**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 continue 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.
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

- **Near-Term Path**
  - Remove Right Turn Lane
  - Relocate Signal Heads and Enlarge Island
  - Install Bike Ramp

- **Long-Term Path**
  - 12’ Shared Use Path
  - Install Bike Ramp
  - New Sign/Landscape Area

- **TYPICAL BIOSWALE SECTION**
  - SWALE SIDE 3:1 RATIO
  - SWALE BOTTOM 3:1 RATIO

- **PLANT MATERIAL SELECTED PER PWD STORMWATER MANUAL RECOMMENDATIONS**
  - 6" x 6" CONCRETE CURB
  - BLACK PLASTIC IMPERMEABLE LINER
  - MIN. 18" PLANTING SOIL
  - 0" PEA GRAVEL
  - 1” WASHED AASHTO #5 OR #3 STONE
  - NONWOVEN GEOTEXTILE FABRIC, WRAP ALL SIDES OF STONE

- **TYPICAL BIOSWALE PLAN**
  - LENGTH BETWEEN CURB BREAKS TO BE DETERMINED IN DESIGN

- **CHECK DAM TO PROMOTE INFILTRATION**

- **RIP RAP AT CURB BREAKS**

- **CURB BOTTOM OF SWALE LINE 10’-0”**

- **TYPICAL BIOSWALE PLAN**

- **NEW SIGN/landscape Area**
**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](image)
Figure 17: Lindbergh Boulevard Rendering