

Cross Section Improvement Options

Segment	Existing Roadway Width	Short-Term Options (Less than 3 years)		Medium-Term Options (Less than 7 years)	Long-Term Options (More than 10 years)			
		Option A (Within Existing Curbs)		Option B	Option C	Option D	Option E	Option F
Corridor-wide	33' to 42'	Right-size the corridor Consider curb extensions or parking chicane to slow vehicles		Right-size the corridor Consistent 10.5' travel lanes (except 4-lane cross section) 5' minimum bike lanes throughout the corridor	Right-size the corridor Consistent 10.5' travel lanes (except 4-lane cross section) Buffered Bike Lanes: 5' bike lanes with 2' buffer Consider curb extensions or parking chicane to slow vehicles to 25 mph prevailing speed	Right-size the corridor Consistent 10.5' travel lanes (except 4-lane cross section) Cycle tracks adjacent to travel lanes Consider curb extensions or parking chicane to slow vehicles to 25 mph prevailing speed	Right-size the corridor Consistent 10.5' travel lanes (except 4-lane cross section) Separate cycle tracks with landscaped buffers Consider curb extensions or parking chicane to slow vehicles to 25 mph prevailing speed	Right-size the corridor Consistent 10.5' travel lanes (except 4-lane cross section) Two-way raised cycle track on west side of North Ave with minimum 2' physical barrier Consider curb extensions or parking chicane to slow vehicles to 25 mph prevailing speed
Plattsburg Ave to Shore Rd	40'	Eliminate parking on one side 8' parking on one side Two 10.5' travel lanes One 6' bike lane along parking One 5' bike lane on other side Total roadway width = 40'		Same as Option A	Eliminate parking on one side 8' parking on one side Two 10.5' travel lanes Two 5' bike lanes with 2' buffer Total roadway width = 43'	Eliminate parking on one side 8' parking on one side Two 10.5' travel lanes Two 7' separated cycle tracks (mountable curbs) Total roadway width = 43'	Eliminate parking on one side 8' parking on one side Two 10.5' travel lanes Total roadway width = 29' Landscape strip, 5' cycle tracks, sidewalk outside of curbs	Eliminate parking on west side 8' parking on east side Two 10.5' travel lanes Total roadway width = 29' Landscape strip, 10' two-way cycle track, sidewalk outside of curbs
Shore Rd to VT 127 Ramps Rightsized (4 to 3 conversion)	40' to 42'	Two 10' travel lanes One 10' center turn lane Two 5' bike lanes Total roadway width = 40'		Two 10.5' travel lanes One 10' center turn lane Two 5' bike lanes Total roadway width = 41'	Two 10.5' travel lanes One 10' center turn lane Two 5' bike lanes with 2' buffer Total roadway width = 45'	Two 10.5' travel lanes One 10' center turn lane Two 7' separated cycle tracks (mountable curbs) Total roadway width = 45'	Two 10.5' travel lanes One 10' center turn lane Total roadway width = 31' Landscape strip, 5' cycle tracks, sidewalk outside of curbs	Two 10.5' travel lanes One 10' center turn lane Total roadway width = 31' Landscape strip, 10' two-way cycle track, sidewalk outside of curbs
Shore Rd to VT 127 Ramps Maintain 4 lanes	40' to 42'	Four 10' travel lanes Sharrows on curbside lanes Total roadway width = 40'		Four 10' travel lanes Two 5' bike lanes Total roadway width = 50'	Four 10' travel lanes Two 5' bike lanes with 2' buffer Total roadway width = 54'	Four 10' travel lanes Two 7' separated cycle tracks (mountable curbs) Total roadway width = 54'	Four 10' travel lanes Total roadway width = 40' Landscape strip, 5' cycle tracks, sidewalk outside of curbs	Four 10' travel lanes Total roadway width = 40' Landscape strip, 10' two-way cycle track, sidewalk outside of curbs
VT 127 Ramps to Institute Rd	40'	Eliminate parking on east or west side 8' parking on one side Two 10.5' travel lanes One 6' bike lane along parking One 5' bike lane on other side Total roadway width = 40'		Same as Option A	Eliminate parking on one side 8' parking on one side Two 10.5' travel lanes Two 5' bike lanes with 2' buffer Total roadway width = 43'	Eliminate parking on one side 8' parking on one side Two 10.5' travel lanes Two 7' separated cycle tracks (mountable curbs) Total roadway width = 43'	Eliminate parking on one side 8' parking on one side Two 10.5' travel lanes Total roadway width = 29' Landscape strip, 5' cycle tracks, sidewalk outside of curbs	Eliminate parking on west side 8' parking on east side Two 10.5' travel lanes Total roadway width = 29' Landscape strip, 10' two-way cycle track, sidewalk outside of curbs
Institute Rd to Washington St/ Berry St	35'	Two 10.5' travel lanes Two 5' bike lanes with 2' buffer Total roadway width = 35'		Same as Option A	Same as Option A	Two 10.5' travel lanes Two 7' separated cycle tracks (mountable curbs) Total roadway width = 35'	Two 10.5' travel lanes Total roadway width = 21' Landscape strip, 5' cycle tracks, sidewalk outside of curbs	Two 10.5' travel lanes Total roadway width = 21' Landscape strip, 10' two-way cycle track, sidewalk outside of curbs
Washington St/ Berry St to North St	33' typ.	Option A1: 8' parking on one side Two 12.5' travel lanes Sharrows on	Option A2: 8' parking on one side Two 10' travel lanes 5' NB bike lane	8' parking on one side Two 10.5' travel lanes One 6' bike lane along parking One 5' bike lane on other side Total roadway width = 40'	8' parking on one side Two 10.5' travel lanes Two 5' bike lanes with 2' buffer Total roadway width = 43'	8' parking on one side Two 10.5' travel lanes Two 7' separated cycle tracks (mountable curbs) Total roadway width = 43'	8' parking on one side Two 10.5' travel lanes Total roadway width = 29' Landscape strip, 5' cycle tracks, sidewalk outside of curbs	8' parking on east side Two 10.5' travel lanes Total roadway width = 29' Landscape strip, 10' two-way cycle track, sidewalk outside of curbs

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		Option A (Within Existing Curbs)		Option B	Option C	Option D	Option E	Option F
		both sides Total roadway width = 33'	SB sharrows Total roadway width = 33'					

Cross Section Improvement Options for Pedestrians and Transit

Segment	Pedestrian Options	Transit Options
Corridor-wide	<p>Countdown timers and improved ADA ramps at all signalized intersections</p> <p>Improved visibility (refuges), accessibility (ADA ramps), and safety of existing crossings</p> <p>Plant more street trees where feasible</p>	<p>Additional shelters</p> <p>Increased service frequency</p> <p>Bikes conflict with buses in bike lanes (leapfrog), or bikes conflict with bus passengers in cycle tracks (assuming cycle tracks behind bus shelters)</p>
Plattsburg Ave to Shore Rd	<p>New pedestrian crossings with curb extensions/raised center medians (as appropriate):</p> <ul style="list-style-type: none"> • Loaldo Dr/Fairmont Pl • Green Acres Dr/Cayuga Ct • Cross Pkwy • Staniford Rd • Gosse Ct/Dodds Ct 	<p>Extend bus route into neighborhoods</p>
Shore Rd to VT 127 Ramps	<p>New pedestrian crossings with curb extensions/raised center medians (as appropriate):</p> <ul style="list-style-type: none"> • Poirier Pl • Mid-block (Snap Fitness) • Leddy Park Rd • Lakewood Pkwy • Village Green/Killarney Dr • Saratoga Ave 	
VT 127 Ramps to Institute Rd	<p>New pedestrian crossing with curb extensions/raised center medians (as appropriate):</p> <ul style="list-style-type: none"> • Midblock, south of VT 127 (link bus stops) 	
Institute Rd to Washington St/ Berry St	<p>New pedestrian crossings with curb extensions/raised center medians (as appropriate):</p> <ul style="list-style-type: none"> • Cemetery entrance • Burlington College entrances • Convent Square 	<p>Larger shelters at Burlington High School</p>
Washington St/ Berry St to North St	<p>New pedestrian crossing with curb extensions/raised center medians (as appropriate):</p> <ul style="list-style-type: none"> • Crowley St • Ward St • Canfield St 	

Intersection Treatments

Intersection	Treatment	Implementation		
		Short Term (< 3 Years)	Medium Term (< 7 Years)	Long Term (> 10 Years)
Plattsburg Ave	Add crosswalk on west and north legs of intersection	✓		
	Pedestrian-actuated signal for south crosswalk; all others automatic with concurrent phasing	✓		
	5-second leading pedestrian/bicycle interval	✓		
	Incorporate appropriate bike treatments through the intersection	✓		
	Resolve Tracy Dr turns	✓		
	Minor realignment of Plattsburg Ave with curb bulb-out to shorten pedestrian crossing distances, slow right-turning traffic, and create a more compact intersection	✓ (Markings only)	✓ (New curb)	
	Right-turn lane removal	✓ (Markings only)	✓ (New curb)	
	Resolve access to and from market/liquor store		✓	
	Gateway treatments (northern entrance to the corridor)		✓	
	Mini-roundabout		✓	
Shore Rd/ Heineberg Rd	Opposing left turn lanes enabled by rightsizing North Ave	✓		
	Automatic pedestrian signal with concurrent phasing	✓		
	5-second leading pedestrian/bicycle interval	✓		
	Investigate <i>No Right on Red</i>	✓		
	Investigate split phasing of traffic signal	✓		
	Audible walk signals and longer pedestrian crossing times for nearby senior population	✓		
	Bike box or two-stage left-turn treatment on northbound North Ave to westbound Shore Rd	✓		
	Incorporate appropriate bike treatments through the intersection	✓		
	Realign Shore Rd to meet Heineberg Rd			✓
Ethan Allen Shopping Center	Opposing left turn lanes enabled by rightsizing North Ave	✓		
	Automatic pedestrian signal with concurrent phasing	✓		
	5-second leading pedestrian/bicycle interval	✓		
	Investigate <i>No Right on Red</i>	✓		
	Incorporate appropriate bike treatments through the intersection	✓		
	Audible walk signals and longer pedestrian crossing times for nearby senior population	✓		
	Add south and east crosswalks	✓		
	Better define access to Bamboo Hut (upgraded curbs and driveways)		✓	
	Normalize mobile home driveway into true street with crosswalk.		✓	
Ethan Allen Pkwy	Opposing left turn lanes enabled by rightsizing North Ave	✓		
	South and west crosswalks, and Ethan Allen Park driveway crosswalk	✓		
	Automatic pedestrian signal with concurrent phasing	✓		
	5-second leading pedestrian/bicycle interval	✓		
	Incorporate appropriate bike treatments through the intersection	✓		

Intersection	Treatment	Implementation		
		Short Term (< 3 Years)	Medium Term (< 7 Years)	Long Term (> 10 Years)
	Expand signal to incorporate Little Eagle Bay	✓		
	Minor realignment of Ethan Allen Pkwy with curb bulb-out to shorten pedestrian crossing distances, slow right-turning traffic, and create a more compact intersection	✓ (Markings only)	✓ (New curb)	
	Resolve driveway access on west side of intersection		✓	
	Roundabout			✓
	Relocate park entrance farther from intersection			✓
VT 127 Ramps	Incorporate appropriate bike treatments through the intersection	✓		
	Automatic pedestrian signal with concurrent phasing	✓		
	5-second leading pedestrian/bicycle interval	✓		
	Remove gantry north of the intersection.	✓		
	Add crosswalk on west and north legs of intersection.	✓		
	Compact signalized intersection (remove channelized, high-speed northbound right turn and WB free right to NB North Ave)	✓		
	Compact signalized intersection (remove channelized, high-speed northbound right turn and WB free right to NB North Ave) with dual southbound left-turn lanes		✓	
	Roundabout			✓
Institute Rd	Fix broken vehicle detection	✓		
	Automatic pedestrian signal with concurrent phasing	✓		
	5-second leading pedestrian/bicycle interval	✓		
	Incorporate appropriate bike treatments through the intersection	✓		
	Address conflict between southbound bicyclists and right-turning vehicles	✓ (Shared turn lane)	✓ (Cycle track)	
	Investigate <i>No Right on Red</i>	✓		
	Reduce size of bus pull out south of intersection to create space for southbound bike treatment	✓		
	Add north and east crosswalk	✓		
	Enlarge shelters at Burlington High School	✓		
	Move northbound bus stop to far side (shift roadway west to accommodate)		✓	
	Roundabout			✓
Washington St/ Berry St	Rectangular rapid flash beacon for crosswalk	✓		
	Incorporate appropriate bike treatments through the intersection	✓		
	Raised intersection		✓	
North St	Incorporate appropriate bike treatments through the intersection	✓		
	Automatic pedestrian signal with concurrent phasing	✓		
	5-second leading pedestrian/bicycle interval	✓		
	Realign North Ave crosswalks to reduce crossing distances	✓		
	Investigate protected/permitted southbound left turns or split phasing signal/removal of turn lane	✓		
	Investigate <i>No Right on Red</i>	✓		
	Gateway treatments (southern entrance to the corridor)		✓	