

Local Motion - Overview

House Committee on Transportation

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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.



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



“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.



Recreational Economy

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Lamoille Valley Rail Trail User Projections and Economic Impact Analysis in Caledonia County (2022)

- 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 Moderate Growth Forecast

145,733
annual
visits

\$4,196,000
project total annual sales
activity

\$576,000
in tax
revenues

68
potential FTE jobs supported

Recreational Economy

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Island Line Trail and Colchester Causeway

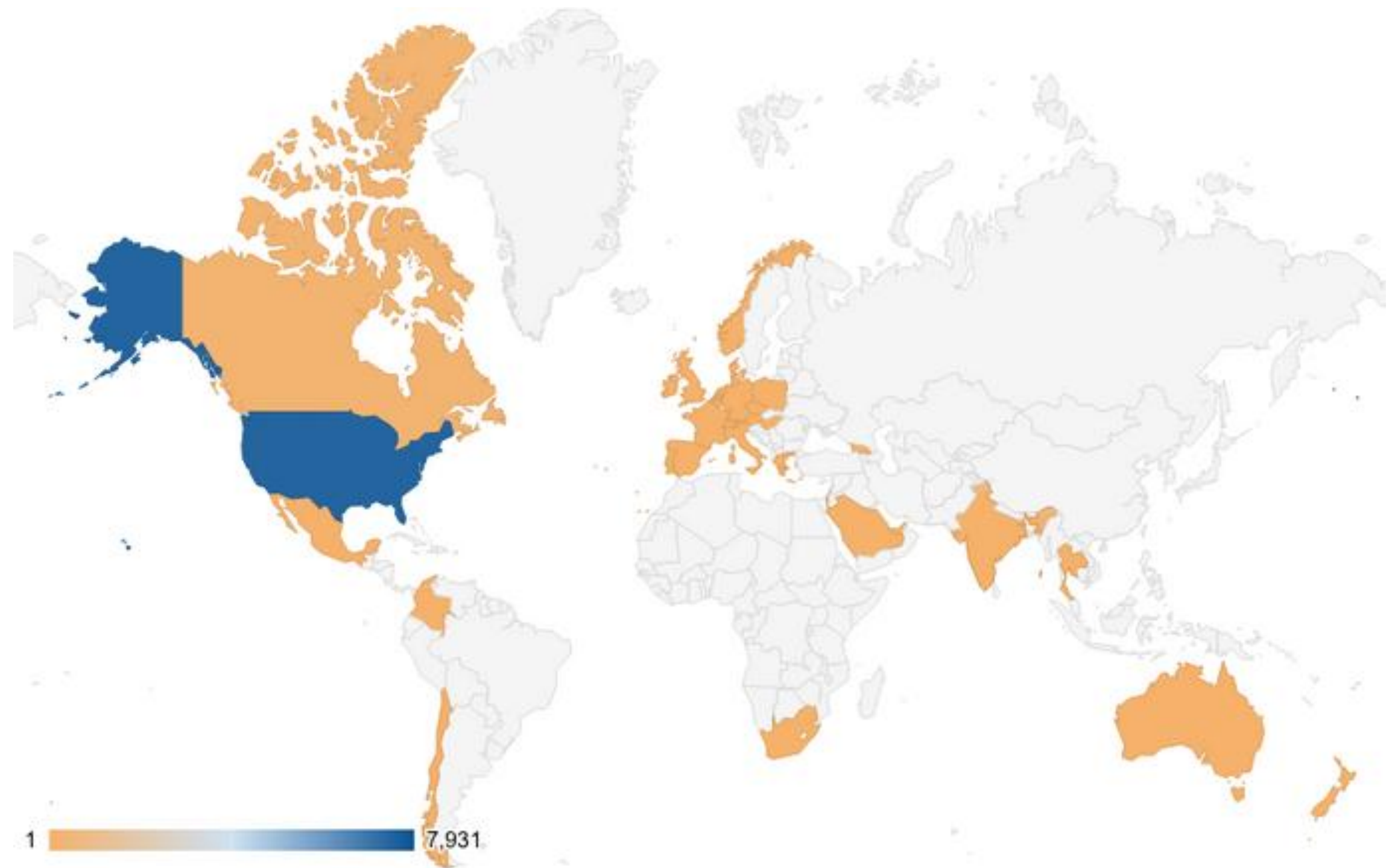
Over 150,000 unique visitors to the Island Line Trail every year. More than 30+ percent of those visitors are tourists who generate an estimated \$10+ million for the local economy.



Recreational Economy

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- Outdoor recreation contributes about 5% of Vermont's GDP – the second-highest share in the nation, behind only Hawaii.
- Local Motion hosted folks from 31 different countries and all 50 states, including Puerto Rico and the US Virgin Islands in 2025.



Locations that Local Motion bike renters travelled from in 2025

A wide-angle street view of a historic downtown area. The street is lined with multi-story brick buildings. In the distance, a church with a tall, dark steeple is visible against a blue sky with scattered clouds. A white banner with purple text hangs across the street. The street is paved with asphalt and has yellow double lines. Several cars are parked along the sides of the street. A black lamppost with multiple white globe lights stands on the right sidewalk. A small white sign is visible on the left sidewalk.

rutlanddowntown.com

Investing in Place

OPINION

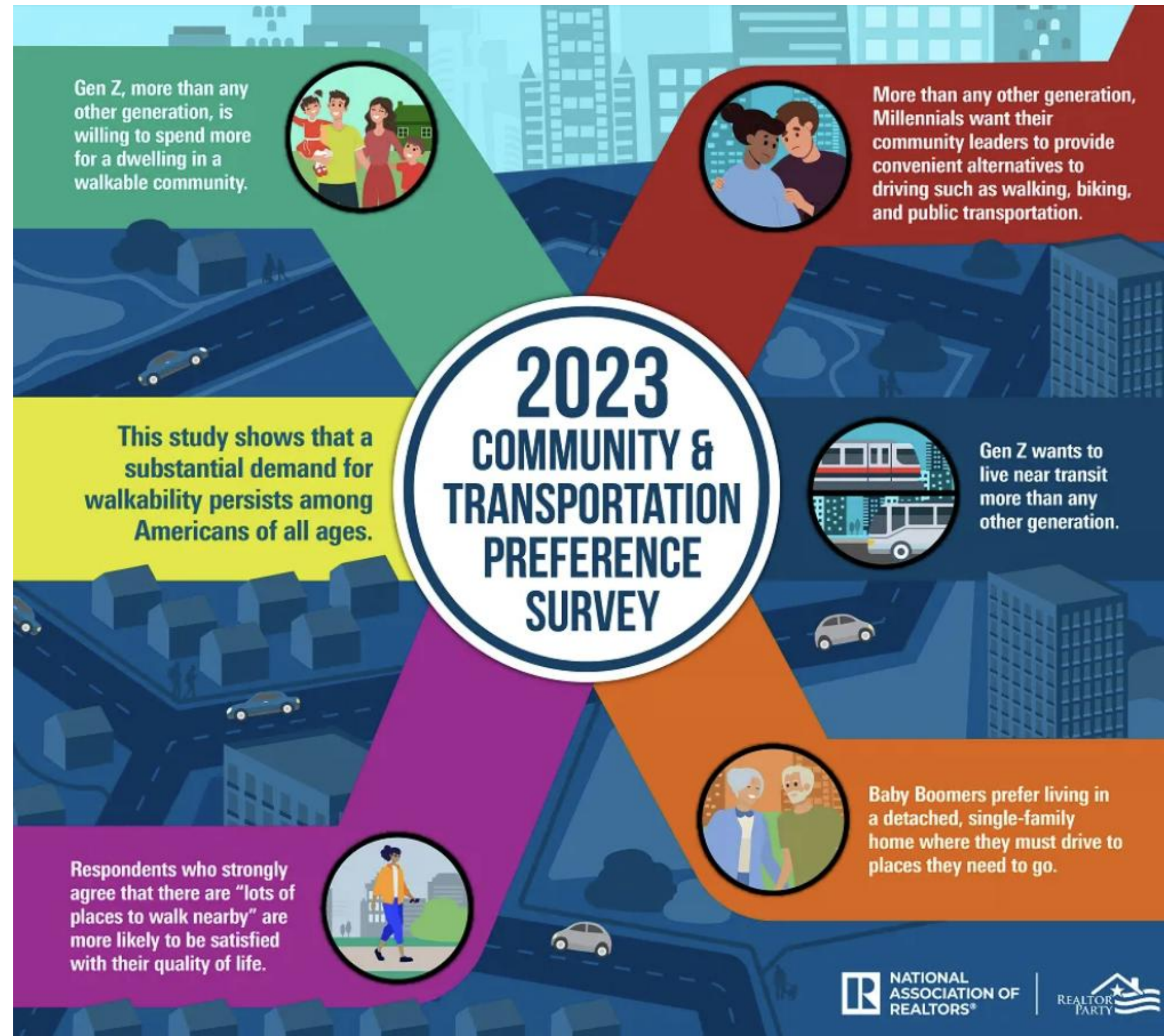
Chris Company and Devon Neary: Building the infrastructure necessary to keep Vermonters in Vermont

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.



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



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2026 Legislative Priorities



Fund Transit, Active Transportation and Transportation Demand Management (TDM) Programs

- Mobility and Transportation Innovations (MTI) Grant Program – \$1M
- Better Connections – \$180k
- Downtown Transportation Fund – \$500k
- Bicycle/Pedestrian Program – \$6M
- Amend Vermont's Transportation Alternatives Program (TAP) to allocate dedicated funding to Safe Routes to School



Why Active Transportation and Transportation Demand Management (TDM) Matters

The logo consists of a dark blue oval with the words "LOCAL" and "MOTION" in white, stacked vertically. To the left of the oval are three curved, overlapping lines in light blue, green, and orange.

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Why this matters for Vermont :

- Vermont has an aging population, long travel distances, and limited transit coverage in rural areas
- Households face rising transportation costs—the #1 or #2 household expense
- Workforce shortages are increasingly transportation-constrained
- We cannot meet safety, mobility, or climate goals through roadway expansion and maintenance alone





Mobility and Transportation Innovations (MTI)

Program – sustain funding at \$1M

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Why this matters:

- This program allows Vermont to pilot, test, and scale new mobility solutions
- Supports employer-based TDM, shared mobility, on-demand transit, e-bike pilots, walk and biking, and rural mobility innovations
- Especially critical in low-density and rural contexts, where traditional transit alone isn't enough

Specific Benefits:

- Helps workers reach jobs without adding traffic
- Supports older adults aging in place
- Fills gaps where fixed-route transit can't reach
- Produces scalable models VTrans can deploy statewide

This is Vermont's "R&D fund" for mobility allowing communities, nonprofits, and employers to solve transportation problems creatively and locally.



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, clean water, 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.”

– Jason Rasmussen, MARC

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



Transportation for Alternatives Program



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Shift from 50:50 for Environmental Mitigation to 80:20 to provide dedicated funding for **Safe Routes to School**

Why this matters:

- Safe Routes to School lacks any state or federal funding
- Children's safety should not compete with unrelated projects
- Early mobility habits shape lifelong transportation choices

Specific Benefits:

- Safer walking and biking for children and families
- Reduced school traffic congestion
- Improved physical and mental health
- Builds independence, confidence, and lifelong mobility skills



Refocusing Vermont's TAP

The "LOCAL MOTION" logo is located on the left side of the slide. It consists of the words "LOCAL" and "MOTION" stacked vertically in a bold, sans-serif font, enclosed within a blue oval. To the left of the oval, there are three curved, overlapping lines in light blue, green, and orange, which extend horizontally across the top of the slide as a decorative element.

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Why Vermont Should Shift to an 80/20 TAP Allocation

- TAP was created to fund walking and biking, but Vermont currently diverts ~50% to non-transportation uses, weakening safety and mobility outcomes.
- An 80/20 split restores program intent: 80% for walking, biking, Safe Routes to School, and local mobility; 20% capped for environmental mitigation.
- This aligns Vermont with national best practices, responds to pedestrian and cyclist safety data, and delivers high returns—safer streets, healthier communities, and stronger downtowns—while ensuring environmental projects have appropriate, dedicated funding.

Safe Routes to School

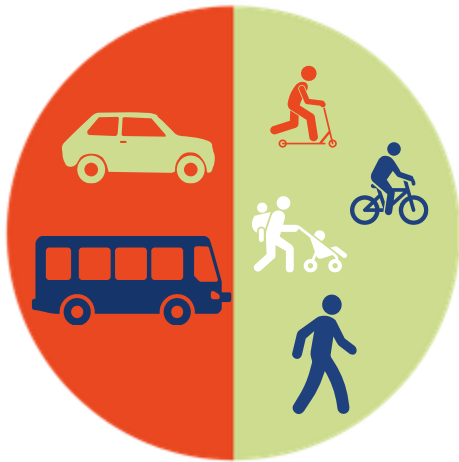


Safe Routes to School is a movement that aims to make it safer and easier for students to walk and bike to school.

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%.



*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 – UVM Library



Thank you! Questions?

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