

LEGISLATIVE OUTLINE

Key Statistics:

- VMT per capita nationally dropped 6 percent between 2007-13, from 10,050 to 9,452. Per-capita VMT in Vermont dropped 8.4 percent between 2007-13, from 12,400 to 11,356.
- American workers commuting by bicycle increased 39 percent from 2005-2011. From 2011 to 2013, bike commuting increased from 0.61 percent of the total population to 0.63 percent, a 3.2 percent rise. Nearly 1 percent of Vermonters commuted by bike between 2011 and 2013.
- American workers commuting by foot increased by 20 percent from 2005-2009. From 2011 to 2013, about 2.9 percent of all Americans walked to work, while 6.2 percent of Vermonters walked to work.
- Nationally, Americans increased public transit trips by 10 percent between 2005-11. In Vermont, public transit trips by bus increased 6 percent from 2011 to 2014. This increase probably would have been 9 percent had CCTA not gone on strike.
- Vermont train boarding and disembarkation increased 89 percent from 2005 to 2014, from 57,121 to 107,688.

Older Adults and Cars:

- Vast majority own a car, 50 percent want to drive it less than they do.
- Many want to reduce driving to reduce climate change or save money.
- Urge policymakers to study car sharing and invest where it makes sense.

Walking and Biking:

- Safety is a major issue and concern.
- Bike lanes legitimize cycling and force drivers to respect cyclists.
- Build more sidewalks, and better maintain existing ones.
- Walking and biking facilities cannot be an afterthought.

Public Transportation:

- Increased public transit is an economic issue for low-income residents.
- Buses and trains do not run often enough – evening service is needed.
- Bus service needs to reach more towns outside economic hubs.
- Public transit to airports is needed.
- Timely linkage from bus line to bus line.
- VTrans Rail Plan has good priorities, link buses to trains.

Highway Safety:

- Marijuana legalization: Millennials have no safety concerns, older adults do.
- Like hands free law, want more enforcement.
- Take away right to drink after DUI, not driver's license.
- More rumble strips
- Greater bike/ped safety emphasis.