEQUENCES OF DELAYING/ELIMINATING THIS PROJECT:**

**PROJECT RELATED TO:**  
BICYCLE MASTER PLAN #10 AND 4S (TIRE 1 PROJECTS)

**COMMENTS:**

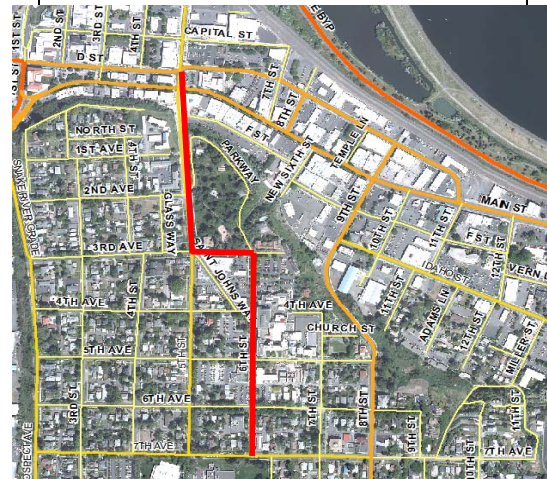
<b>METHOD OF FINANCING:</b>	
GAS TAX (TBD)	
LOCAL (TBD)	
TOTAL	20,000

TOTAL 5-YEAR COST Cost Breakdown	
PLANNING:	2,500
LAND:	
CONSTRUCTION:	15,000
MISC. EQUIP:	
ENGINEERING:	2,500 CE&I
OTHER:	
TOTAL :	20,000

COST SCHEDULE:	
Prior to 2017	
2017	
2018	20,000
2019	
2020	
2021	
After 2021	
Total Cost:	20,000


**IMPACT ON ANNUAL OPERATING BUDGET:**  
ANNUAL LANE MARKING REPAIR AND/OR REPLACEMENT. SIGN MAINTENANCE.

**LOCATION AND AREA MAP:**




## Lewiston Corridors

### #10. 6<sup>th</sup> Street / 5<sup>th</sup> Street

Facility Type / Purpose	Background Data
<p>This 0.65-mile bicycle route provides a direct north-south access into downtown Lewiston from Lewis Clark State College and Normal Hill area.</p>	<ul style="list-style-type: none"> <li>• 5<sup>th</sup> and 6<sup>th</sup> Streets are low volume roadways connecting into downtown Lewiston</li> <li>• No change to the existing cross-section would be needed to create the bicycle route</li> </ul>
Description of Improvement	Project Area
<p>This project would connect to a proposed bicycle boulevard on 7th Avenue on the south end, and connect to a proposed bicycle route on the downtown couplet (Main and D Streets) on the north end. The project would involve signing for a bike route and installing shared lane markings (Sharrows) along the route. All existing cross-sections would be maintained.</p>	
Planning-level Cost Estimate	Priority / \$\$ Silo
\$8,775	1, A

## Spot Improvements - Lewiston

### #4. 5<sup>th</sup> Street & D Street

Facility Type / Purpose	Background Data
This intersection improvement would clarify bicyclist movements at the intersection of 5 <sup>th</sup> Street and D Street. There is an existing pathway along 5 <sup>th</sup> Street connecting to the Levee Trail. This pathway ends at the intersection of 5 <sup>th</sup> and D Streets.	<ul style="list-style-type: none"> <li>• Important existing pathway connection to the Levee Trail system from downtown</li> <li>• The pathway is well-marked to indicate where bicyclists and pedestrians should position themselves along the pathway</li> </ul>
Description of Improvement	Project Area
This can be a two-phase improvement project. <b>Phase One</b> would be the development of spot specific sign to place at the end of the pathway to indicate to bicyclists proper roadway location for further travel. Heading west on D Street, bicyclists should position themselves on-road on D Street in the inner westbound travel lane. Heading south or east, bicyclists should wait for the appropriate crossing time, and position themselves in the southbound lane on 5 <sup>th</sup> Street. <b>Phase Two</b> (if necessary) would have the installation of bicycle boxes in (a) the southbound lane on 5 <sup>th</sup> Street and (b) the inner westbound lane on D Street to reinforce proper bicycling positioning and lawful riding.	
Planning-level Cost Estimate	Priority / \$\$ Silo
Phase One: \$500 / Phase Two: \$5,000	1 / A

# Marked Shared Roadway

## Description

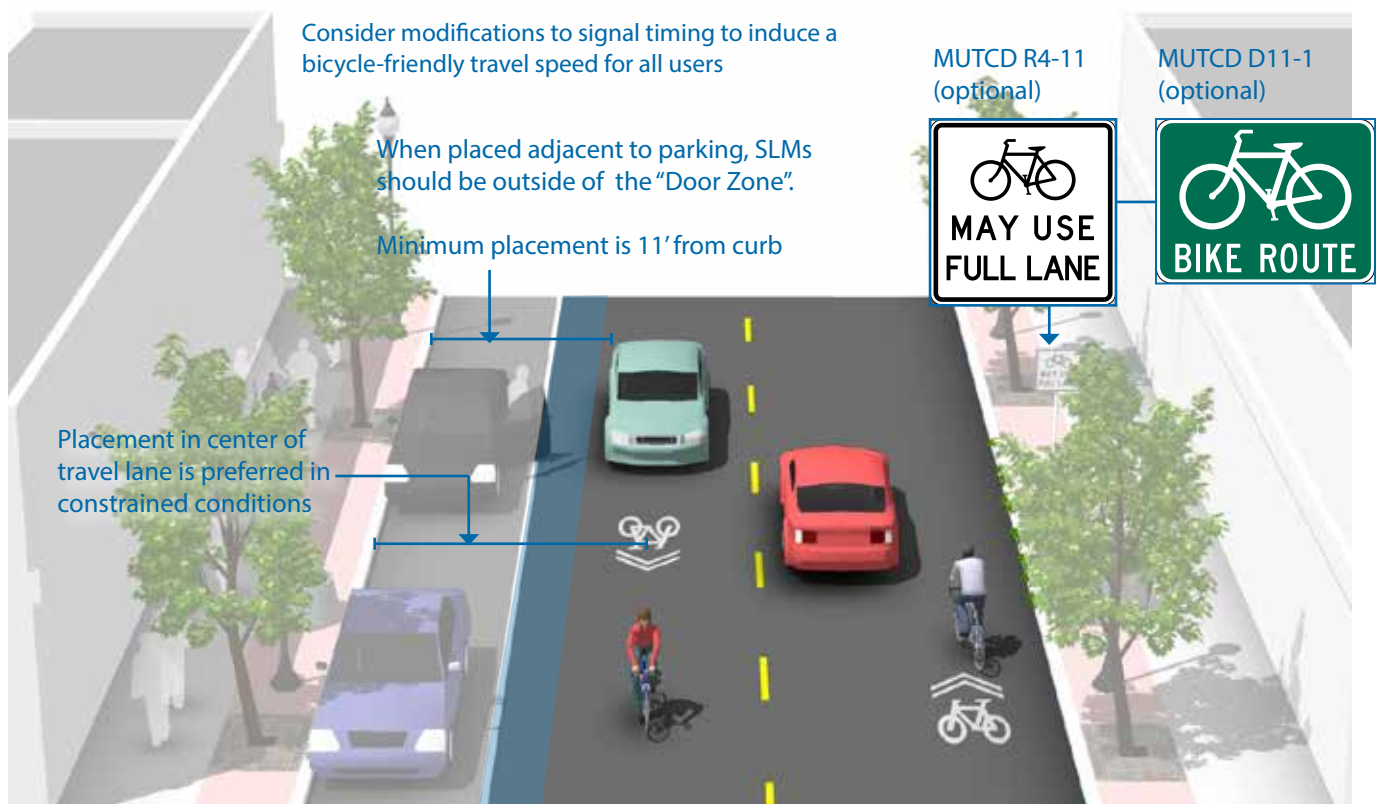
A marked shared roadway is a general purpose travel lane marked with shared lane markings (SLM) used to encourage bicycle travel and proper positioning within the lane.

In constrained conditions, the SLMs are placed in the middle of the lane. On a wide outside lane, the SLMs can be used to promote bicycle travel to the right of motor vehicles.

In all conditions, SLMs should be placed outside of the door zone of parked cars.

## Guidance

- May be used on streets with a speed limit of 35 mph or under. Lower than 30 mph speed limit preferred.
- In constrained conditions, preferred placement is in the center of the travel lane to minimize wear and promote single file travel.
- Minimum placement of SLM marking centerline is 11 feet from edge of curb where on-street parking is present, 4 feet from edge of curb with no parking. If parking lane is wider than 7.5 feet, the SLM should be moved further out accordingly.



## Discussion

If collector or arterial, this should not be a substitute for dedicated bicycle facilities if space is available.

Bike Lanes should be considered on roadways with outside travel lanes wider than 15 feet, or where other lane narrowing or removal strategies may provide adequate road space. SLMs shall not be used on shoulders, in designated bike lanes, or to designate bicycle detection at signalized intersections. (MUTCD 9C.07)

## Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities*. 2012.  
 FHWA. *Manual on Uniform Traffic Control Devices*. 2009.  
 NACTO. *Urban Bikeway Design Guide*. 2012.

## Materials and Maintenance

Placing SLMs between vehicle tire tracks will increase the life of the markings and minimize the long-term cost of the treatment.