

# Potential Social Distancing Measures

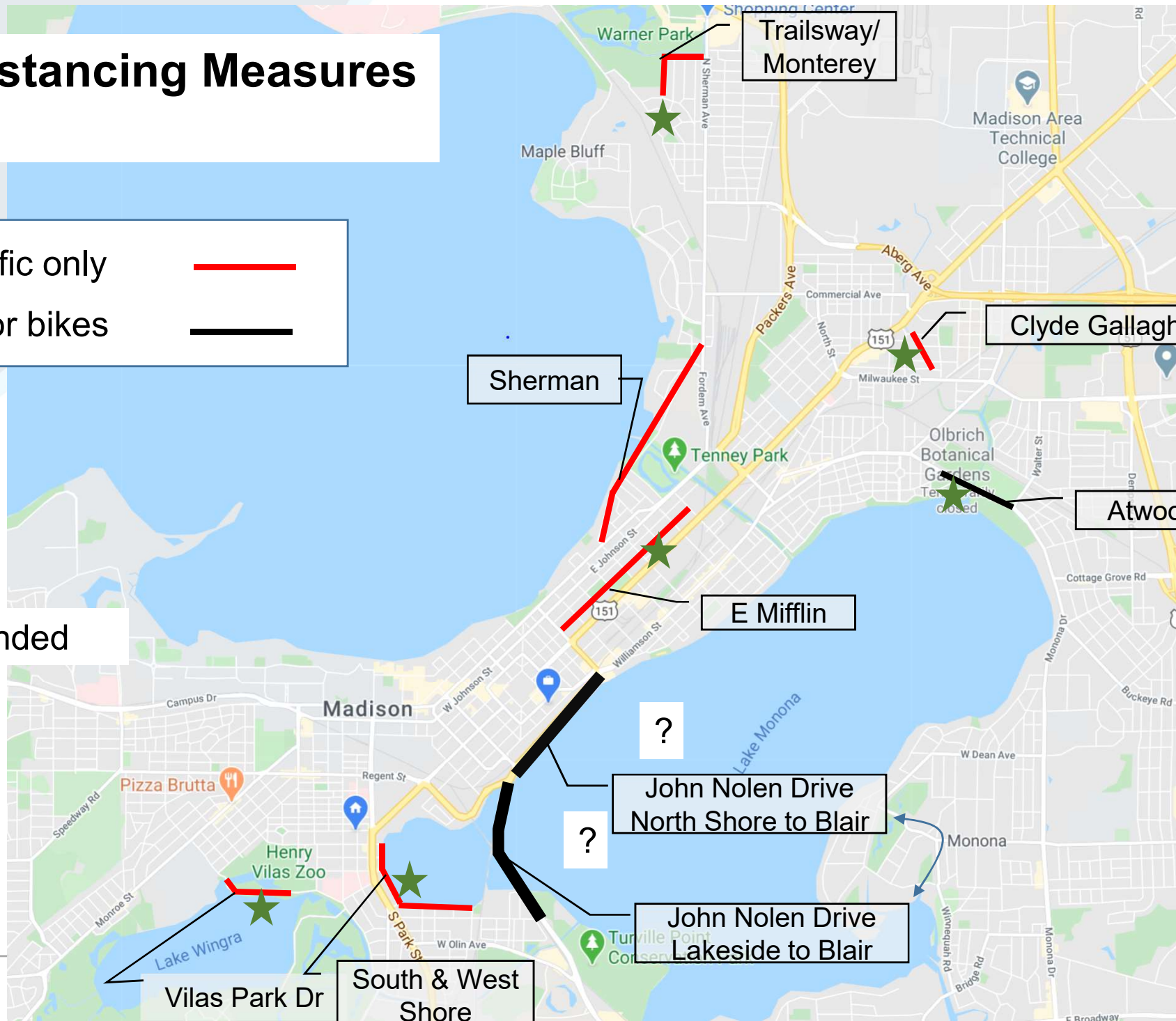
Restrict road to local traffic only



Repurpose travel lane for bikes



Recommended





Possibly take lane from John Nolen Drive for bike users





Concrete Barrier

# Capital City Trail – John Nolen Drive

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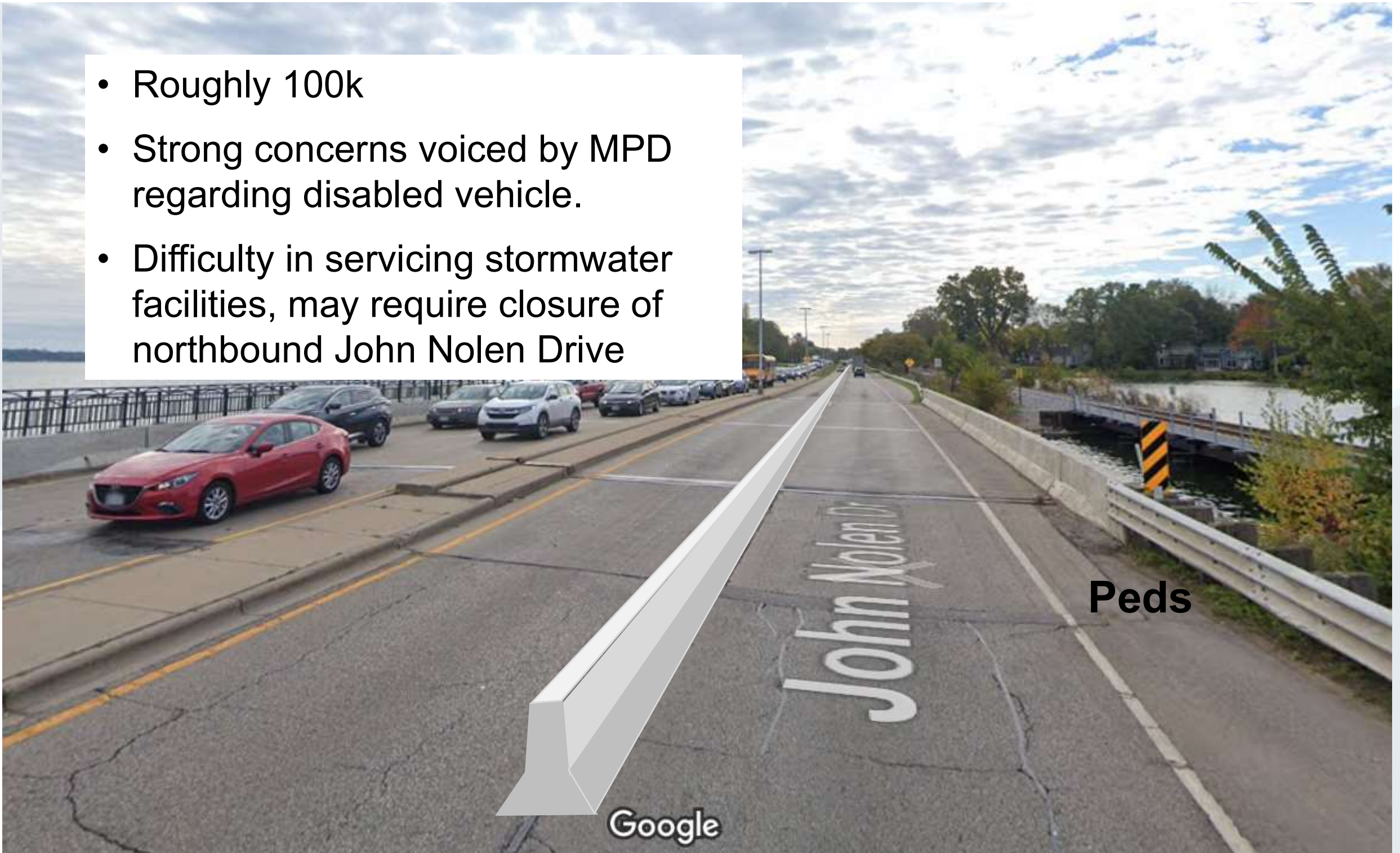
Google Earth



**Bikes**

**Peds**

- Roughly 100k
- Strong concerns voiced by MPD regarding disabled vehicle.
- Difficulty in servicing stormwater facilities, may require closure of northbound John Nolen Drive



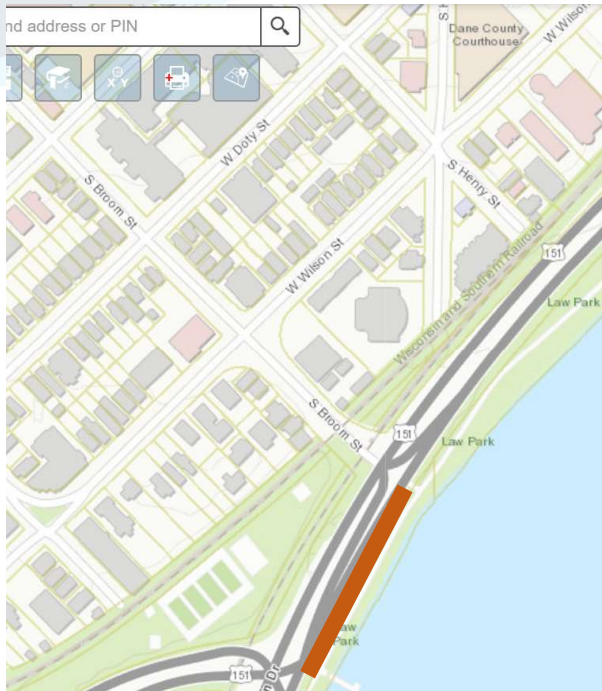
**Peds**

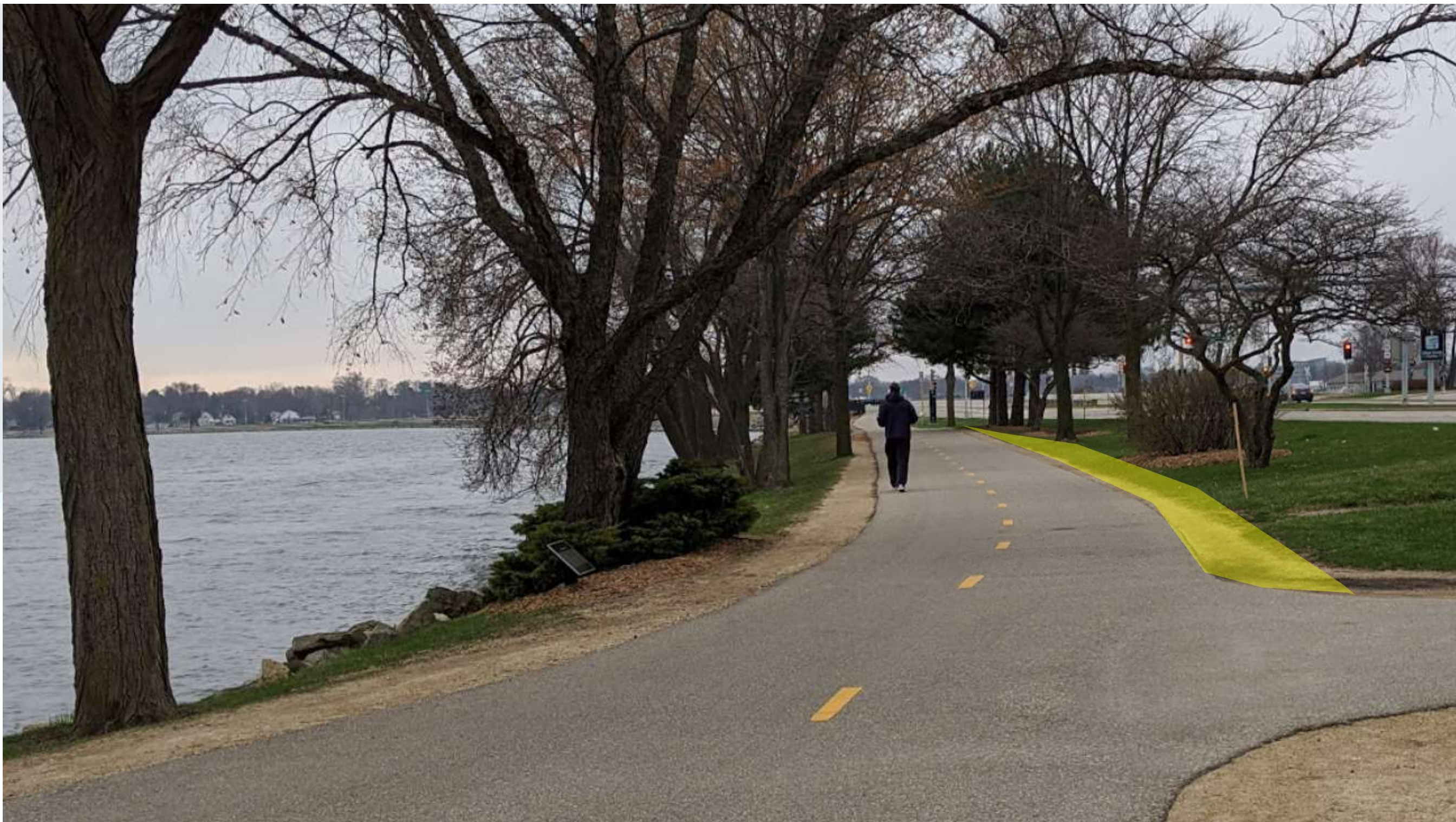
Google



**Path widening by 4-feet**

- Aggregate surface







OF TRANSPORTATION







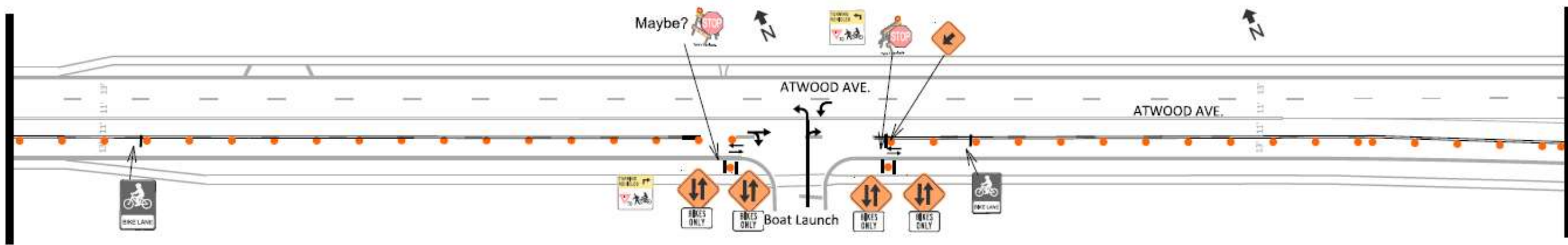
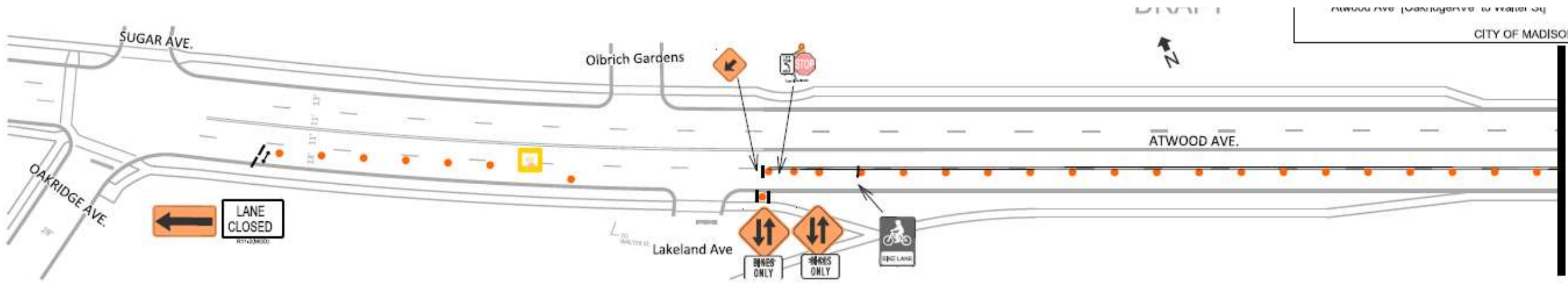
# Atwood Avenue



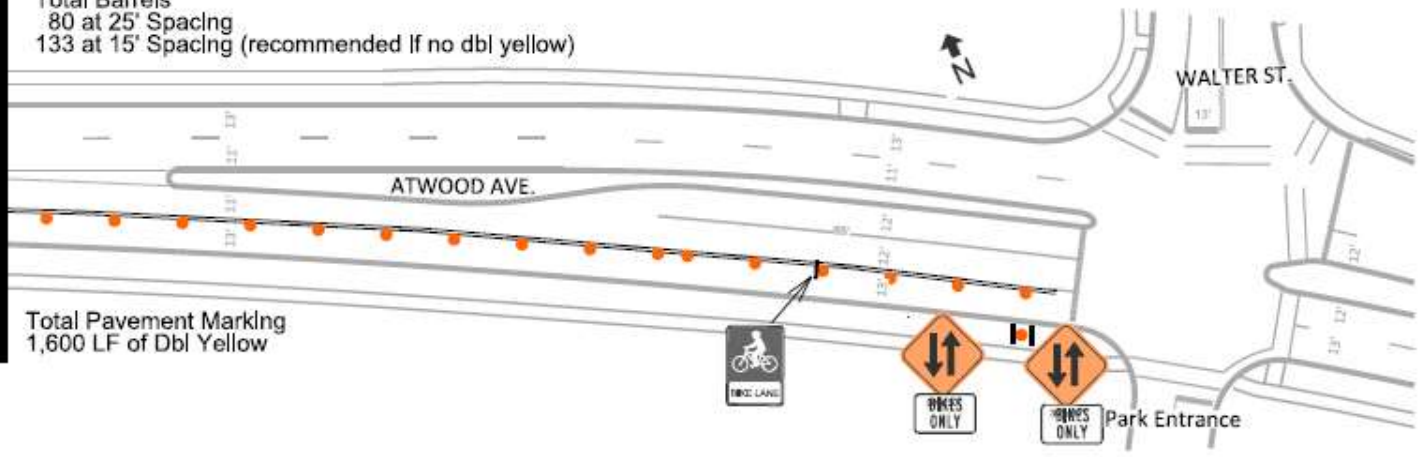
**Bikes**

**Atwood Ave**

Google street view



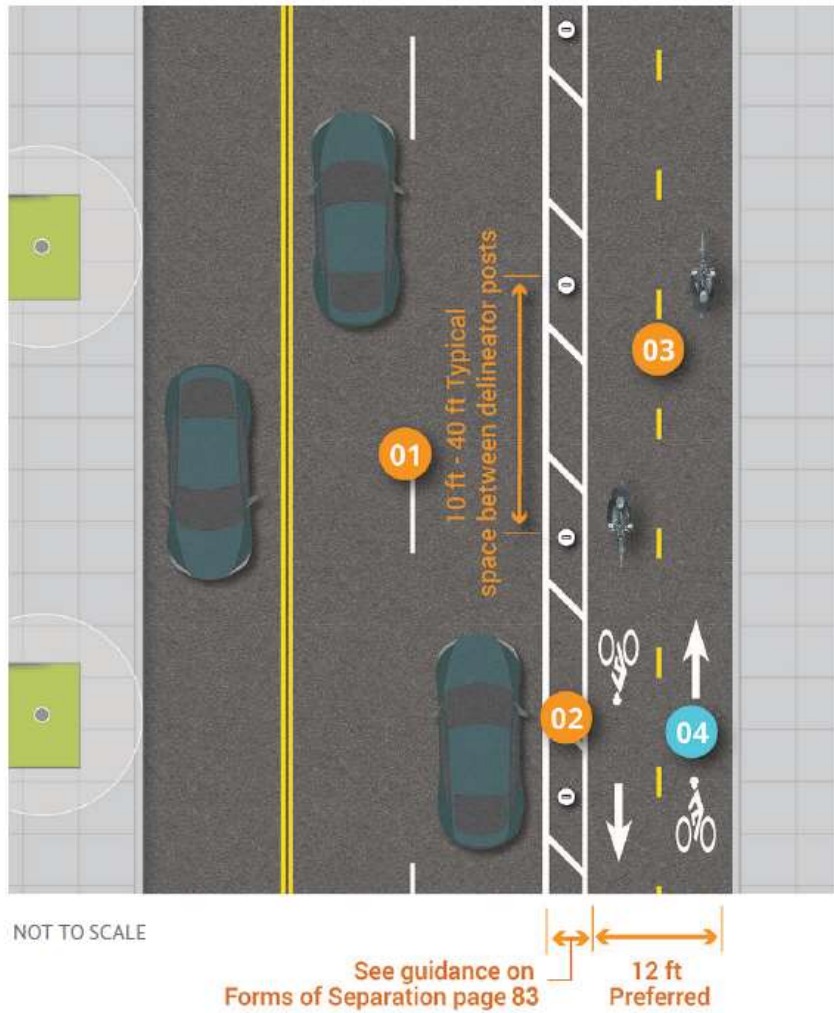
Total Barrels  
 80 at 25' Spacing  
 133 at 15' Spacing (recommended if no dbl yellow)



Total Pavement Marking  
 1,600 LF of Dbl Yellow

DRAFT

Figure 12



- 01 Due to operational and user expectations, this design is best used when there is no room for separated bike lanes on both sides of the street.
- 02 For further guidance on buffer selection and installation, see page 83.
- 03 A centerline to separate the two-way bicycle traffic marked in accordance with the MUTCD (2009).
- 04 For further guidance on typical signs and markings for separated bike lanes, see page 127