

Alternatives for Lanewood Intersection

Signalization Options:

- Pedestrian Signal (Rectangular Rapid Flashing Yellow Beacon)
- Traffic Signal

Alternatives with Traffic Signal (see Lanewood Alternatives exhibits):

	Alternative 1	Alternative 2	Alternative 3
Description	<ul style="list-style-type: none"> • Southbound left-turn lane • School exit realignment • Channelization median south of Lanewood • Crosswalks at all corners 	<ul style="list-style-type: none"> • Shared southbound left-turn/through lane • School exit realignment • Crosswalks at all corners 	<ul style="list-style-type: none"> • Shared southbound left-turn/through lane • No school exit realignment • Crosswalks at two sites
Pedestrian Safety	A – provides crosswalks at all corners	A – provides crosswalks at all corners	B – provides crosswalks on two legs
Boones Ferry Road Traffic Safety/Operations	A – improves safety and operations by providing a separate southbound left turn lane	C – shared southbound left-turn/through lane does not improve safety or operations for Boones Ferry Rd	D shared southbound left-turn/through lane does not improve safety or operations for Boones Ferry Rd traffic. And having to split-phase Lanewood and the school will further impact the operations on BFR.
Lanewood Safety/Operations	A – improves safety and operations of Lanewood exit and school exit with realigned approaches and signal	A – improves safety and operations of Lanewood exit and school exit with realigned approaches and signal	B – improves safety of Lanewood exit and school exit with signal but this option requires split-phasing Lanewood and the school exit which will result in poorer signal operations than the realigned options
Cost	D – 500' of widening and intersection realignment	B – intersection realignment	A – minor construction
Other	With modification, can provide northbound U-turn at Lanewood		

Ratings

- A Best
 B Okay
 C Not very good
 D Poor

Evaluation Notes and Recommendation:

1. Alternative 3 provided only two crosswalks versus the other alternatives' four. It also lacks a dedicated southbound left turn lane, a key safety improvement especially with higher volumes due to new redevelopment. Alternative was removed from further consideration although budget constraints may require us to reconsider this option at a later date.
2. Alternative 2 also lacks a dedicated southbound left turn lane, a key safety improvement especially with higher volumes due to new redevelopment. Alternative was removed from further consideration although budget constraints may require us to reconsider this option at a later date.
3. Alternative 1 improved aspects of all safety and operational goals and was chosen to advance to more detailed design.