Looking north toward Riverside Avenue.

Riverside Ave to Union St

2½'	5'	6'	8'	2'	5'	10'	10'	5'	6'	5'	1½'
Sidewalk			Parking lane		Bike lane	Drive lane	Drive lane	Bike lane		Sidewalk	
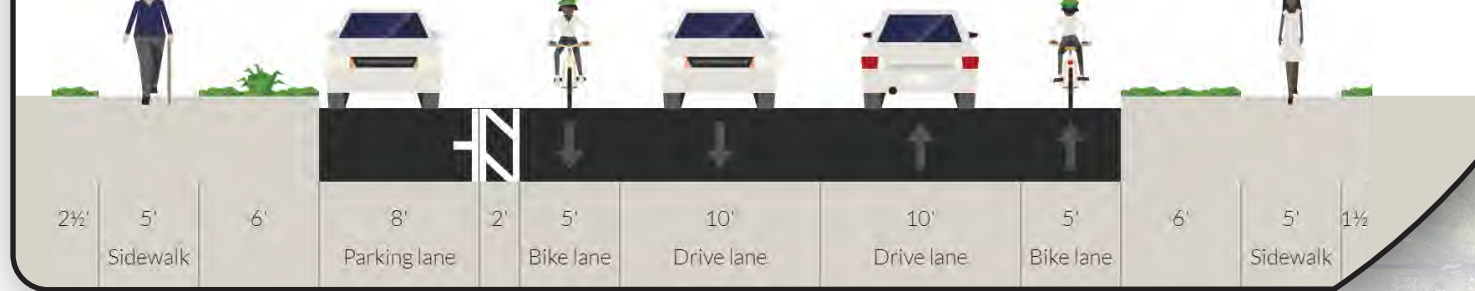
Riverside Ave to North St

Union St to North St

2½'	6'		8'	2'	5'	10'	10'	5'	6'	5'	1½'
Sidewalk			Parking lane		Bike lane	Drive lane	Drive lane	Bike lane		Sidewalk	

North St to Pearl St

2'	5'	7'	8'	4'	6'	10'	6'	5'	5'
Sidewalk	Planting strip		Parking lane	Buffer	Bike lane	Drive lane	Bike lane		Sidewalk

Looking north toward North Street.

LONGER TERM VISION:
Two-Way Vehicle Traffic

North St to Pearl St

Longer Term Vision moves the curb lines to provide two-way (northbound and southbound) vehicle lanes. West side parking is retained, east side parking is removed.

Before any changes, a parking management plan will be conducted to identify strategies on managing the Winooski parking *(such as time limits, loading zones, etc.)*.

HIGHLIGHTS
> Can be built in near-term
> Retains west side parking (122 spaces)
> Removes 109 spaces on east side
> Pedestrian improvements at intersections
> 2019 demonstration of a mini-roundabout at the Union / Decatur intersection

CONNECTIVITY
> Two-way vehicle lanes north of North Street
> Northbound and southbound bike lanes

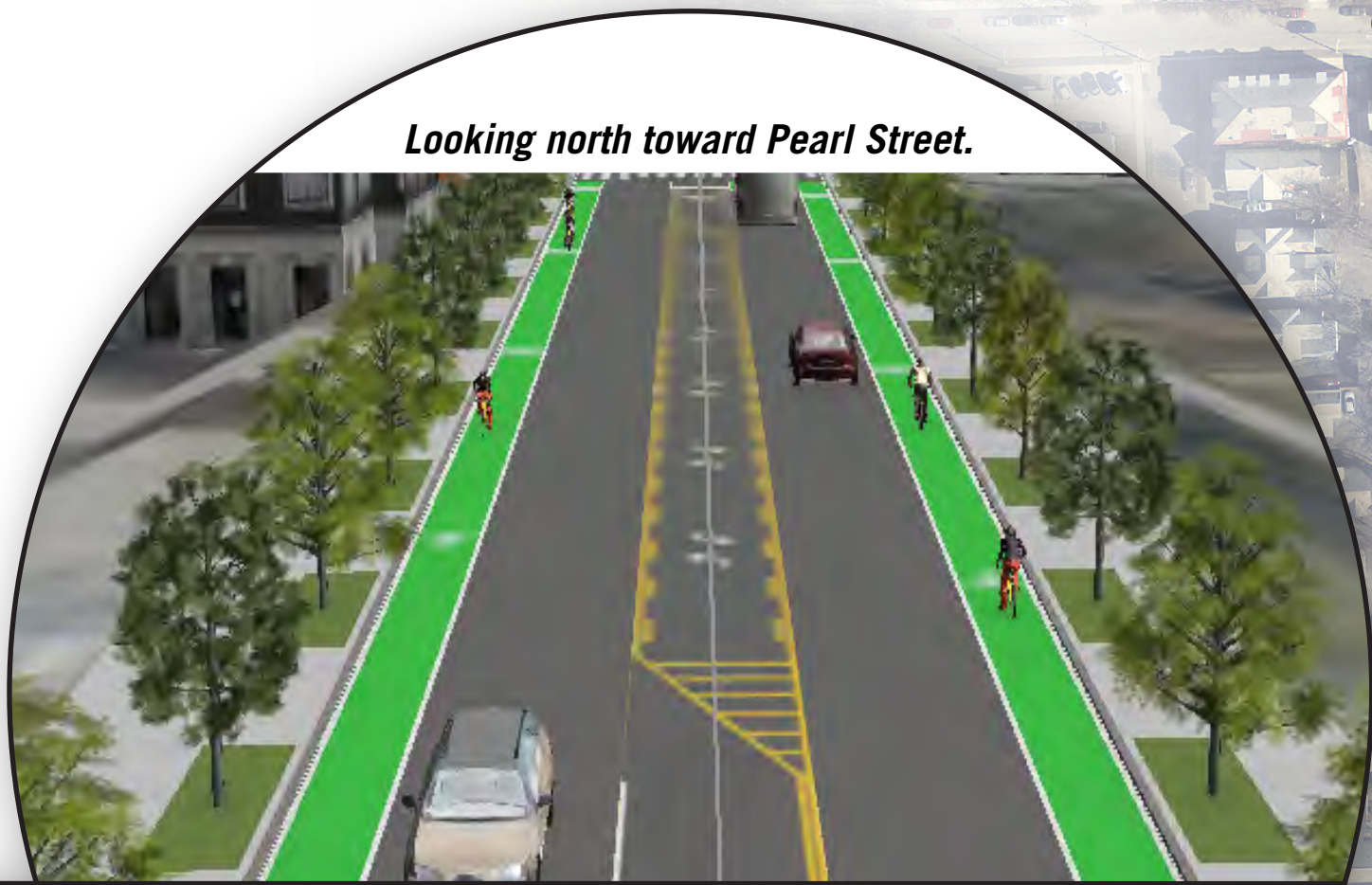# DOWNTOWN (PEARL ST TO MAIN ST)

HIGHLIGHTS
> Can be built in near-term
> Improves utilization and safety of existing road capacity
> Pedestrian improvements at intersections—consider a pilot redesign at Bank Street.

CONNECTIVITY
> Two-way vehicle lanes
> Two-Way-Left-Turn-Lane (center turning lane)
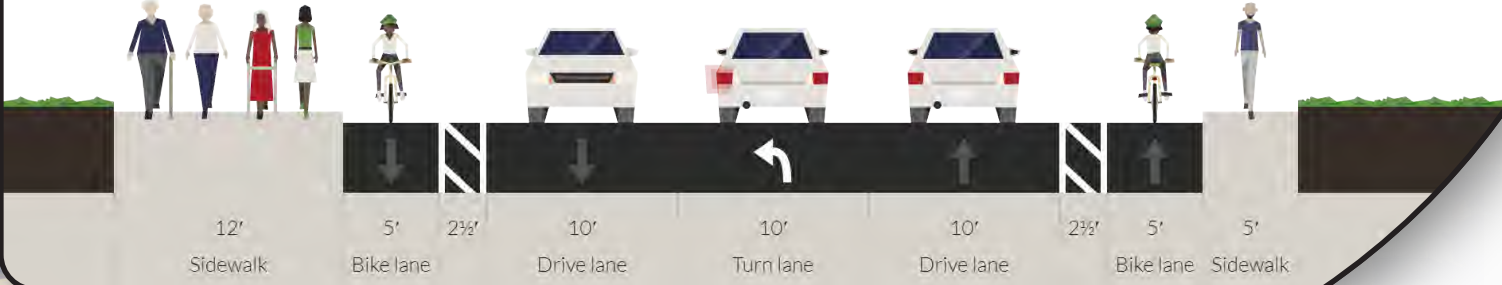> Northbound and southbound bike lanes

LONG TERM VISION
Responsive to changes in land use and other significant projects, such as Great Streets projects. Maintain the option to widen the road to provide space for protected bike lanes.

Looking north toward Pearl Street.

Pearl St to College St

Looking north toward College Street.

College St to Main St

Looking north toward Main Street.

Main St to King St

13'	8'	6'	10'	10'	6'	6'
Sidewalk	Parking lane	Bike lane	Drive lane	Drive lane	Bike lane	Sidewalk

MAIN ST

KING ST

LONGER TERM VISION:
Southbound Vehicle Traffic Only

KING ST

Main St to King St

5'	5'	5'	3'	8'	11'	3'	5'	5'	3'
Sidewalk	Bike lane			Parking lane	Drive lane		Bike lane	Sidewalk	

MAPLE ST

ADAMS ST

Looking north toward King Street.

King St to Maple St

6'	5'	5'	8'	2'	5'	10'	5'	4'	5'	3'
Sidewalk			Parking lane		Bike lane	Drive lane	Bike lane		Sidewalk	

SPRUCE ST

HIGHLIGHTS
> Retains west side parking (100 spaces)
> Eliminates 12 on east side
> Maintains two-way vehicle traffic between Main - King
> One-way southbound begins at King Street
> Creates new northbound and southbound bike lanes

LONG-TERM VISION
Responsive to changes in land use, parking demand and management strategies and other significant projects, such as Great Streets projects.

Looking north toward Maple Street.

Maple St to Howard St

4½'	5'	5'	8'	6'	10'	6'	4'	5'	4½'
Sidewalk			Parking lane	Bike lane	Drive lane	Bike lane		Sidewalk	

HOWARD ST