

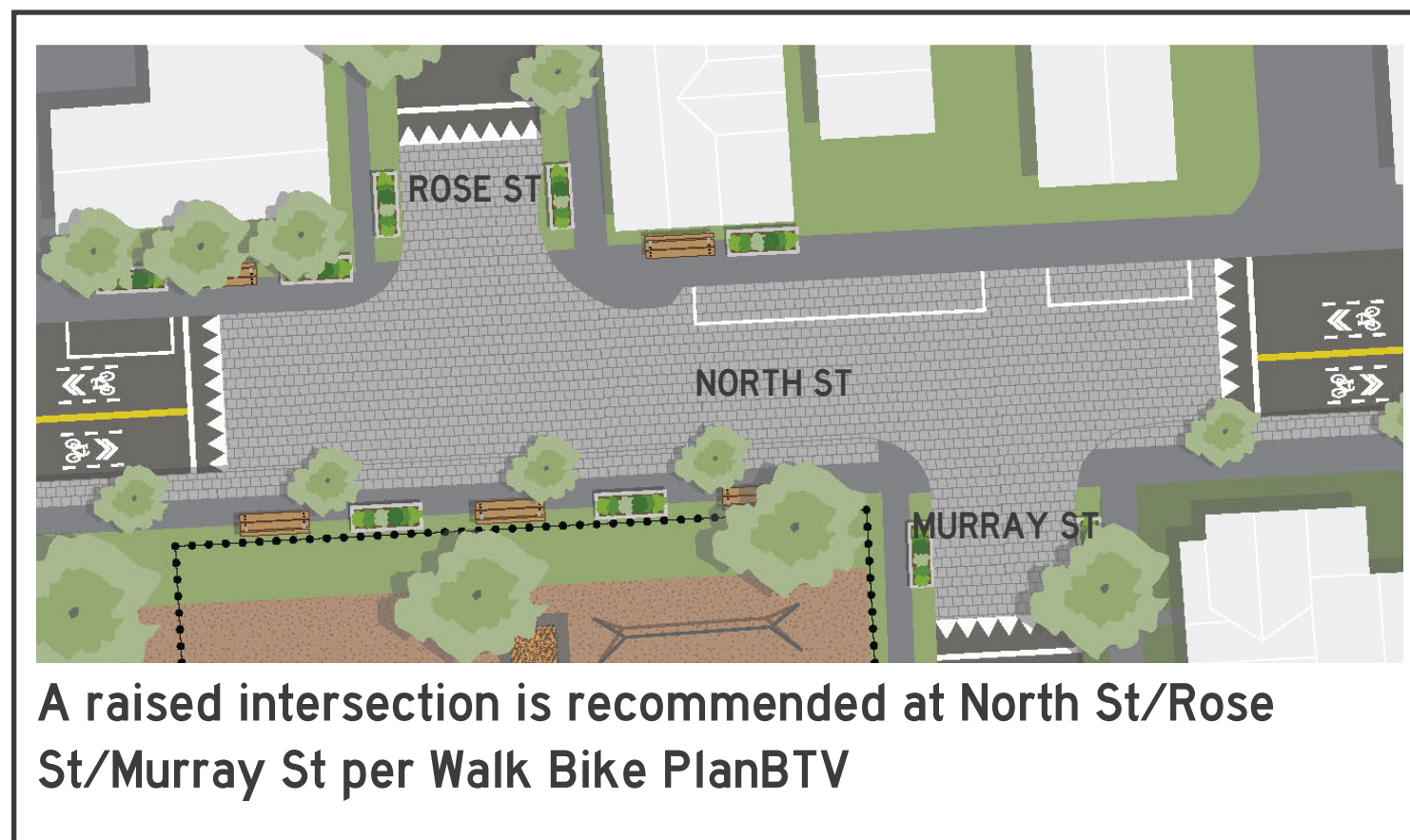
NORTH ST OPTIONS

INTERSECTIONS

Tighten intersections and provide more sidewalk space by expanding curb extensions at high crash intersections:

- North St and Park St
- North St and N Champlain St

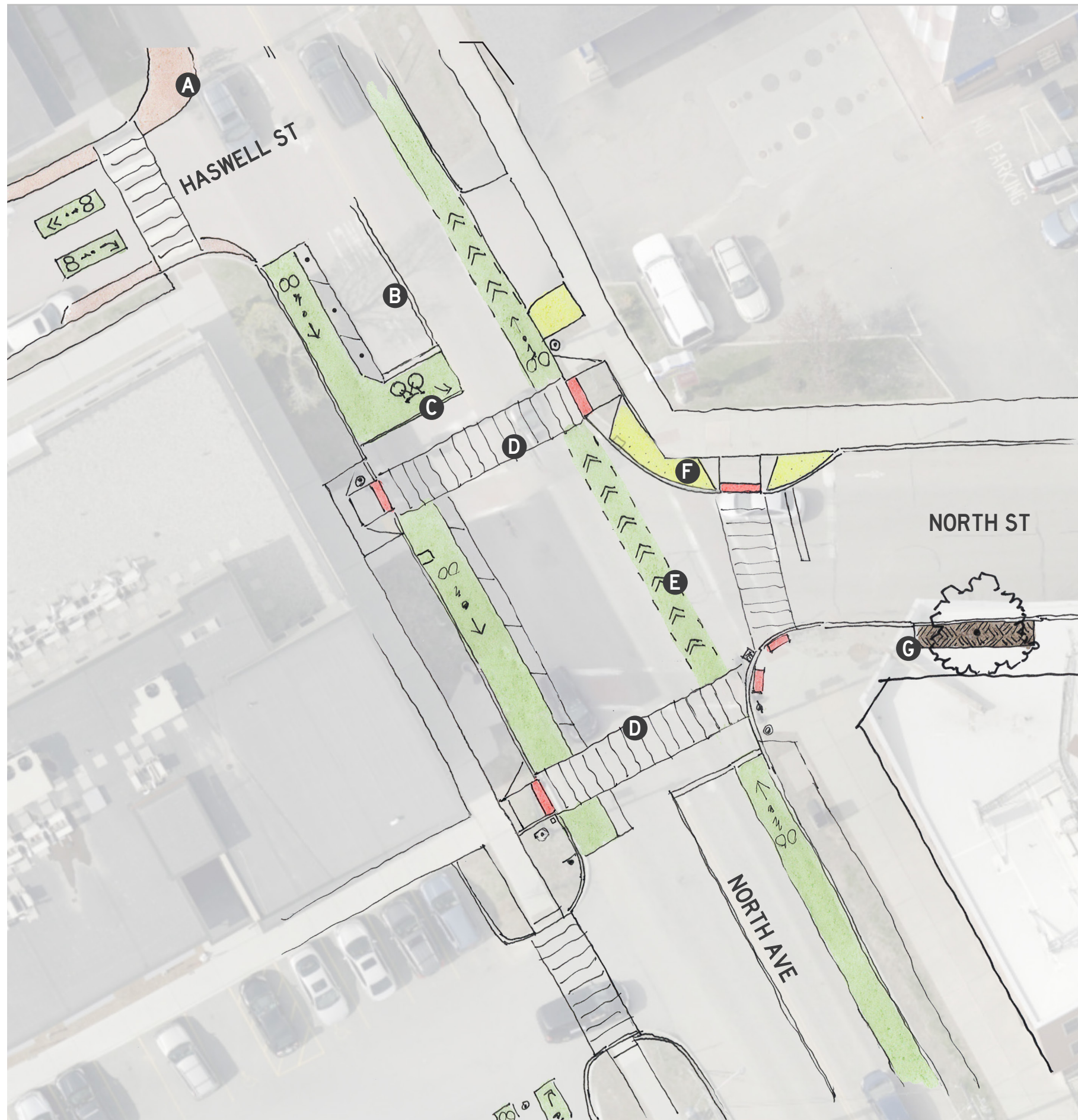
These options would continue to allow turns by delivery trucks.



A raised intersection is recommended at North St/Rose St/Murray St per Walk Bike PlanBTV

ALONG THE STREET

- Potential midblock crosswalk at North St / Front St / Blodgett St
- Install small tree trenches and interlocking permeable pavers on North St



NORTH AVE AT NORTH ST

[LONG-TERM, 2-10 YEARS*]

- A** Create a low-stress exit from Haswell Street with a painted curb extension to protect a new bike lane to the south
- B** Removal of left turn lane to provide space for buffered or protected bike lane on west side from Haswell St to Depot St
- C** Bike box set back from intersection to protect cyclists from buses turning north
- D** Crosswalk alignment straightened to shorten crossing time and make push-button more accessible
- E** Existing bike lane maintained northbound
- F** Curb extension to slow turning cars, shorten crosswalk distance, and provide opportunities for stormwater infiltration. Potential quick-build project
- G** Expansion of street tree grates laterally on North St for improved water infiltration

*Crosswalk realignments could happen in 2020.

NORTH AVE / SHERMAN ST / PARK ST

[QUICK-BUILD OPTION]

- A** Protected two-way bikeway with low-profile vertical barrier
- B** Two-way bike crossing to/from Battery Park
- C** Painted plaza expands Battery Park entry while narrowing roadway to slow traffic
- D** Front St pedestrian and bike connection. Detailed concepts on Slide 14

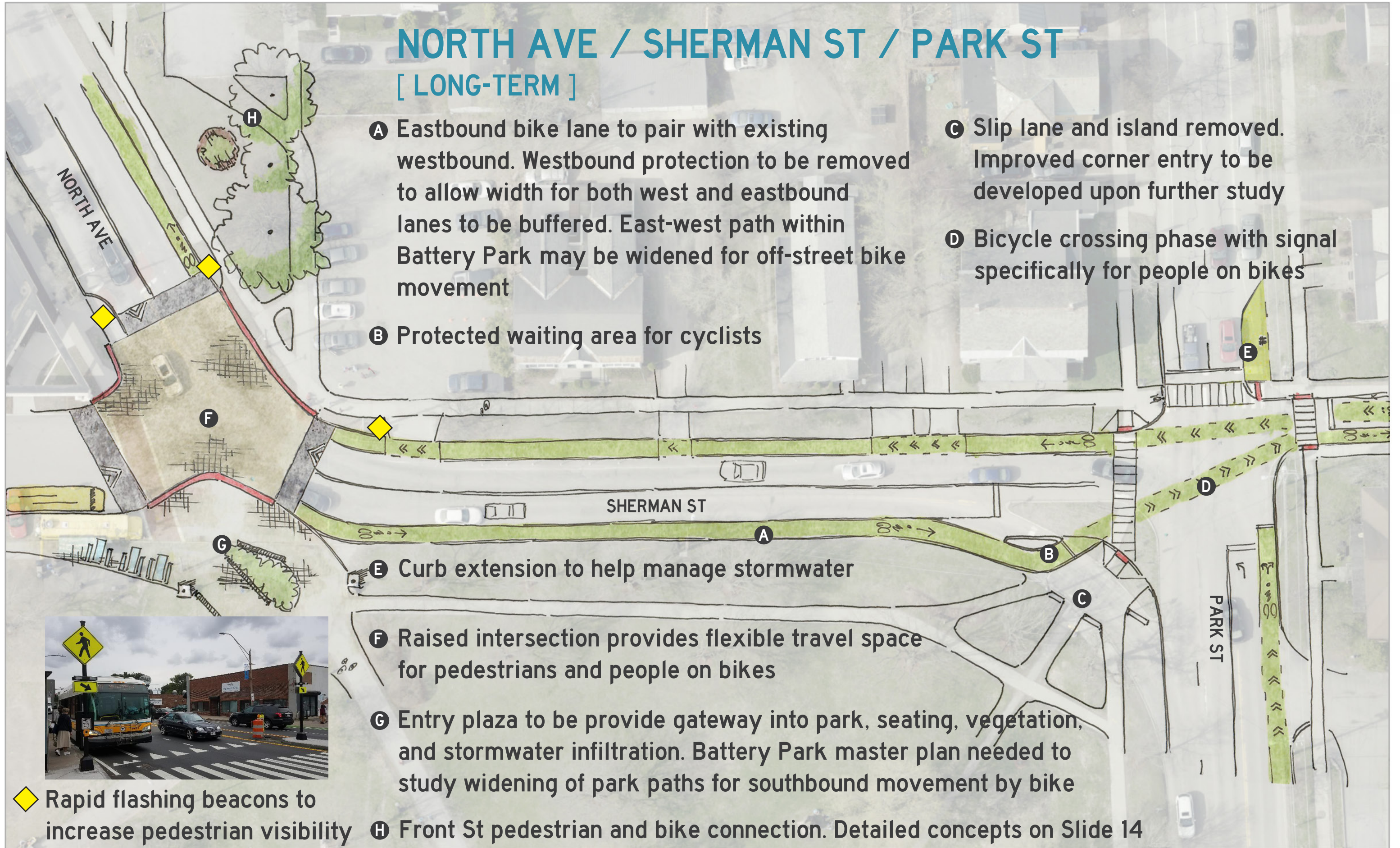
- E** Crosswalk alignment modified to square up intersection and increase pedestrian visibility
- F** Removable bollard and mountable curb to maintain access for maintenance vehicles



◆ Rapid flashing beacons to increase pedestrian visibility

NORTH AVE / SHERMAN ST / PARK ST

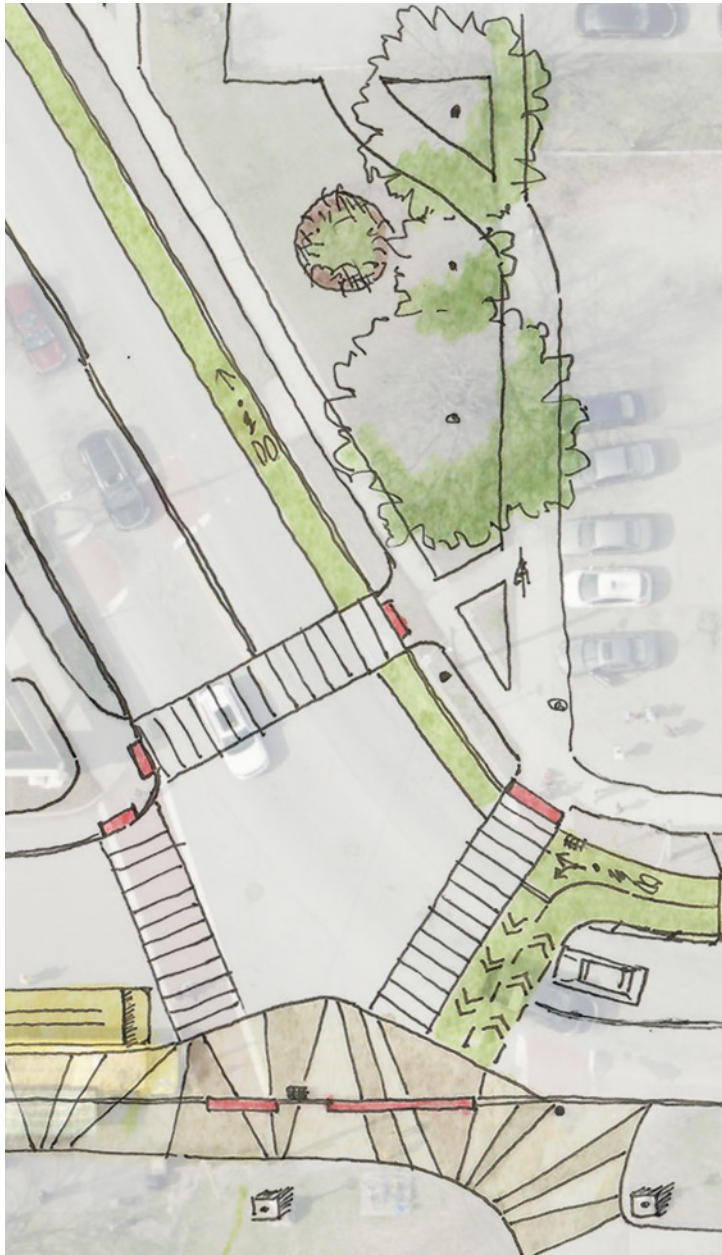
[LONG-TERM]



NORTH AVE / SHERMAN ST / PARK ST

[FRONT ST PASSAGE OPTIONS]

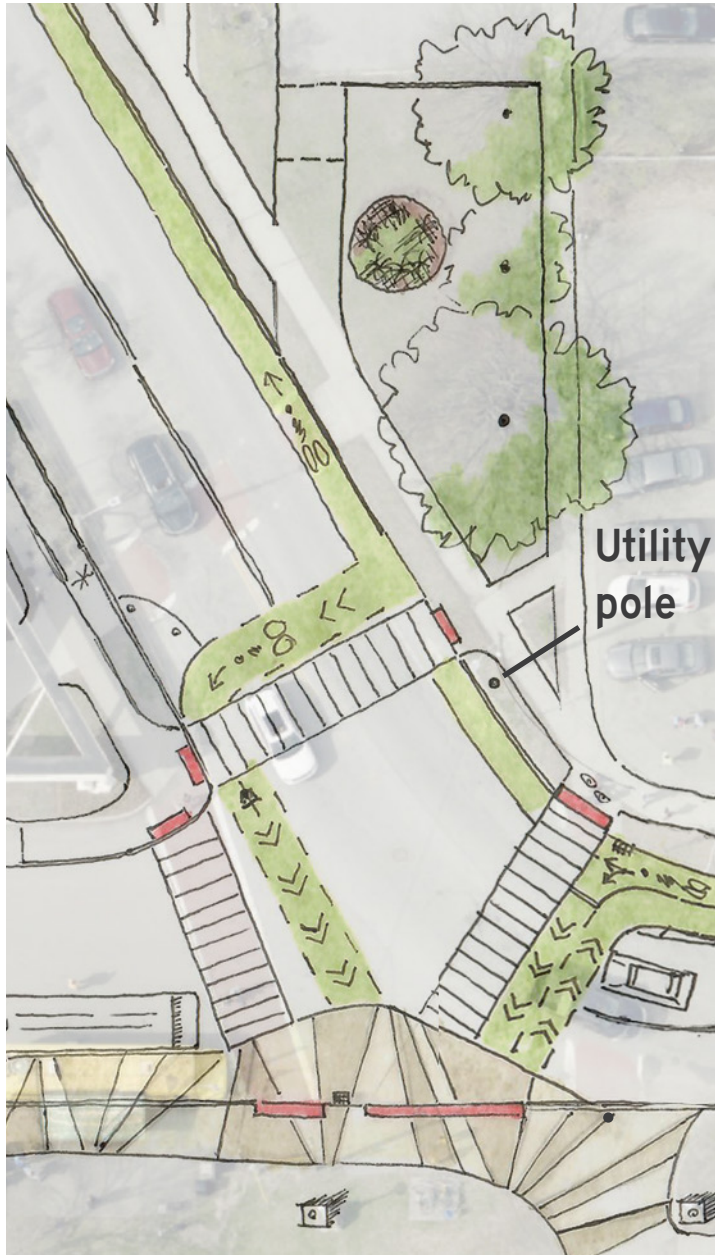
****All passage options may impact tree health****



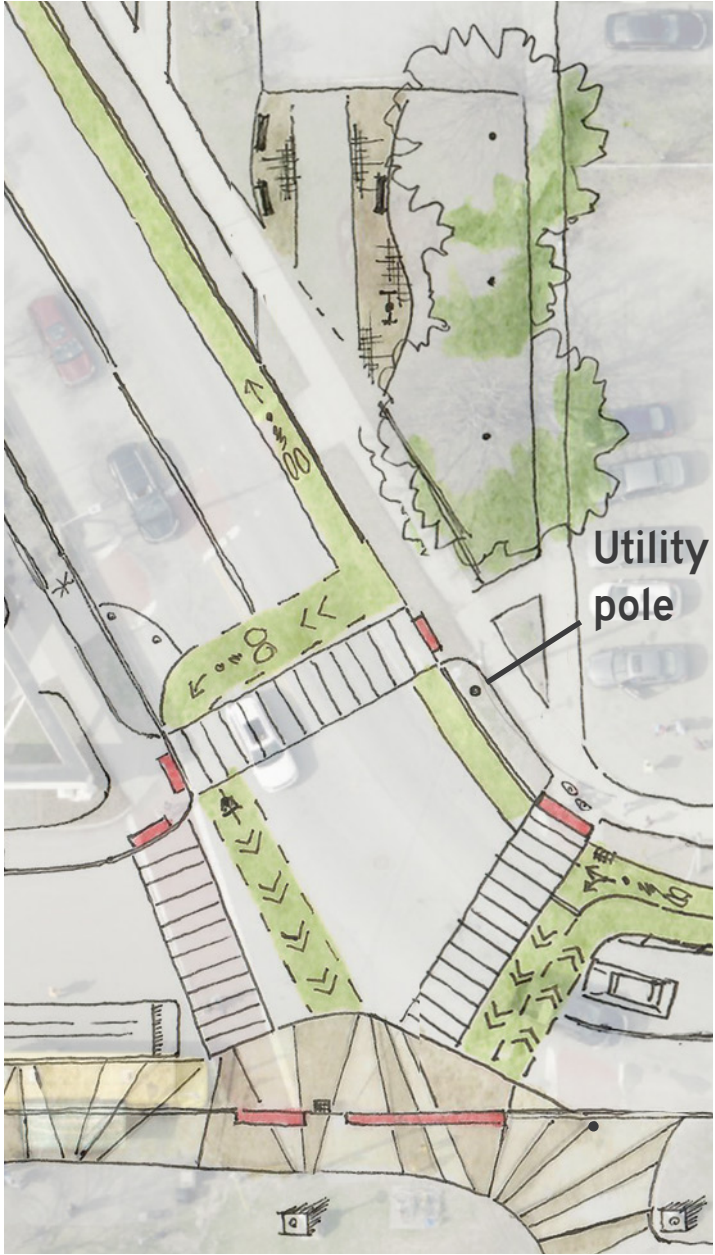
1 Widened sidewalk next to parking and path through green space



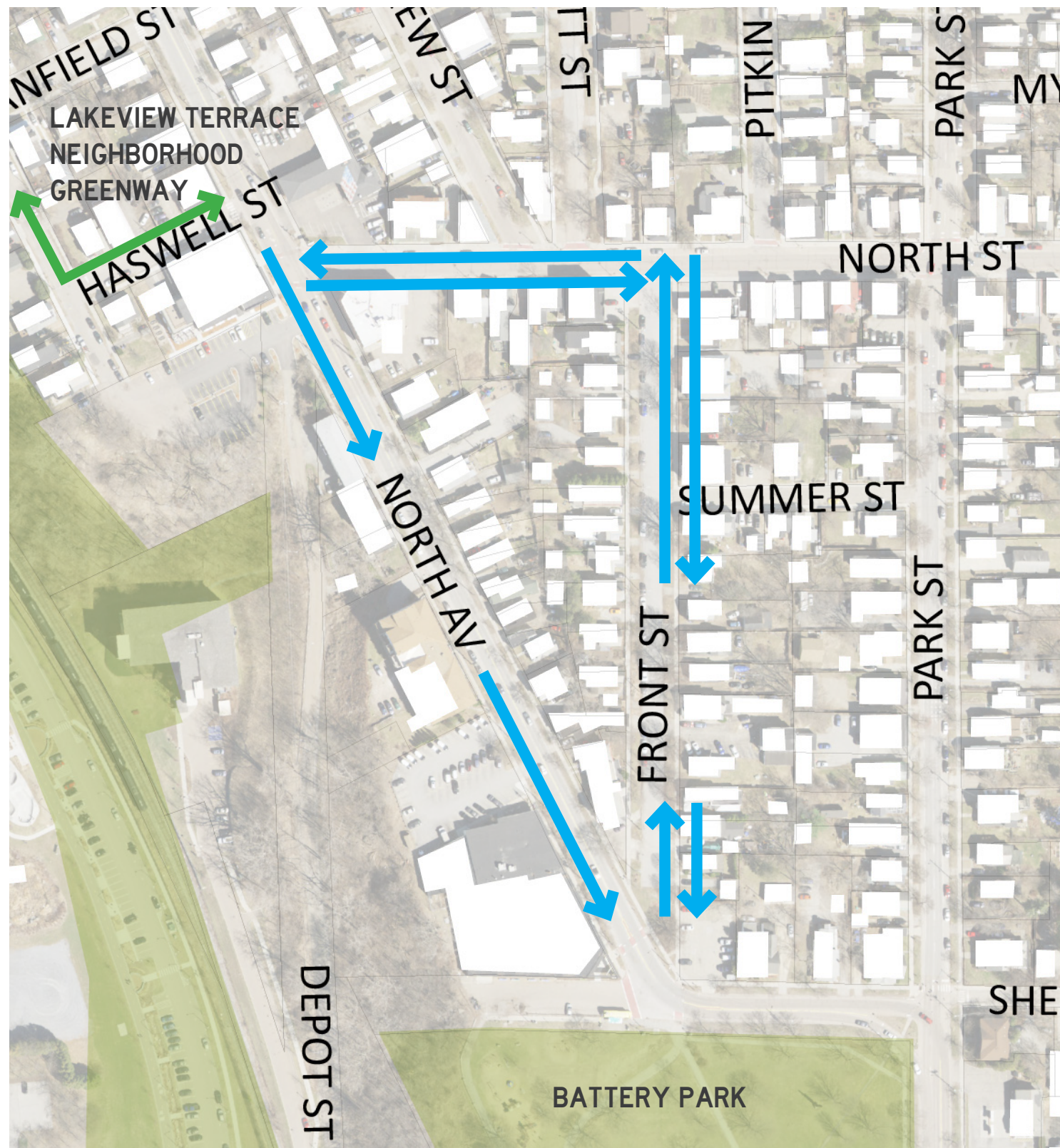
2 Widened sidewalk next to parking only, with width restriction at residential fence



3 Path through green space. North Ave sidewalk widened until bike crossing



4 Plaza-style path through green space allows seating. Requires relocation of community planting area.



NORTH AVE / FRONT ST / NORTH ST [CIRCULATION OPTION]

This option would establish a counterclockwise loop for people on bikes from North Ave to Front St to North St.

NORTH AVE

This requires moving the bike lane on North Ave from the east to the west side of the road.

This scheme would reduce parking from about 25 spaces to an estimated 15 spaces on North Ave between North St and Sherman St. Additional study is needed north of North St.

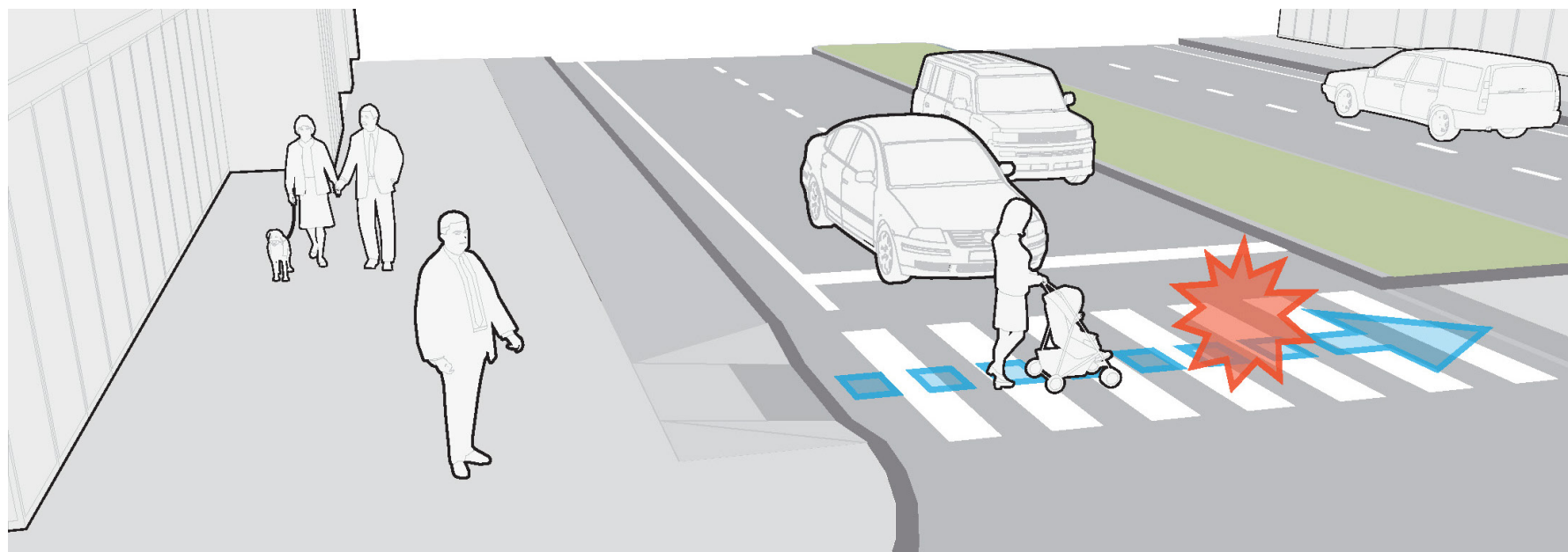
FRONT ST

A pedestrian and bike passage from Sherman to Front St would allow people on bikes to use Front St as a two-way neighborhood greenway.

NORTH ST

Bike lanes could be added on North St. between Front and North Ave. This would require removing about 7 parking spaces.

Or, shared lane markings may be used on North St., which maintains parking but does not provide separate space for people on bikes.



A RRFB will have yellow warning signs, and lights will activate when pedestrians are at the crossing

CROSSING: PARK ST AT MONROE ST

This crossing has multiple threat crash potential as one vehicle may block visibility of pedestrians for a vehicle in the adjacent southbound lane.

- Consider installing a Rectangular Rapid Flashing Beacon (RRFB) to provide advance notice to drivers that pedestrians are at/in the crossing. Collect data to determine whether RRFB is adequate or if other features should be implemented
- Update curb ramps with detectable edges to assist those with vision disabilities





PARK ST / BATTERY ST & PEARL ST [QUICK-BUILD]

- A** Addition of bike crossing markings adjacent to crosswalks
- B** Planned curb extension
- C** Planned intersection marking modification
- D** Existing bike lane
- E** New wayfinding sign to direct people on bikes through park
- F** Quick-build plaza separated from road with planters and paint
- G** Curb ramp (re)construction to make ramps ADA compliant and permit bike entry where needed



PARK ST / BATTERY ST & PEARL ST [LONG-TERM]

- A** Stormwater curb extension
- B** Driveway ramp with removable bollards to allow vehicular access for event setup
- C** Wayfinding sign to direct people on bikes through park.
- D** Battery Park master plan needed to study widening of park paths
- E** Plaza proposed to be modified following further study to enhance the park entry and improve access and circulation
- F** Curb ramp (re)construction to make ramps ADA compliant and permit bike entry where needed