

# BURLINGTON CENTER CITY BIKE NETWORK



Proposed by Local Motion

March 2017

## PHASE ONE: 2017 (v3)

This proposed set of immediate improvements to bike facilities is built around three key strategies for improving biking in Burlington:

1. A "minimum grid" of bike lanes and greenways that creates connected north-south and east-west biking options throughout the center city area in a single year
2. Extensive use of green paint to both improve bicyclist safety and visibility and make navigating the city by bike much more intuitive
3. Reliance on "quick build" strategies—plastic bollards, restriping, planters, and so on—to minimize the need for construction and jump-start change

This plan has minimal impact to vehicle lanes, making use largely of surplus existing space on streets. It requires no construction, and will result in the removal of a negligible number parking spaces. As such, it is an effective near-term solution that will significantly improve conditions for biking in 2017, while setting the stage for much larger-scale improvements in 2018.

### NOTE REGARDING GREENWAYS:

Not all streets marked as "greenways" on this map are in fact low traffic. Those that are not are intended as short-term connections, to be upgraded to bike lanes or paths within a year or two.

### LEGEND

- One-way greenway (low-traffic, shared-lane bike routes)
- Two-way greenway
- One-way conventional bike lane
- Two-way conventional bike lane
- One-way protected bike lane
- Intersection with green crossing markings
- School or youth center
- New or significantly changed bike facility

Mark greenway streets with "super-sharrows"—that is, shared-lane markings over on large green rectangles +/- every 100 feet, like this:



Implement already-planned "ONE Wiggle" greenway from Park to Mansfield.

Add a mix of bike lanes and super-sharrows on Pearl between Union and Winooski. No impact on travel lanes or parking. See detailed design concept.

Implement bike-ped safety improvements as demonstration project at Union & North Winooski. See detailed design concept.

Convert intersections marked with green circles like this one to "green" intersections, as shown in this example:



Add bike lanes on both sides of Battery and Sherman between Pearl and North Ave. Add northbound bike lane and southbound super-sharrows to North Ave between Sherman and North St. Make Lakeview a greenway. No impact on travel lanes or parking. See detailed design concept.

Add bike lanes on Pearl between Battery and St. Paul, as already planned and designed by DPW.

Mark super-sharrows as wayfinding on Pine north of Main all the way to Pearl (including path between Macy's and parking garage).

Convert Union Street bike lane to a protected bike lane. No impact on travel lanes or parking.

Add a southbound bike lane on Pine between Main and Maple. No impact on travel lanes or parking. (Note: Install green intersections and super-sharrows only from Maple northward at this point.)

Add a northbound protected bike lane on Union from Maple to Main, with a design modification for the bus stop by Edmunds. Convert the block from Maple to King to one way (i.e., one-way begins a block south of where it does now) and eliminate dedicated right-turn lane at Main. No impact on parking. See detailed design concept.

Implement bike-ped safety improvements as demonstration project at St. Paul & Howard. See detailed design concept.

Add super-sharrows on Maple in both directions between Willard and Winooski to connect the bike lanes on Willard and Union. No impact on travel lanes or parking.

Reverse the existing bike lane on Willard so it runs south rather than north between North and Maple. No impact on parking.

Add climbing lane and downhill sharrows on Pearl from Union to Prospect.

Maintain Willard from Maple to Cliff as a northbound bike lane for the near term (due to presence of curb bump-outs in this section).

