



## Transportation Project Sponsors

### 1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name:	City of Lake Oswego		
Contact Person Name:	Anthony Hooper	Title:	Management Analyst
Street Address:	380 A Avenue, P.O. Box 369	Phone:	(503) 697-7422
City, State Zip:	Lake Oswego, OR 97034		
E-mail:	ahooper@ci.oswego.or.us		

### 2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

N/A

## Transportation Project Information

### 3. Project Name–REQUIRED

Project Name: Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St (Lake Oswego)

### 4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	25355000	
Non-Eligible Costs	11921639	
Total Transportation Project Cost	13,433,361	100%
Matching Funds	\$9,433,361	70.22%
Requested Funds	\$4,000,000	29.78%

### 5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

This project provides for phase one of pedestrian and bicycle improvements to Boones Ferry Road, which is a major arterial serving the Lake Grove Village Center. The Village Center is designated as a Town Center on the Metro 2040 Concept Plan Map. The proposed improvements to Boones Ferry span from Madrona to Oakridge/Reese and include a pedestrian crossing at Lanewood. The project builds two bicycle lanes and extends the existing sidewalk areas. The sidewalks will include street trees, lighting, street furniture, bus shelters, and landscaping. There will also be seven new or improved pedestrian crossings. A \$5 million bond was recently approved by voters for this project. In addition, partial funding will be provided by an Urban Renewal District that was adopted in July 2012.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

## 6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes       No

If yes, describe the status of the previous STIP project.

## 7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes       No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

## 8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

The Boones Ferry Road corridor from Madrona to Mercantile is a significant economic center in Lake Oswego with about 40 retail shops, 20 restaurants, 100 office/service businesses, an elementary school, and a post office but the area lacks the infrastructure to enable safe and convenient pedestrian and bicycle access. There is a deficiency of pedestrian crossing opportunities throughout the Village Center. The sidewalks are narrow and contribute to a hostile pedestrian environment. There are no bicycle facilities in this road segment. From 2005 to 2007, the crash rate per million vehicle miles ranged from 4.29 to 7.05 as compared to the statewide average of 2.37. Lastly, the existing streetscape is unattractive and offers no sense of place or community.

## 9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Lake Oswego"/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

Bicycle and pedestrian improvements are proposed along Boones Ferry Road from Madrona through Oakridge/Reese. The project includes the following intersection improvements:

- Three new pedestrian crossings at the intersection of Lanewood, 375 feet south of Oakridge/Reese, and 550 feet south of Firwood/Bryant.
- Two new signalized intersections at about 675 feet south of Oakridge/Reese and at the intersection of Madrona.
- Two improved signalized intersections with crossings at Firwood/Bryant and Oakridge/Reese.

Also, there are two new proposed bus shelters to be located at Firwood/Bryant and Madrona.

**10. Maps and Plans** (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

**11. Project Description–REQUIRED**

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The proposed project focuses on pedestrian and bicycle improvements to Boones Ferry Road from Madrona to Oakridge/Reese and one new pedestrian crossing at Lanewood. The project proposes to purchase \$3.5 million of right-of-way property so as to build two 5-foot bicycle lanes and extend the existing sidewalks from a general width of 4 to 5 feet to 9 feet sidewalk areas. The project rebuilds the sidewalk and fills in gaps of 175 feet located in the frontage of Riccardo’s Ristorante and about 250 feet in the frontage of Bank of America. The project will install street trees, lighting, street furniture, and landscaping from Oakridge/Reese to Madrona. There will be two new bus shelters. In addition, there will be three new pedestrian crossings, two new signalized intersections



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with pedestrian crossings, and two improved signalized intersections with pedestrian crossings.

The \$25.4 million overall cost of the project includes the \$11.9 million in ineligible improvements. While these are not proposed for grant funding, they will create a substantial benefit to the community by building landscaped medians with turn lane improvements, improving the storm drainage systems, placing utilities underground, and repaving Boones Ferry Road in the area between Madrona and Oakridge/Reese.

The preliminary designs of the proposed project have incorporated numerous local, state, and federal design standards, which are stated on page 9 of the 2011 Boones Ferry Road Refinement Plan. While Practical Design considerations were not applied, the proposed project is the right project, at the right time, for the right cost, and in the right way. The proposed Boones Ferry Road improvements result from an intensive multi-year process that included extensive community involvement that resulted in 6 related plans. The proposed project is the best solution possible since it was not feasible to acquire a substantial amount of additional right-of-way. The project is supported by the community as demonstrated by the approval of the \$5 million general obligation bond on November 6, 2012.

Originally, the Boones Ferry Improvement project included pedestrian and bicycle improvements between Madrona and Mercantile. The project was broken up into two phases in order to make it financially viable. The first phase is the proposed project and the second phase is anticipated to build future pedestrian, bicycle, drainage, and roadway improvements to Boones Ferry from Mercantile to Oakridge/Reese. The second phase of this project is included in the City's Capital Improvement Program and is a top unfunded priority in the roadway section. If funding becomes available, the City is in a position to move forward with implementing phase two since it has already been through a multi-year community involvement process.

The proposed funding plan includes borrowing \$3.9 million from the General Fund or Street Fund and using future Tax Increment Finance (TIF) funds from the newly formed Lake Grove Urban Renewal District to pay back this interim loan. The City has also proposed forming a Local Improvement District (LID) for \$1.1 million for the Lake Grove Village Center. If awarded the \$4 million grant, the City would not have to create the LID and only borrow \$1 million. Also, if the grant is awarded, the City would be able to apply approximately \$3 million of future TIF money towards the second phase to build improvements to Boones Ferry from Oakridge/Reese to Mercantile, which has a preliminary non-inflated estimate of approximately \$7,600,000.

## 12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		



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### 13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

### Timetable and Readiness Information

**14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.**

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
October 2015	Bid Let Date
February 2016	Construction Contract Award
January 2017	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
September 2018	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>

**15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED**

- Yes       No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The following plans have been completed and are directly related to the proposed project: Boones Ferry Road Corridor Plan (2001), Boones Ferry Road Concept Plan (2005), Lake Grove Village Center Plan (2008), Boones Ferry Road Refinement Plan Phase 1 (2009), Boones Ferry Road Refinement Plan Phase II (2011), and Lake Grove Village Center Urban Renewal Plan (2012). The proposed project is included in the Transportation System Plan (1997) and the FY 2012-13 to FY 2016-17 Capital Improvement Plan on page 50.



**16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED**

- Yes       No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

The proposed investment is consistent with OTP Strategy 1.1 in that it manages the existing transportation system effectively by adding new pedestrian and bicycle facilities so as to encourage the use of alternate forms of travel on one of the City’s major arterials.

**Project Benefit Information**

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

**17. Benefits to State-Owned Facilities**

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

N/A

## 18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

Boones Ferry Road is listed as a designated truck route in the City's Transportation System Plan. The Boones Ferry Road Refinement Study Phase 1 found that there were 80 freight trucks that turned at one of the intersections within the project area during a PM Peak Hour. Efficient truck movement plays a vital role in the economical transportation of raw materials and finished products within and through Lake Oswego. The improvements to Boones Ferry Road will help provide for this efficient movement of truck traffic while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system.

## 19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

This project will improve the connection between the surrounding residential area adjacent to Boones Ferry Road and about 40 retail shops, 20 restaurants, 100 office/service businesses, Lake Grove Elementary School, and a post office. The project also improves the ability of pedestrians and bicyclists to use Boones Ferry to travel to Waluga Park, which is located a block away from the intersection of Boones Ferry and Oakridge. The project improves connectivity to bus route 37, which allows users to travel to downtown Lake Oswego or to Tualatin.

## 20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

In the Boones Ferry Road Refinement Study Phase 1, the FCS Group predicts that visitation and patronage activity will increase by between 33 and 50 percent by year 2035. FCS anticipates that business will increase throughout the district due to more nearby housing and better vehicular, bicycle, and pedestrian access to the district from the surrounding area. Specifically, the analysis indicates that the Boones Ferry Road district could be expected to add at least 150 new housing units and 390 jobs over the long-range planning period.

Improvements to Boones Ferry Road will enhance livability within the Lake Grove area. As community livability is enhanced, studies by Metro have indicated that nearby properties will benefit and redevelopment potential will be improved. A 2010 Metro Study entitled "Residential Carrying Capacity Analysis" indicated that public facilities, such as transit, parks, pedestrian connections, and streetscapes provide a 5 to 25 percent enhancement in property values. If this is applied to the redevelopment area in the Boones Ferry Road corridor, it is reasonable to assume that the investment in infrastructure would result in a "value premium" that produces higher attainable sales/rental lease rates.

Lastly, in the Refinement Study, the FCS group estimated that a \$28 million project would create 370 short-term jobs. Using the same multiplier, the proposed \$25 million project would create 330 short-term jobs.

## **21. Environmental Stewardship**

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The City of Lake Oswego is committed to considering sustainable design, materials, and techniques in the design and construction of this project. The City of Lake Oswego has a Sustainability Coordinator and a Sustainability Advisory Board (SAB) with nine Council-appointed members. The project is not at the engineering design phase as of yet, but the SAB has been involved in the formation of this project and will continue to be a critical part of making this project successful.

## **22. Land Use and Growth Management**

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

Goal 12 of the City's Comprehensive Plan directs the City to consider projects that "provide and encourage a safe, convenient, and economic transportation system." The Comprehensive Plan also specifically encourages local connectivity and pedestrian and bicycle connection projects. The Boones Ferry Road project will encourage the development of compact communities by making the streetscape to more pedestrian and bicycle friendly. The proposed project will revitalize this Metro-designated Town Center by turning one of the City's main streets into a great street. This project is the centerpiece of the Lake Grove Village Center Plan and is the primary purpose of the Lake Grove Urban Renewal Plan.

### **23. Livability**

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

The project will transform Boones Ferry Road into a great street that will bolster the identity of the Lake Grove Village Center by creating a walkable environment that will serve as a catalyst for future improvements. The project promotes a healthy lifestyle through building a safe, welcoming and convenient pedestrian and bicycle friendly environment, where vehicle traffic is accommodated efficiently and safely and the needs of successful businesses are met. Ultimately, the improvements will make Boones Ferry Road more attractive, enjoyable, comfortable and convenient for potential users by installing bus shelters, benches, landscaping, street trees, bicycle lanes, new sidewalk areas, and additional pedestrian crossings.

## 24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

The project creates safer conditions for pedestrians by improving sidewalk and driveway interconnections. The Boones Ferry Road Refinement Plan Phase 1 identifies five driveways within the proposed project area with a moderate or higher conflict potential for pedestrians. The conflict is exacerbated because none of these locations have deceleration turn lanes for vehicles entering the driveway; therefore, vehicles entering at higher speeds will have a greater likelihood of conflict with pedestrians. The project will mitigate against these dangers to some extent by building larger sidewalks and clearly defined sidewalk separators between the driveways and sidewalk areas. It is also reasonable to assume that bicycle lanes will lower the conflict potential with bicyclists.

Some of the non-grant eligible costs will go towards improving spacing for traffic signals, improving left turns at intersections, and building raised medians. The new signalized intersections and signalization improvements are planned to improve safety for pedestrians; however, there will be the secondary benefit of making it safer to turn left on Boones Ferry Road at the intersections of Lanewood, Oakridge/Reese, mid-block between Oakridge/Reese and Quarry (at McDonald's entrance), and at Madrona. These improvements are designed to lower the high crash rate.

## 25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The residents of Lake Oswego decided that this project benefited the entire community by passing a \$5 million bond on November 6, 2012. The project will benefit a very large segment of the community since vehicle volume can be between 1,600 and 2,900 vehicles per hour during the busiest weekday hour. The improvements to the transit, pedestrian, and bicycle system will benefit transportation disadvantaged populations by making it safer and more enjoyable to use Boones Ferry Road to access services, shop, use the post office, or go to school.

## 26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The project will have ongoing funding available for operations and maintenance through the Street Fund and General Fund. In addition, the recently formed Lake Grove Urban Renewal District will generate Tax Increment Financing (TIF) funds to reinvest in the area, which will continue to increase property values and generate more TIF dollars. The Urban Renewal District will be instrumental in supporting the proposed investments by funding the second phase to improve Boones Ferry from Mercantile to Oakridge/Reese.

## Budget Information

### 27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$1,149,633	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$878,472	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	\$3,750,000	
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$5,778,105</b>
Utility Relocation		
Construction	\$7,655,256	
<b>Construction Project Costs Total</b>		<b>\$7,655,256</b>
<b>Total Eligible Project Cost</b>		<b>13,433,361</b>
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	11,921,639	

### 28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Lake Oswego	\$9,433,361	70%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$9,433,361	70%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.

N/A
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## Submittal Approval

### 29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature:  Date:

### 30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

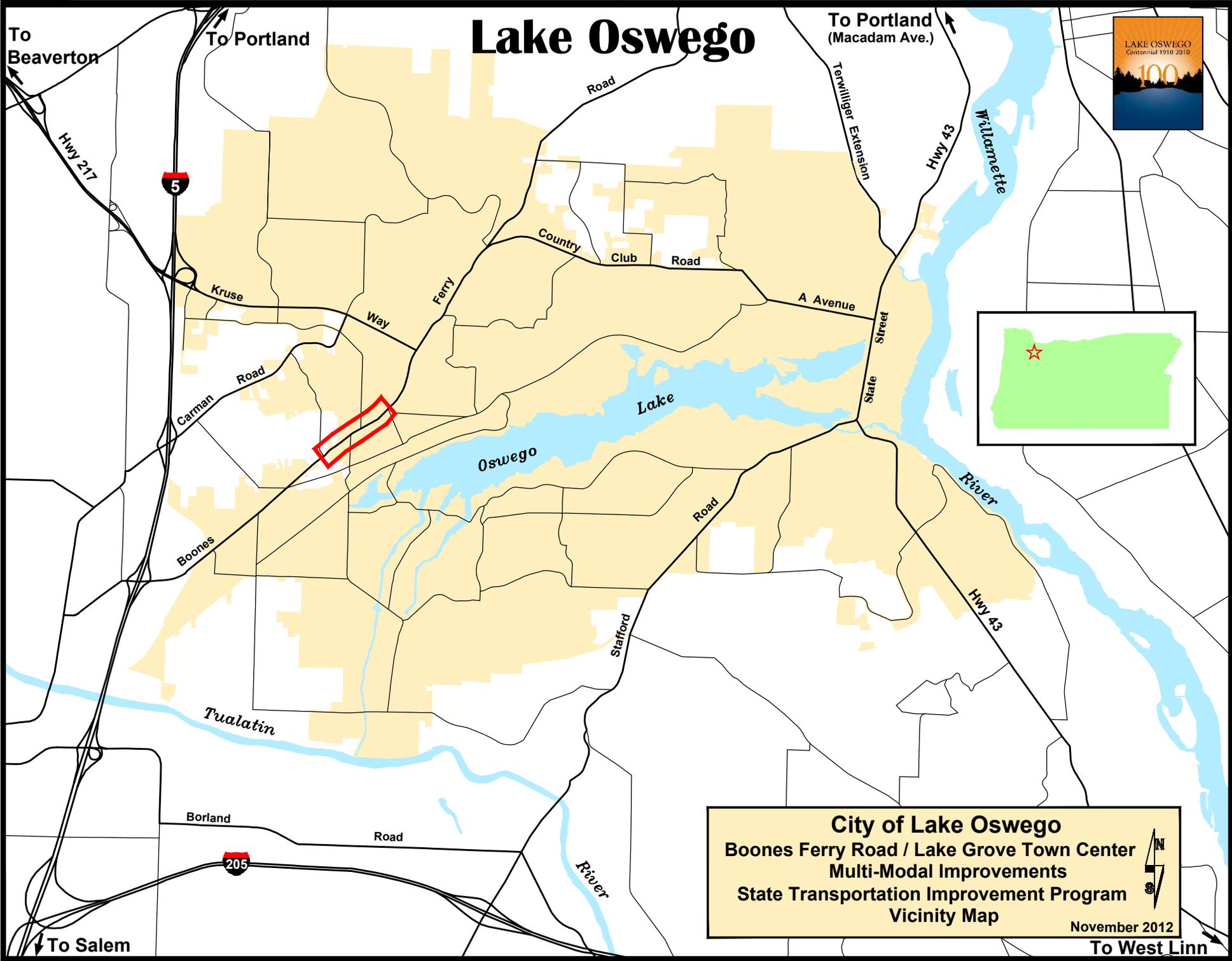
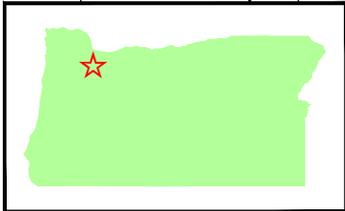
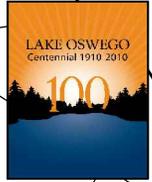
Authorizing Authority Title:

Signature:  Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

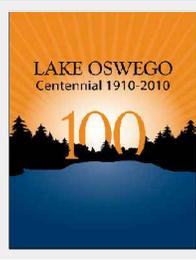
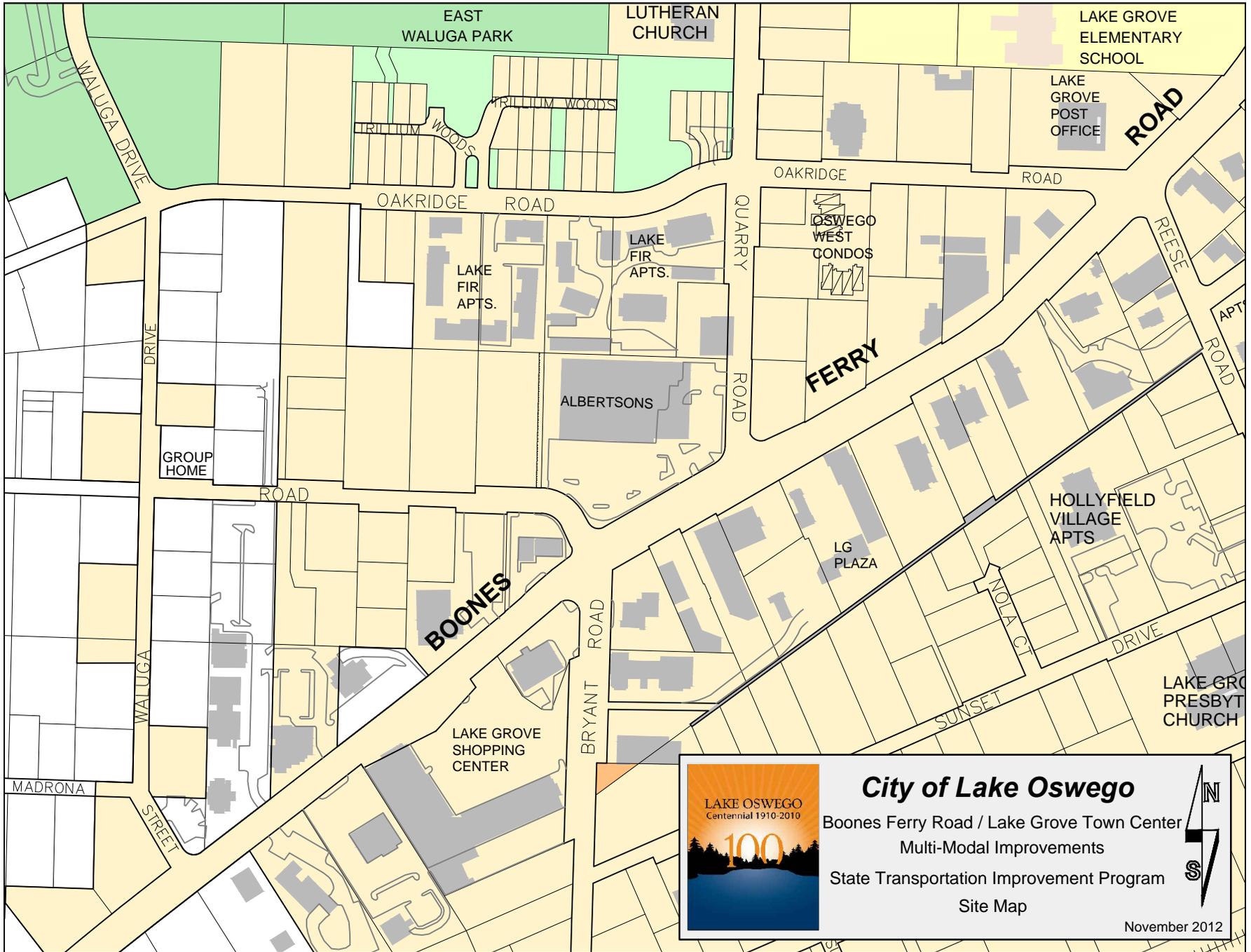
# Lake Oswego



**City of Lake Oswego**  
**Boones Ferry Road / Lake Grove Town Center**  
**Multi-Modal Improvements**  
**State Transportation Improvement Program**  
**Vicinity Map**

November 2012

To West Linn

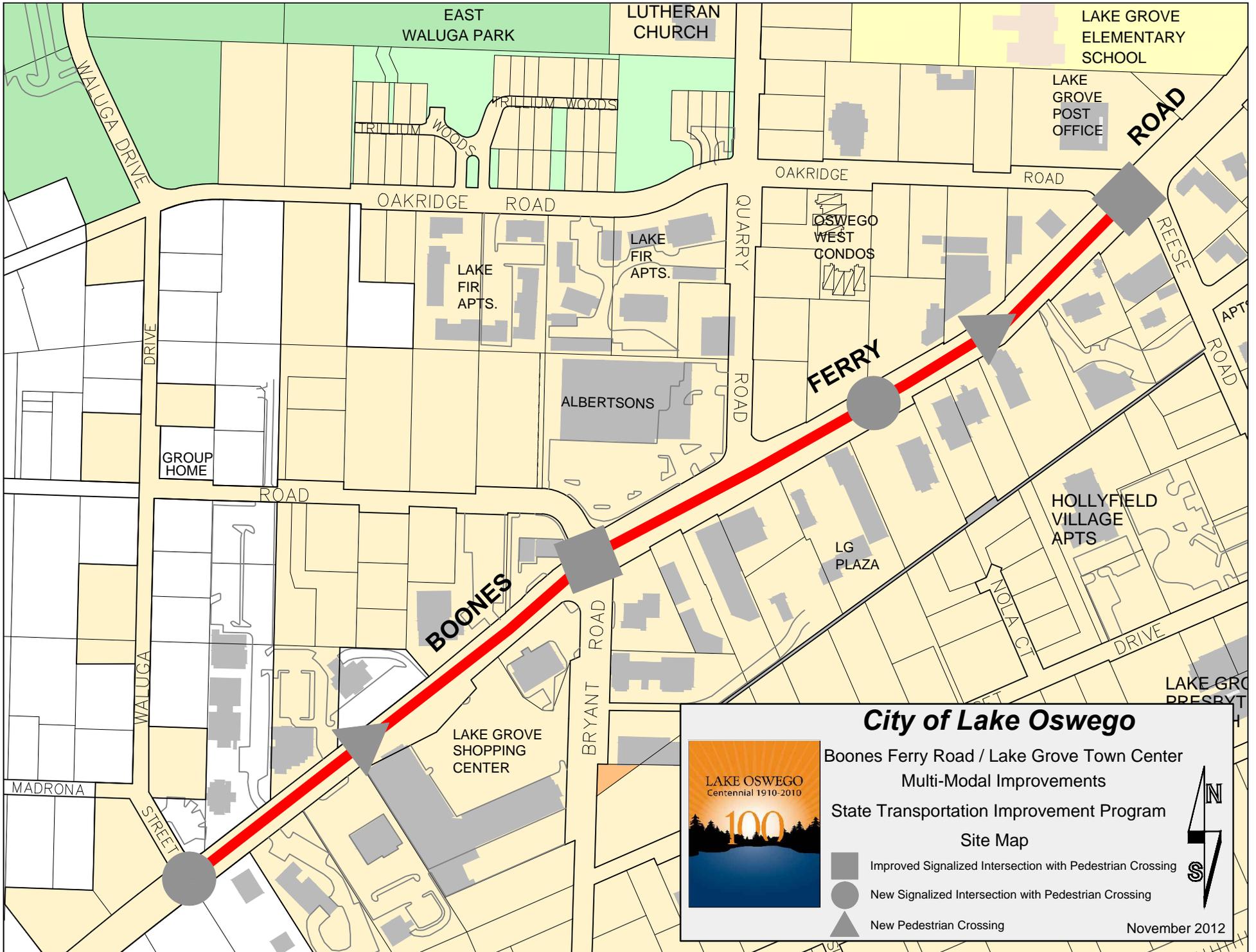


### City of Lake Oswego

Boones Ferry Road / Lake Grove Town Center  
Multi-Modal Improvements  
State Transportation Improvement Program  
Site Map



November 2012



EAST  
WALUGA PARK

LUTHERAN  
CHURCH

LAKE GROVE  
ELEMENTARY  
SCHOOL

LAKE  
GROVE  
POST  
OFFICE

ROAD

OAKRIDGE ROAD

OAKRIDGE

ROAD

LAKE  
FIR  
APTS.

LAKE  
FIR  
APTS.

OSWEGO  
WEST  
CONDOS

QUARRY  
ROAD

ALBERTSONS

FERRY

REESE  
ROAD

GROUP  
HOME

ROAD

HOLLYFIELD  
VILLAGE  
APTS

BOONES

LG  
PLAZA

BRYANT  
ROAD

NOLA C  
DRIVE

LAKE GRO  
PRESBYT

LAKE GROVE  
SHOPPING  
CENTER

MADRONA

WALUGA  
STREET

# Boones Ferry Road / Lake Grove Town Center Multi-Modal Improvements State Transportation Improvement Program Cross -Section

