



NEAR-TERM, NO-PERMIT, LOW-COST IMPROVEMENTS FOR BIKING IN BURLINGTON

October 2015

What street	Where to Where	Type of Improvement
Pine St.	Maple to mid-block between Main and King	Add southbound bike lane
Pine St.	Locust to Lakeside	Add northbound bike lane for bikes traveling from Lakeside up into Five Sisters
Pine St.	Lakeside intersection	Carry southbound bike lane across intersection and add bike lane for section next to Cumberland Farms
Pine St.	Flynn Ave. northward	Reposition sharrows as needed to the correct distance from curb (11' from right-hand side of stencil to curb)
Lakeside Ave.	Pine to RR bridge	Add bike lanes on both sides
Prospect St.	Just south of Main	Repave entrance to bike path that cuts across to Main
College St.	Prospect to Union	Reposition sharrows as needed to the correct distance from curb (should positioned such that right-hand side of stencil is at least 12-13' from curb given high speed of downhill traffic -- i.e., not the minimum recommended distance)
College St.	Intersection with Prospect	Add sharrows to both of the eastbound turn lanes and continue sharrows across the intersection to the path and to Prospect northbound
Leddy Park Rd.	Entire	Add sharrows in both directions
Austin Dr.	Terminus of Island Line Trail to Industrial Pkwy	Stripe 10' travel lanes; mark bike lanes on both sides of the street
Home Ave.	Industrial Pkwy over train tracks to entrance to Champlain Parkway path	Add sharrows in both directions to connect bike lanes to path entrance; center sharrows between curb and island
Ledge St.	Shelburne Rd. to Prospect St.	Add climbing bike lane and downhill sharrows; sharrows should positioned such that right-hand side of stencil is at least 12-13' from curb as above
Queen City Park Rd.	Pine St. to Shelburne Rd.	Stripe 10' lanes and add bike lanes to both sides of street (note that South Burlington DPW has already agreed to do the same on their part); terminate lanes at entrance to small path that goes up to Shelburne Rd.