

Striping Plan for Booker Neighborhood Greenway

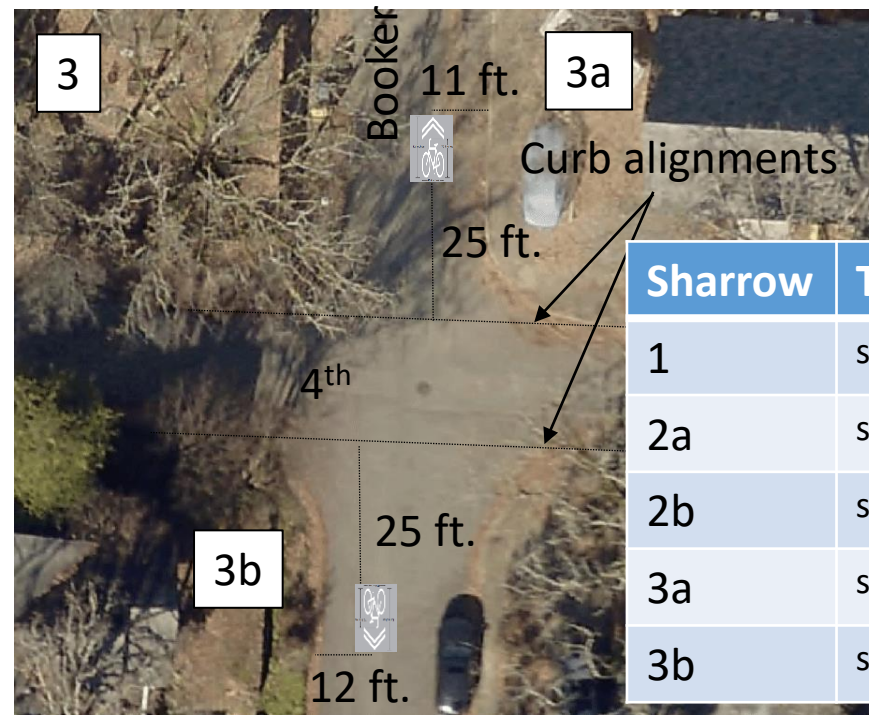
2023-2024 Resurfacing Projects

Revised May 17, 2024

Markham to Asher

- 1) We are resurfacing Woodrow from 12th to Asher (yellow highlight)
- 2) The Complete Streets: Bicycle Plan calls for Protected Bike Lanes on Woodrow
- 3) Woodrow's width around 19th Street makes it impossible to install protected bike lanes unless/until Woodrow is widened
- 4) As an alternative corridor, I proposed and I believe we agreed to installing a Neighborhood Greenway (mint green) from Markham to Asher (blue highlight), creating connectivity between the Kavanaugh bike lanes and the Asher bike lanes
- 5) This is likely not on the resurfacing plan because none of this corridor is actually on a resurfaced street










| Sharrow | Type | Length | Width |
|---------|----------|-----------------------------|---------------|
| 1 | straight | 14' from sidewalk | 12' from curb |
| 2a | straight | 14' from ramp | 12' from curb |
| 2b | straight | 14' from sidewalk | 12' from curb |
| 3a | straight | 25' from perpendicular curb | 12' from curb |
| 3b | straight | 25' from perpendicular curb | 12' from curb |


A




| | | |
|---|---|-----|
|  Neighborhood Greenway  | | |
| Lamar Porter |  | 0.4 |
| UAMS |  | 0.9 |
| State Capitol |  | 1.4 |







B



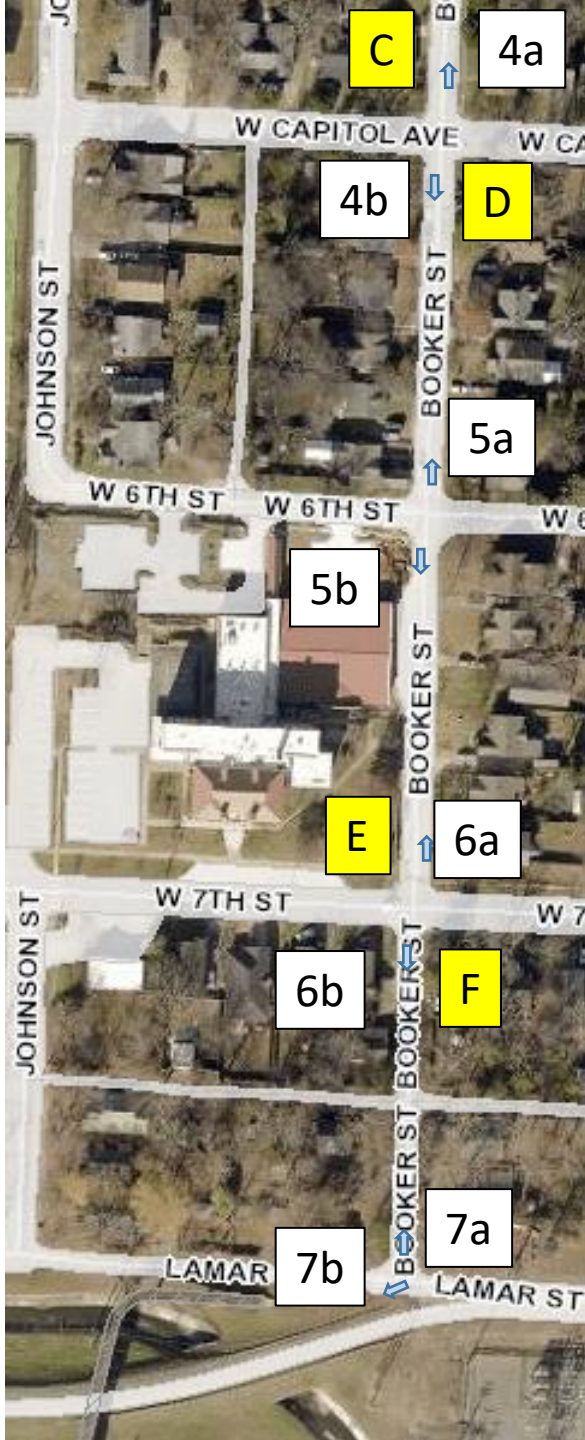


Neighborhood
Greenway



| | | | | |
|---|----------------|---|---|-----|
| ← | Stifft Station |  |  | 0.0 |
| ↖ | Hillcrest |  |  | 1.2 |
| ↖ | Heights |  |  | 3.0 |

H




| Sharrow | Type | Intersection | Length | Width |
|---------|----------|--------------------------|-----------------------------|---------------|
| 4a | straight | Capitol & Booker | 14' from ramp | 12' from curb |
| 4b | straight | Capitol & Booker | 25' from perpendicular curb | 12' from curb |
| 5a | straight | 6 th & Booker | 10' from crosswalk | 12' from curb |
| 5b | straight | 6 th & Booker | 14' from ramp | 12' from curb |
| 6a | straight | 7 th & Booker | 14' from ramp | 12' from curb |
| 6b | straight | 7 th & Booker | 14' from ramp | 12' from curb |
| 7a | straight | Lamar & Booker | 14' from ramp | 12' from curb |
| 7b | straight | Lamar & Booker | 5' from crosswalk | 7' from curb |




7b Unlike other sharrows, this should be in the intersection, pointing the southbound cyclist onto the BikePed bridge over I-630.



C



Neighborhood
Greenway




← Rose Creek Trail



0.3


UAMS



0.5


→

↑ Lamar Porter



0.2

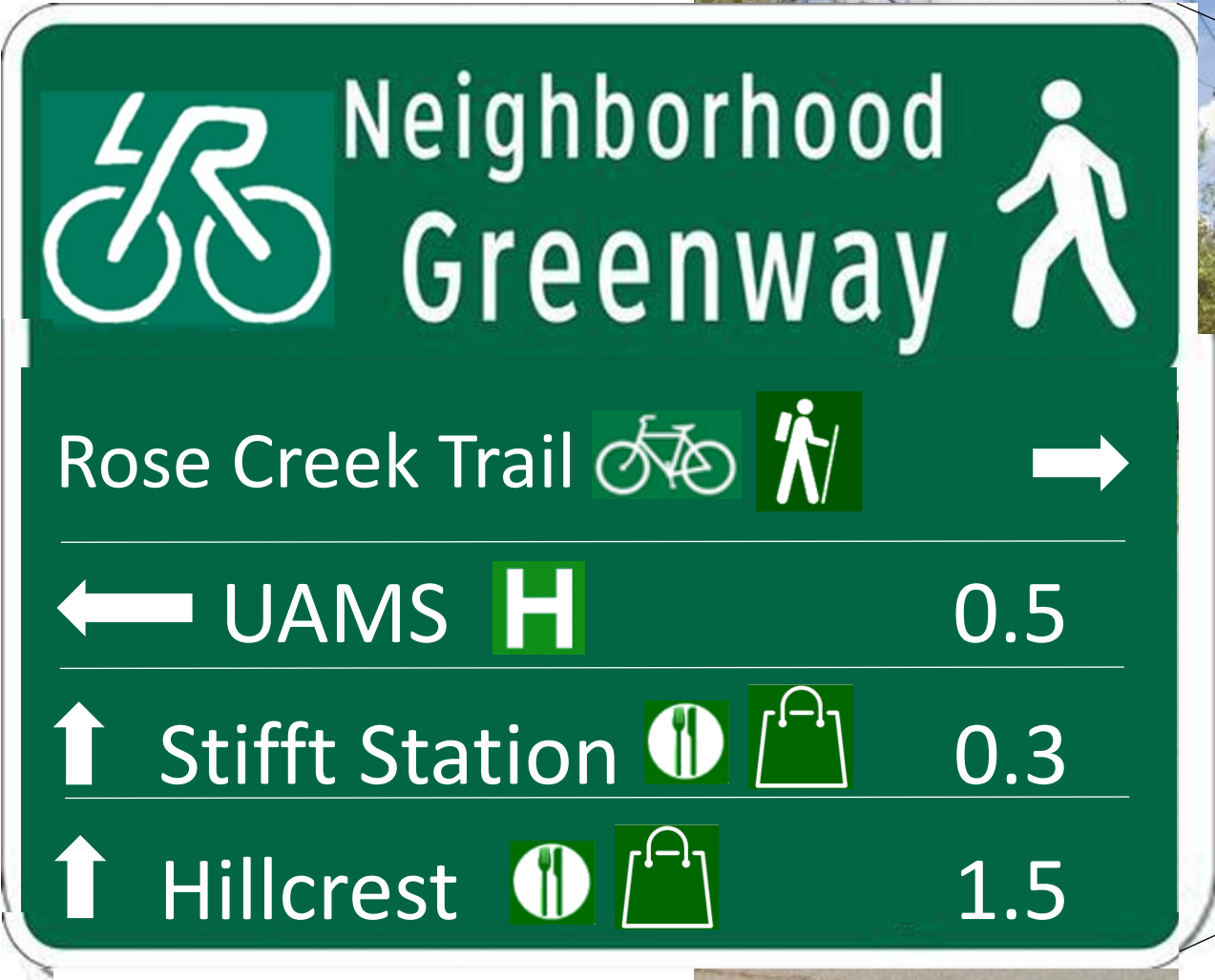
↑ State Capitol



1.1



D





Neighborhood Greenway



Lamar Porter



0.1



State Capitol



1.0



0.3





| Sharrow | Type | Intersection | Length | Width |
|---------|----------|----------------------------|--------------------------|---------------|
| 8a | straight | Bridge Entrance & Johnson | 5' from driveway apron | 7' from curb |
| 8b | straight | Bridge Entrance & Johnson | 10' from 8a | 12' from curb |
| 9a | straight | Maryland & Johnson | 14' from ramp | 12' from curb |
| 9b | straight | Maryland & Johnson | 14' from ramp | 12' from curb |
| 10a | 3-way | 11 th & Johnson | Centered in intersection | |
| 11a | straight | 12 th & Johnson | 14' from (east) ramp | 12' from curb |
| 11b | straight | 12 th & Johnson | 14' from ramp | 12' from curb |



8a This sharrow should be pointed at an angle, directing the cyclist up the driveway apron to access the BikePed bridge over I-630.



| Sharrow | Type | Intersection | Length | Width |
|---------|----------|----------------------------|-----------------------------|----------------|
| 12a | straight | 13 th & Johnson | 14' from ramp | 12' from curb |
| 12b | straight | 13 th & Johnson | 25' from perpendicular curb | 12' from curb |
| 13a | straight | 14 th & Johnson | 14' from ramp | 12' from curb |
| 13b | straight | 14 th & Johnson | 25' from perpendicular curb | 12' from curb |
| 14a | straight | 15 th & Johnson | 25' from perpendicular curb | 12' from curb |
| 14b | straight | 16 th & Johnson | 25' from perpendicular curb | 12' from curb |
| 15a | straight | 16 th & Johnson | 25' from perpendicular curb | 12' from curb |
| 15b | straight | 16 th & Johnson | 25' from perpendicular curb | 5.5' from curb |

Is the 15b sharrow visible to this commuter?

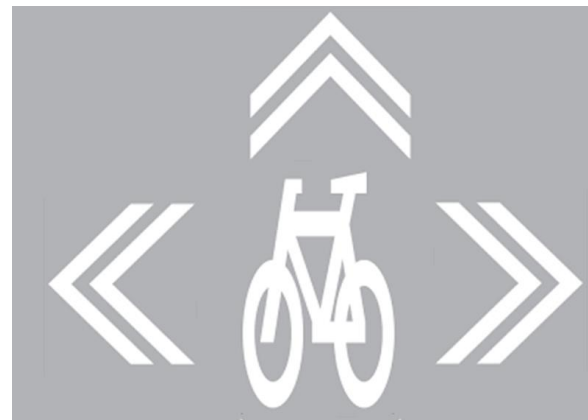


15a and 15b When a cross street isn't aligned with itself, like 16th Street, we either need to use two sets of sharrows or place each arrow past both intersections, as is shown here. If visibility allows us to do so, we'll only use one set of sharrows in intersections like these to reduce costs. The commuter must be able to see the far sharrow from the first decision point for this to work (see diagram)



| Sharrow | Type | Intersection | Length | Width |
|---------|----------|----------------------------|-----------------------------|----------------|
| 16a | straight | 17 th & Johnson | 14' from ramp | 12' from curb |
| 16b | straight | 17 th & Johnson | 25' from perpendicular curb | 5.5' from curb |
| 17a | straight | 19 th & Johnson | 25' from perpendicular curb | 12' from curb |
| 17b | straight | 19 th & Johnson | 25' from perpendicular curb | 5.5' from curb |
| 18 | 3-way | Charles Bussey & Johnson | Centered in intersection | |

18





| Sharrow | Type | Intersection | Length | Width |
|---------|----------|--------------------------|-----------------------------|--------------------|
| 19a | left | Charles Bussey & Allis | 40' from perpendicular curb | 7.5' from curb |
| 19b | straight | Charles Bussey & Allis | 25' from perpendicular curb | 7.5' from curb |
| 19c | straight | Charles Bussey & Allis | 25' from perpendicular curb | Centered in street |
| 19d | right | Charles Bussey & Allis | 40' from perpendicular curb | Centered in street |
| 20a | straight | 21 st & Allis | 25' from perpendicular curb | Centered in street |
| 20b | straight | 21 st & Allis | 25' from perpendicular curb | Centered in street |
| 21a | straight | 23 rd & Allis | 25' from perpendicular curb | Centered in street |
| 21b | straight | 23 rd & Allis | 25' from perpendicular curb | Centered in street |
| 22 | straight | Asher & Allis | 14' from ramp | Centered in street |

Because sidewalk on the edge of curb

| Sharrow | Type | Intersection | Length | Width |
|---------|----------|----------------------------|-----------------------------|--------------------|
| 23a | straight | Charles Bussey & Booker | 15' from perpendicular curb | 7.5' from curb |
| 23b | straight | Charles Bussey & Booker | 15' from perpendicular curb | 7.5' from curb |
| 24a | straight | Charles Bussey & Woodrow | 25' from perpendicular curb | Centered in street |
| 24b | straight | Charles Bussey & Woodrow | 25' from perpendicular curb | Centered in street |
| 25a | right | Charles Bussey & Appianway | 40' from perpendicular curb | Centered in street |
| 25b | straight | Charles Bussey & Appianway | 25' from perpendicular curb | Centered in street |
| 25c | straight | Charles Bussey & Appianway | 25' from perpendicular curb | Centered in street |
| 25d | left | Charles Bussey & Appianway | 30' from perpendicular curb | Centered in street |
| 26 | straight | Appianway & Wright | 25' from perpendicular curb | Centered in street |

