



Local Motion Overview

House Committee on Commerce
and Economic Development

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Local Motion's mission is to make it safe, accessible, and fun for everyone to bike, walk, and roll in Vermont.



One of our Fundamental Beliefs:

Streets and roads are for all Vermonters



Everyone should be able to get to where they need to go without risking their lives, and should have freedom of movement by their preferred mode of transportation.

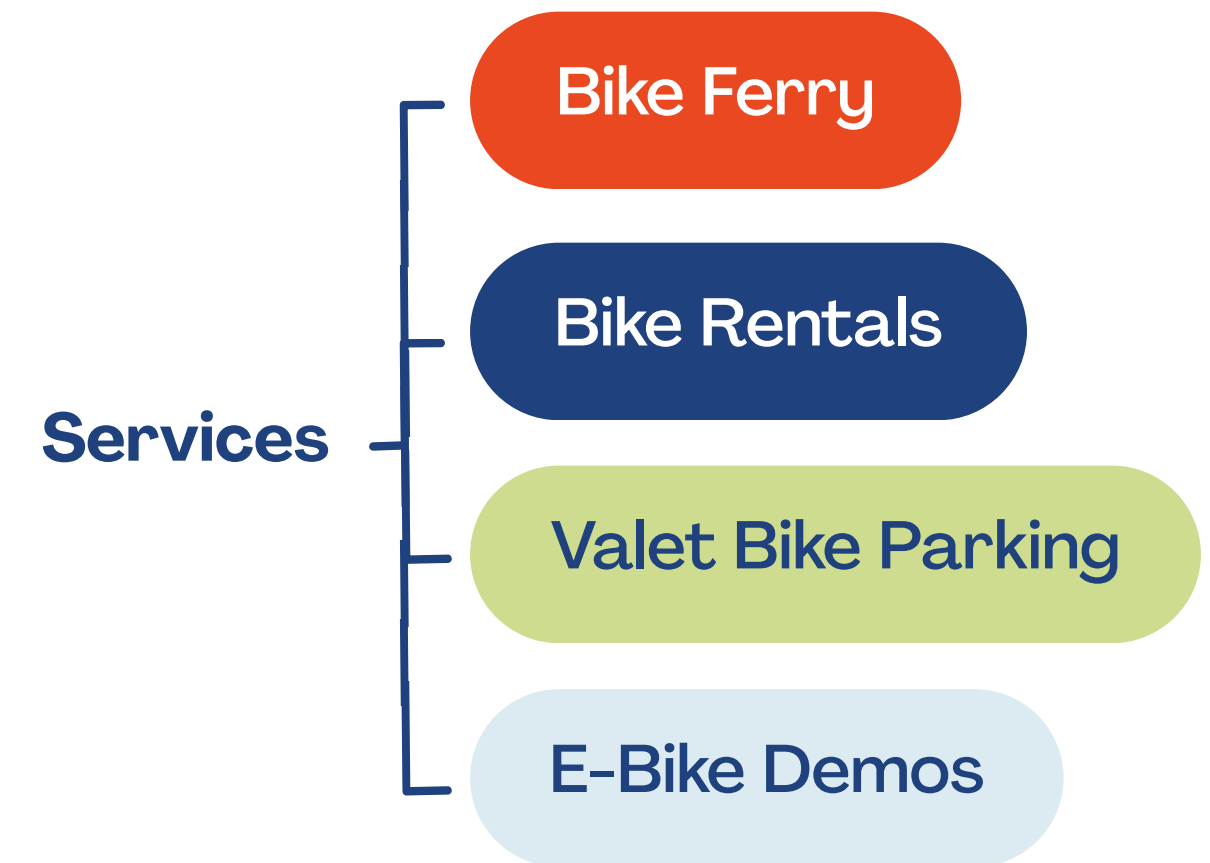
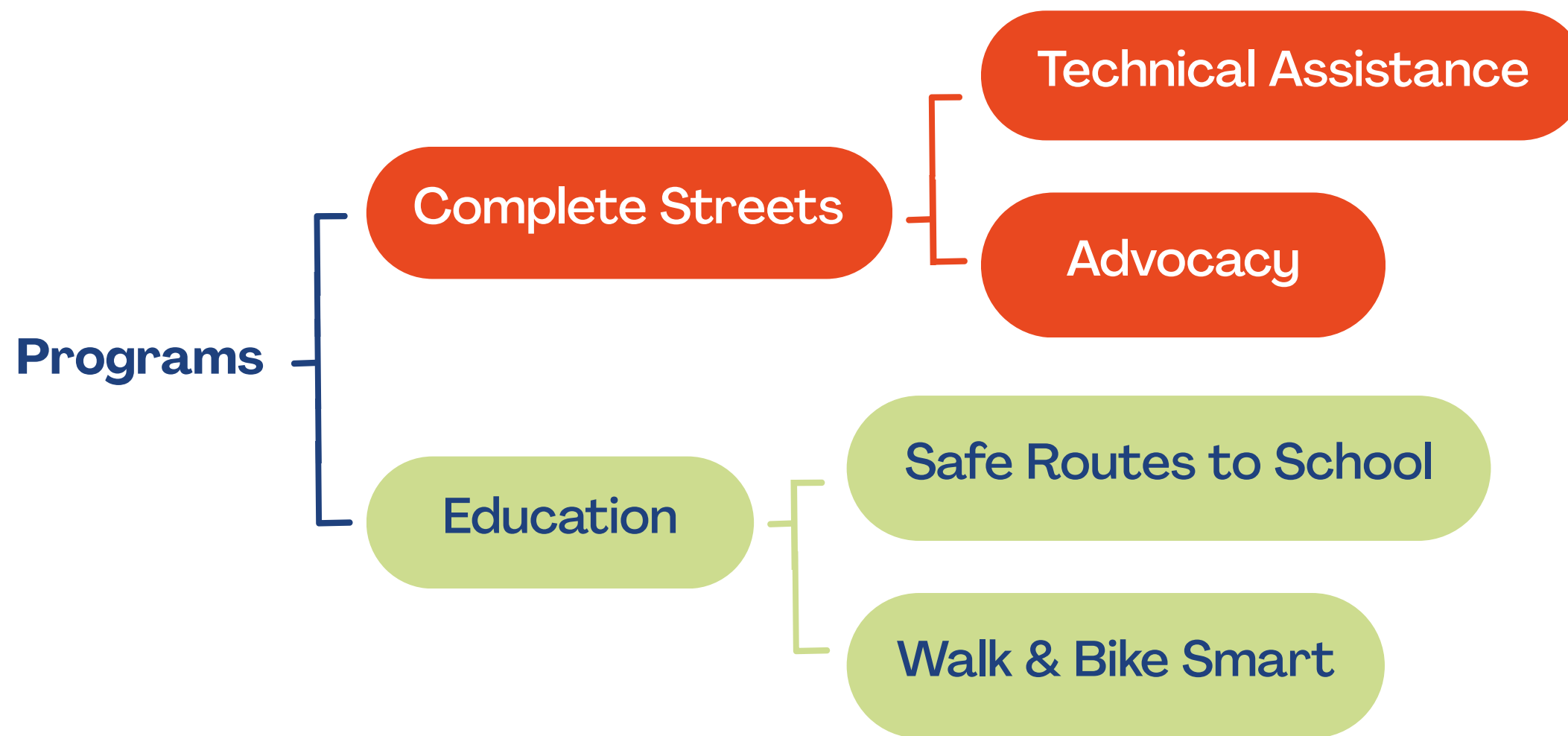
- People walking
- People using wheelchairs and assistive devices
- People driving
- People using transit
- People biking



About Us

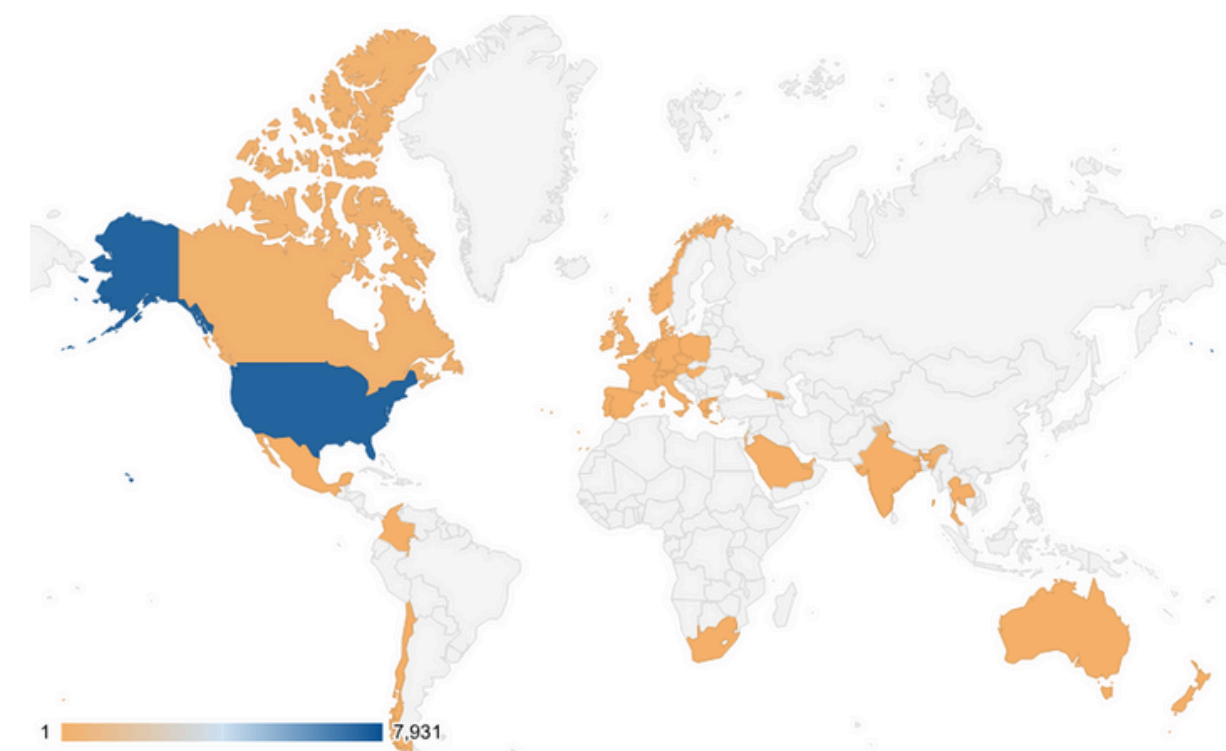
**LOCAL
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Local Motion's work is largely divided into two categories: Programs and Services.



Service Highlight: Trailside Center

- Outdoor recreation contributes about 5% of Vermont's GDP – the second-highest share in the nation, behind only Hawaii.
- Overnight tourists in Vermont spend about \$450 per day
- Local Motion bike rentals in 2025:
 - We hosted folks from 31 different countries and all 50 states, including Puerto Rico and the US Virgin Islands.



Locations that Local Motion bike renters travelled from in 2025

What is our Bike Ferry?

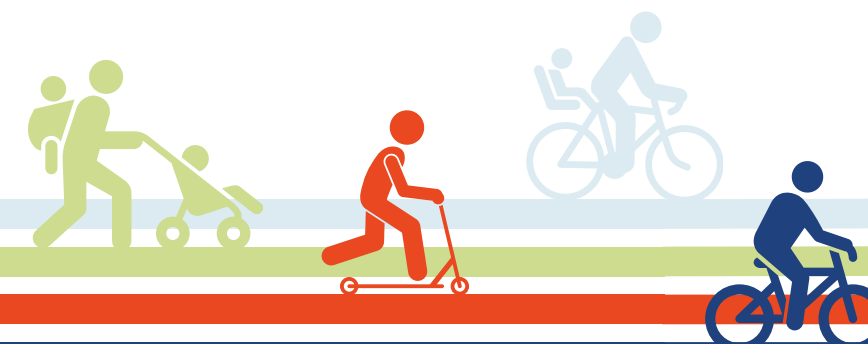
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- The Bike Ferry is an important link between the greater Burlington area and the Champlain Islands
- Roughly **200** people ride the Bike Ferry every day with over **39,000** total boardings in 2025
- The experience on the Bike Ferry makes a lasting, positive impression on visitors
 - in 2025, visitors came from **55 VT towns, 37 states, and 9 countries**
- It frequently receives national and international press, including a feature in the New York Times

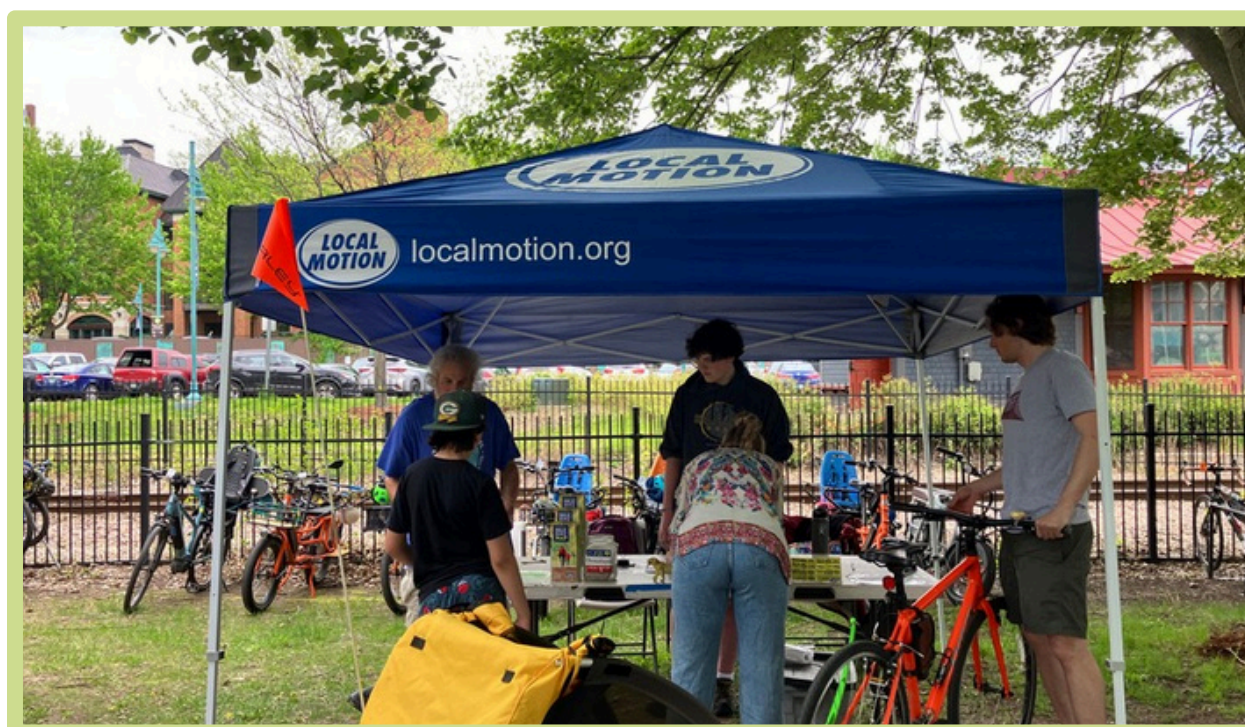


What is Valet Bike Parking?



Safe and secure bike parking service that allows riders to park their bikes with a conscientious attendant and enjoy events worry free.

This service creates a space that advocates for active transportation, fosters a sense of community, and is a powerful part of the solution to reduce fossil fuel consumption.



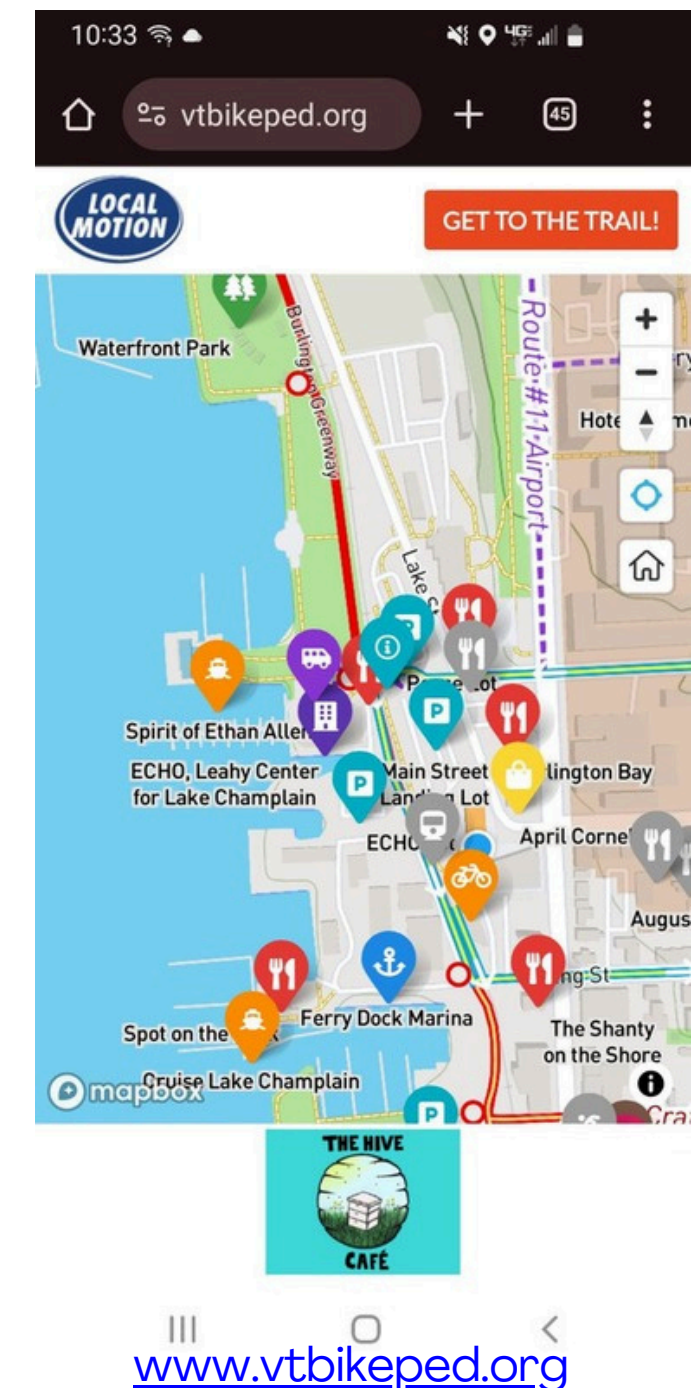
Interactive Map

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The [interactive map](#) is used by visitors to follow bike routes and find places to stop along the way in Burlington and the Champlain Islands. The map gives users directions to restaurants, stores, parks, and more.

In 2025, the interactive map was opened over **30,000** times by **18,000** users.

More than half of these views came from scanning the QR code of our map, which is posted at our Bike Ferry and Trailside Center, as well as at participating businesses and destinations in Burlington and South Hero.



Complete Streets Technical Assistance



Planning input



Design review



Community surveys



Local policy work



Bike parking



Demonstration projects



Community Case Study: Chester, VT



*“Through our partnership with Local Motion, we’ve been able to see how a safer, more welcoming village center supports our local businesses and strengthens community life. It’s not just good planning — **it’s good for people and our local economy.**”*

– Julie Hance, Town Manager, Chester, VT



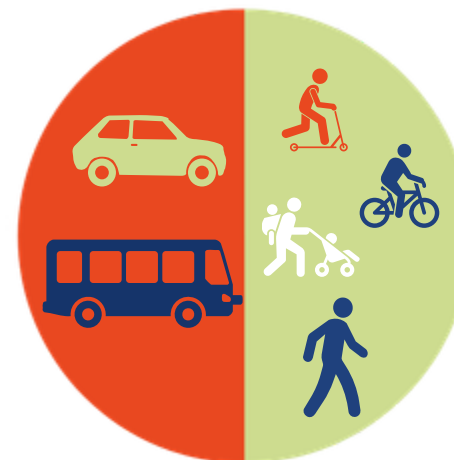
Safe Routes to School



Safe Routes to School is a movement that aims to make it safer and easier for students to walk and bike to school.

Local Motion continues to support communities with creating Safe Routes to School Task Forces (in Chittenden County with CCRPC support), working with schools on safety education, and helping organize events like walk to school days and creating travel plans.

1969



In 1969, nearly 50% of all children in the US walked or biked to school.

2025



Today, that number has plummeted to fewer than 15%.

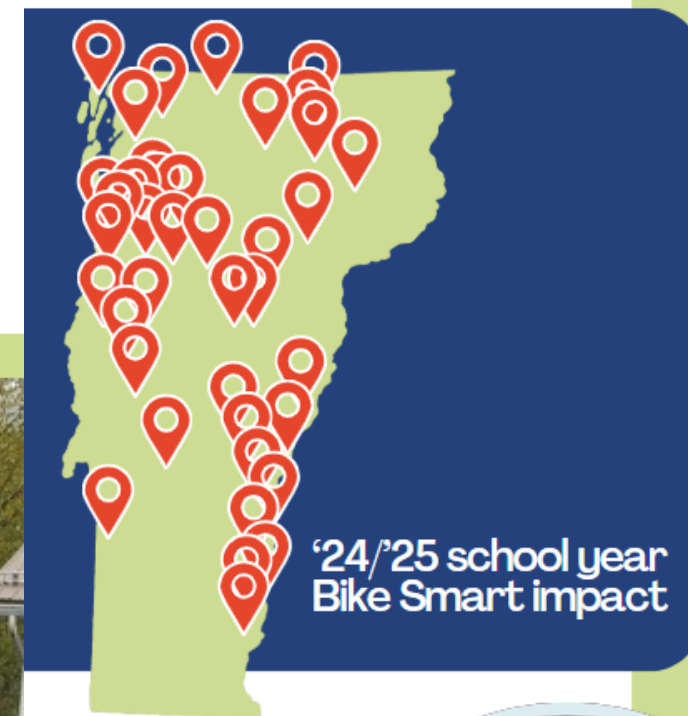


Program Highlight: Bike Smart

Bike Smart is Local Motion's bike skills education program for kids!

Trailers are delivered to schools and camps for 1-2 weeks, and Local Motion supports instructors with curriculum training.

Since 2012, Bike Smart has served over **100,000 children**. Bike Smart has gone to over **150 towns** and over **200 schools** and camps in all **14 Vermont Counties!**



“I truly believe
that if you can
**change the
street,** you can
**change the
world.”**

.....
Janette Sadik-Khan, Commissioner of the New York City



01

Streets as Places for Commerce

● ● ● ● ●
Burlington, VT



02

Streets as Places for Commerce

● ● ● ● ●
St. Johnsbury, VT



03

Streets as Places for Commerce

● ● ● ● ●
St. Albans, VT



04

Streets as Places for Community

● ● ● ● ●
Lyndonville, VT



05

Streets as Places for Community

● ● ● ● ●
Northfield, VT



06

Streets as Places for Celebration

● ● ● ● ●
Montpelier, VT



07

Streets as Places for Celebration

Waterbury, VT



Why Complete Streets?

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*“In a time with increasing polarization and inequality, it's imperative that everyone who works in community and economic development work as hard as we can to **create reasons for people of different backgrounds and experiences to share space and share joy.**”*

– Gillian Sewake, **Discover St. Johnsbury**



Why Complete Streets?

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- Reduce crashes for people of all ages and abilities
- Slows traffic where people live, walk, bike, and visit
- Make dangerous behavior less likely, not just illegal
- Protect the most vulnerable road users
- Design safety into the street, not onto the person

Complete Streets mean our kids can cross the road to a friend's house, our older neighbors can walk to the post office, and everyone makes it home at the end of the day.



Why Complete Streets?

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Because there's no better marketing, tourism draw, or talent recruitment strategy than investing in vibrant places where people want to live, work, and visit.



Lamoille Valley Rail Trail User and Economic Projections

(2022)

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- 38-mile segment analyzed through St. Johnsbury, Danville, Walden & Hardwick
- Includes connections to Greensboro (Orleans County) and Cabot (Washington County)
- Up to **\$4.7 million** in annual sales activity projected
- Economic benefits extend beyond Caledonia County across Northern Vermont
- Demonstrates the region-wide return of a fully completed LVRT

LVRT Significant Growth Forecast

163,499
annual visits

\$4,707,092
project total annual sales activity

\$646,000
in tax revenues

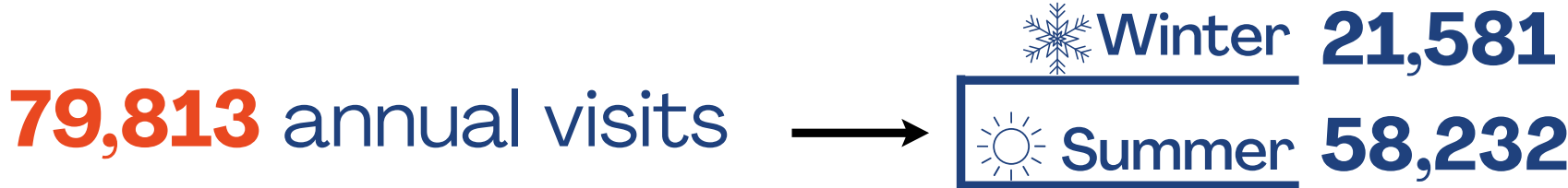
75.7
potential FTE jobs supported

Missisquoi Valley Rail Trail Economic Impact Analysis

(2019)




ANNUAL TRAIL TRAFFIC VOLUME



Local Day User

 **80%**
of trail traffic


 **11.3**
FTE jobs supported

 **\$48,000**
in federal, state, and local
tax revenue

Non-Local Day Visitor

 **15%**
of trail traffic


 **10.4**
FTE jobs supported

 **\$86,000**
in federal, state, and local
tax revenue

Non-Local Overnight Visitor

 **5%**
of trail traffic

 **10.2**
FTE jobs supported

 **\$74,000**
in federal, state, and local
tax revenue

TOTAL ESTIMATED ANNUAL SPENDING: \$1,991,000


Recreational Economy

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Island Line Trail and Colchester Causeway

Over 150,000 unique visitors to the Island Line Trail every year. More than 30+ percent of those visitors are tourists who generate an estimated \$10+ million for the local economy.





rutlanddowntown.com

Investing in Place



Leveraging our Assets

OPINION

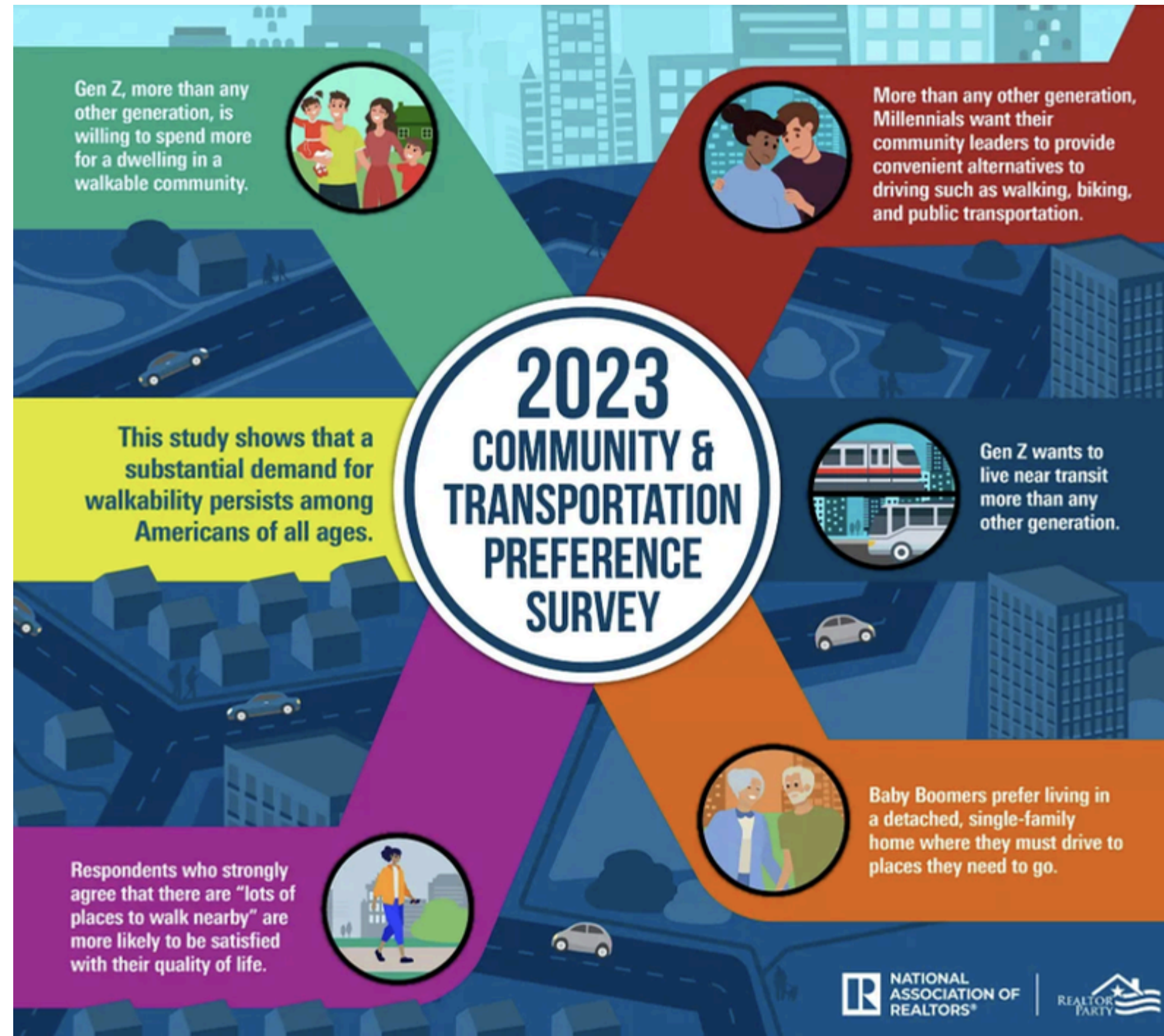
Chris Company and Devon Neary: Building the infrastructure necessary to keep Vermonters in Vermont

Just as the state adopted an “all-in” approach to clean water, it is important for all Vermonters to be invested in the housing infrastructure solution.

November 16, 2025, 7:07 am

Customers are demanding...

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Local Motion's 2026 Legislative Priorities

Local Motion's 2026 Legislative Priorities



Closing outdated safety gaps in Vermont's traffic statutes.

Prohibit parking within 20 feet of all crosswalks, including mid-block crossings, and designate center turn lanes as a "no passing zone".



Study E-bike and E-moto regulations.

Establish a state task force to study and recommend strategies for managing battery fire risks, e-bike parking, e-moto regulations, and path behavior in alignment with Vermont's housing, climate, and transportation goals.



Support Burlington's adoption of traffic enforcement cameras.

Limited traffic enforcement capacity has made it difficult for the city to consistently address speeding and dangerous driving behaviors. Modern tools like traffic enforcement cameras offer an opportunity to make our streets safer for all users.



Local Motion's 2026 Legislative Priorities



Reform historic resource review requirements for active transportation projects.

Historic and archaeological resource assessments are currently required as part of all active transportation projects receiving federal funding through the State, despite the fact that bike and pedestrian projects, by their nature, rarely impact historic structures.



VOBA'S 2026 POLICY PRIORITIES

INVEST IN RESILIENT AND INNOVATIVE BUSINESSES DEVELOPMENT

Invest \$100,000 to fund the **Vermont Outdoor Business Alliance Outdoor Entrepreneur Program** providing technical assistance to small- and mid-sized companies at all stages of development for strategic, financial, and market planning, leading to stability and collaboration during a time of economic uncertainty. VOBA will serve the sector and State by:

1. Providing technical assistance to outdoor businesses;
2. Managing one-on-one consultations, workshops, and events;
3. Coordinating commercial clusters aligned with regional development and tourism destination strategies.

INVEST IN OUTDOOR COMMUNITIES, ECONOMIES, AND STEWARDSHIP

Invest \$500,000 for the **Vermont Outdoor Recreation Economic Collaborative (VOREC) Community Grant Program** as included in the FY27 Governor's Recommend within the Vermont Department of Forest, Parks and Recreation budget to strengthen communities, grow local economies, and inspire stewardship of natural resources.

Support **S.234** enabling the Department of Motor Vehicles to issue a **Vermont Green Football Club specialty license plate** and create a special fund in the Office of the State Treasurer to support environmental justice and Vermont's outdoor recreation economy.

INVEST IN AN OUTDOOR WORKFORCE

Invest in the professional development and marketing recommendations of the **Climate Outdoor Workforce Initiative (COWI)**, a Vermont Resilience Implementation Strategy for Economic and Environmental Sustainability. The partnership between VOBA, Agency of Natural Resources Climate Action Office, and Vermont Department of Labor to develop climate-resilient jobs, skills, and career pathways will enable Vermont's outdoor sector to attract job seekers and foster resilient communities and lands.

Invest in the **Business Emergency Gap Assistance Program (BEGAP)**, a Vermont Resilience Implementation Strategy for Economic and Environmental Sustainability. Financing would support businesses incurring physical damage and economic injury losses due to climate impacts and their mitigation and adaptation measures.

Invest in the State's **Career and Technical Education (CTE)** system by expanding funding and curriculums for natural resources, outdoor recreation, and technical products and services to foster career exploration for young and diverse Vermonters and job recruitment.

INVEST IN OUTDOOR RECREATION MARKETING

Increase funding for the **Vermont Department of Tourism and Marketing** to bolster the promotion of outdoor businesses and market their products, services, and assets, thereby attracting new and diverse outdoor enthusiasts to Vermont's destinations.

INVEST IN CONSERVATION AND ACCESSIBILITY

'Promote Outdoor Recreation' as a pathway in the Draft **Vermont Conservation Plan** mandated by Act 59 focused on promoting outdoor recreation and leveraging it as a tool to drive land protection and equitable access.

2026 Legislative Priorities – T4VT



Secure Long-Term, Sustainable Funding for Public Transportation

Advance a process to secure new, sustainable sources of funding for accessible public transportation, as informed by the Vermont Transportation Funding Study, Transit Financing Study, Report on Funding Sources for Public Transit Non-federal Match, Climate Action Plan, and more.

Defend Act 181 for Strong Community Centers

Reject proposals that weaken Act 181's geographic standards or extend incentives to locations that undermine the State's smart growth, climate, housing, and transportation goals.

Fund Transit, Active Transportation and TDM Programs

- Maintain critical programs; at a minimum, level funding is needed to avoid further service cuts and lost access and opportunity.
- Protect the reallocation of highway funding for passenger rail.
- Amend the Transportation Alternatives Program (TAP) so at least 80% of funding supports biking, walking, and Safe Routes to School.

Restore Electric Mobility Access

Reinstate incentives for low-income Vermonters through the MileageSmart and eBike incentive programs, and adopt a statewide "right to charge" policy to ensure renters and multifamily residents can install EV and micromobility charging.

Establish a VMT Reduction Target

Require VTrans, in coordination with state and regional partners, to establish a quantitative, per-capita VMT reduction target.



Better Connections Program - \$180k

(VTrans/ACCD/ANR)

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Why this matters:

- Ensures that transportation investments actually connect people to housing, jobs, healthcare, and services
- Aligns transportation planning with land use, housing, and economic development
- Prevents costly mistakes by integrating planning early

Specific Benefits:

- Stronger downtowns and village centers
- Reduced car dependence over time
- Projects that are easier to implement and fund
- Alignment with Smart Growth, housing and climate goals

By the Numbers [2015-2023]



\$3.7 m
in grant funds
requested



\$1.6 m
in grant funds
awarded



\$199,500
in local match
funds



21
Better
Connections
grants awarded

Springfield's Better Connections Plan

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*“The Better Connections program is critical because it is one of the few funding sources that **gives people the resources to really engage the community and build consensus.** People have always wanted to do it but there haven’t been the resources.”*

Downtown Transportation Fund - \$500K

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Why this matters:

- Directly supports walkable, bikeable, accessible downtowns
- Makes small but high-impact investments: crossings, sidewalks, traffic calming, lighting, wayfinding, bike access, and more
- These are often the last missing links that unlock economic and safety benefits

Specific Benefits:

- Safer access for seniors, kids, and people with disabilities
- Increased foot traffic for local businesses
- Supports tourism and community identity
- Flexible state dollars = cost effective and quicker to implement

By the Numbers [2021-2025]



48

projects awarded



28

communities
served



\$6.9 m

in downtown
transportation
grants awarded



\$7.5 m

leveraged with
downtown
transportation
funds

Bicycle and Pedestrian Program - \$6M

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Why this matters:

- Walking and biking are the most affordable and accessible transportation modes
- Safety improvements save lives and reduce serious injuries
- These investments serve everyone, including people who drive

Specific Benefits:

- Supports municipal planning, scoping, and investment
- Expands mobility for people who can't or don't drive
- Supports students, older adults, and workers
- Small-Scale Grants: flexible state funding = cost effective and quicker to implement





Transformation in St. Albans



Transformation in St. Albans - BEFORE



Transformation in St. Albans - AFTER



Transformation in St. Albans - the first five years saw...

Private Investment **\$33,783,030**

Public Investment **\$12,848,171**

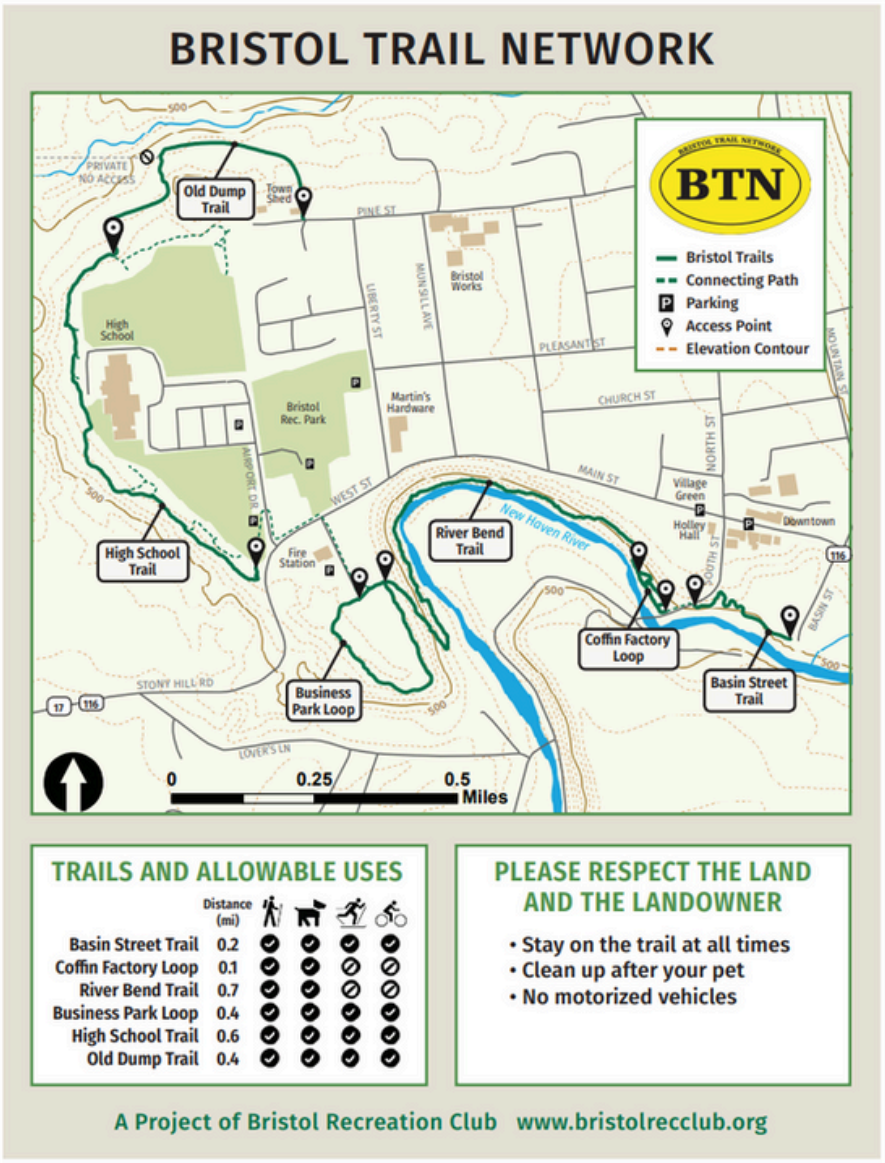
37 New Businesses Added

288 Jobs Added

70% Decrease in Storefront Vacancy Rate



Transformation in Bristol



DEVELOPMENT, NEWS

An Old Street in Bristol is Revitalized With Infill Cohousing

Mollie German was making chocolate chip cookies in her spotless new kitchen when she realized she was out of vanilla — and quickly dispatched her...



Molly Walsh

September 17, 2017



Looking Ahead to 2026 - New Initiatives



The graphic features a stylized road with multiple lanes in blue, green, and orange. Various transportation modes are shown moving along these lanes: a pedestrian, a person in a wheelchair, a person on a bicycle, a car, a person on a scooter, a person pushing a stroller, and a bus. The road curves upwards on the right side, suggesting a path forward or a future vision.

Grant Program: Streets as Places Micro-Grant Program

- Partnership with AARP-VT, Front Porch Forum, and Preservation Trust of Vermont
- Microgrant program to support neighbor-led street activations and community gatherings
- Launch in Spring 2026



Looking Ahead to 2026 - New Initiatives



Technical Assistance: Supporting Communities along the Lamoille Valley Rail Trail (upcoming)

- Emerging Partnership with VTrans, RPCs, and Regional Trail Councils to support the 18 communities along the LVRT
- Village Centers/Main Street and LVRT connections
- Launch in Summer 2026





A great street should be the *most desirable place to be*, to spend time, to live, to play, to work, at the same time that it markedly contributes to what a community should be. Streets are settings for activities that *bring people together*.

Allan Jacobs

[Great Streets](#)



1886 Winter Carnival in Burlington

Thank you. Questions?

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