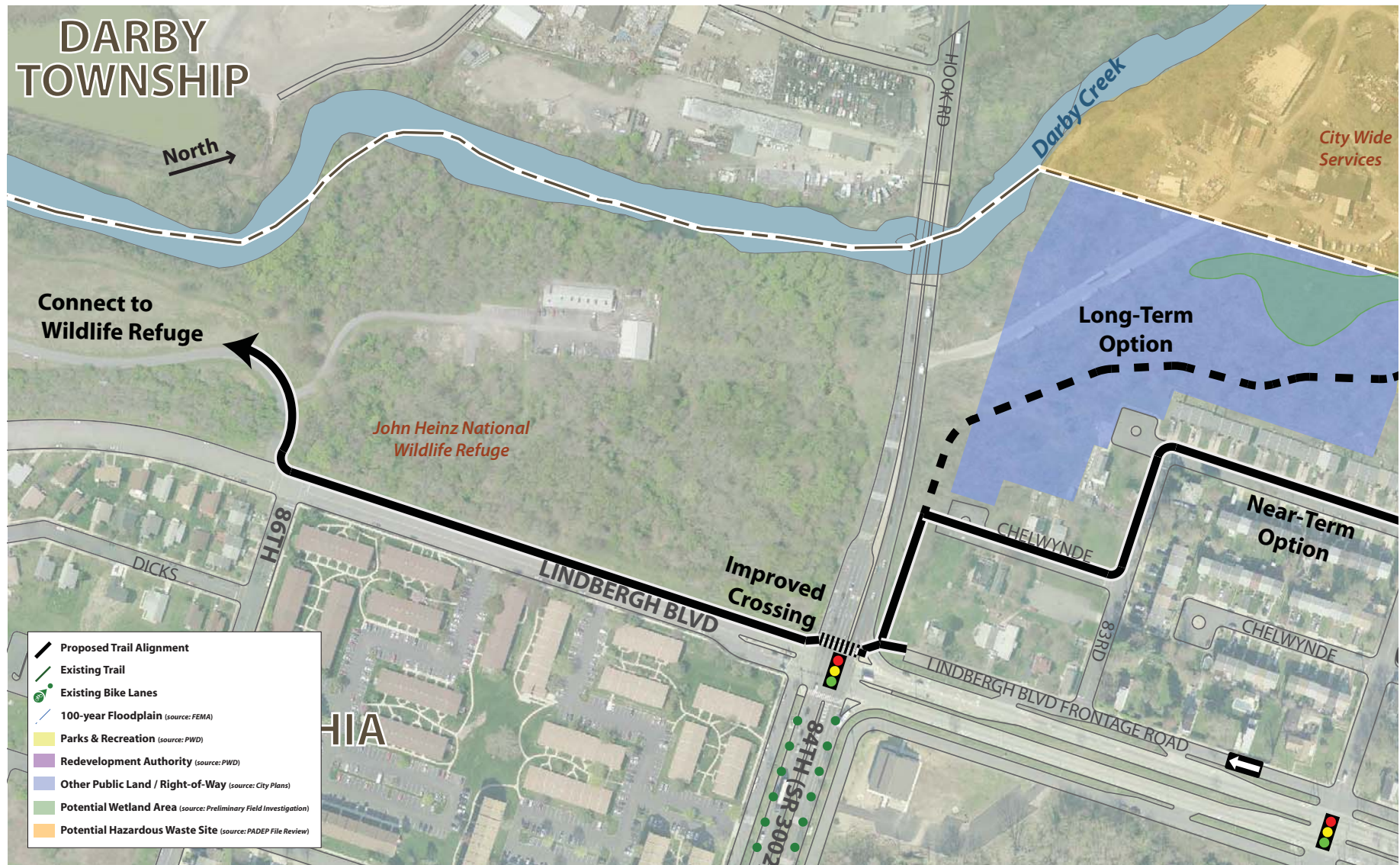


Segment D: 84th Street to JHNWR

This segment begins at the end of Chelwynde Avenue at the nexus of the near-term and long-term Segment C alignments. From there, the proposed off-road trail continues east along the 84th Street right-of-way until the intersection with Lindbergh Boulevard. The trail crosses 84th Street on the west side of the intersection and then continues south along the west side of Lindbergh Boulevard on a new shared-use path that is buffered from the street by a planted bio-swale.





Existing Crossing of 84th Street

84th Street /Lindbergh Boulevard Intersection (Figure 15)

The proposed concept replaces the 84th Street eastbound right-turn lane with a landscaped area. In addition to reducing the amount of impervious area, this would shorten the pedestrian crossing and provide an opportunity to create an enhanced “gateway” to the JHNWR. Bicycle ramps should also be provided at each corner of the intersection to transition bicyclists from riding in the bike lanes to using the crosswalks as a pedestrian, and the double right turn lane from southbound Lindbergh Boulevard should be modified to have overhead signal control per the latest MUTCD standards. The new signal location will discourage motorists from turning right-on-red, while an enlarged median island will provide more waiting room for bicyclists.

Preliminary traffic analysis indicates that, due to very low volumes, removal of the right-turn lane will have negligible effects on traffic operations (results are included in **Appendix B**). However, the cycle length will likely need to be increased to 100 or 120 seconds to accommodate the proposed pedestrian clearance interval. Lengthening the eastbound 84th Street left-turn lanes to provide additional queue space could also be investigated as a potential way to improve traffic operations.

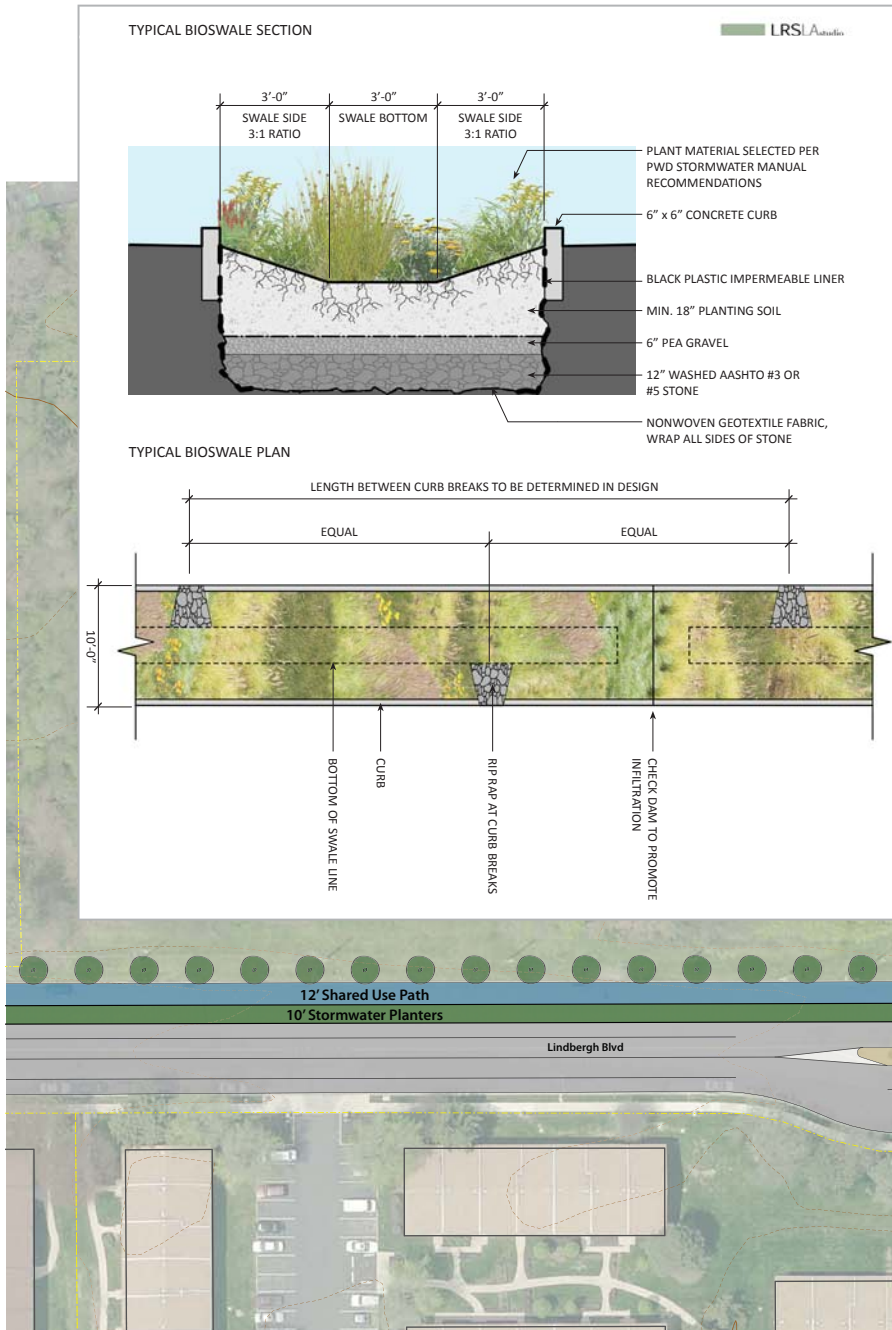
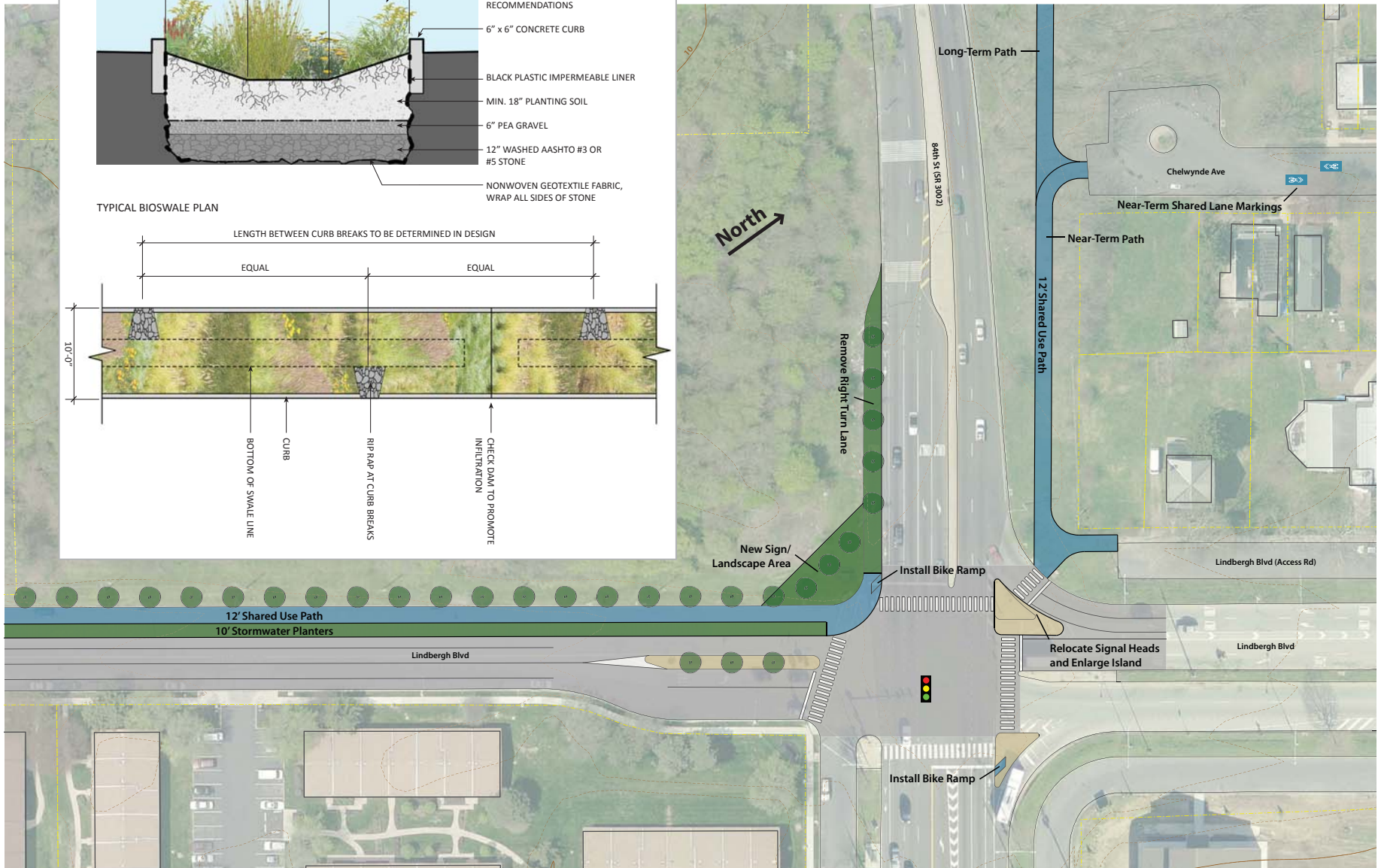


Figure 15: 84th Street/Lindbergh Boulevard Intersection



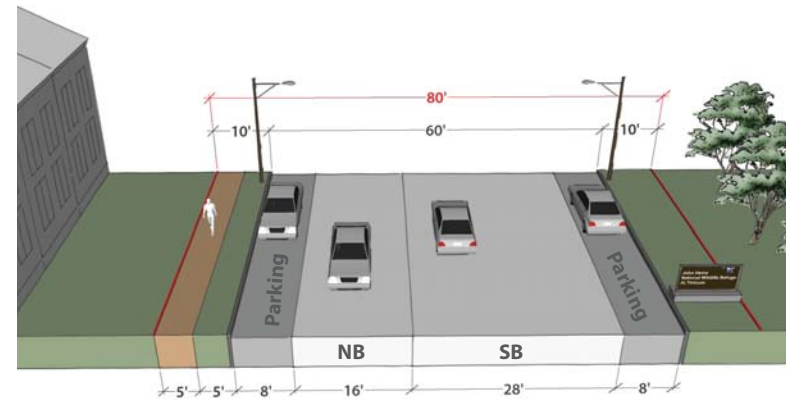
Lindbergh Boulevard south of 84th Street (Figure 16)

The existing 60-foot wide cartway along Lindbergh Boulevard presents an opportunity to reclaim part of the roadway to accommodate the trail. The proposed concept would provide room for a new 12-foot wide buffered shared-use path along the west side of Lindbergh Boulevard while simultaneously reducing the amount of impervious area. The path would be separated from the roadway by a 10-foot wide curbed bio-swale comprised of gravel, soil, and plantings. At 86th Street, the shared-use path would transition from Lindbergh Boulevard into the JHNWR. **Figure 17** shows a rendering of the proposed shared-use path along Lindbergh Boulevard.

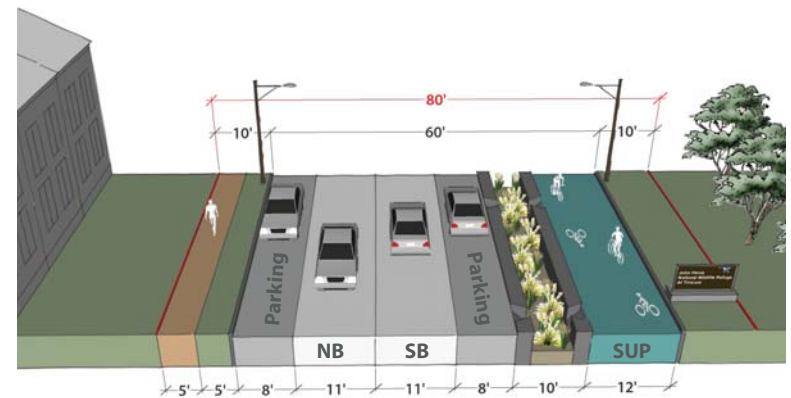


Lindbergh Boulevard south of 84th Street

Figure 16: Lindbergh Boulevard Sections



EXISTING



PROPOSED

Figure 17: Lindbergh Boulevard Rendering

