



Advance Transit 2023 Transit Development Plan



Information Sessions

May 16, 2023

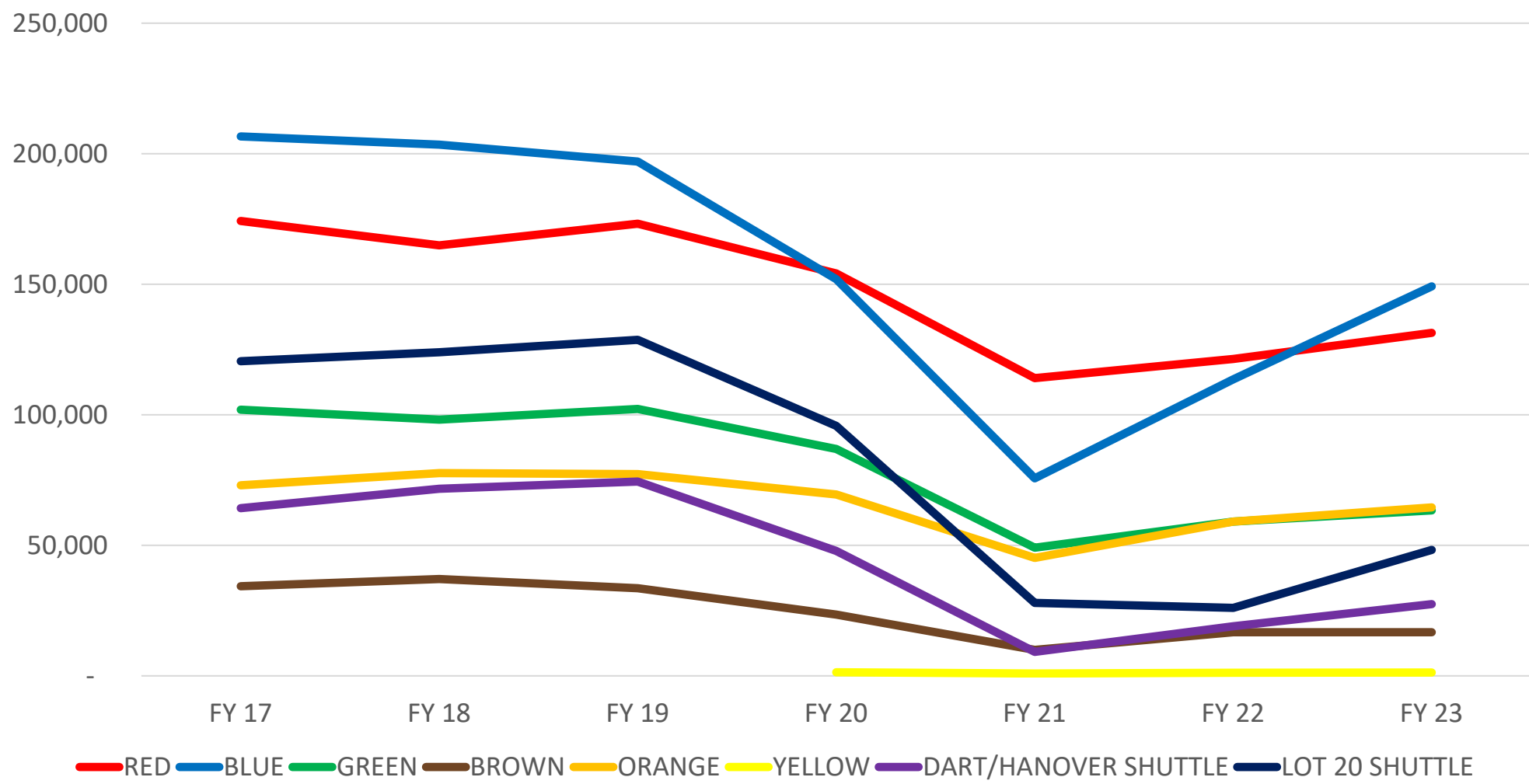
Overview

- What is the Transit Development Plan?
- Summary of system and needs analysis
- Short-term recommendations
- Longer-term recommendations
- Next steps

What is the TDP?

- A plan, updated every five years, to guide the development of Advance Transit
 - Includes short-term “tweaks”
 - Adjustment to schedules
 - Changes to bus stops
 - Lays out longer-term priorities
 - New routes
 - Service enhancements
- Based on data collection and analysis
 - Ridership counts
 - Passenger and public surveys
- Incorporates public outreach
 - Public workshops
 - Meetings with key stakeholders: Dartmouth College and Dartmouth Health

Recent Annual Ridership Trends



Issues to be Addressed

- Unmet Needs
 - Weekend service
 - Weekday evening service
 - Geographic gaps
- Poor Performance
 - Yellow Route
 - Brown Route
- Improved Level of Service/Response to Development
 - Orange Route
 - Early morning Red Route

Short-Term Changes

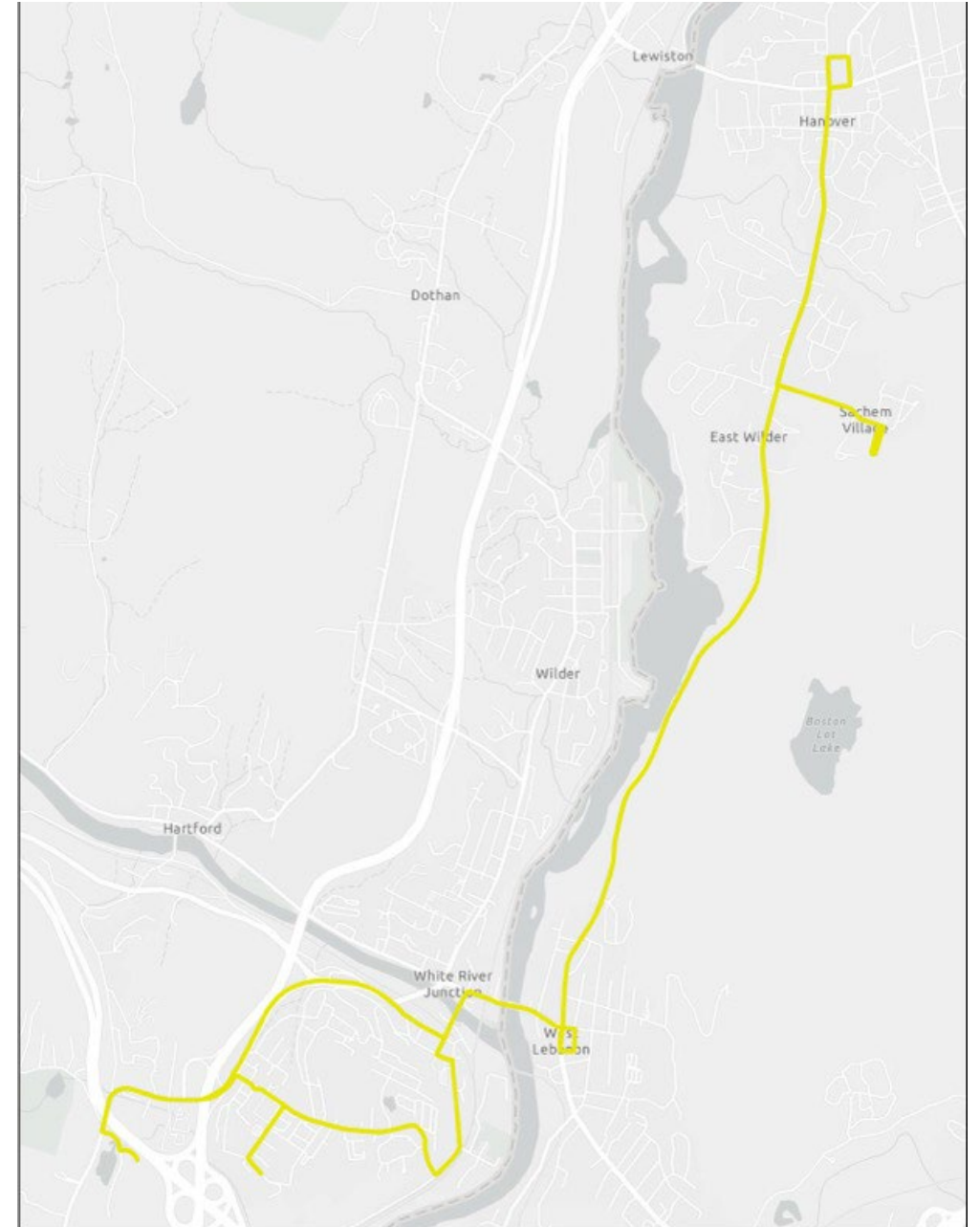
- Expanded weekday evening service
- Restructured Yellow Route/Service to Sachem Village
- Saturday service
- Reconfigured Canaan/Enfield service
- Replacement of evening Dartmouth/Hanover Shuttle service

Weekday Evening Service Expansions

- Operate Blue, Red, Green, and Orange routes two hours later in the evening than current schedule
 - Blue Route until 9:00 p.m.
 - Red Route until 8:30 p.m.
 - Green Route until 8:30 p.m.
 - Orange Route until 8:30 p.m.

Restructured Yellow Route

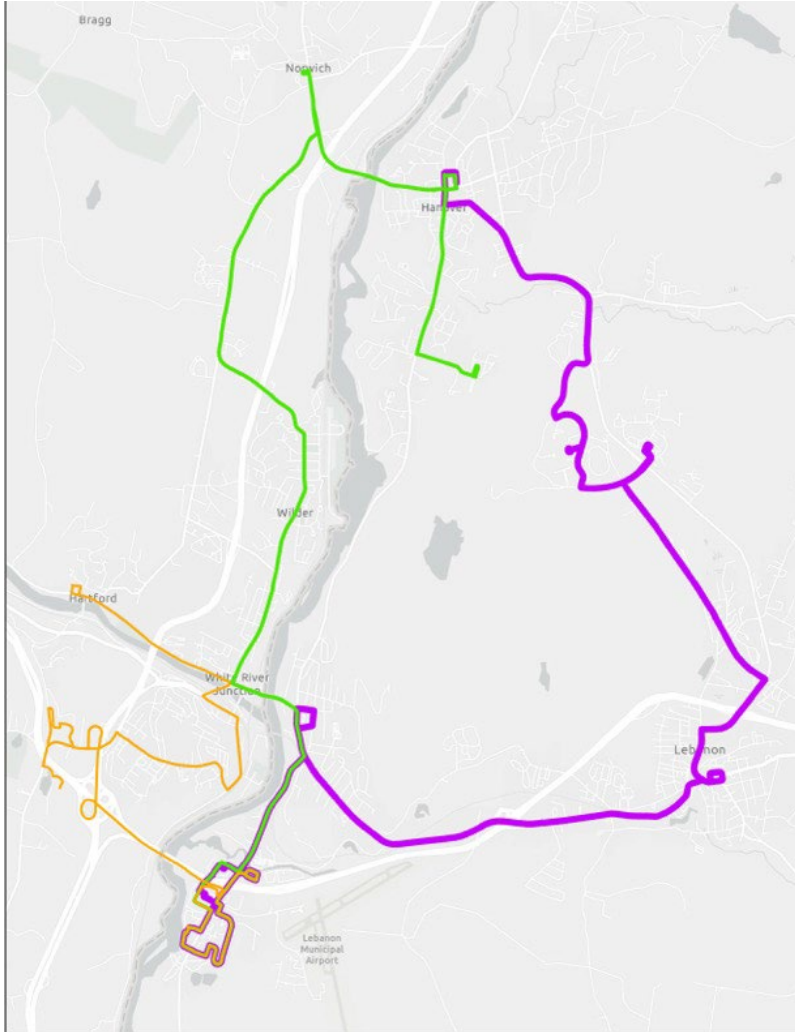
- Maintain service to Gilman Center
- Maintain service to UVAC
- Eliminate service on Bugbee Street
- Continue north on NH 10
- Direct service to Sachem Village
- Northern turnaround at Wentworth
- Runs once/hour opposite Orange



Saturday Service

- Hourly service from 8:00 a.m. to 6:00 p.m.
- Three routes to cover most of the service area
 - Combination of the Blue and Red routes connecting from Hanover to West Leb Plazas via Lebanon; includes short diversion into Centerra to serve Co-op Food Store
 - Green Route from Hanover to West Lebanon
 - Service in White River Junction
- Includes direct service to Sachem Village
- Two alternative route structures

Saturday Route Alternatives

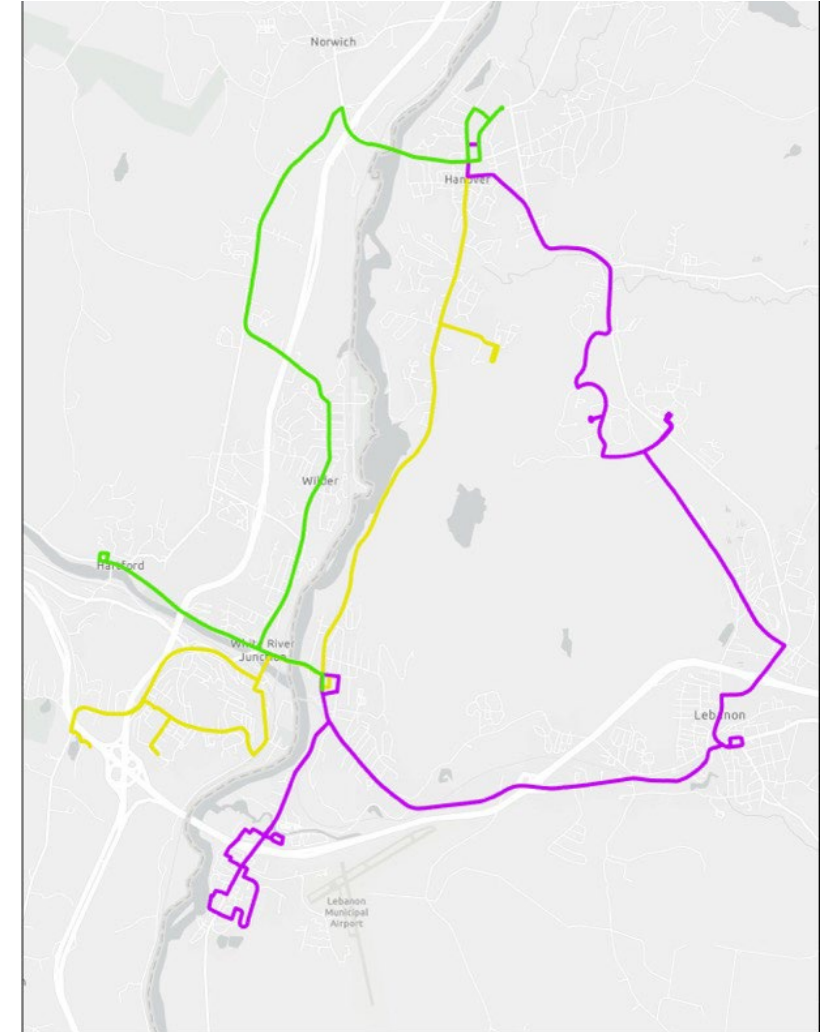


← Option 1

- One-seat rides to Plazas for all routes (no transfers needed)
- Includes Norwich Village
- Different from weekday

Option 2 →

- Similar to weekday
- Requires transfers at Kilton to reach Plazas (not all coordinated)
- No service in Norwich
- Better service to Sachem Village and NH 10



Reconfigured Canaan/Enfield Service

- Operate as separate shuttle rather than as part of the Blue Route
 - Only about half of current riders have destinations on the Blue Route
 - Would operate with smaller vehicle between Canaan and Lebanon City Hall
 - Riders would transfer to Blue or Red Routes there
- Could operate four trips per peak period at a lower cost than existing (three trips per peak)
- Simplifies Blue Route operations and schedule

Dartmouth/Hanover Shuttle

- Maintain daytime service for near term
- Evening service (after 7:00 p.m.) will be replaced by expanded evening service on regular fixed routes

Longer-Term Changes

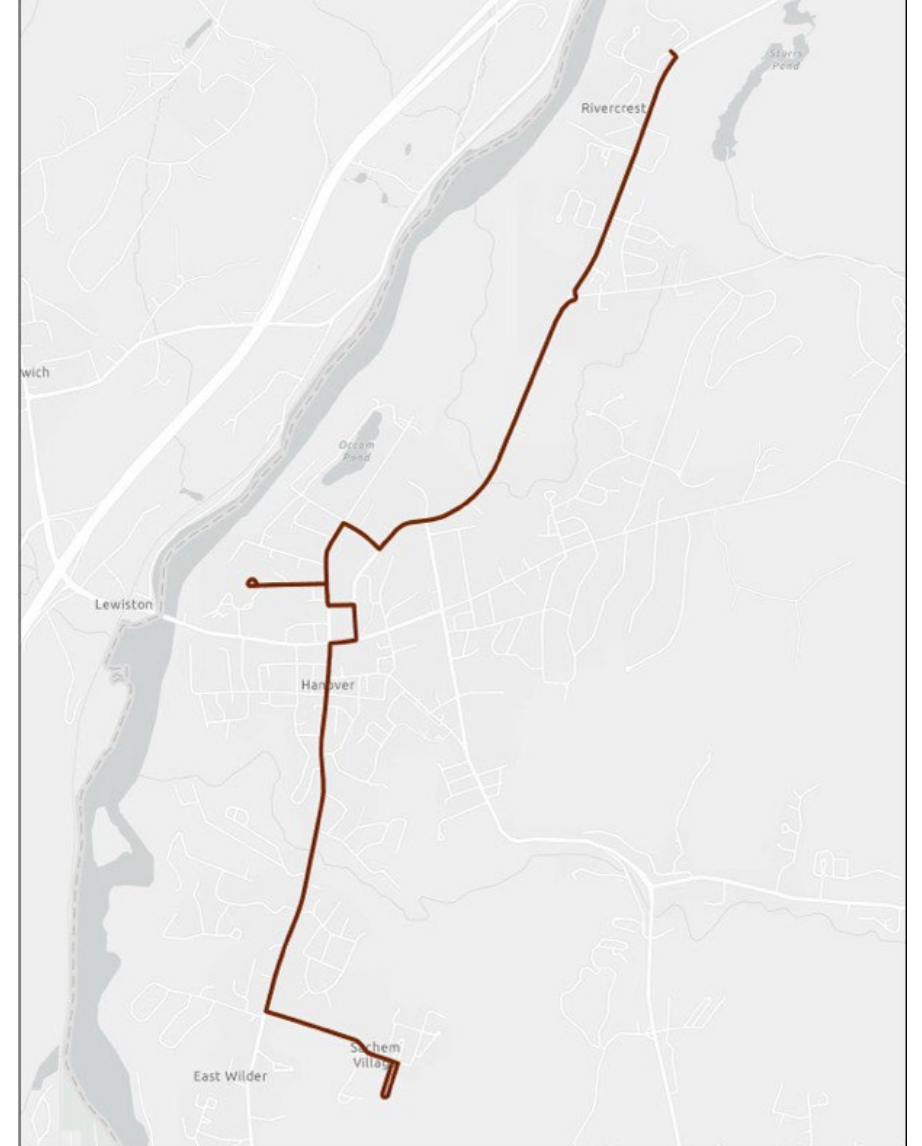
- Improved Red Route service
- Restructured Brown Route
- Restructured Green Route
- Systemwide Microtransit service
- Restructured Dartmouth/Hanover Shuttle

Expanded Service on Red Route

- Bring second Red Route bus into service at 6:45 a.m. to provide 30-minute service in the morning
- Further improve service to every 15 minutes through most of the day

Restructured Brown Route

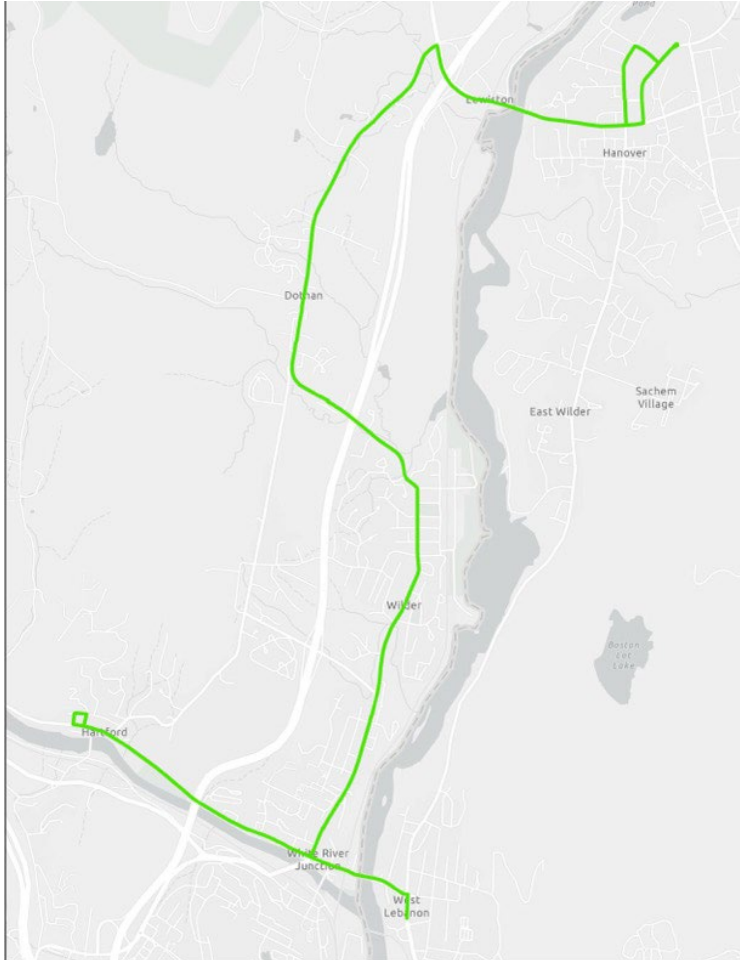
- Two legs of current Brown to be separated
- New Brown Route connects Sachem to Kendal
- Initial 30 minute service
 - Could be increased when new North Campus opens
- Will allow for new Yellow to be more direct and no longer divert into Sachem Village



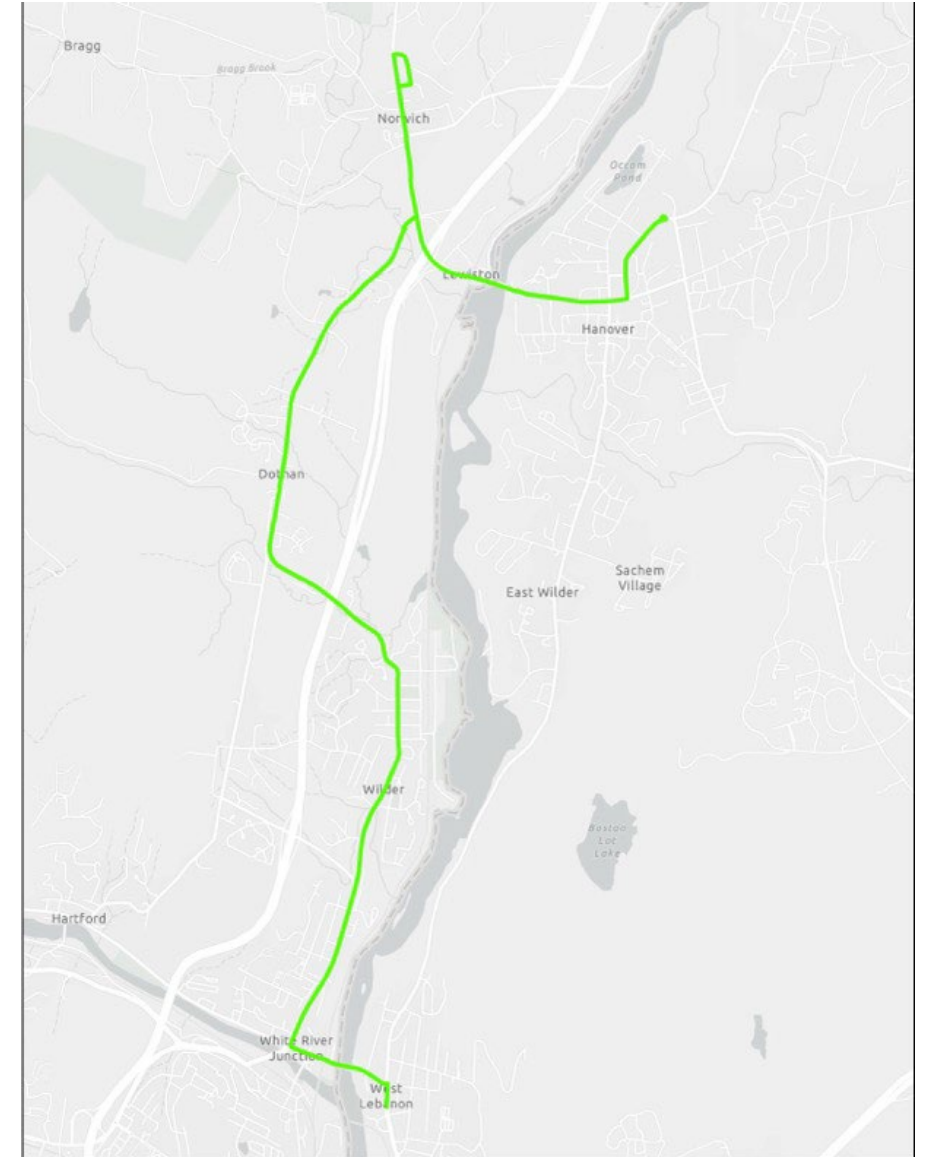
Restructured Green Route

- Separate Green Route into two patterns
 - Each pattern runs once per hour

Green 1 via Hartford Village (existing route)



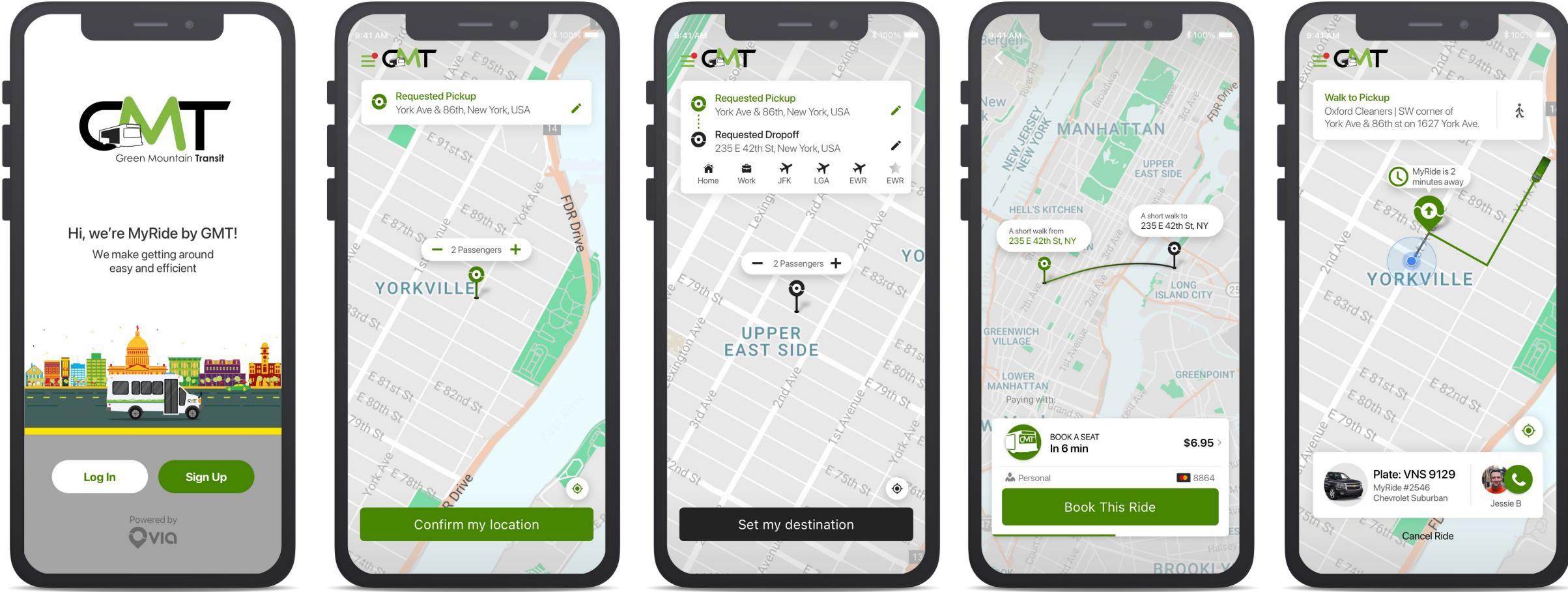
Green 2 via Norwich Village



Microtransit Service

- Developing mode of public transit service
 - Enabled by smartphone technology
 - On-demand service similar to Uber or Lyft but with shared rides
- Pilot projects in Vermont
 - MyRide by GMT in Montpelier and Berlin since January 2021 (3 vans in service)
 - MicroMOO in Windsor since January 2023 (1 van in service)
 - Others soon to launch in Bennington, Morrisville and Middlebury
- Some projects replaced fixed routes and others cover new territory with no prior transit
- Currently operated with cutaway vans (similar to Access AT) but likely best operated with Sprinter or smaller vans

Example of Trip Request



Systemwide Microtransit (AT Flex)

- Subsume ADA paratransit into general microtransit service
 - Integrates ADA passengers with general public and makes better use of resources
- Expands coverage to areas not served by fixed routes
 - Alice Peck Day Hospital
 - Route 120 corridor
 - Etna Road
 - Centerra
- Allows for more one-seat rides (maintains Norwich–Lyme Rd connection)
- Fare could apply to non-ADA-eligible passengers
 - Premium (door-to-door) service
 - Discourages no-show trips
- Current ADA service requires 2 vans on the street; microtransit likely 6 or more

Next Steps

- Focus groups
 - Dartmouth College
 - Dartmouth Health
- Ridership and cost analysis
- Develop financial plan
- Produce final report
- Launch short-term changes in Fall 2023



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