

## ATTACHMENT 2

<b>6-02-11 Boones Ferry Road Refinement Plan</b>							
<b>Refinement Analysis Table</b>							
#	Proposed Refinement from BFR Phase 1 Study	Purpose	DKS Recommendation	Impact to BFR ROW	Plan Consistency		PAC Action
					Considered by LGVC Advisory Committee	Addressed directly in LGVC Plan	
<b>Signalization</b>							
S-1	BFR and Madrona - Add a signal at Madrona/ Remove the signal at LG Shopping Center	More even spacing of signals	Recommendation	Yes	No	No	Approve w/ cond. <sup>1</sup>
N-4	BFR at Lanewood – Provide 4-way access to intersection	Improve function	Consideration	Maybe	Yes	No	Approve w/ cond. <sup>2</sup>
<b>Turn Pockets and Deceleration Lanes</b>							
S-3	SB BFR and Bryant - Add a second left turn pocket for turns onto Bryant	Improves operation to LOS C	Recommendation	Yes	No	No	Reject
S-7 Also See S-3	SB BFR and Bryant (Alt. 1) – Extend the existing BFR to Bryant left turn pocket to 500'	Improves operation	Consideration	Yes	No	No	Approve
S-8 Also See S-3	SB BFR and Bryant (Alt. 2) – Add a second left turn pocket for turns onto Bryant – maintain median	Improves operation	Consideration	Yes	No	No	Reject

<sup>1</sup> Approved with the understanding that traffic calming mitigation will be provided to discourage vehicle trips cutting through the neighborhood.

<sup>2</sup> The school access driveway shall be one-way out to Boones Ferry but should be designed to accommodate two-way traffic in the future.

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					Considered by LGVC Advisory Committee	Addressed directly in LGVC Plan	Amendment Required?	
S-4	NB BFR – SE of Bryant - Add deceleration lane into LG Shopping Center	Improves traffic flow and safety	Recommendation	Yes	No	No	Reject	
<b>Turn Pockets and Deceleration Lanes - Continued</b>								
S-6	NB Bryant – left turn pocket onto BFR	Improves traffic flow	Consideration	Yes	No	No	Approve	
C-3	BFR at Oakridge/Reese - Extend NB and SB BFR turn pockets to 200 feet	Improve traffic flow	Recommendation	Yes	No	No	Approve w/ cond. <sup>3</sup>	
N-1	BFR at Mercantile – Extend NB BFR left turn pocket to 200'	Improve traffic flow	Recommendation	Yes	No	No	Approve w/ cond. <sup>4</sup>	
N-2	BFR – N of Oakridge – Provide deceleration lane into the Post Office	Improve traffic flow	Recommendation	Yes	No	No	Reject	
<b>Pedestrian Crossings</b>								
S-5 Also see S-1	BFR – SE of Bryant – Install a mid-block pedestrian crossing in place of the LG Shopping Center signal	Improves spacing of crossings	Recommendation	Maybe	Yes – as part of traffic signal	Yes – as part of traffic signal	Approve	

<sup>3</sup> Make pocket no longer than necessary.

<sup>4</sup> Make pocket no longer than necessary.

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					Considered by LGVC Advisory Committee	Addressed directly in LGVC Plan	Amendment Required?	
C-6	BFR – between Bryant and Reese – Use HAWK signals for pedestrian crossings	Improve safety	Consideration	Maybe	Yes	Yes	No	TBD <sup>5</sup>
N-3	BFR at Red Cedar - Use HAWK signals for pedestrian crossings	Improve safety	Recommendation	Maybe	Yes	Yes	No	TBD <sup>6</sup>
<b>Alley and Accessway Projects</b>								
S-2	Madrona to Sunset – Add a backage road connecting the streets	Relief for the Bryant/ BFR intrsctn	Recommendation	No	Yes	Partially <sup>7</sup>	Yes, if a public street, but not for driveway connections	Reject – connect drives
C-1	Alley – E of Bryant – Extend the existing alley from Brant to Reese Rd	Alternative access	Recommendation	No	Yes	Partially <sup>8</sup>	Yes, but not for driveway connections	Reject – connect drives
C-2	NW side of Boones Ferry – Coordinate lot-to-lot access and driveways	Alternative access	Recommendation	No	Yes	Yes <sup>9</sup>	No	Approve

<sup>5</sup> To be determined during the engineering phase.

<sup>6</sup> To be determined during the engineering phase.

<sup>7</sup> The plan requires connected driveways through parking lots. The connection would not be as direct as an alley or local street.

<sup>8</sup> The plan requires connected driveways through parking lots. The connection would not be as direct as an extension of the existing lane.

<sup>9</sup> The plan requires connected driveways through parking lots.

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<b>Side Street Projects – Traffic Calming and Pedestrian/Bike Improvements</b>								
S-9	Waluga Dr. and Firwood Rd. – add traffic calming and cut-through mitigation	Reduces cut-through traffic	Consideration	No	No	No	No	Approve
S-10	Firwood and Bryant Roads – Add sidewalks and bikelanes	Pedestrian and bike connectivity	Consideration	No	Partially <sup>10</sup>	Yes w/ bikelane on Firwood, but not for a shared route	Reject Firwood bikelane	
C-4	Quarry/Oakridge/Reese – add traffic calming and cut-through mitigation	Reduces cut-through traffic	Consideration	No	No	No	Approve	
C-5	Quarry/Oakridge/Reese – Add sidewalks and bikelanes	Pedestrian and bike connectivity	Consideration	No	Partially <sup>11</sup>	Yes w/ bike lane on Oakridge/Reese but not a route bikelanes	Reject Oakridge/Reese bikelanes	
N-5	Lanewood/Douglas Way – add traffic calming and cut-through mitigation	Reduces cut-through traffic	Consideration	No	No	No	Approve	
N-6	Lanewood/Douglas Way – Add sidewalks and bikelanes	Pedestrian and bike connectivity	Consideration	No	Partially <sup>12</sup>	Yes w/bikelane, but not for a shared route	Reject Lanewood/Douglas bikelanes	

<sup>10</sup> The LGVC Plan calls for a shared bike route on Firwood and an undefined bikeway (lane, path, or shared route) on Bryant.

<sup>11</sup> The LGVC Plan calls for shared bike routes on Oakridge and Reese and an undefined bikeway (lane, path, or shared route) on Quarry.

<sup>12</sup> The LGVC Plan calls for shared bike routes on Lanewood and Douglas Way.