



Greenbag Rd Corridor Planning Study

Confirming the Problem & Developing Evaluation Criteria

Identified Problems

 = Community Perspective  = Field Observation  = Data Analysis

Narrow roadway

*Lane width varies from 9 feet -- 10 feet at most locations
Narrow shoulder width*

Unsafe street alignment

*Sharp turning curves. Inadequate sight distance at
Lower Aarons Creek Rd intersection | Diamond Rd intersection
Deckers Creek Blvd intersection | US 119 intersection*

Poor pavement

*Particularly at the Aaron Creek Bridge area
and the Dorsey Ave intersection*

Intersections delay during peak hours

*Dorsey Ave intersection | US 119 intersection
Mountaineer Mall intersection*

Unsafe travel environment for pedestrians

*No sidewalk connecting adjacent neighborhood to
business and school areas*

Unsafe travel environment for cyclists

No segregated bicycle right-of-way .

Drainage issue along Aaron Creek

*At the Deckers Creek Blvd intersection area
and the Aaron Creek Bridge area.*

Unpleasant visual appearance

Lack of appropriate streetside design (trees, utilities, landscaping)

Evaluation Criteria

Transportation Safety

*Improve safety for all users, including motor vehicle
drivers, pedestrians, bicyclists, and transit users*

Mobility

Reduce congestion and travel time, especially at key intersections

Residential Impacts

Enhance the livability of neighborhood in the Greenbag Rd area

Business Impacts

*Support existing business and unlock the potential
economic growth along the corridor*

Environment and Open Space

Conserve natural assets in the Greenbag Rd Corridor

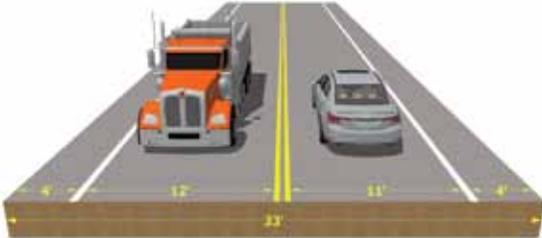


GREENBAG RD CORRIDOR PLANNING STUDY: PROPOSED SHORT TERM IMPROVEMENTS

Proposed short term improvements	Peak Hour Time Saving*		Est. Cost**	Primary Purposes
	2014	2034		
US 119 intersection improvements	4'30"	8'48"	\$ 2 Millions	Reduce congestion. Improve motor vehicle safety
Sidewalk between mall and Mississippi St	--	--	\$ 480,000	Improve pedestrian safety. Community livability
Crosswalk to mall	--	--	\$ 3,000	Improve pedestrian safety. Community livability
Dorsey Ave intersection improvements	4'30"	14'00"	\$ 1 Million	Reduce congestion. Improve motor vehicle safety
Bus shelter at appropriate locations	--	--	\$ 60,000	Improve transit service (including school bus)
Drainage improvements on Aarons Creek	--	--	--	Community livability
Bicycle signage at appropriate locations	--	--	\$ 20,000	Improve bicycle safety. Community livability
Roadway resurfacing and widening	40"	40"	\$ 4.8 Millions	Improve safety and capacity for all users
Lower Aarons Creek Rd intersection improvements	--	--	\$ 100,000	Improve motor vehicle safety
Diamond Ave intersection improvements	--	--	\$ 500,000	Improve motor vehicle safety

Roadway Resurfacing and Widening

- westbound 12' lane + 4' shoulder
- eastbound 11' lane + 4' shoulder



US 119 Intersection Improvement

- Optimize traffic signal
- Add one exclusive left-turn lane on Greenbag Rd
- Install traffic signal warnings on Greenbag Rd

Crosswalk to Mall
(including pedestrian signal phase)

Sidewalk between Mall and Mississippi St (north side)

Drainage Improvements on Aarons Creek

Reduce storm water runoff
improve creek bank in flooding area

Dorsey Ave Intersection Improvement

- Add exclusive left-turn lanes on Greenbag Rd (two directions)
- Add exclusive left-turn signals
- Widen lanes and reduce turning curves
- Add crosswalk

Bus Shelter

Diamond Ave Intersection Improvement
-- Increase sight-distance

Bus Shelter

Install Bicycle Signage at Appropriate Locations

Lower Aarons Creek Rd Intersection Improvement
-- Improve turning radius
-- Better signage

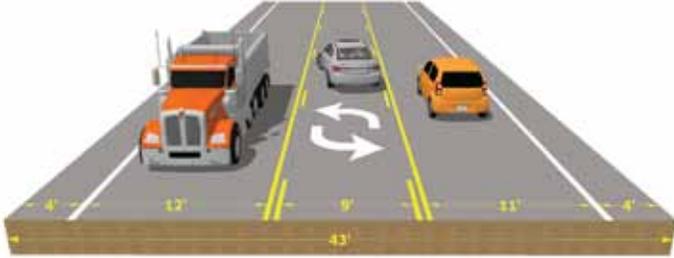
* based on the intersection delay (per vehicle per trip) during AM and PM peak hours (except for the roadway widening project)
** subject to change in the final plan



GREENBAG RD CORRIDOR PLANNING STUDY: PROPOSED LONG TERM IMPROVEMENTS

Roadway Resurfacing and Widening

-- add a two-way-left-turning lane on the entire length of Greenbag Rd



Proposed long term improvements	Est. Cost*	Primary Purposes
Roadway resurfacing and widening	\$ 6 Millions**	Improve motor vehicle safety
Mississippi St intersection improvements	\$ 500,000	Improve safety and capacity for all users
Mississippi St--Dorsey Ave connection multiuse pathway (Option A)	\$ 200,000	Improve ped/bike safety. Community livability
Mississippi St--Dorsey Ave connection sidewalk (Option B)	\$ 524,000	Improve ped/bike safety. Community livability
Dorsey Ave--Longbranch connection multiuse pathway (Option A)	\$ 200,000	Improve ped/bike safety. Community livability
Dorsey Ave--Longbranch connection sidewalk (Option B)	\$ 510,000	Improve ped/bike safety. Community livability
Longbranch-Brookstone multiuse pathway connection	\$ 300,000	Improve ped/bike safety. Community livability
Brookstone-Decker Creek Blvd sidewalk connection	\$ 1 Million	Improve ped/bike safety. Community livability
Deckers Creek Blvd intersection improvements	\$ 1 Million	Improve motor vehicle safety

Deckers Creek Blvd Intersection Improvement

- Smaller turning radius
- Better signage
- Safer crossing

Mississippi St Intersection Improvement

- Add an eastbound left-turn lane to Mississippi St
- Improve sight-distance
- Add crosswalk on Mississippi St

Brookstone-Decker Creek Blvd Sidewalk Connection

Longbranch-Brookstone Multiuse Pathway Connection

Mississippi St--Dorsey Ave Connection Multiuse Pathway (Option A)

Dorsey Ave--Longbranch Connection Multiuse Pathway (Option A)

Greenbag Rd

Dorsey Ave--Longbranch Connection Sidewalk (Option B)

Mississippi St--Dorsey Ave Connection Sidewalk (Option B)

* subject to change in the final plan

** including \$1 million estimated cost of improving the Deckers Creek bridge