

# GUN CLUB CORRIDOR STUDY EXISTING CONDITIONS REPORT

LEWIS CLARK VALLEY METROPOLITAN PLANNING ORGANIZATION



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KA PROJECT NO. 216021

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# Gun Club Corridor Study

## EXISTING CONDITIONS REPORT

August 8, 2016

### I. INTRODUCTION

The Lewis Clark Valley Metropolitan Planning Organization (MPO) hired Keller Associates to conduct a study of the Gun Club Corridor (GCC). This corridor has been defined to include Lapwai Road (between Main Street and Old Gun Club Road), Old Gun Club Road (between Lapwai Road and 10<sup>th</sup> Street), and 10<sup>th</sup> Street (between Old Gun Club Road and the intersection of Thain/10<sup>th</sup>). As a part of this study, Keller will evaluate eight future projects identified in the MPO's latest Long Range Transportation Plan (LRTP) update, completed in 2013. Additionally, the intersections of 10<sup>th</sup> Street & Warner Avenue and Thain Road & 10<sup>th</sup> Street will be evaluated.

The MPO has identified the objectives of this project to include the following:

- ❖ Determine the optimal road improvements along the GCC to meet projected traffic volumes.
- ❖ Provide the MPO with a corridor plan that consists of a broad “road map” of information and guidance for the development and management of the corridor, including project timing and phased improvements.
- ❖ Ensure that this Corridor Plan maintains consistency with the other elements of the existing 2040 LRTP (i.e., *Valley Destination 2040*) or identifies conflicts and explains their differences.

#### A. *NEED*

A driving force behind the need for this study is the Nez Perce Drive Extension project, which is one of the eight LRTP projects within the GCC. This project is currently in the design phase and is scheduled for completion in either mid or late 2017. Completion of the extension may significantly influence traffic patterns and volumes in the GCC.

In addition to changing conditions, analysis of the LRTP projects was limited in scope and depth. More investigation is needed to determine their validity.

#### B. *PURPOSE*

The purpose of this existing conditions report is to evaluate existing roadway conditions in the GCC and at the locations of the LRTP projects. Existing conditions include:

- ❖ Traffic capacity
- ❖ Safety
- ❖ Pavement condition
- ❖ Environmental
- ❖ Alternative transportation modes
- ❖ Topographic and design challenges
- ❖ Public opinion

## II. CORRIDOR OVERVIEW

The Gun Club Corridor lies partially within Lewiston city limits, with the remainder in unincorporated Nez Perce County. Figure 1 below shows the area defined as the Gun Club Corridor and locations of the nine projects being investigated in this study. Keller Associates assigned new project identification numbers for use in this study, with intersection projects denoted as “I-#” and segment projects denoted as “S-#”.

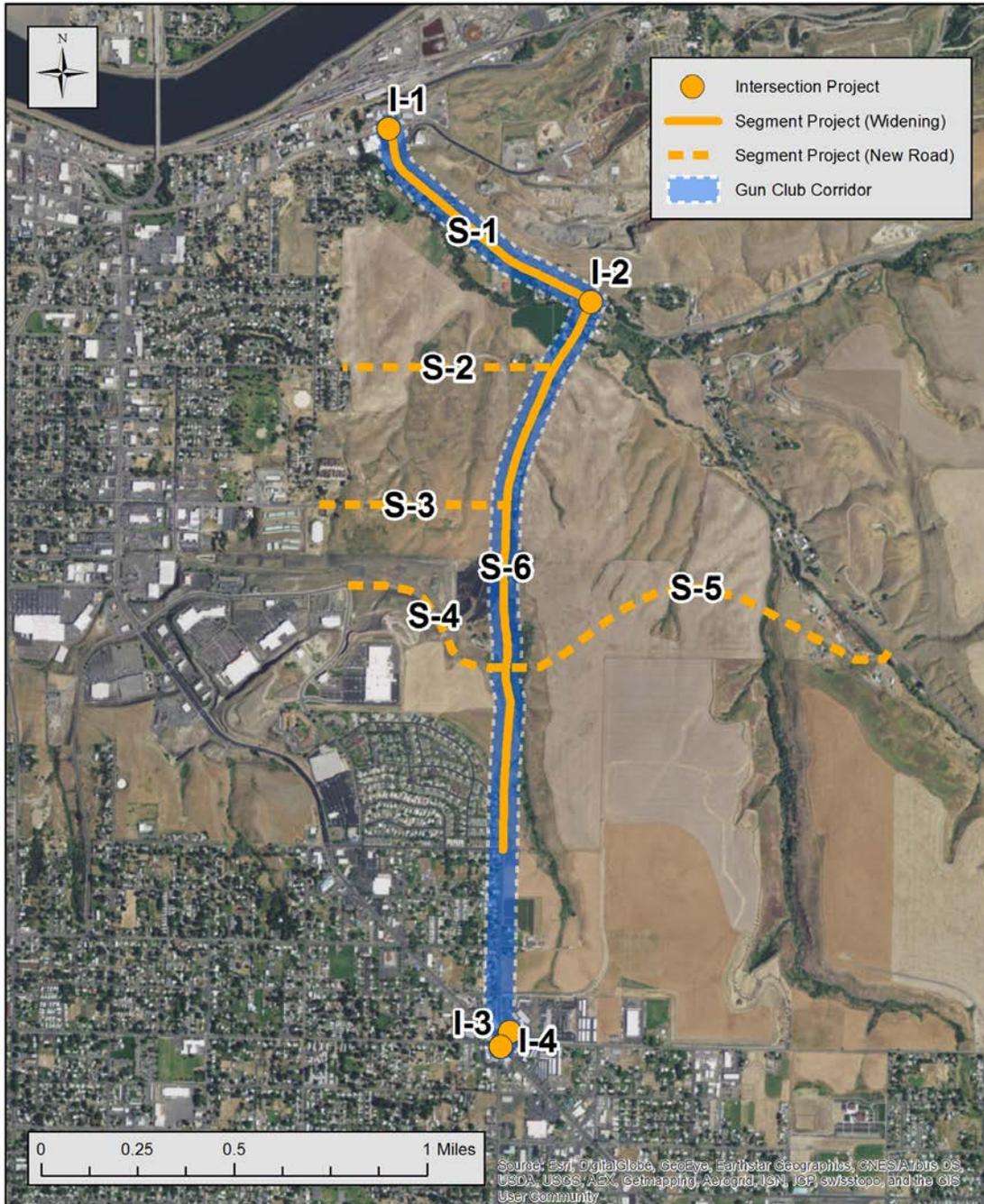


Figure 1 – Vicinity Map

**A. PROPOSED INTERSECTION PROJECTS**

**I-1: Main Street & Lapwai Road**

LRTP Project ID #: 7

- ❖ Existing: Stop-controlled intersection
- ❖ Proposed: Signalized intersection

**I-2: Lapwai Road & Gun Club Road**

LRTP Project ID #: 11

- ❖ Existing: Stop-controlled intersection
- ❖ Proposed: Signalized intersection

**I-3: 10<sup>th</sup> Street & Warner Avenue**

not included in LRTP

- ❖ Existing: Stop-controlled intersection
- ❖ Proposed: Stop-controlled intersection w/additional turn lanes  
(proposed in 2010 Central Orchards Transportation Study)

**I-4: Thain Road & 10<sup>th</sup> Street**

not included in LRTP

- ❖ Existing: Signalized intersection
- ❖ Proposed: No proposed changes

**B. PROPOSED SEGMENT PROJECTS**

**S-1: Lapwai Road (Main Street to Gun Club Road)**

LRTP Project ID #: 8

- ❖ Existing: Two-lane minor arterial
- ❖ Proposed: Four-lane minor arterial

**S-2: 11<sup>th</sup> Avenue (29<sup>th</sup> Street to Gun Club Road)**

LRTP Project ID #: 10

- ❖ Existing: n/a (does not exist)
- ❖ Proposed: Two-lane collector

**S-3: 16<sup>th</sup> Avenue (29<sup>th</sup> Street to Gun Club Road)**

LRTP Project ID #: 15

- ❖ Existing: n/a (does not exist)
- ❖ Proposed: Two-lane collector

**S-4: Nez Perce Drive (Juniper Drive to Gun Club Road)**

LRTP Project ID #: 21

- ❖ Existing: n/a (does not exist, currently in design phase)
- ❖ Proposed: Two-lane collector

**S-5: Nez Perce Drive (Gun Club Road to Lindsay Creek Road)**

LRTP Project ID #: 22

- ❖ Existing: n/a (does not exist)
- ❖ Proposed: Two-lane collector

**S-6: Gun Club Road (Lapwai Road to Stewart Avenue)**

LRTP Project ID #: 23

- ❖ Existing: Two-lane collector
- ❖ Proposed: Four-lane minor arterial

### III. TRAFFIC CAPACITY

This section details vehicle traffic capacity methodology and results under existing 2016 conditions in the GCC.

#### A. DATA COLLECTION

Average annual daily traffic (AADT) data for GCC roadway segments were obtained from the Idaho Transportation Department (ITD). Counts were performed in 2012 and 2014, depending on location.

Traffic counts for the three GCC intersection projects (Main Street & Lapwai Road, Lapwai Road & Gun Club Road, and 10<sup>th</sup> Street & Warner Avenue) were obtained from the North East Crossing Addition Traffic Impact Study (TIS), completed in April 2015. Traffic counts for the intersections were performed in January 2015 and are recent enough for use in this study<sup>1</sup>. The NE Crossing TIS projected the counts forward to 2016 conditions and evaluated level of service under existing conditions. Synchro output sheets from the TIS are included in the Appendix.

#### B. TRAFFIC PROJECTIONS

Keller Associates projected the AADT data forward to 2016 using LCVMPPO's QRS II travel demand model. The model uses 2005 and projected 2040 demographic information in Lewiston to project future traffic patterns out to 2040.

The projected traffic volume changes in the GCC range from 0.3 percent to 0.8 percent per year depending on location. These growth rates are comparable to the change in the population of Lewiston between 2005 and 2014 (0.46 percent per year, referenced from the U.S. Census Bureau).

- ❖ Lapwai Road (Main Street to Gun Club Road) – 0.74 percent per year
- ❖ Gun Club Road (Lapwai Road to Stewart Avenue) – 0.54 percent per year
- ❖ 10th Street (Stewart Avenue to Thain Rd) – 0.33 percent per year

Traffic volumes on Nez Perce Drive near Juniper Drive are projected to increase at 1.4 percent per year. Although this segment is outside the defined GCC, it demonstrates the expected growth on Nez Perce Drive and need for the Nez Perce Drive Extension.

#### C. LEVEL OF SERVICE

Level of service (LOS) is a concept used to measure traffic capacity. There are six level of service ratings, ranging from "A" to "F". LOS A represents very low traffic volumes compared to the capacity of the roadway, while LOS F represents traffic volumes that exceed capacity, causing a bottleneck in the traffic flow network and major congestion. LOS C (for rural areas) and LOS D (for urban areas) are the target conditions for many agencies because they represent moderate traffic volumes without excess congestion, and therefore represent an efficient use of funds. At intersections, LOS E is often considered acceptable for single movements.

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<sup>1</sup> Late 2015 and early 2016 traffic counts were received from LCVMPPO and showed comparable volumes to the NE Crossing TIS.

The existing LOS for the four intersections are referenced from the 2015 North East Crossing TIS (Synchro output sheets are included in the Appendix).

HCM 2010 methodology for arterial LOS is only applicable at 45 mph or greater. Therefore, Gun Club Road, Lapwai Road, and 10<sup>th</sup> Street segments were evaluated using a methodology developed for Bonneville MPO's 2035 Long-Range Transportation Plan, which estimates level of service per number of lanes, functional classification, and AADT of a road segment. The methodology is regularly applied to areas outside Bonneville MPO and is appropriate for use in this study. A worksheet summarizing the methodology is included in the Appendix.

Table 1 and Figure 2 (see next page) summarize the existing LOS results for the existing intersections and roadway segments. Intersection LOS is reported for the worst peak hour, which is the AM peak hour for Main Street & Lapwai Road and the PM peak hour for the remaining intersections.

Table 1 – Existing Level of Service Results			
Intersections	Analysis Hour	Worst Movement LOS	Intersection Average LOS
Main Street & Lapwai Road	7:15-8:15 AM	C (southwestbound left) 	A
Lapwai Road & Gun Club Road	4:30-5:30 PM	B (northbound left) 	A
10th Street & Warner Avenue	4:45-5:45 PM	C (northeastbound left) 	A
Thain Road & 10 <sup>th</sup> Street	4:30-5:30 PM	E (southeastbound left) 	C
Segments	AADT	LOS	
Lapwai Road (Main Street to E Main Street)	7,700	C	
Lapwai Road (E. Main Street to Gun Club Road)	6,600	B	
Gun Club Road (Lapwai Road to Stewart Avenue)	4,600	A	
10 <sup>th</sup> Street (Stewart Avenue to Thain Road)	5,900	B	



**Figure 2 – Existing Traffic Level of Service**

Almost all evaluated segments and intersections are operating at level of service C or better. The one exception is at the Thain Road & 10<sup>th</sup> Street intersection, where the southeastbound and northwestbound left turns reach LOS E during the PM peak hour. LOS E is still considered acceptable for single movements in urban areas.

Overall, traffic operates well in the GCC. Vehicle queues are generally short and congestion is minimal. Despite acceptable levels of service, many corridor residents expressed concern over congestion in the GCC. This perception of congestion is common in developing areas that have seen recent increases in traffic volumes. Concerns over congestion may represent residents' resistance to development and desire to retain rural character and traffic patterns.

## IV. SAFETY

This section investigates crash history, ITD turn lane warrants, and roadside clear zone to identify possible safety concerns in the GCC.

### A. CRASH HISTORY

Crash history data from 2011 to 2015 was received from ITD. After removing crashes influenced by alcohol or drug impairment, there were 50 crashes in the GCC from 2011 to 2015. Figure 3 below shows location and severity of crashes in the GCC.

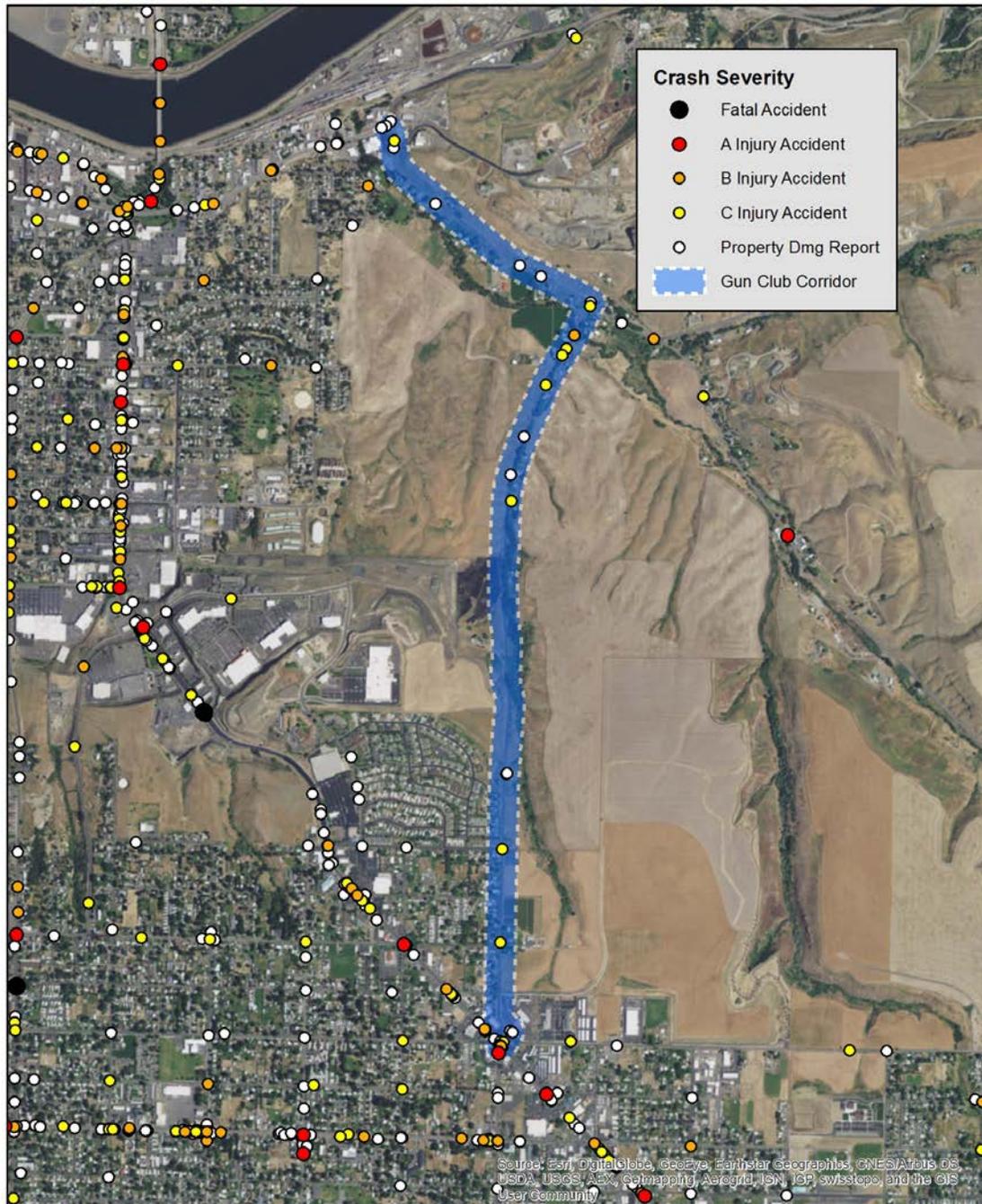


Figure 3 – Crash History 2011-2015

### Crash Rates

Crash rates were calculated for all study intersections and segments. Crash rates normalize raw crash totals by traffic volumes, number of years of data, and segment length to provide a more accurate representation of crash risk. Intersection Collision Rate (ICR) is a measure of crashes per year per million entering vehicles and is used to measure intersection crash rates. Crashes/year/MVMT (million vehicle miles traveled) is used to measure segment crash rates. Table 2 summarizes crash rates at the study intersections and segments.

Table 2 – 2011-2015 Crash Rates					
Intersections	Crashes	Crashes/year	AADT		ICR (crashes/yr/MV)
Main St & Lapwai Rd	7	1.4	7,500		0.51
Lapwai Rd & Gun Club Rd	5	1.0	7,100		0.39
10th St & Warner Ave	3	0.6	7,000		0.23
Thain Rd & 10th St	20	4.0	18,400		0.60
Segments	Crashes	Crashes/year	Miles	AADT	Crashes/yr/MVMT
Lapwai Road (Main St to Gun Club Rd)	3	0.6	0.75	6,700	0.33
Gun Club Road (Lapwai Rd to Stewart Ave)	9	1.8	1.5	4,600	0.71
10th Street (Stewart Ave to Thain Rd)	1	0.2	0.5	5,900	0.19

Intersection crash rates appear to be comparable to or lower than past years. The 2010 Central Orchards Transportation Study evaluated the intersections of Lapwai Road & Gun Club Road, 10<sup>th</sup> Street & Warner Avenue, and Thain Road & 10<sup>th</sup> Street, among others (Main Street & Lapwai Road was not evaluated). In that study, the average ICR of all studied intersections was 0.62 and was similar to averages found in the previous Regional Transportation Plan. ICRs from the 2010 study were:

- ❖ Lapwai Road & Gun Club Road: 0.15 crashes/yr/MV
- ❖ 10<sup>th</sup> Street & Warner Avenue: 0.51 crashes/yr/MV
- ❖ Thain Road & 10<sup>th</sup> Street: 0.92 crashes/yr/MV

Currently, Lapwai Road & Gun Club Road has a higher ICR compared to 2010, which could be caused by changes in traffic patterns in the area. 10<sup>th</sup> Street & Warner Avenue and Thain Road & 10<sup>th</sup> Street intersection both have significantly lower ICRs compared to 2010. This crash rate reduction may have been influenced by lane additions at both intersections.

Segment crash rates are generally low through the GCC. Idaho statewide average crash rates ranged between 1.3 and 1.4 crashes/year/MVMT from 2010 to 2014 (according to ITD’s 2014 Idaho Crash Report), and all study segments are well below this threshold. Gun Club Road has the highest crash rate at 0.71 crashes/MVMT, which can be expected due to the road’s narrow shoulders and clear zone.

**Crash Severity**

Table 3 shows a breakdown of GCC crashes by severity.

Table 3 - 2011-2015 Crash Severity	
Severity	Number
Fatality	0
A Injury (incapacitating)	0
B Injury (non-incapacitating)	2
C Injury (possible injury)	12
Property Damage Only	36
Total	50

There have been no fatalities or A Injury crashes in the past five years. These severe crashes are usually the justification for major safety improvements. The two B Injury crashes in the GCC occurred at the Lindsay Creek crossing on Gun Club Road and at the intersection of Thain Road & 10<sup>th</sup> Street. A vehicle struck the guardrail at the Lindsay Creek crossing, which may suggest a need to widen the shoulders and lengthen the culvert at the crossing. At Thain Road & 10<sup>th</sup> Street, a motorcyclist rear-ended another vehicle when it turned into a driveway.

Overall, the severity of crashes in the GCC is below average due to the absence of fatalities and A Injury crashes.

**B. TURN LANE WARRANTS**

At intersections, high turning movement volumes combined with high through movement volumes can pose a safety concern. If turning vehicles are not given a designated turn lane, they may come to a complete stop in the through lane while waiting to turn at an intersection. ITD has developed turn lane warrants to address this risk and to help determine when turn lanes should be installed.

Keller Associates checked these ITD turn lane warrants at the intersections of Lapwai Road & Gun Club Road (for eastbound right and westbound left lanes) and 10<sup>th</sup> Street & Warner Avenue (for the westbound left lane). These were selected because they were the only turning movements at GCC study intersections that did not have designated turn lanes. Table 4 shows a summary of the warrant analyses.

Table 4 - Turn Lane Warrant Results			
Intersection	Movement	Analysis Hour	Result
Lapwai Road & Gun Club Road	Eastbound right 	4:30-5:30 PM	Meets warrant
	Westbound left 	7:15-8:15 AM	Meets warrant
10th Street & Warner Avenue	Northwestbound left 	4:45-5:45 PM	Meets warrant

Turn lanes are currently warranted for all three evaluated movements, and especially for the eastbound right movement at Lapwai Road & Gun Club Road and the westbound left movement at 10<sup>th</sup> Street & Warner Avenue. Turning volumes for these two movements are over three times higher than the warrant thresholds for installing turn lanes. Warrant evaluation sheets are included in the Appendix.

**C. ROADSIDE CLEAR ZONE**

Roadside clear zones are intended to be clear of hazards and sloped such that an errant vehicle can recover from a run-off-the-road incident. Generally, clear zones are recommended in rural

areas (absent curb and gutter) and designed to be wider for roads with higher speeds and traffic volumes. For the GCC, the recommended clear zone is a 1V:4H slope or flatter for at least 16 feet from the outside lane line (traveled way), reference from the AASHTO Roadside Design Guide. Breakaway objects or wood posts 4 inches wide or smaller are allowed in the clear zone.

Figure 4 below displays clear zone compliance along the GCC.



**Figure 4 – Clear Zone Compliance**

Almost all of the GCC does not meet the clear zone recommendation. An approximately 1,000 foot section on the west side of Lapwai Road meets clear zone guidelines. The rest of the corridor either has steep slopes/embankments or fixed objects in the clear zone.

Maintaining a clear zone is required for routes on the National Highway System (NHS) and for Federal Aid projects. The GCC is not on the NHS, but adequate clear zones will need to be established and maintained if improvements are funded with Federal Aid dollars.

## V. PAVEMENT CONDITION

Keller Associates conducted a field review in May of 2016 to record pavement width and condition in the GCC. Targeted goals for pavement utilize the concept of remaining service life (RSL), a value of 0 to 20 years. For most road departments and municipalities in Idaho, a system-wide average RSL of 12 years is recommended, with less than 3% of the network at a terminal service level (RSL 0 to 3 years). RSL is a function of extent and severity of pavement distress. Extent refers to the percentage of road surface with visible distress, and severity refers to crack width (or depth in the case of rutting).

Most new asphalt pavements will deteriorate to a “Good” condition category after about 8 years (RSL=12). This corresponds to a drop in the service life of the pavement of 40% and is the optimal time to apply preventative maintenance. After 12 years (RSL=8), most asphalt pavements will deteriorate to a “Fair” condition rating. This corresponds to a 60% drop in pavement life and is the optimal time to consider rehabilitation treatment. If no rehabilitation is undertaken at this point, the street will likely deteriorate to the “Poor” category within another three years (RSL=5) and may require expensive reconstruction.

Table 5 below reports the field review findings from north to south, starting at the Main Street & Lapwai Road intersection.

Table 5 – Existing Pavement Condition						
Road Name	From	To	Pavement Width (ft)	Governing Distress	RSL	Optimal Treatment
Lapwai Rd	Main St	E Main St	78 to 50	Transverse	12	Crack Seal
Lapwai Rd	E Main St	875 ft from E Main St	26	Fatigue	10	Cold Patch
Lapwai Rd	875 ft from E Main St	1750 ft from E Main St	26	Transverse	10	Single Chip Seal
Lapwai Rd	1750 ft from E Main St	2625 ft from E Main St	26	Edge	10	Seal Coat
Lapwai Rd	2625 ft from E Main St	Gun Club Rd	26	Patch/ Pothole	10	Digout and Hot Patch
Gun Club Rd	Lapwai Rd	Seagull Ave	26	Fatigue	10	Cold Patch
Gun Club Rd	Seagull Ave	2500 ft from Seagull Ave	26	Edge	8	Crack Seal
Gun Club Rd	2500 ft from Seagull Ave	Stewart Ave	26	Fatigue	6	Thick Overlay (3 in.)
10th St	Stewart Ave	Preston Ave	26	Edge	10	Seal Coat
10th St	Preston Ave	Park Ave	26	Edge	10	Seal Coat
10th St	Park Ave	End	41	Fatigue	10	Cold Patch

Existing pavement through the GCC is consistently 26 feet wide. This leaves narrow shoulders ranging from 1 to 2 feet depending on lane widths. The ends of the corridor near Main Street and Warner Avenue widen out to 78 feet and 41 feet, respectively.

Remaining service life (RSL) of the pavement is generally better toward the ends of the corridor. The southern half of Gun Club Road received the lowest RSL rating, at 6 years. Figure 5 on the following page provides a visual representation of RSL along the GCC.

Maintenance is recommended along the entire length of the corridor. Treatment recommendations are provided depending on the observed pavement distress in Table 5.

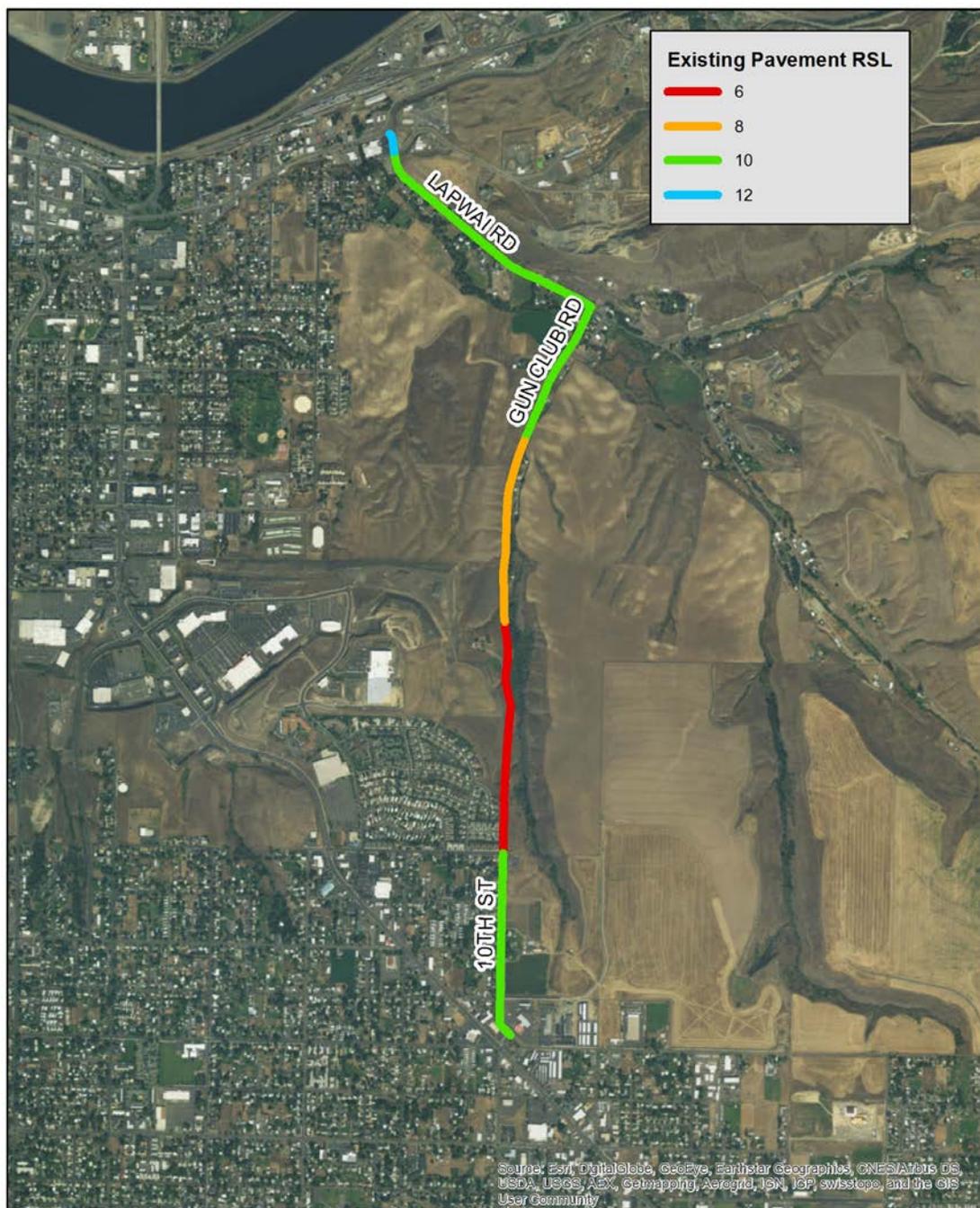


Figure 5 – Existing Pavement Remaining Service Life (RSL)

## VI. ENVIRONMENTAL

There is an ongoing Watershed Restoration Project for Lindsay Creek. Lindsay Creek crosses under Gun Club Road and continues downstream parallel with Lapwai Road before flowing into the Clearwater River. The Idaho Department of Environmental Quality (IDEQ) established total maximum daily loads (TMDLs) in May 2007 for Lindsay Creek for bacteria, sediment, and nutrients/nitrogen. A TMDL is a regulation that refers to the maximum amount of a pollutant a water body can receive while still meeting water quality standards. Pollutants in the creek are thought to be from agricultural sources, such as livestock manure and fertilizer. IDEQ noted the importance of reestablishing riverbank vegetation to prevent fine organic matter from entering the creek.

This Watershed Restoration Project may require more stringent erosion and sediment control for construction activities in the GCC. Road widening will likely require tree and vegetation removal, especially on Gun Club Road.

## VII. ALTERNATIVE TRANSPORTATION MODES

### A. PEDESTRIANS

The majority of the GCC does not have sidewalks. The GCC was not identified for sidewalk improvements in the 2008 Lewiston Sidewalk Master Plan. The only existing sidewalks in the corridor are at the intersection of Main Street & Lapwai Road, on 10<sup>th</sup> Street from Thain Road to Park Avenue, and at the intersection of Nez Perce Drive & Juniper Drive. Pedestrian ramps are present at these locations, but the only ADA compliant ramps in the corridor are at the intersection of Thain Road & 10<sup>th</sup> Street.

### B. BICYCLES

There are currently no bicycle facilities in the GCC. However, the 2015 LCVMPPO Bicycle Master Plan proposed bicycle facility improvements in the area. The plan proposed a downhill shared lane and uphill on-street bike lane on Lapwai Road, a bike pathway connecting the north approach of the Nez Perce Drive & Juniper Drive intersection to the end of 23<sup>rd</sup> Street, and shared lanes on 10<sup>th</sup> Street between Warner Avenue and Stewart Avenue. Shared lanes may be upgraded to on-street bike lanes if necessitated by conditions or demand.

### C. PUBLIC TRANSIT

Public transit does not travel through the GCC but has two stops near the perimeter of the corridor. The East Route of the Lewiston Transit System stops on Nez Perce Drive about halfway between Juniper Drive and Thain Road. The West Route stops at the intersection of 10<sup>th</sup> Street & Thain Road.

## VIII. TOPOGRAPHIC and DESIGN CHALLENGES

The topography of the GCC presents a number of design challenges for future road projects. Discussed herein are possible challenges with slopes, right-of-way, creek crossings, the Nez Perce Drive Extension, and City of Lewiston design standards.

### A. *SLOPES*

Since the majority of the GCC lies in a gully, slopes will be a significant topographic challenge to future road widening efforts. The north side of Lapwai Road slopes upwards. There is a steep embankment on the west side and a steep drop off on the east side of Gun Club Road between Seagull Avenue and Stewart Avenue. The steep slopes on Gun Club Road appear to have constrained the existing alignment, resulting in a narrow and windy road. Proposed extensions to 11<sup>th</sup> Avenue and 16<sup>th</sup> Avenue would have to traverse two smaller gullies between Gun Club Rd and 29<sup>th</sup> Street.

The average roadway grade along Lapwai Road is 2.6 percent. On Gun Club Road, the average grade is 3.4 percent from Lapwai Road to Seagull Avenue, and 8.2 percent from Seagull Avenue to Stewart Avenue. The maximum grade measured along the corridor was 10.3 percent at a location immediately south of the proposed Nez Perce Drive Extension tie-in point with Gun Club Road, although there may be steeper areas.

### B. *RIGHT-OF-WAY*

Parcel data for the GCC was obtained from the City of Lewiston was used to review right-of-way widths through the corridor. Existing right-of-way is of inconsistent width and does not appear to be sufficient for four lane roadways on Lapwai Road and Gun Club Road. The Lapwai Road right-of-way corridor ranges from 50 feet (minimum prescriptive width) up to 132 feet wide at the Main Street intersection. The Gun Club Road right-of-way corridor ranges from 50 feet up to 124 feet wide at a location halfway between Lapwai Road and Stewart Avenue. Slopes limit the usable width of right-of-way on both Lapwai Road and Gun Club Road.

### C. *CROSSINGS*

Lindsay Creek crosses Gun Club Road approximately 400 feet south of Lapwai Road; this is the only crossing in the GCC. The crossing structure is a box culvert approximately 26 feet long (same as pavement width). Therefore, the culvert would need to be lengthened concurrent with Gun Club Road widening proposed in the LRTP.

### D. *CITY OF LEWISTON ROADWAY DESIGN STANDARDS*

City of Lewiston design standards were referenced to evaluate current compliance and areas of deficiency. City design standards were evaluated along the entire corridor even though portions are outside city limits, because it is within the City's Area of Impact and may eventually be annexed into the City.

All road segments in the GCC are classified as minor arterials. The City of Lewiston standards for a four-lane minor arterial are included in the Appendix and summarized below.

- ❖ 80-foot right-of-way corridor
- ❖ 10-foot utility easements outside the right-of-way on both sides
- ❖ 52-foot asphalt roadway from face-of-curb to face-of-curb (not including turn lanes at intersections)
- ❖ 8 percent maximum grade

- ❖ Add 10 feet to right-of-way and pavement width to install bike lanes on both sides
- ❖ Alternate three-lane section includes center two-way left turn lane, one travel lane each direction, and on-street bike lanes on both sides

Right-of-way will need to be obtained along most of the length of the corridor to meet the 80-foot standard. Power poles and other utilities will need to be relocated. As discussed earlier, constructing a 52-foot roadway section will be challenging due to the topography. Sections of Gun Club Road are currently steeper than the 8 percent maximum grade.

**E. NEZ PERCE DRIVE EXTENSION**

Keller Associates evaluated stopping sight distance at the proposed Nez Perce Drive tie-in point with Gun Club Road. A conceptual plan of the extension is included in the Appendix and shows the location of the tie-in point.

Table 6 shows the AASHTO Green Book recommended stopping sight distance compared to actual sight distance, measured from the location of the proposed Nez Perce Drive stop bar at the tie-in with Gun Club Road.

<b>Table 6 – Recommended Stopping Sight Distance with 45 mph Design Speed</b>			
<b>Direction</b>	<b>Grade (%)</b>	<b>Recommended Stopping Sight Distance (ft)</b>	<b>Actual Sight Distance (ft)</b>
Looking north from stop bar	10.3	320	360
Looking south from stop bar	8.6	427	484

The recommended stopping sight distance is lower than the actual sight distance in both directions. Therefore, sight distance is adequate both north and south of the proposed stop bar.

## IX. PUBLIC OPINION

On July 27, 2016, approximately 60 to 70 landowners and stakeholders met at the Lewiston Public Library from 4pm to 6pm to ask questions and express opinions about the Gun Club Corridor. A total of 36 comment forms were collected; 34 during the meeting and 2 via email. The comment forms, divided into three sections, asked about current corridor issues and projects proposed by the 2040 Long Range Transportation Plan. All completed comment forms are included in the Appendix.

### A. DEMOGRAPHICS

- ❖ Ethnicity: **Predominately white**  
32 (89%) white, 4 (11%) unanswered
- ❖ Gender: **Slightly more men than women**  
21 (58%) male, 14 (44%) female, 1 (3%) unanswered
- ❖ Age: **Predominately over age 50**  
33 (92%) over age 50, 3 (8%) under age 50

### B. CURRENT CONCERNS WITH THE GUN CLUB CORRIDOR

The most common current concern among the meeting attendants were narrow roadways, followed by intersections, edge-of-road safety, truck usage, speeding, and lastly, deteriorating pavement. Responses generally showed more concern for Gun Club Road than Lapwai Road.

#### Narrow Road

- ❖ Includes lack of passing and turning lanes and bike lanes.

#### Intersections

- ❖ Specifically focuses on (I-3) 10<sup>th</sup> & Warner and (I-4) Thain & 10<sup>th</sup>.
- ❖ Includes congestion during peak hours, Wells Fargo access onto Warner Ave, optimize signal timing.
- ❖ Optional roundabouts?

#### Edge of Road Safety

- ❖ Includes inadequate shoulders and lack of guardrails.

#### Truck Usage

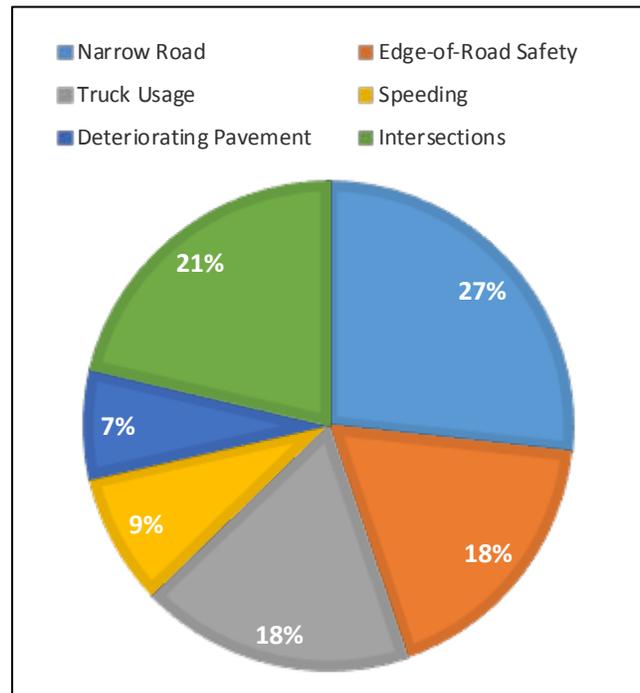
- ❖ Includes increase in number of trucks, using corridor to avoid 21<sup>st</sup> St/Thain Rd, use of compression brakes.

#### Speeding

- ❖ Includes disregard of speed limit, ‘hot rodding’, and inappropriate passing.

#### Deteriorating Pavement

- ❖ Includes need for pavement maintenance as well as debris on the road.

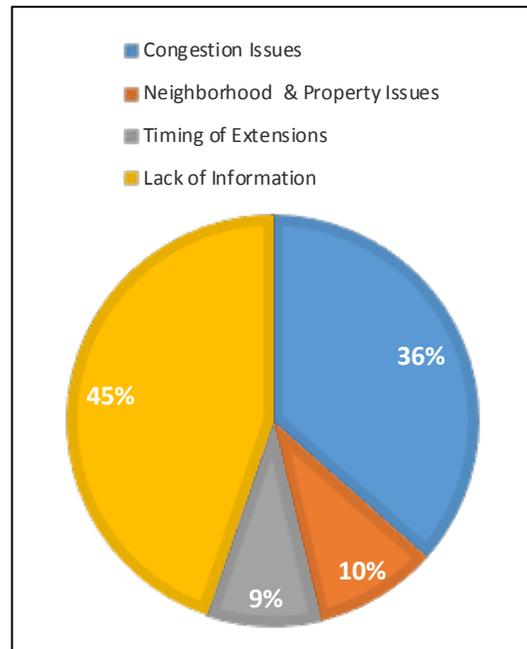


**C. COMMENTS and CONCERNS ABOUT THE PROPOSED PROJECTS**

The prevailing sentiment among the meeting attendants was a lack of information about the proposed LRTP projects. This was followed by congestion concerns, and to a lesser extent, neighborhood and property issues and timing of extensions.

**Lack of Information Comments**

- ❖ “Just because we get economic help from a developer, does not mean that extension of Nez Perce Drive is the right route. We should not jump into action just because a developer is pushing the time frame with a bribe to insure E/W completion of a street that is obviously the wrong East/West corridor and connection to Gun Club. If there is a need or desire for an E/W corridor, the tax payer will, and should, pay for it.”
- ❖ “The extension of Nez Perce Dr. to Gun Club Rd cannot be defended as currently proposed.”
- ❖ “Aren’t there any other options?”



**Congestion Issue Comments**

- ❖ “Listening to our view now is good, rather than telling us what you are going to do.”
- ❖ “need to address Gun Club Rd improvements before increasing access to Gun Club Rd.”
- ❖ “Dropping traffic onto a narrow 2-lane north-south road doesn’t help with congestion and will only cause safety issues and declines in adjoining property values.”
- ❖ “as Lewiston spreads, addressing the Corridor will help with congestion in the future.”

**Neighborhood and Property Value Comments**

- ❖ “The road S-4 Nez Perce Dr. Extension will be in our back yard – deteriorating our neighborhood.”
- ❖ “This will be a loss to our neighborhood and and a decline in our property value.”

**Timing of Extensions Comments**

- ❖ “Complete the S-3 16<sup>th</sup> Ave. Extension first. It will be easier to use than the S-4 Nez Perce Dr. Extension.”
- ❖ “Complete the ‘Study’ before allowing Nez Perce Dr. Extension to extend to Gun Club Rd., for safety reasons.”

**D. PUBLIC OPINION SUMMARY**

Landowners and stakeholders near the GCC have seen increased traffic in recent years. Improvements to the corridor are desired, especially on Gun Club Road. The proposed extension, (S-4) Nez Perce Drive Extension, is highly controversial. Some think (S-3) 16<sup>th</sup> Avenue Extension or improvements to Gun Club Road should be completed first.

## X. EXISTING CONDITIONS CONCLUSIONS

Existing Gun Club Corridor traffic capacity, roadway safety, pavement quality, environmental, alternative transportation modes, topographic and design challenges, and public opinion were evaluated in this report. Figure 6 below presents a summary of the conclusions reached by Keller Associates following these evaluations.

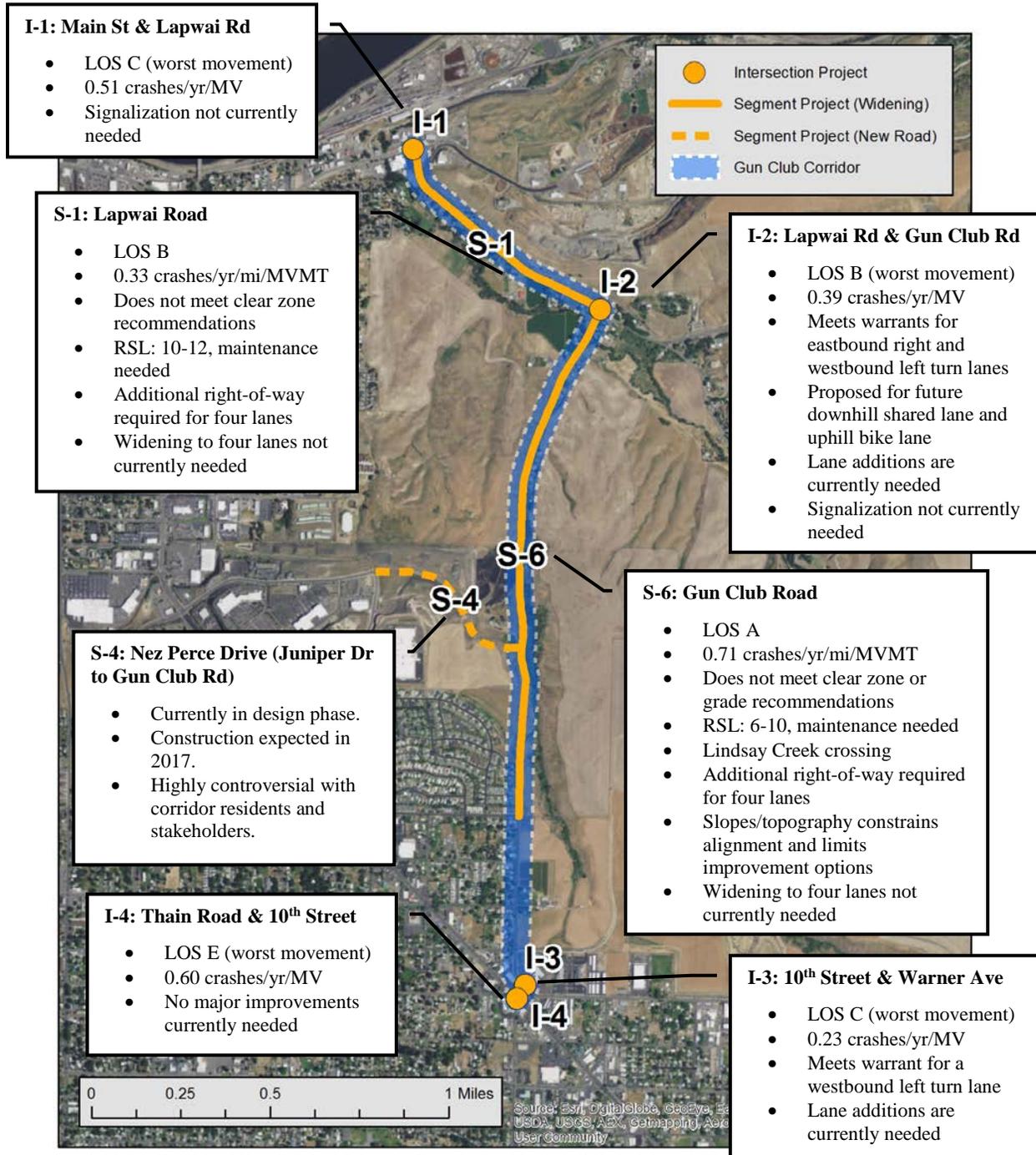


Figure 6 - Existing Conditions Conclusions

# Appendix

**NORTH EAST CROSSING ADDITION**  
**E. Main / Mill Rd. / Lapwai Rd**

**NO BUILD 2016 AM**  
 January, 2015

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	↵	↶	↕↕	↶	↵	↕↕
Volume (veh/h)	316	31	182	115	10	89
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	343	34	198	125	11	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	268	99			198	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	268	99			198	
tC, single (s)	6.9	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
pO queue free %	50	96			99	
cM capacity (veh/h)	691	925			1387	

Direction, Lane #	WB 1	WB 2	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	343	34	99	99	125	11	48	48
Volume Left	343	0	0	0	0	11	0	0
Volume Right	0	34	0	0	125	0	0	0
cSH	691	925	1700	1700	1700	1387	1700	1700
Volume to Capacity	0.50	0.04	0.06	0.06	0.07	0.01	0.03	0.03
Queue Length 95th (ft)	70	3	0	0	0	1	0	0
Control Delay (s)	15.3	9.0	0.0	0.0	0.0	7.6	0.0	0.0
Lane LOS	C	A				A		
Approach Delay (s)	14.7		0.0			0.8		
Approach LOS	B							

Intersection Summary		
Average Delay		7.0
Intersection Capacity Utilization	32.5%	ICU Level of Service
Analysis Period (min)		15
		A

NORTH EAST CROSSING ADDITION  
 E. Main St. / Mill Rd. / Lapwai Rd.

NO BUILD 2016 PM  
 January, 2015

						
Lane Group	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations			 			 
Volume (vph)	138	31	115	341	82	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	150	180		135	61	
Storage Lanes	1	0		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frnt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1615	2935	1599	1787	3282
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1615	2935	1599	1787	3282
Link Speed (mph)	35		35			35
Link Distance (ft)	919		318			251
Travel Time (s)	17.9		6.2			4.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	23%	1%	1%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	150	34	125	371	89	264
Shared Lane Traffic (%)						
Lane Group Flow (vph)	150	34	125	371	89	264
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized  
 Intersection Capacity Utilization 32.3% ICU Level of Service A  
 Analysis Period (min) 15

NORTH EAST CROSSING ADDITION  
 Gun Club Rd. / Lindsay Creek Rd. / Lapwai Rd.

NO BUILD 2016 AM  
 January, 2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Volume (veh/h)	42	53	50	204	108	13
Sign Control	Free			Free	Stop	
Grade	1%			-1%	-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	58	54	222	117	14
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			103		405	74
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			103		405	74
tC, single (s)			4.1		6.4	6.4
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.5
p0 queue free %			96		80	98
cM capacity (veh/h)			1489		582	932

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	103	276	132
Volume Left	0	54	117
Volume Right	58	0	14
cSH	1700	1489	606
Volume to Capacity	0.06	0.04	0.22
Queue Length 95th (ft)	0	3	20
Control Delay (s)	0.0	1.7	12.6
Lane LOS		A	B
Approach Delay (s)	0.0	1.7	12.6
Approach LOS			B

Intersection Summary			
Average Delay		4.2	
Intersection Capacity Utilization		33.6%	ICU Level of Service
Analysis Period (min)		15	A

NORTH EAST CROSSING ADDITION  
Lapwai Rd. / Lindsay Creek Rd. / Gun Club Rd

NO BUILD 2016 PM  
January, 2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↘			↖	↗	
Volume (veh/h)	194	231	28	80	135	43
Sign Control	Free			Free	Stop	
Grade	1%			-1%	-2%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	211	251	30	87	147	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			462		484	336
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			462		484	336
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		72	93
cM capacity (veh/h)			1110		529	699
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	462	117	193			
Volume Left	0	30	147			
Volume Right	251	0	47			
cSH	1700	1110	562			
Volume to Capacity	0.27	0.03	0.34			
Queue Length 95th (ft)	0	2	38			
Control Delay (s)	0.0	2.3	14.7			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.3	14.7			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			4.0			
Intersection Capacity Utilization			45.5%	ICU Level of Service		A
Analysis Period (min)			15			

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	72	55	81	74	56	81
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	60	88	80	61	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			138		365	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			138		365	108
tC, single (s)			4.1		6.4	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			94		90	91
cM capacity (veh/h)			1452		596	932

Direction, Lane #	SE 1	NW 1	NE 1	NE 2
Volume Total	138	168	61	88
Volume Left	0	88	61	0
Volume Right	60	0	0	88
cSH	1700	1452	596	932
Volume to Capacity	0.08	0.06	0.10	0.09
Queue Length 95th (ft)	0	5	8	8
Control Delay (s)	0.0	4.2	11.7	9.3
Lane LOS		A	B	A
Approach Delay (s)	0.0	4.2	10.3	
Approach LOS			B	

Intersection Summary			
Average Delay		4.9	
Intersection Capacity Utilization		28.9%	ICU Level of Service A
Analysis Period (min)		15	

NORTH EAST CROSSING ADDITION  
 Gun Club Rd. / Warner Ave. / 10th St.

NO BUILD 2016 PM  
 January, 2015

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↔			↔	↔	↔
Volume (veh/h)	169	161	132	81	87	62
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	184	175	143	88	95	67
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			359		646	271
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			359		646	271
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			88		76	91
cM capacity (veh/h)			1211		387	772

Direction, Lane #	SE 1	NW 1	NE 1	NE 2
Volume Total	359	232	95	67
Volume Left	0	143	95	0
Volume Right	175	0	0	67
cSH	1700	1211	387	772
Volume to Capacity	0.21	0.12	0.24	0.09
Queue Length 95th (ft)	0	10	24	7
Control Delay (s)	0.0	5.6	17.3	10.1
Lane LOS		A	C	B
Approach Delay (s)	0.0	5.6	14.3	
Approach LOS			B	

Intersection Summary			
Average Delay		4.8	
Intersection Capacity Utilization		45.1%	ICU Level of Service
Analysis Period (min)		15	A

NORTH EAST CROSSING ADDITION  
Thain Rd. / 10th St.

NO BUILD 2016 AM  
January, 2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	24	238	33	5	546	22	154	77	5	27	49	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	120		0	55		0	55		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	3504	0	1805	3588	0	1805	1885	0	1805	1900	1583
Flt Permitted	0.950			0.950			0.722			0.699		
Satd. Flow (perm)	1805	3504	0	1802	3588	0	1370	1885	0	1328	1900	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			4			3				121
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3000			1870			1543			221	
Travel Time (s)		58.4			36.4			30.1			4.3	
Confl. Peds. (#/hr)			1	1			1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	295	0	5	617	0	167	89	0	29	53	89
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Free
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		Free
Detector Phase	5	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.9	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.9	26.7		10.0	24.3		27.4	27.4		28.6	28.6	
Total Split (s)	24.9	45.2		25.0	45.3		45.4	45.4		45.6	45.6	
Total Split (%)	21.5%	39.0%		21.6%	39.1%		39.2%	39.2%		39.4%	39.4%	
Maximum Green (s)	20.0	40.0		20.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	2.0		1.8	2.1		2.2	2.2		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	5.2		5.0	5.3		5.4	5.4		5.6	5.6	

NORTH EAST CROSSING ADDITION  
Thain Rd. / 10th St.

NO BUILD 2016 AM  
January, 2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0			5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		16.0		14.0			17.0	17.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0			0	0		0	0	
Act Effct Green (s)	7.2	62.6		6.0	57.1		40.2	40.2		40.0	40.0	115.8
Actuated g/C Ratio	0.06	0.54		0.05	0.49		0.35	0.35		0.35	0.35	1.00
v/c Ratio	0.23	0.16		0.05	0.35		0.35	0.14		0.06	0.08	0.06
Control Delay	56.0	13.6		53.2	19.6		30.8	25.8		26.0	26.1	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	56.0	13.6		53.2	19.6		30.8	25.8		26.0	26.1	0.1
LOS	E	B		D	B		C	C		C	C	A
Approach Delay		17.0			19.9			29.0			12.5	
Approach LOS		B			B			C			B	
90th %ile Green (s)	9.3	53.2		6.8	50.7		40.2	40.2		40.0	40.0	
90th %ile Term Code	Gap	Coord		Gap	Coord		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	8.0	65.0		0.0	52.0		40.2	40.2		40.0	40.0	
70th %ile Term Code	Gap	Coord		Skip	Coord		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	7.1	65.0		0.0	52.9		40.2	40.2		40.0	40.0	
50th %ile Term Code	Gap	Coord		Skip	Coord		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	0.0	65.0		0.0	64.9		40.2	40.2		40.0	40.0	
30th %ile Term Code	Skip	Coord		Skip	Coord		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	0.0	65.0		0.0	64.9		40.2	40.2		40.0	40.0	
10th %ile Term Code	Skip	Coord		Skip	Coord		MaxR	MaxR		MaxR	MaxR	
Queue Length 50th (ft)	19	50		4	153		92	44		14	26	0
Queue Length 95th (ft)	48	92		17	207		153	82		36	56	0
Internal Link Dist (ft)		2920			1790			1463			141	
Turn Bay Length (ft)	75			120			55			55		
Base Capacity (vph)	311	1901		311	1770		475	656		458	656	1583
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.08	0.16		0.02	0.35		0.35	0.14		0.06	0.08	0.06

Intersection Summary

Area Type: Other  
 Cycle Length: 115.8  
 Actuated Cycle Length: 115.8  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.35  
 Intersection Signal Delay: 20.0  
 Intersection Capacity Utilization 44.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 3: 10th Street & Thain Rd

p1	p2 (R)	p4
25 s	45.2 s	45.4 s
p5	p6 (R)	p8
24.9 s	45.3 s	45.6 s

NORTH EAST CROSSING ADDITION

NO BUILD 2016 PM

Thain Rd. / 10th St.

January, 2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	55	685	104	18	417	33	139	94	9	103	115	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	120		0	55		0	55		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00			1.00					
Frft		0.980			0.989			0.987				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3527	0	1805	3570	0	1805	1875	0	1787	1900	1615
Flt Permitted	0.950			0.950			0.676			0.685		
Satd. Flow (perm)	1805	3527	0	1803	3570	0	1283	1875	0	1289	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			8			5				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3000			1870			1543			221	
Travel Time (s)		58.4			36.4			30.1			4.3	
Confl. Peds. (#/hr)			1	1			1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	60	745	113	20	453	36	151	102	10	112	125	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	858	0	20	489	0	151	112	0	112	125	73
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Free
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		Free
Detector Phase	5	2		1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.9	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.9	26.7		10.0	24.3		27.4	27.4		28.6	28.6	
Total Split (s)	24.9	45.2		25.0	45.3		45.4	45.4		45.6	45.6	
Total Split (%)	21.5%	39.0%		21.6%	39.1%		39.2%	39.2%		39.4%	39.4%	

**NORTH EAST CROSSING ADDITION**  
 Thain Rd. / 10th St.

**NO BUILD 2016 PM**  
 January, 2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	20.0	40.0		20.0	40.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.2	3.2		3.2	3.2		3.2	3.2		3.2	3.2	
All-Red Time (s)	1.7	2.0		1.8	2.1		2.2	2.2		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.9	5.2		5.0	5.3		5.4	5.4		5.6	5.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	
Walk Time (s)		5.0		5.0			5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		16.0		14.0			17.0	17.0		18.0	18.0	
Pedestrian Calls (#/hr)		0		0			0	0		0	0	
Act Effct Green (s)	9.2	59.8		6.9	52.9		40.2	40.2		40.0	40.0	115.8
Actuated g/C Ratio	0.08	0.52		0.06	0.46		0.35	0.35		0.35	0.35	1.00
v/c Ratio	0.42	0.47		0.19	0.30		0.34	0.17		0.25	0.19	0.05
Control Delay	58.7	19.6		55.3	21.1		30.7	25.9		29.1	27.6	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.7	19.6		55.3	21.1		30.7	25.9		29.1	27.6	0.1
LOS	E	B		E	C		C	C		C	C	A
Approach Delay		22.2			22.4			28.7			21.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	43	182		14	120		83	55		59	65	0
Queue Length 95th (ft)	85	299		40	170		141	98		107	111	0
Internal Link Dist (ft)		2920			1790			1463			141	
Turn Bay Length (ft)	75			120			55			55		
Base Capacity (vph)	311	1827		311	1635		445	654		445	656	1615
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.19	0.47		0.06	0.30		0.34	0.17		0.25	0.19	0.05

**Intersection Summary**

Area Type: Other  
 Cycle Length: 115.8  
 Actuated Cycle Length: 115.8  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay: 23.0  
 Intersection Capacity Utilization 53.8%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service A

**Splits and Phases: 3: Thain Rd**

25 s	45.2 s	45.4 s
24.9 s	45.3 s	45.6 s

## Level of Service (LOS) Description and Methodology

The following provides a more descriptive definition of roadway congestion.

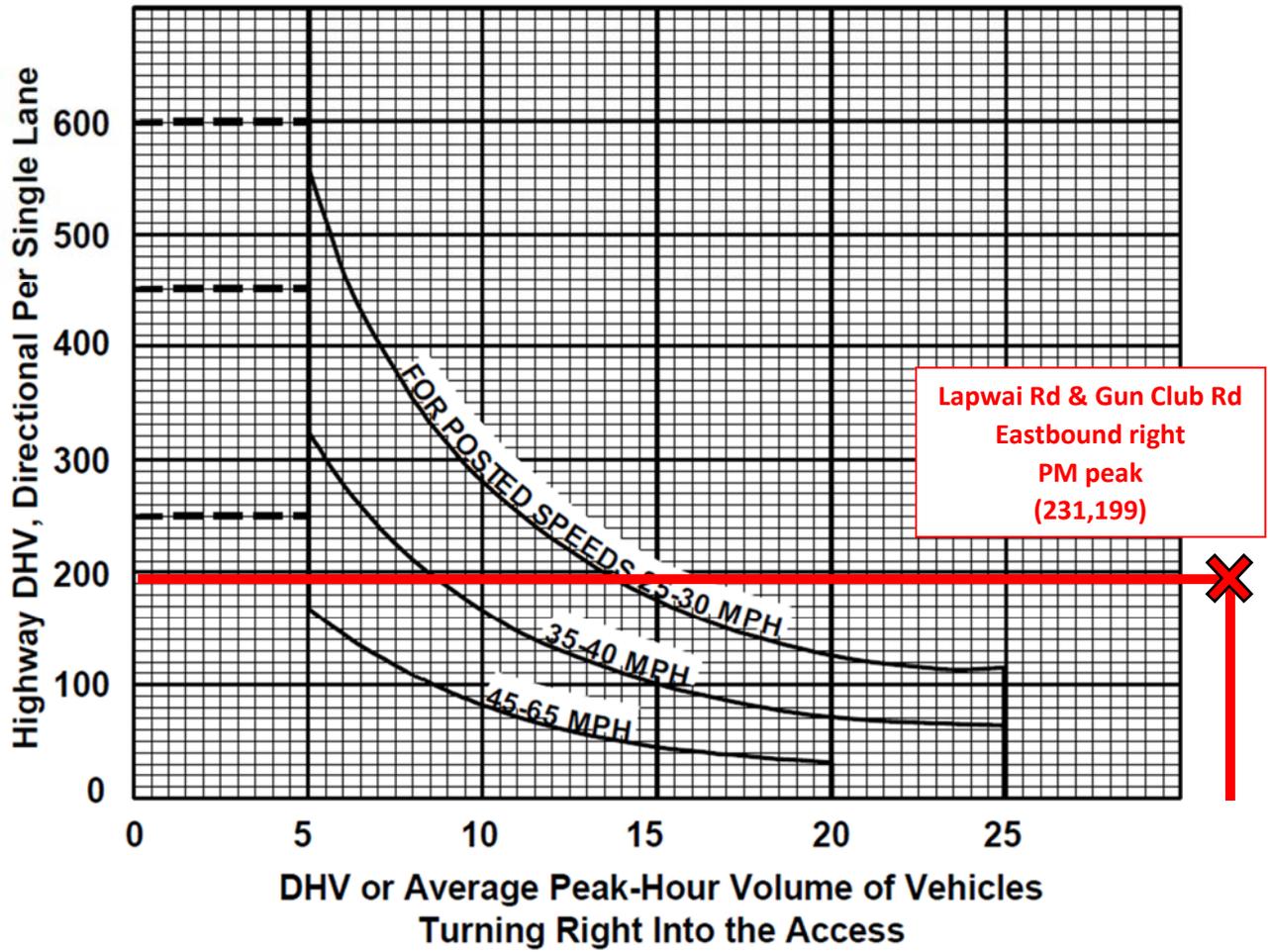
- a Uncongested Level of Service A, B and C (when the v/c ratio is between 0.60 and 0.70) are those corridors that generally operate in free-flow conditions, where a driver tends to be able to drive without undue delay except for when impeded by stop signs or traffic signals. During peak hours, some delay may be experienced at controlled intersections.
- a Approaching Moderate Congestion Level of Service C is generally considered uncongested but due to heavier volumes congestion at the controlled intersections may approach those conditions similar to LOS D. A roadway that has a v/c ratio between 0.70 and 0.75 would fall into this category.
- a Moderate Congestion Level of Service D are those corridors where the driver can travel under free flow conditions during the off peak hours, but moderate delays at the controlled intersections during peak hours are expected.
- a Congested Level of Service E and F are those corridors where traffic volumes have reached or exceeded capacity and delays during the peak hour may be excessive.

### Methodology to Compute Level of Service (LOS)

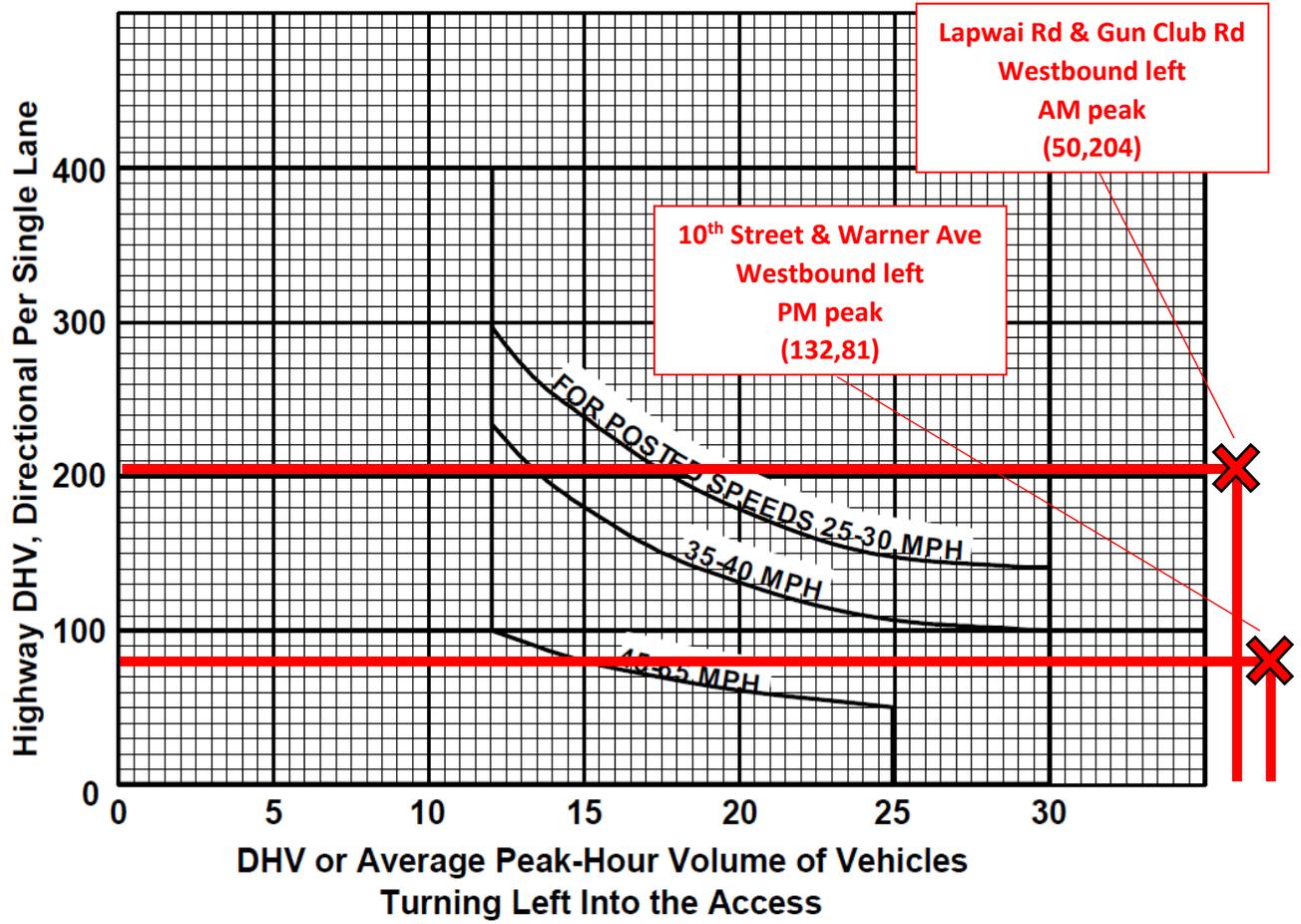
	A		B		C		D		E		F	
	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio	ADT Range	V/C Ratio
<b>Urban Collector</b>												
Two Lanes	< 4,725	<b>&lt; 0.45</b>	4,726 - 6,300	<b>0.45 - 0.60</b>	6,301 - 7,875	<b>0.60 - 0.75</b>	7,876 - 8,925	<b>0.75 - 0.85</b>	8,926 - 10,500	<b>0.85 - 1.00</b>	10,501 >	<b>1.00 &gt;</b>
Three Lanes	<5,850		5,851 - 7,800		7,801 - 9,750		9,751 - 11,050		11,051 - 13,000		13001 >	
Four Lanes	< 9,225		9,226 - 12,300		12,301 - 15,375		15,376 - 17,425		17,426 - 20,500		20,501 >	
Five Lanes	< 11,250		11,251 - 15,000		15,001 - 18,750		18,751 - 21,250		21,251 - 25,000		25,000 >	
<b>Minor Arterial</b>												
Two Lanes	< 5,625	<b>&lt; 0.45</b>	5,626 - 7,500	<b>0.45 - 0.60</b>	7,501 - 9,375	<b>0.60 - 0.75</b>	9,376 - 10,625	<b>0.75 - 0.85</b>	10,626 - 12,500	<b>0.85 - 1.00</b>	12,501 >	<b>1.00 &gt;</b>
Three Lanes	< 7,200		7,201 - 9,600		9,601 - 12,000		12,001 - 13,600		13,601 - 16,000		16,001 >	
Four Lanes	< 11,700		11,701 - 15,600		15,601 - 19,500		19,501 - 22,100		22,101 - 26,000		26,001 >	
Five Lanes	< 13,950		13,951 - 18,600		18,601 - 23,250		23,251 - 26,350		26,351 - 31,000		31,000 >	
<b>Principal Arterial</b>												
Two Lanes	< 6,300	<b>&lt; 0.45</b>	6,301 - 8,400	<b>0.45 - 0.60</b>	8,401 - 10,500	<b>0.60 - 0.75</b>	10,501 - 12,600	<b>0.75 - 0.90</b>	12,601 - 14,000	<b>0.90 - 1.00</b>	14,001 >	<b>1.00 &gt;</b>
Three Lanes	< 8,325		8,326 - 11,100		11,101 - 13,875		13,876 - 16,650		16,651 - 18,500		18501 >	
Four Lanes	< 13,950		13,951 - 18,600		18,601 - 23,250		23,251 - 27,900		27,901 - 31,000		31,001 >	
Five Lanes	< 16,650		16,651 - 22,200		22,201 - 27,750		27,751 - 33,300		33,301 - 37,000		37,001 >	
Six Lanes	< 21,150		21,151 - 28,200		28,201 - 35,250		35,251 - 42,300		42,301 - 47,000		47,001 >	
Seven Lanes	< 25,200		25,201 - 33,600		33,601 - 42,000		42,001 - 50,400		50,401 - 56,000		56,001 >	
<b>Freeway</b>												
Four Lanes	< 29,050	<b>&lt; 0.35</b>	29,051 - 45,650	<b>0.35 - 0.55</b>	45,651 - 58,100	<b>0.55 - 0.70</b>	58,101 - 74,700	<b>0.70 - 0.90</b>	74,701 - 83,000	<b>0.90 - 1.00</b>	83,001 >	<b>1.00 &gt;</b>
Six Lanes	< 43,400		43,401 - 68,200		68,201 - 86,800		86,801 - 111,600		111,601 - 124,000		124,001 >	

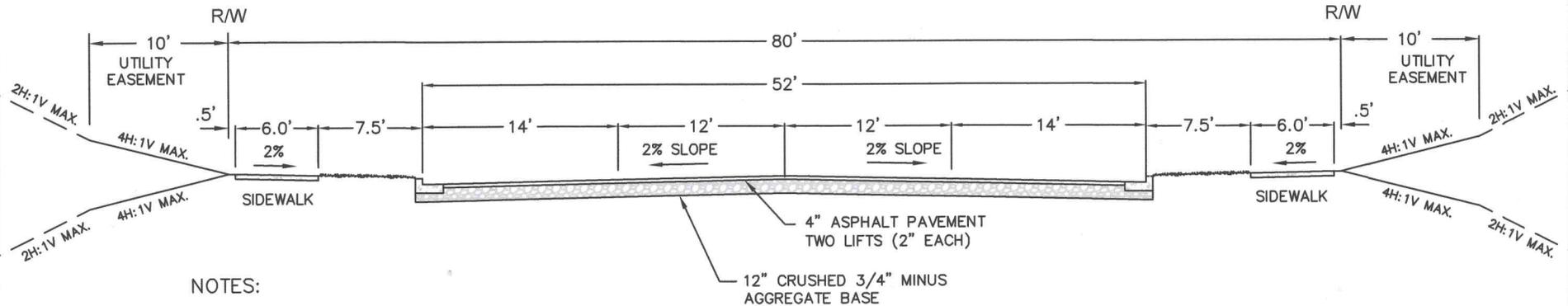
Level of Service (LOS) is computed by comparing the average daily traffic (ADT) volume with the estimated capacity of the roadway. The capacity is determined by a roadway's function and number of lanes and is identified as the upper limit volume of the LOS E ADT Range. For example a two-lane urban collector which has an ADT of 8,500 trips would be compared with the capacity of 10,500. The results would identify that the roadway operated at a LOS D falling within a range of 7,876 to 8,925 with a volume to capacity ratio (v/c ratio) of 0.81 ( $8,500/10,500 = 0.81$ ).

# RIGHT-TURN LANE WARRANT



# LEFT-TURN LANE WARRANT





NOTES:

- 80' RIGHT OF WAY WIDTH
- 8% MAX. GRADE
- 500 FT. CENTERLINE RADIUS (MIN.)
- INSTALL HIGH BACK CURB & GUTTER ONLY
- DESIGN ENGINEER MUST ACCOUNT FOR TRUCK TRAILER OFF TRACKING ON CURVES. STREETS WIDTH AND/OR RIGHT-OF-WAY WIDTH MAY NEED TO BE INCREASED.
- ADDITIONAL RIGHT-OF-WAY AT INTERSECTIONS MAY BE NEEDED TO ALLOW FOR TURNING LANE.
- CITY ENGINEER MAY REQUIRE SOIL TEST AND/OR GEOTECHNICAL ENGINEERING EVALUATION TO VERIFY LOAD BEARING CAPACITY OF SUBGRADE.
- ADD 10' OF PAVEMENT WIDTH & RIGHT-OF-WAY WIDTH (5' EACH SIDE OF CENTERLINE WHEN BIKE LANES ARE REQUIRED)
- TRAFFIC CALMING AND ENTRANCE FEATURES SHALL BE EVALUATED ON A CASE BY CASE BASIS; FINAL APPROVAL SHALL BE BY CITY ENGINEER.
- ALTERNATE CROSS-SECTION: FOUR - 12' TRAVEL LANES WITH 4' CENTER MEDIAN OR TWO - 14' TRAVEL LANES, ONE 12' TURN LANE AND TWO - 6' BIKE LANES.
- ASPHALT PAVEMENT MAYBE WATER TESTED FOR PROPER DRAINAGE PRIOR TO FINAL APPROVAL.
- CITY ENGINEER MAY REQUIRE CORING OF THE ASPHALT PAVEMENT TO VERIFY PAVEMENT THICKNESS OR DENSITY.
- ANY VARIATION TO PROPOSED ROAD CROSS-SECTION MUST HAVE WRITTEN APPROVAL FROM CITY ENGINEER.
- ALL TREE AND UTILITY PLACEMENT MUST MEET DWG NO 1-1.
- A 0.5' STRIP TO BE LOCATED BEHIND THE SIDEWALK FOR PLACEMENT OF PROPERTY PINS.

CITY OF LEWISTON, IDAHO  
PUBLIC WORKS DEPARTMENT

MINOR ARTERIAL

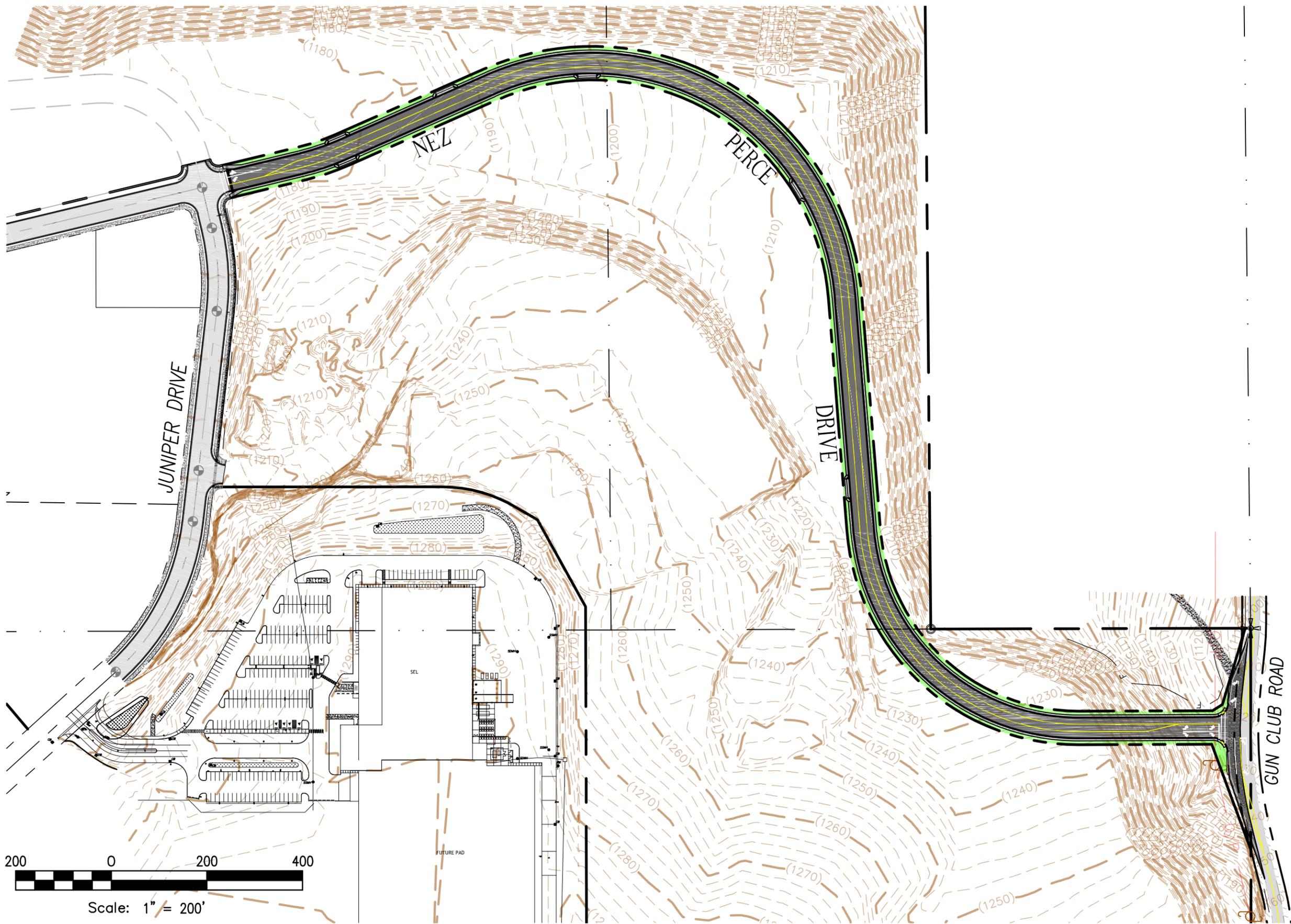
APPROVED FOR PUBLICATION

*Chris Deane*  
City Engineer

2-17-09  
Date

DWG. NO.

3-14



No.	DATE	BY	DESCRIPTION

CONCEPTUAL NEZ PERCE DRIVE  
ROADWAY EXHIBIT

**KELTIC ENGINEERING, INC.**  
 315 Adams Lane ♦ Lewiston, Idaho 83501 ♦ (208) 743-2135 ♦ (208) 743-2136 fax  
 9425 North Nevada St., Ste 204 ♦ Spokane, WA 99218 ♦ (509) 464-3000 ♦ (509) 464-3005 fax  
 ♦ Development ♦ Planning ♦ Design ♦ Construction Management

DRAWN BY:	CHECKED BY:
RGW	EFH
DESIGNED BY:	
EFH	
DATE:	01-27-14
LAST REV:	01-27-14
PROJECT NO.	13-0064
SHEET NO.	1 OF 10

# Gun Club Corridor Study

## COMMENT FORM

Come to our Public Meeting • Wednesday, August 27

Lewiston Public Library • 2nd Floor • 4-6pm



### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input checked="" type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input checked="" type="radio"/> Male</p> <p><input type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input checked="" type="radio"/> 60+</p>
---	---	---

**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input checked="" type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input checked="" type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input checked="" type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

# Gun Club Corridor Study

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### DEMOGRAPHICS

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- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

#### 2. Are you:

- Male
- Female
- Other

#### 3. What is your age?

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- |   |  |
|---|--|
| <input type="radio"/> Narrow road                               | <input type="radio"/> Trash, rocks, animals on the road                            |
| <input type="radio"/> Visibility at intersections               | <input type="radio"/> Inadequate shoulders   |
| <input type="radio"/> Not enough guard rails                    | <input type="radio"/> Deteriorating pavement                                       |
| <input type="radio"/> Large truck traffic                       | <input type="radio"/> Inappropriate passing  |
| <input type="radio"/> Sharing the road with bikes, no bike lane | <input type="radio"/> Other <u>excessive speed; poor visibility, icy in winter</u> |
| <input type="radio"/> Visibility on the road                    | <input type="radio"/> Other  |

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
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- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

It's not clear how much the <sup>both</sup> Thain/Gun Club Rd intersection is on the plan. If high school and ball parks go in, there will be significantly greater pressure on this intersection.

Bike lanes are needed.

# Gun Club Corridor Study

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- 60+

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(Choose your top 3 issues.)

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- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other twain lanes
- Other

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
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#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

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- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
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- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other Bike Lane
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other Bike Lane
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

# Gun Club Corridor Study

## COMMENT FORM

Come to our Public Meeting • Wednesday, August 27

Lewiston Public Library • 2nd Floor • 4-6pm



### DEMOGRAPHICS

#### 1. How would you classify yourself?

- American Indian or Alaskan Native
- Asian or Pacific Islander
- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

#### 2. Are you:

- Male
- Female
- Other

#### 3. What is your age?

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other move stacking length if possible

Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

*Gun Club can't handle much increase in ~~car~~ traffic unless it is improved + widened.*

# Gun Club Corridor Study

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### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input type="radio"/> Male</p> <p><input type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input type="radio"/> 60+</p>
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

*agenda. see below*

<input type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd –  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd –  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave –  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St –  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd –  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension –  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension –  not needed  will help with congestion  other \_\_\_\_\_

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*one other thing - on 15th st thain/warner - left turns out of the Bank parking lot onto warner & proceeding to turn left (west) at the intersection is dangerous. RT turn only out of warner @ exit from parking lot is essential.*

*W. E. Chetwood*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input checked="" type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input checked="" type="radio"/> Male</p> <p><input type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input checked="" type="radio"/> 60+</p>
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

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S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

PLEASE EMAIL THE EXISTING CONDITIONS REPORT TO [HASSARDS@GMAIL.COM](mailto:HASSARDS@GMAIL.COM)  
WES HASSARD

801-243-6883 MOBILE

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

#### 1. How would you classify yourself?

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- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

#### 2. Are you:

- Male
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#### 3. What is your age?

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other All of the above items
- Other

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other West bound left turn lane
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

##### Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other would do after 16th + Nez Perce dr
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other Need E/W corridor, prefer before Nez Perce Dr
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other CONSTRUCTION WILL START SOON ANYWAY, BUT STILL NEEDED
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other PUT THIS ONE LAST ON THE LIST
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

Would like to see 16th Ave extension has a high priority item will be easier to use as an east/west arterial than Nez Perce Dr. & an easier access to Gun Club Road with regard to the slope when attaching to Gun Club Road

# Gun Club Corridor Study

## COMMENT FORM

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Heard through Mail Newspaper

DEMOGRAPHICS		
<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input checked="" type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input type="radio"/> Male</p> <p><input checked="" type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input checked="" type="radio"/> 60+</p>

**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input checked="" type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input checked="" type="radio"/> Visibility at intersections	<input checked="" type="radio"/> Inadequate shoulders
<input checked="" type="radio"/> Not enough guard rails	<input checked="" type="radio"/> Deteriorating pavement
<input checked="" type="radio"/> Large truck traffic	<input checked="" type="radio"/> Inappropriate passing
<input checked="" type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input checked="" type="radio"/> Visibility on the road	<input type="radio"/> Other _____

*They ALL need done.  
1 thing won't help.*

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other right turn lane

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other See, there 20 yrs or see traffic is horrible - see below

I-4: Thain Rd and 10th St -  no changes  other Impossible at peak hours (shift changes) mill to turn left onto 10th from Warner at Wells Fargo & Schwab.

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other Will HURT w/ congestion

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders guard rails

**10. Please note other comments here.**

If the High School is built <sup>hours</sup> school/mill <sup>shift</sup> changes coincide. No cost of sidewalks, curbs, gutters on 10th, Warner, Park have been provided to tax payers. None of these streets named can handle additional traffic. Please be aware of large delivery semi trucks on Gun Club & 10th to delivery on Thain & Warner.

The "Road to Nowhere" (Park) is 1 way west to Thain & will destroy 6 homes. Prudent to upgrade existing roads before building more roads!!

# Gun Club Corridor Study

## COMMENT FORM

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*2 folks included on this*

*H  
H*

### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input checked="" type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input type="radio"/> Male</p> <p><input checked="" type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input checked="" type="radio"/> 60+</p>
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input checked="" type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input checked="" type="radio"/> Large truck traffic	<input checked="" type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other *after gun club improvement*

S-3: 16TH Ave Extension -  not needed  will help with congestion  other *after gun club improvement*

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other *but need to address gun club simultaneously*

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other *eventually needed after current road improvement*

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders *passing & turning lanes*

**10. Please note other comments here.**

*Need a place for additional traffic to go before adding more.*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

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- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

**2. Are you:**

- Male
- Female
- Other

**3. What is your age?**

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

**4. What issues concern you about the Gun Club Corridor?**

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
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- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*some notes to add to my previous questionnaire:*

*Additional concerns:*

- 1) semis and trucks that stall out in the uphill lane - and start rolling backwards - Have seen this happen twice in last 2 months*
- 2) large increase in dump truck traffic over past year - how recent are traffic numbers*
- 3) speed and laws are not enforced currently - what will happen when traffic level increases?*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

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- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

**2. Are you:**

- Male
- Female
- Other

**3. What is your age?**

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

**4. What issues concern you about the Gun Club Corridor?**

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other IMPROVED SURFACE
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.** GUN CLUB SHOULD BE A TWO LANE UP THE HILL, A SINGLE LANE COMING DOWN. THIS WOULD ALLOW FOR A SIDE WALK AND OR BIKE PATH.

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

#### 1. How would you classify yourself?

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#### 2. Are you:

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#### 3. What is your age?

- 16 - 19
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- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other Speeding vehicles
- Other Take Brakes

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

##### Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
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- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

Are Land owners going to lose their property?  
Are there other options?

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input checked="" type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input checked="" type="radio"/> Male</p> <p><input type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input checked="" type="radio"/> 60+</p>
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input checked="" type="radio"/> Inadequate shoulders
<input checked="" type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input checked="" type="radio"/> Other <u>Inadequate shoulders</u>
<input type="radio"/> Visibility on the road	<input type="radio"/> Other

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd –  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd –  no changes  signalized intersection  left turn lanes  other Fence removal

I-3: 10th St and Warner Ave –  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St –  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd –  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension –  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension –  not needed  will help with congestion  other \_\_\_\_\_

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

# Gun Club Corridor Study

## COMMENT FORM

Come to our Public Meeting • Wednesday, August 27

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### DEMOGRAPHICS

#### 1. How would you classify yourself?

- American Indian or Alaskan Native
- Asian or Pacific Islander
- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

#### 2. Are you:

- Male
- Female
- Other

#### 3. What is your age?

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

##### Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other See comments below
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

The road will be in our backyard - Inreaching in existing neighborhoods. Concern about traffic going on to Gun Club from proposed road.

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

<b>1. How would you classify yourself?</b> <input type="radio"/> American Indian or Alaskan Native <input type="radio"/> Asian or Pacific Islander <input type="radio"/> Black or African American <input type="radio"/> Hispanic or Latino <input type="radio"/> White or Caucasian Prefer not to answer <input type="radio"/> Other _____	<b>2. Are you:</b> <input checked="" type="radio"/> Male <input type="radio"/> Female <input type="radio"/> Other	<b>3. What is your age?</b> <input type="radio"/> 16 - 19 <input type="radio"/> 20 - 29 <input type="radio"/> 30 - 39 <input type="radio"/> 40 - 49 <input type="radio"/> 50 - 59 <input checked="" type="radio"/> 60+
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

Intersections

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*This Road should go below GRAVEL Piles be low  
ME CANS HOME STED. Follow POWERLINE NOT NEED  
TO COME UP CLOSE TO RESIDENTIAL AREA*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input type="radio"/> Male</p> <p><input checked="" type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input checked="" type="radio"/> 60+</p>
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd –  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd –  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave –  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St –  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd –  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

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S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*This option would affect a lot of people living in that area.*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

<b>1. How would you classify yourself?</b> <input type="radio"/> American Indian or Alaskan Native <input type="radio"/> Asian or Pacific Islander <input type="radio"/> Black or African American <input type="radio"/> Hispanic or Latino <input checked="" type="radio"/> White or Caucasian Prefer not to answer <input type="radio"/> Other _____	<b>2. Are you:</b> <input checked="" type="radio"/> Male <input type="radio"/> Female <input type="radio"/> Other	<b>3. What is your age?</b> <input type="radio"/> 16 - 19 <input type="radio"/> 20 - 29 <input type="radio"/> 30 - 39 <input type="radio"/> 40 - 49 <input type="radio"/> 50 - 59 <input checked="" type="radio"/> 60+
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other <u>Projected connection to Nez Perce Drive</u>
<input type="radio"/> Visibility on the road	<input type="radio"/> Other

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

Intersections

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other see Comments

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*We were promised by the city that the extension would directly connect Nez Perce Dr. to Gun Club Road - Not clear through our neighborhood!*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

#### 1. How would you classify yourself?

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- Asian or Pacific Islander
- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

#### 2. Are you:

- Male
- Female
- Other

#### 3. What is your age?

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
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- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

*Need designated Truck Route, then Lapwai & Gun Club will be upgraded to handle all traffic*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

**1. How would you classify yourself?**

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- Asian or Pacific Islander
- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

**2. Are you:**

- Male
- Female
- Other

**3. What is your age?**

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

**4. What issues concern you about the Gun Club Corridor?**

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic *semi's, dump trucks*
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing & *excessive speed.*
- Other *Warner - 10th St. intersection*
- Other

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other *improve visibility*
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other *redesign - traffic backs up at peak times*

Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other *would make sense & be more cost effective*
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*Nez Perce drive extension should not be allowed until traffic study is completed. Gun club rd cannot accommodate additional traffic without improvement, before allowing the extension.*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

#### 1. How would you classify yourself?

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- Black or African American
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- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

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- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other Pedestrian Facilities
- Other Bicycle Facilities

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
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- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

*Please include recommendations that are within the MPO - Bicycle Master Plan.*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

#### 1. How would you classify yourself?

- American Indian or Alaskan Native
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- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
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#### 2. Are you:

- Male
- Female
- Other

#### 3. What is your age?

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

##### Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

Police & County Sheriff patrol cars need to step up patrol for speed, not rodding turning off E Main (2am)  
 & unmuffled compression brake trucks (grain trucks are the worst.) Also an immediate plan needs to be put on the front burner concerning modifying Gun Club Road when Nez Perce Drive reaches Gun Club Road in 2017. That new intersection will be dangerous until all of Gun Club Road is improved.

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

**1. How would you classify yourself?**

- American Indian or Alaskan Native
- Asian or Pacific Islander
- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

**2. Are you:**

- Male
- Female
- Other

**3. What is your age?**

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

**4. What issues concern you about the Gun Club Corridor?**

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
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- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

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- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*Traffic has increased 3 times what it was 20 yrs ago. Truck traffic has also increased - people use Gun Club to by-pass the traffic lights on Thain.*

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input checked="" type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input type="radio"/> Male</p> <p><input checked="" type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input type="radio"/> 50 - 59</p> <p><input checked="" type="radio"/> 60+</p>
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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input checked="" type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input checked="" type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input checked="" type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

Intersections

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension -  not needed  will help with congestion  other Should happen first

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders Find an alternate routes,

**10. Please note other comments here.**

*if feasible*  
 Freight truck traffic on Gun Club and Lapwai Rd, is inordinately heavy and noisy. Speed limits are not enforced.

# Gun Club Corridor Study

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### DEMOGRAPHICS

**1. How would you classify yourself?**

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- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

**2. Are you:**

- Male
- Female
- Other

**3. What is your age?**

- 16 – 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

**4. What issues concern you about the Gun Club Corridor?**

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

# Gun Club Corridor Study

## COMMENT FORM

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### DEMOGRAPHICS

<p><b>1. How would you classify yourself?</b></p> <p><input type="radio"/> American Indian or Alaskan Native</p> <p><input type="radio"/> Asian or Pacific Islander</p> <p><input type="radio"/> Black or African American</p> <p><input type="radio"/> Hispanic or Latino</p> <p><input checked="" type="radio"/> White or Caucasian Prefer not to answer</p> <p><input type="radio"/> Other _____</p>	<p><b>2. Are you:</b></p> <p><input type="radio"/> Male</p> <p><input checked="" type="radio"/> Female</p> <p><input type="radio"/> Other</p>	<p><b>3. What is your age?</b></p> <p><input type="radio"/> 16 - 19</p> <p><input type="radio"/> 20 - 29</p> <p><input type="radio"/> 30 - 39</p> <p><input type="radio"/> 40 - 49</p> <p><input checked="" type="radio"/> 50 - 59</p> <p><input type="radio"/> 60+</p>
---	---	---

**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input checked="" type="checkbox"/> Narrow road	<input type="checkbox"/> Trash, rocks, animals on the road
<input checked="" type="checkbox"/> Visibility at intersections	<input checked="" type="checkbox"/> Inadequate shoulders
<input checked="" type="checkbox"/> Not enough guard rails	<input type="checkbox"/> Deteriorating pavement
<input type="checkbox"/> Large truck traffic	<input checked="" type="checkbox"/> Inappropriate passing
<input checked="" type="checkbox"/> Sharing the road with bikes, no bike lane	<input type="checkbox"/> Other _____
<input checked="" type="checkbox"/> Visibility on the road	<input type="checkbox"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

Intersections

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other Round-A-Bout

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

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##### Road Segment Improvements/Extensions

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# Gun Club Corridor Study

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I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

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**Road Segment Improvements/Extensions**

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# Gun Club Corridor Study

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- Sharing the road with bikes, no bike lane
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- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other Widen Road
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

*Round about Gun Club & Lapwai Road widen gun club*

# Gun Club Corridor Study

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### DEMOGRAPHICS

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---	---	---

**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input checked="" type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input checked="" type="radio"/> Visibility at intersections	<input type="radio"/> Inadequate shoulders
<input type="radio"/> Not enough guard rails	<input type="radio"/> Deteriorating pavement
<input type="radio"/> Large truck traffic	<input type="radio"/> Inappropriate passing
<input type="radio"/> Sharing the road with bikes, no bike lane	<input checked="" type="radio"/> Other <u>PRETTY MUCH ALL OF THE ABOVE</u>
<input type="radio"/> Visibility on the road	<input type="radio"/> Other

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other OR ROUND A BOUT / TRAFFIC CIRCLE

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other WIDER WITH SIGNALIZED INTERSECTION AND TURN LANES / 2 WAY TURN LANE ALL THE WAY UP THAIN FROM STEWART TO POWERS / 14TH

**Road Segment Improvements/Extensions**

S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_

S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-3: 16TH Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_

S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_

S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

# Gun Club Corridor Study

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### DEMOGRAPHICS

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- 16 - 19
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#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

##### Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other RT turn only from Bank lot.
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

##### Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other \_\_\_\_\_
- S-2: 11th Ave Extension -  not needed  will help with congestion  other \_\_\_\_\_
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other natural E-W corridor
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other north st. to 16th ave
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

*of which name to this study is race classification.*  
*The natural corridor E-W is 16th ave.*  
*the extension of Nez Perce Drive cannot be defended as proposed.*  
*U.S. Chaterwood, 932 Stewart Ave*

# Gun Club Corridor Study

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**4. What issues concern you about the Gun Club Corridor?**  
(Choose your top 3 issues.)

<input checked="" type="radio"/> Narrow road	<input type="radio"/> Trash, rocks, animals on the road
<input type="radio"/> Visibility at intersections	<input checked="" type="radio"/> Inadequate shoulders
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<input type="radio"/> Sharing the road with bikes, no bike lane	<input type="radio"/> Other _____
<input type="radio"/> Visibility on the road	<input type="radio"/> Other _____

**5. Below are a list of the proposed projects. What would you specifically like to see at these projects?**

**Intersections**

I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_

I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_

I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_

I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

**Road Segment Improvements/Extensions**

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S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

**10. Please note other comments here.**

*S-4 and S-5 are flawed "East-West" solutions, dropping traffic onto narrow 2 lane north/south roads doesn't help with congestion & will only cause safety issues & declines in adjoining property values.*

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- Other \_\_\_\_\_
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Road Segment Improvements/Extensions

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- S-2: 11th Ave Extension -  not needed  will help with congestion  other lead to <sup>more</sup> congestion
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other lead to more congestion
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other \_\_\_\_\_
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- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other Left turn signal

Road Segment Improvements/Extensions

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- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other \_\_\_\_\_
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders

#### 10. Please note other comments here.

speed enforcement or raise limit to 35 m.p.h.  
juniper dr. to Nez Perce Dr. area

# Gun Club Corridor Study

## COMMENT FORM

Come to our Public Meeting • Wednesday, August 27

Lewiston Public Library • 2nd Floor • 4-6pm



— LEWIS CLARK VALLEY —  
METROPOLITAN PLANNING ORGANIZATION

### DEMOGRAPHICS

#### 1. How would you classify yourself?

- American Indian or Alaskan Native
- Asian or Pacific Islander
- Black or African American
- Hispanic or Latino
- White or Caucasian Prefer not to answer
- Other \_\_\_\_\_

#### 2. Are you:

- Male
- Female
- Other

#### 3. What is your age?

- 16 - 19
- 20 - 29
- 30 - 39
- 40 - 49
- 50 - 59
- 60+

#### 4. What issues concern you about the Gun Club Corridor?

(Choose your top 3 issues.)

- Narrow road
- Visibility at intersections
- Not enough guard rails
- Large truck traffic
- Sharing the road with bikes, no bike lane
- Visibility on the road
- Trash, rocks, animals on the road
- Inadequate shoulders
- Deteriorating pavement
- Inappropriate passing
- Other \_\_\_\_\_
- Other \_\_\_\_\_

#### 5. Below are a list of the proposed projects. What would you specifically like to see at these projects?

Intersections

- I-1: Main St & Lapwai Rd -  no changes  signalized intersection  other \_\_\_\_\_
- I-2: Lapwai Rd & Gun Club Rd -  no changes  signalized intersection  left turn lanes  other \_\_\_\_\_
- I-3: 10th St and Warner Ave -  no changes  left turn lane  signalized intersection  other \_\_\_\_\_
- I-4: Thain Rd and 10th St -  no changes  other \_\_\_\_\_

Road Segment Improvements/Extensions

- S-1: Lapwai Rd -  no changes  wider lanes  more lanes  wider shoulders  other *Future*
- S-2: 11th Ave Extension -  not needed  will help with congestion  other *Future turn lanes*
- S-3: 16TH Ave Extension -  not needed  will help with congestion  other *Will/should be required by subdivision code for street connectivity*
- S-4: Nez Perce Dr Extension (to Gun Club Rd) -  not needed  will help with congestion  other *Ditto above*
- S-5: Nez Perce Dr Extension (Gun Club Rd to Lindsay Creek Rd) -  not needed  will help with congestion  other *Is part of related planned unit development.*
- S-6: Gun Club Rd -  no changes  wider lanes  more lanes  wider shoulders *In the future*

#### 10. Please note other comments here.

*Right of way width likely needs increase along certain stretches of Lapwai & Gun Club.*