

Category	Name	Description	Effectiveness	Difficulty
Safety	Stripe fewer centerlines	Stop striping centerlines on streets except for those that absolutely need them, and even then, maybe just stripe them at intersections or where there are turning lanes. This generally yields a speed reduction of 7 MPH.	High	Low
Safety	Increase budget for sidewalks/prioritize replacement along high-volume routes	We have made great progress on replacing sidewalks around the city, but there are still many places where there are lifted or crumbling panels, and terrible ponding in the winter that make the sidewalks basically impassable. Many sections of sidewalk in the neighborhoods off of North Ave have been replaced while long segments on North Ave itself are in terrible shape and are ponds or ice rinks during the winter. We should prioritize higher-volume routes first.	High	Medium
Safety	Traffic Signal Audit	Conduct a citywide audit of signalized intersections and recommend a selection of signals to be converted to four-way stops. <ul style="list-style-type: none"> <li>- Philly removed about 500 traffic signals decades ago. Overall crashes reduced by 24%, Severe injury crashes dropped 62.5%, and severe pedestrian injury crashes dropped 68%</li> <li>- Stop signs calm traffic and give people walking priority, traffic lights make drivers go faster and subjugate people walking to beg buttons and countdown timers.</li> <li>- Examples of possible locations: (basically, every intersection that isn't totally lopsided with more traffic in one direction should be evaluated)</li> <li>- College and Willard (which, btw, is a traffic signal with no pedestrian signal at all, on a high-volume walking route)</li> <li>- North St/North Winooski</li> <li>- Main and Church</li> <li>- Main and St. Paul</li> <li>- Main and Pine</li> <li>- Battery and King</li> <li>- Battery and Maple</li> <li>- Pearl and Church</li> <li>- Pearl and Willard</li> </ul>	High	Medium
Safety	Evaluate high-volume pedestrian crossings at signalized intersections for sufficient LPI length	<ul style="list-style-type: none"> <li>- Where it isn't appropriate to convert to all-way stop, evaluate signal timing to ensure a <i>comfortable</i> length LPI</li> <li>- Example of where this is needed: Battery and Main</li> </ul>	Medium	Low
Safety	Pursue a road diet on Battery St.	<ul style="list-style-type: none"> <li>- Roads with multiple lanes in each direction are extremely dangerous for people walking. Higher speeds, longer crossing distances, more conflict points. Battery St. is likely our worst offender right now, and is also terribly inefficient and annoying to drive on, but Main St. is bad too—lots of unnecessary width. Road diets do NOT reduce capacity. It's been studied over and over again, we've done it multiple times with great success. What are we waiting for on Battery?</li> <li>- A dieted Battery would likely handle more cars at lower speeds because there's less spacing between each vehicle</li> </ul>	Medium	High
Safety	Make the citywide speed truly citywide	We have some streets (North Ave., for example) that have speed limits above the 35 MPH posted speed. Let's have a true 25 MPH limit on city streets.	Medium	Low
Safety	Convert one-way streets back to two-way	One-way streets are very dangerous for people walking. Let's take a hard look at converting our one-ways back to two-ways. This will improve network function (especially on Battery/Park/127), reduce congestion and emergency response times, calm traffic, and make streets safer for people walking.	Medium	High
Experiential	Transit improvements	Almost everyone who takes the bus also walks. Encourage the City to take responsibility for transit infrastructure by maintaining bus stops, (especially plowing in the winter), improving stop amenities, and better incorporating transit into infrastructure planning.	High	Low

Category	Name	Description	Effectiveness	Difficulty
Experiential	Zoning Reform	<ul style="list-style-type: none"> <li>- Reform zoning and development restrictions that make it hard for Burlington to densify. Let's make every part of Burlington a 15 minute (or less) City. People will walk more if there are useful destinations within walking distance.</li> <li>- Will also make us a financially healthier community—currently 2% of our land area (downtown) generates 22% of our taxes. What this means is that our less-dense areas likely subsidize our denser areas. This has obvious equity implications, but also negative impacts on walkability, bikeability, employment access, and financial stability.</li> <li>- Euclidean Zoning was developed to separate residential uses from factories that were creating a public health crisis because of their pollution. The main pollution we have now is from vehicles, not from factories, and that pollution is largely because we are still operating with Euclidean Zoning.</li> </ul>	High	High
Institutional	Institutionalize the walk/bike council	- Reform the Burlington Walk/Bike Council to make it an official City committee with appointments. It should have a clear edict to review and advise on DPW workplans, projects, and budgets, as well as development proposals, ordinances that impact walk/bike, and more.	High	Low
Institutional	Increase staff capacity for walk/bike/bus	- Create a new Walk/Bike Program city staff position to coordinate walk/bike programming and be a liaison with the walk/bike community, as well as staff for the more formal walk/bike council	Medium	Medium
Institutional	Repeal "jaywalking" ordinances	<p>Nationally, jaywalking ordinances have been used as a pretext for police to harass people of color. People walking have a right to use the street, and as we've seen during Covid or during the winter, sometimes that means walking in the street even when there is a sidewalk.</p> <p>These laws shift responsibility for road safety onto vulnerable users, when in reality drivers of motor vehicles need to be held responsible.</p> <p><b>Our jaywalking ordinances:</b></p> <p><b>20-143 Walking on roadway</b> Where sidewalks are provided it shall be unlawful for any pedestrian to walk along or upon an adjacent roadway. Where sidewalks are not provided any pedestrian walking along or upon a highway shall, when practicable, walk only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction.</p> <p><b>20-137 Manner of crossing street</b> No pedestrian shall cross a roadway at any point other than by a route at right angles to the curb or by the shortest route to the opposite curb except in a crosswalk.</p> <p><b>20-136 Pedestrian-control signal</b> Whenever special pedestrian-control signals exhibiting the term "Walk" or "Wait" or "Don't Walk" are in place such signals shall indicate as follows:</p> <p>(a) Walk: Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by drivers of all vehicles.</p> <p>(b) Wait or Don't Walk: No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the "Walk" signal shall proceed to a sidewalk or safety zone while the "Wait" or "Don't Walk" signal is showing.</p>	High (esp. considering equity)	Low