Smart Commute Upper Valley
Working to Reduce Reliance on Driving Alone

Action Plan: Town of Norwich
July 2015
The Smart Commute Norwich Plan is made possible thanks to generous support from the Canaday Family Charitable Trust.

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Background

The Town of Norwich and Vital Communities administered the first Smart Commute Norwich survey in spring 2014. The survey collected data on 184 Norwich residents’ driving habits, barriers to accessing transportation options (e.g., Advance Transit), and potential new projects that would help residents drive less. The survey responses reveal low-cost, immediate promotional activities the Town could use to encourage non-drive alone travel, as well as more long-term infrastructure changes.

Demographics

79% of survey respondents were aged 45 and over, including 23.4% that identified as 65 or over (compared to 18.34% in the 2010 Census). 74% of respondents were employed, and 57% identified commuting to work as a common trip. 15% identified as retired, and only three individuals (1.5%) said that they are students. These statistics generally reflect the population as found in the 2010 Census, but the percentage of older survey takers is slightly higher than is reflected in the actual population.

Current Transportation Habits

Norwich residents reported that their three most common trips are (1) going grocery shopping, (2) driving to work, and (3) visiting with friends. When asked how they completed their most recent trip, residents said:

- 73.8% drove alone
- 5.8% biked
- 5.2% walked
- 4.0% carpooled
- 4.0% telecommuted
- 2.3% took a bus
- 4.6% “other”

The residential patterns found in the survey suggest that nearly a majority of trips in Norwich begin in the Village (40%), while a significant number also originate along New Boston Road (14.8%) and Turnpike Road (11.4%). Not surprisingly, the most commonly cited workplace destinations were Dartmouth College (13.2%) and Dartmouth Hitchcock (10.3%). There currently exists direct bus service to various areas on Dartmouth College’s campus, but one has to transfer from the Advance Transit’s Brown Route to the Blue Route in downtown Hanover to access Dartmouth Hitchcock by bus. Some survey respondents cited this as a barrier to travelling to the hospital on Advance Transit.
Recommendations

1. Promote Go! Vermont on the Norwich community discussion list.

Go! Vermont, the statewide carpool and vanpool matching service, is a free resource that nearly 80% of survey respondents do not know exists. Furthermore, 22% of survey respondents indicated that their preferred method of meeting carpool partners is through a website, a preference which outnumbered asking friends and neighbors or meeting at the town park-and-ride at a designated time.

Sample language to promote Go! Vermont:

Thanks to everyone in town who took our transportation survey this spring. Your answers revealed some promising new projects for our town.

For starters, 22% of residents said that their preferred method to meet a potential carpool partner is through a website, and 80% were not aware that one already exists! If you haven’t tried Go! Vermont (www.connectingcommuters.org), Vermont’s carpool and vanpool matching website, give it a try! You can use it for regular commuting, one-time trips, and even to coordinate ridesharing to a conference, party, or other large event. When you sign up with Go! Vermont, you’ll also be eligible for a guaranteed ride home benefit if you miss a carpool or bus ride due to an emergency.

2. Educate residents about the guaranteed ride home program.

Fear of being stranded in the event of an emergency is consistently cited as one of the top barriers to trying a new commute. Given the general lack of familiarity with the Go! Vermont program (close to 80% said they have not heard of it), it is likely that people are unfamiliar with its guaranteed ride home program. The guaranteed ride home program provides a $70 reimbursement of a rental car or carshare (e.g. ZipCar) in the event that someone cannot carpool as planned.

Sample language to promote the guaranteed ride home program:

One common barrier to trying to carpool is the fear of needing a car in the case of an emergency. Knowing that even the best-laid plans can change unexpectedly, Go! Vermont created Guaranteed Ride Home, a benefit for registered carpoolers who rideshare at least two days per week. If you face an unforeseen change of plans such as a work-related or family emergency that prevents you from traveling via your carpool, the program reimburses travel fees up to $70. You are entitled to use this benefit up to six times each year, but not more than twice in a single month.

Here’s how it works:

1. Register your carpool at www.connectingcommuters.org.
2. In the event that you cannot travel via your carpool, get to your destination by using public transportation, a taxi, or a rental car, and pay for it yourself.
3. Mail the original receipt(s), a brief description of the situation, and two forms available at [http://www.connectingcommuters.org/guaranteed-ride-home-benefit/](http://www.connectingcommuters.org/guaranteed-ride-home-benefit/) to Go!
   Vermont/GRH, One National Life Drive, Montpelier, VT 05633-5001.
4. You will be reimbursed up to $70 within approximately two weeks of submitting your claim.

Eligible Guaranteed Ride Home requests include, but are not limited to:
- Personal or family emergency
- Sudden illness of carpool driver or yourself
- Carpool driver has an emergency
- Mechanical breakdown of carpool vehicle
- Unexpected emergency overtime

Non-eligible requests include, but are not limited to:
- Prearranged appointments or classes
- Scheduled overtime
- Personal errands

**3. Promote Google Transit to encourage Advance Transit ridership.**

All but one survey respondent had heard of Advance Transit, and 23% of respondents had tried riding the bus at least once. Promoting the service could increase the total number of residents who use the system and the frequency of their use.

72% of survey takers said they did not know that Google maps can be used to plan out a trip on Advance Transit. Promoting this simple, easy-to-use online tool could be effective in increasing ridership by addressing one major barrier: not understanding the bus schedule or routes.

*Sample language to promote Google Transit:*

Energy tip of the week: have you wanted to try Advance Transit, but couldn’t figure out the bus schedule or stop locations? Try using Google maps to plan your trip! Simply plug in your start and end addresses at transit.google.com and then click “Get Directions.” You’ll find where to walk to the closest stop, whether you have to transfer buses, and the times of day when you can make the trip.

**4. Install between two and four Level II electric vehicle charging stations.**

Over 25% of survey respondents said that they would like the Town of Norwich to install electric vehicle charging stations in the village. Five survey respondents already own electric vehicles, and ownership of electric vehicles continues to grow steadily. Electric vehicles are also a major component of Vermont’s Comprehensive State Energy Plan, which calls for the state to reach 90% renewable energy by 2050. Installing charging stations, in partnership with a private entity or not, would help meet this goal.
Site considerations: Drive Electric Vermont, a statewide electric vehicle support network, identifies four major site considerations for charging stations: mounting, constructability, availability of power, and environmental protection and safety.\(^1\) Exterior wall-mounted charging stations are generally cheaper than stand-alone units, and it is often easy to add incrementally to them. Constructability refers to the ease of working the land around the charging station, and one should consider whether wires would go through grass, asphalt, sidewalks, etc. in order to be installed. Placing stations near existing power supplies further reduces cost. Stations should not be installed in environments prone to flooding or standing water.

Charging station types: Charging stations are generally classified as Level 1, 2, or 3, with correspondingly faster recharge times. A public charging station located in a village or downtown should be at least Level 2. Level 2 stations can recharge a battery in 1-3 hours.

Financing: the Vermont Economic Development Authority offers 1% interest loans on electric vehicle charging stations through the State Infrastructure Bank.

Cost recovery: Vermont law currently prohibits non-utilities from selling electricity at a per kilowatt-hour rate. However, Norwich could recover installation and operating costs through two methods: (1) a flat pay-per-use fee or (2) monthly subscription service.

5. Examine walking or busing program for after-school activities

One of the most frequently cited transportation issues in the survey was the amount of traffic that flows toward Huntley Meadow for afternoon sporting activities. While many students do already walk from the elementary school to Huntley Meadow, a more formalized walking or

busing program could cut down on traffic. We recommend that the Town examine two strategies:

(1) Work with the recreation department and school officials about setting up a walking school bus. Walking school buses typically have volunteer parents walk with students to their destination.

(2) A more expensive option – and one that doesn’t have an added wellness benefit – is to bus children from the school to the athletic fields. In the conversation with school officials, raise the possibility of dedicating a bus to this transportation need.

6. Continue to prioritize and fund sidewalk improvements

The Town of Norwich currently has a revolving sidewalk fund and has a sidewalk prioritization plan. Norwich should post this plan on its website and explain its revolving loan program. Survey respondents said they strongly support new sidewalks in general, and particularly ones on Church Street and Beaver Meadow Road (between Huntley Street and Moore Lane). The Town should make its admirable work on sidewalks better known to the public.

7. Consider hosting a bike vs. car vs. transit race from downtown Norwich to Dartmouth College and other major workplaces.

A fun and potentially exciting way to demonstrate the convenience of bikes and transit during rush hour is to challenge the modes against one another in a race. This has been tried in a number of locations, including Boulder, Colorado, and Tallahassee, Florida, and successfully shown people that biking and transit are sometimes the quickest ways to get somewhere during rush hour. The Town should recruit experienced cyclists and use a Town official (e.g., Town Manager or Police Chief) as the designated automobile in the race.

What mode would win a race from downtown Norwich to Dartmouth College at rush hour?
Funding Opportunities

1. Strong Communities, Better Connections Grant

The Agency of Commerce and Community Development (ACCD) and Vermont Agency of Transportation (VTrans) have partnered to offer a grant program called Strong Communities, Better Connections. The program funds planning projects that link land use and transportation and can lead directly to implementation. Projects should fulfill the Livability Principles adopted at the federal level by HUD, EPA, and DOT.\(^2\) $200,000 is currently available, and the state envisions funding 4-5 projects this round. The grant requires a 10% local or municipal match and will be funded 10% through ACCD and 80% through VTRANS.

Examples of eligible projects:

- Study for a specific bike path/lane, multi-use facility, etc.
- Downtown/village parking assessment
- Sidewalk improvement study
- Carshare feasibility
- Study on a new financing or policy mechanism for the town (e.g., tax-increment financing district, transit improvement district, etc.)

Pre-application meetings with towns: August – September 2014. Applications due October 1. Awards announced December 1.

Contact information:

Jackie Cassino, Vermont Agency of Transportation
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802-828-2758

2. Go! Vermont Mini-Grant

The Town of Norwich can qualify for a $500 mini-grant for promoting the Go! Vermont program, including its carpool matching service and vanpool program. Vital Communities and Town staff should record ways that this project has promoted the Go! Vermont program, including its carpool matching site, vanpool program, and other offerings. A final report to VTrans is due six months after the letter of intent, and Vital Communities is happy to write this report on the Town’s behalf.

Contact information:

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802-828-5577

\(^2\) For more information on the federal Livability Principles, visit http://www.sustainablecommunities.gov/aboutUs.html.
Promotion of Existing Transportation Resources

a. **Follow up with residents who took survey.** Vital Communities has e-mailed respondents directly. Norwich staff or volunteers could send e-mails to community discussion list and direct them to the results at http://www.vitalcommunities.org/blog/index.php/town-survey-results-are-in/.

b. **Weekly transportation blasts**
   i. **On the following topics (one each Tuesday through September, repeat in October and the winter):**
      1. September 2 – *What is Go! Vermont?* (see page 2 of this report for language)
      2. September 9 – *Go! Vermont’s emergency ride home program* (see pages 2-3)
      3. September 16 – *Using Google Transit for planning AT route* (see page 3).
   
   ii. **Through the following channels:**
      1. **Norwich Community Discussion List** (the “Listserv”)
      2. **Norwich Times?**
      3. **Town of Norwich website**
      4. **Facebook** pages of downtown businesses? (Dan and Whit’s, Norwich Inn, Norwich Farmers Market, Norwich Bookstore, etc.)

c. **Car vs. Transit vs. Bicycle Race across Ledyard Bridge: Is the car the fastest way to reach a destination in Hanover?**
   i. To be scheduled in the fall when Dartmouth and Hanover High are in session, but NOT Dartmouth Parents’ Weekend, etc. when traffic is unusually busy.
   ii. Recruit biker(s) and driver(s), preferably from Norwich and Hartford. Town officials should serve as the designated drivers.
   iii. Coordinate with Advance Transit and Dartmouth College/other major employers.
   iv. Advertise and invite the press

d. **Promote the fall Way to Go commuter challenge (details forthcoming).**
This report summarizes 184 of 184 total responses.

Summary for the results with the following restrictions:

Response Filters
- Invitation Type: all
- Status: all
- Alerts: Email Contains:

1. Where in Norwich do you live?
   - 40.0% Norwich Village (70)
   - 14.8% New Boston Area (26)
   - 11.4% Turnpike Road Area (20)
   - 10.2% "Other" Answers
   - 9.1% Union Village (16)
   - 6.2% Route 5 North/Pompanoosuc (11)
   - 4.0% West Norwich/Beaver Meadow Area (7)
   - 2.2% McKenna Road/River Road/Lewiston (4)
   - 1.7% Route 5 South (3)

2. How old are you?
   - 29.5% 45-54 (54)
   - 25.6% 55-64 (47)
   - 23.4% 65 or over (43)
   - 15.3% 35-44 (28)
   - 4.9% 25-34 (9)
   - 0.5% 18-24 (1)
   - 0.5% Under 18 (1)

3. What is your employment status? Check all that apply.
4. Where do you work? We've listed ten large employers, but feel free to use the "other" box if you work elsewhere

- Employed full-time (including self-employed) (85)
- Employed part-time (including self-employed) (49)
- Retired (30)
- Employed with two or more jobs (including self-employed) (11)
- Regular volunteer position (9)
- Not employed (8)
- Student (3)
- Self-employed (43)
- Dartmouth College (23)
- I do not work. (22)
- Dartmouth Hitchcock Medical Center (18)
- Dresden School District (3)
- Vermont Law School (3)
- Hypertherm (3)
- VA Hospital (2)
- Alice Peck Day Memorial Hospital (2)
- CRREL (1)
- Co-Op Food Stores (0)
- Kendal at Hanover (0)

5. I would describe my most frequent trips per week as... Check all that apply.

- Go grocery shopping/other shopping and errands (120)
- Drive to work (105)
- Go out with friends/visit friends (48)
- "Other" Answers
- Take children to school (33)
- Go to medical appointments (31)
- Pick up supplies, deliver products, visit clients, etc, for my own business (23)
- Visit senior center (1)

Provide additional comments below: You may browse comments online or download the CSV.

6. If you work (or regularly travel to an activity such as a senior center, church, dancing, lodge meeting, etc.) how did you travel in your most recent trip?
7. During the past month, did you do any of the following to reduce the amount you drive? Check all that apply.

- 25.1% Combined commuting with errands (93)
- 24.5% Used a computer to accomplish a goal instead of driving (ex: worked from home or shopped online) (91)
- 17.0% Walked (63)
- 12.9% Carpoled (48)
- 10.8% Rode a bike (40)
- 7.5% Rode a bus (28)
- 1.8% "Other" Answers

8. If you drive a car to work or to make another routine trip, how far do you drive EACH WAY?

- 43.0% 5-10 miles (71)
- 28.4% Under 5 miles (47)
- 20.6% 10-20 miles (34)
- 3.0% 30-40 miles (5)
- 3.0% 20-30 miles (5)
- 1.2% Over 50 miles (2)
- 0.6% 40-50 miles (1)

Provide additional comments below: You may browse comments online or download the CSV.

9. If you use a car, about how many miles per gallon do you get?
10. What is your experience with Advance Transit?

- 53.8% I know of Advance Transit, but it does not fit my schedule/needs. (98)
- 22.5% I know of Advance Transit, but I haven’t tried it. (41)
- 15.9% I use Advance Transit occasionally (a few times per month). (29)
- 7.1% I use Advance Transit frequently (a few times per week or more). (13)
- 0.5% I have not heard of Advance Transit. (1)

Provide additional comments below: You may browse comments online or download the CSV.

11. What might encourage you to take Advance Transit more often? Check all that apply.

- 19.0% Bus stop/service closer to my house (60)
- 18.7% More frequent service (59)
- 16.1% Evening service (51)
- 13.6% Saturday service (43)
- 9.2% Bus stop/service closer to my destination (29)
- 8.8% Easier way to understand schedules (28)
- 6.9% Nothing will encourage me to ride Advance Transit (22)
- 4.1% Wi-Fi on the bus (13)
- 3.1% Earlier service (10)
- 0.0% More comfortable seats (0)

Provide additional comments below: You may browse comments online or download the CSV.

12. Did you know the following facts about Advance Transit?

<table>
<thead>
<tr>
<th>Fact</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advance Transit is free to ride.</td>
<td>93.2%</td>
<td>6.7%</td>
</tr>
<tr>
<td>A majority of Advance Transit riders own cars but choose to leave them at</td>
<td>60.9%</td>
<td>39.0%</td>
</tr>
</tbody>
</table>
You can use Google maps to plan out a trip on Advance Transit. Each Advance Transit bus is equipped with racks that hold two bikes.

<table>
<thead>
<tr>
<th>28.1 %</th>
<th>71.8 %</th>
</tr>
</thead>
<tbody>
<tr>
<td>82.9 %</td>
<td>17.0 %</td>
</tr>
</tbody>
</table>

13. What is your experience with the Go Vermont program? Please check all that apply.

- 78.3% I am not aware of Go Vermont. (141)
- 17.7% I am aware of Go Vermont, but I have not used it. (32)
- 2.2% I tried Go Vermont, but I could not find a carpool. (4)
- 1.1% "Other" Answers
- 0.5% I found a carpool on Go Vermont. (1)
- 0.0% I have used Go Vermont to encourage people to share rides to an event/conference/meeting. (0)
- 0.0% I have used Go Vermont to share rides on long-distance trips. (0)

14. How would you rank transportation as compared to other quality of life issues?

- 49.3% Medium (81)
- 38.4% High - something I think about a lot (63)
- 12.1% Low - not a priority for me (20)

15. If you have carpooled, taken the bus, biked, or walked instead of driving alone, why did you do it? Check all that apply.

- 21.3% Get exercise (109)
- 18.0% Decrease my carbon dioxide emissions (92)
- 14.0% It was easy and convenient (72)
- 13.5% Save money (69)
- 11.9% Reduce our reliance on foreign oil (61)
- 7.8% Parking is hard to find (40)
- 4.5% Car was in the shop (23)
- 4.3% Avoid driving in bad weather (22)
- 3.7% Get to know my neighbors and co-workers (19)
- 0.7% I don't have my own car (4)

16. How would you prefer to meet people in order to carpool? Check all that apply.

- 40.7% I do not need/plan to carpool (97)
Smart Commute Norwich Survey

17. Thinking about current options in Norwich, which of the following projects would help you drive less? Check all that apply.

- 24.4% Expand existing public bus service (94)
- 15.6% Add bike lanes to roads (60)
- 15.3% Install sidewalks (59)
- 8.0% Encourage new businesses in town (31)
- 6.5% Improve internet access (25)
- 5.2% Encourage more housing in town (20)
- 4.9% None of the above (19)
- 3.9% Provide an easy way for me to meet people who want to carpool (15)
- 3.9% Improve school busing so I don’t have to drive my children (15)
- 3.3% Create new public bus service (13)
- 3.3% "Other" Answers
- 3.1% Expand existing park-and-ride (12)
- 2.0% Build new park-and-ride (8)

Provide additional comments below: You may browse comments online or download the CSV.

18. Now, thinking about the town where you WORK or commute to, which of the following projects would help you drive less? Check all that apply.

- 25.9% Expand existing public bus service (57)
- 19.5% Add bike lanes to roads (43)
- 18.6% I do not commute (41)
- 13.6% None of the above (30)
- 10.0% Install sidewalks (22)
- 7.7% Create new public bus service (17)
- 4.5% "Other" Answers

Provide additional comments below: You may browse comments online or download the CSV.

19. Would any of the following community resources, if available, appeal to you? Check all that apply.

- 40.7% I do not need/plan to carpool (97)
- 21.8% Website that allows me to schedule carpool days with people whose schedule matches mine (52)
- 11.7% I’ll just ask friends and neighbors (28)
- 10.0% Advertized time and location, whoever comes can carpool (ex: every Monday at 8:00 at the park and ride) (24)
- 7.9% I’ll just ask co-workers (19)
- 5.0% “Other” Answers
- 2.5% Town-wide party to meet potential carpool partners (6)

Provide additional comments below: You may browse comments online or download the CSV.
26.5% Volunteer driver program to help seniors and others in need of a ride get to medical appointments, shopping, etc. (43)
25.3% Electric vehicle charging stations in town (41)
15.4% Carshare program (rent a vehicle for a limited amount of time) (25)
11.7% Bikeshare program (rent a bike for a limited amount of time) (19)
8.6% Commuter van program (8+ people from our town share a van and commute together) (14)
8.0% Affordable office space that I could rent in town instead of driving to another town for work (13)
4.3% "Other" Answers

Provide additional comments below: You may browse comments online or download the CSV.

20. Do you have any final thoughts about the transportation needs of our community? Tell us here!
You may browse freeform responses online or download the CSV.

End of Survey Page 7
### Appendix B: Selected Open-Ended Survey Responses

**What is your experience with Advance Transit?**

<table>
<thead>
<tr>
<th>Response</th>
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<tbody>
<tr>
<td>No direct bus from Norwich to DHMC</td>
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<tr>
<td>Used it twice for emergency transport</td>
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<tr>
<td>The bus stop is 3 miles from my house in town. Plus, the bus does not run from Norwich on the weekends.</td>
</tr>
<tr>
<td>When I retire in a year or two, I plan to use AT a lot! Right now, schedule is still hectic and time is at a premium.</td>
</tr>
<tr>
<td>I very much appreciate Advanced Transit</td>
</tr>
<tr>
<td>Need this on weekends and out into the hinterlands. It is impossible not to drive when you live outside of town.</td>
</tr>
<tr>
<td>I use AT about four times a week round trip to Hanover/Dartmouth.</td>
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<tr>
<td>I've been under the impression that AdvT has no direct and convenient route from downtown Norwich to Rte 12A in W.Leb, but taking this survey has reminded me I don't really know if that's true.</td>
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<tr>
<td>I have used it once or twice</td>
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<tr>
<td>I was extremely excited to find, when I moved to Norwich, this service, and was without a car for 6 months. However, bus schedules were very compromising in comparison to auto use, and I succumbed to buying a car again. No evening service? No weekend service? I'm guessing AT needs to increase service by 200-300%. Yikes.</td>
</tr>
<tr>
<td>At is not frequent enough. I would use it a lot more if it were every 20 minutes, I would use it all the time. Need weekend service.</td>
</tr>
<tr>
<td>I have used AT a lot in the past when I had a different job.</td>
</tr>
<tr>
<td>The ride from Norwich to DHMC is awkward, needing a bus switch. Sometimes I park at the bridge and walk up to the bookstore</td>
</tr>
<tr>
<td>I strongly support AT</td>
</tr>
<tr>
<td>I park at Huntley Park N Ride and go to Hanover</td>
</tr>
<tr>
<td>I use AT a few times per year.</td>
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<tr>
<td>The nearest stop is more than half way to my closer destination; Advance Transit goes nowhere near my farther destination (Sharon from Pompanoosuc)</td>
</tr>
<tr>
<td>Advance transit used to be great, but I can't use it since they changed their schedule in the morning. It only leaves Norwich really early or too late for me to get to work.</td>
</tr>
<tr>
<td>If it's really raining, I'll use Advance Transit to go to Hanover, otherwise ride bike. Kids are frequent users - helpful that the Norwich stop is less than a one minute walk from house.</td>
</tr>
<tr>
<td>I've used AT a few times over the years, mostly to drop off or pick up my car for service.</td>
</tr>
<tr>
<td>I use it when I can, but especially in the morning it does not always fit my schedule</td>
</tr>
<tr>
<td>I use Advance Transit once in a while</td>
</tr>
<tr>
<td>In the winter I use AT every work day; in the warmer months I might use it to get to WRJ or Lebanon</td>
</tr>
<tr>
<td>Advance Transit is EXCELLENT. We use the Brown Route to get into Hanover to work and shop--with the kids and alone.</td>
</tr>
<tr>
<td>I wish Advance Transit didn't sit in the Huntley Meadow parking lot idling in the morning.</td>
</tr>
<tr>
<td>more often than weekly</td>
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</tbody>
</table>
What is your experience with Advance Transit? (continued)

<table>
<thead>
<tr>
<th>Experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>I would pay to use the bus in the evenings and on the weekend if they ran a limited service around the UV.</td>
</tr>
<tr>
<td>We use A/T when we go to sporting events at Dartmouth.</td>
</tr>
<tr>
<td>I need White River Junction downtown and Norwich center. I can't walk the required distance to a bus stop and don't have time to go to Hanover.</td>
</tr>
<tr>
<td>It takes AT an hour to reach my place of work versus a 12 minute drive.</td>
</tr>
<tr>
<td>No morning pick up</td>
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<tr>
<td>I don't need to use it, but I'm very encouraged when I see other people use it. My spouse uses it occasionally, but it has to make a 20min stop on his commute.</td>
</tr>
<tr>
<td>I think Advance Transit is a wonderful and under-utilized community resource. I try to have my kids ride the AT to their after school activities but the scheduling does not always work. I think the AT offers an amazing opportunity to drastically cut down on driving required for after school activities. BUT the AT will need to offer many more scheduled routes after school and publicize these in the community in order to get more ridership. My kids do not see many other kids on the AT....</td>
</tr>
<tr>
<td>I would use it more if there was a route from Norwich to White River Junction- or at least an easy way to connect routes without going into Hanover</td>
</tr>
<tr>
<td>I have used it on occasion.</td>
</tr>
<tr>
<td>I used it occasionally at my previous job.</td>
</tr>
<tr>
<td>I use AT whenever I can (I also work at Kendal but AT does not op on weekends when I work - or late shifts, when I also work occasionally, and would take it rather than drive - it is not safe to ride a bike at my age in the dark due to visual changes from aging.</td>
</tr>
<tr>
<td>in the winter or bad weather I use AT, otherwise I bike</td>
</tr>
</tbody>
</table>

What might encourage you to take Advance Transit more often?

<table>
<thead>
<tr>
<th>Encouragement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timing of the morning runs limits my ability to use the bus in the winter. Either 7:15am or 8:07 am (but really 50% of the time this run hits the village as or after the school bell is ringing, so it doesn't work well for dropping the kid at school on the way to work). In spring or fall, walking and biking can get me down to the village at the right time for school drop off and then catching the 8:10 bus to hanover. But in winter, lack of sidewalks (and weather) makes it harder to walk or bike and the timing of the bus doesn't quite work so we wind up driving to the village for school drop off and then taking bus to hanover a lot.</td>
</tr>
<tr>
<td>Direct bus to DHMC</td>
</tr>
<tr>
<td>I live too far out to use Advance Transit, and have to transport stuff that one can't do on Advance Transit.</td>
</tr>
<tr>
<td>If I do not drive to work, I would much rather walk or ride a bike. The only time I take AT is if it's raining. It's a great service, but I prefer getting exercise if not driving.</td>
</tr>
<tr>
<td>I would consider AT for local errands if it had a stop closer to my home (Union Village area)</td>
</tr>
<tr>
<td>Changing buses to get to DHMC is difficult for the disabled who are not yet a senior citizen.</td>
</tr>
<tr>
<td>I need the flexibility a car offers for multi-tasking while I am out (groceries, exercise, work, pick up kids - all in one trip) so it doesn't fit my needs at this time in my life. I am more likely to hop on a bike as an alternative means of transit as opposed to a bus at this time in my life. I do encourage my kids to use the AT though.</td>
</tr>
</tbody>
</table>
What might encourage you to take Advance Transit more often? (Continued)

<table>
<thead>
<tr>
<th>I already use it ten times a week for all my commuting.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday service to allow us to go to a 7 PM movie in Hanover and get back to our car in Norwich Park &amp; Ride would be terrific!</td>
</tr>
<tr>
<td>To use AT to get to work, I'd have to drive into Norwich village, catch 1 bus, transfer in Hanover, then transfer again to catch the DHMC shuttle</td>
</tr>
<tr>
<td>Better connections to and from Norwich. The commute to work is especially not user friendly.</td>
</tr>
<tr>
<td>My schedule is too erratic to use bus because I always have children to ice up and bring to lessons on the way home.</td>
</tr>
<tr>
<td>I should see if it goes to the VA</td>
</tr>
<tr>
<td>Direct bus to DHMC</td>
</tr>
<tr>
<td>When Advance Transit added the Huntley Meadow commuter stop, the AM/PM schedule changed in such a way to make riding the bus less convenient. Now I need to catch the 6:30 AM bus and in the afternoon, when the 4:10 bus sits in the parking lot at Vail for 15 minutes.</td>
</tr>
<tr>
<td>Real time bus location</td>
</tr>
<tr>
<td>I really do wish it made sense to take the bus. The Turnpike Rd lot is 6 miles from my house. To leave the car there and take the last 2 miles on the bus isn't a good option for me.</td>
</tr>
<tr>
<td>Hart to say, my driving/shopping habits are pretty irregular.</td>
</tr>
<tr>
<td>Increase of service would resolve the difficulties I experienced. Although it was a bit of work to internalize connections between various routes, that was not the prohibitive factor. But using the bus increased errand completion times at least 300-400% over the immediate responsiveness of individual-controlled transportation. And the anxiety of having to meet certain return deadlines was very aggravating. I hate to say it, but I think usable schedules might be bus appearing every 20-30 minutes . . .</td>
</tr>
<tr>
<td>Additional park and ride space might help.</td>
</tr>
<tr>
<td>my drives are often to outlying locations like Thetford, Sharon etc. so no bus routes there</td>
</tr>
<tr>
<td>direct norwich to dhmc/centerra without having to switch buses/coordinate buses</td>
</tr>
<tr>
<td>I make many closely times trips to many locations</td>
</tr>
<tr>
<td>Since I'm semi-retired and work from home, I'm not likely to use Advance Transit, but to do so stops would need to be close to my home and destination. When I can, I bicycle instead of driving.</td>
</tr>
<tr>
<td>Just a different time in the morning from Norwich.</td>
</tr>
<tr>
<td>Kids would use on weekends. Wife would gladly take AT to work, but the schedule, Brown Route to Blue, doesn't quite work for a transfer in Hanover, Brown arrives one minute after Blue leaves for DHMC.</td>
</tr>
<tr>
<td>I'd be willing to walk ½ mile to get to Beaver Meadow Road intersection with Chapel Hill if a small bus ran down our rode at normal commuter times.</td>
</tr>
</tbody>
</table>
What might encourage you to take Advance Transit more often? (Continued)

I drive fewer than 2K local miles annually. Many trips involve hauling materials in my pickup. Of my regular destinations, only trips to DHMC are simple to route with AT, which is still less convenient to schedule than just driving.

Also, more direct / faster service to my employer. I don't have time to sit on a bus for 60 minutes to get to my employer in Lebanon.

Direct route from Norwich park n ride to DHMC would make me take the bus everyday.

Taking advantage of the service instead of always using car. My own laziness in not using the service. I

Brown Route: frequently too long between buses (e.g., 4:07, 5:07, 5:52)

I make multiple stops each day which would be hard to navigate using the bus.

More frequent service to WRJ & Lebanon from Norwich/Hanover

I do wish it ran a bit later--at least until 6:30 or so.

I doubt I would ever ride unless there were an express route to my office and frequent options to return home in the evening (after 6pm). These things seem unlikely.

students living off campus would be VERY grateful for evening/Saturday bus service, evening bus service would alleviate parking problems for events at HOP

I have a pet that I take to work, which would limit my ability to ride Advance Transit.

I would love it if at least rush hour Green Line buses looped into Norwich Village so those of us going south from Norwich Village didn't have to transfer in Hanover! Also, it would be wonderful if at its southern end, the Green Line looped to the VA and UVAC! Currently, to take a bus from Dan and Whit's to UVAC takes 50 minutes including walk, bus, transfer, bus. So I drive. I drive a few times a week alone from home to UVAC, and there are many folks who drive from Norwich to work at the VA Hospital.

It's 3 miles from my house to Huntley Meadow AT stop. Fine walk on a nice summer day, but those January snow storms, not so much!

AT is not practical when I need to run errands, etc. as i live over 5 miles from closes bus stop.

And Sunday service.

We live 6 miles out of town...so it is convenient

to take A/T

transport to sports venues for kids - Campion Rink, baseball fields in Hanover

I live quite far out of town, on a dirt road, and if I have to drive partway to reach an AT stop, I might as well just have the convenience of driving all the way.

I pool my appointments so AT doesn't work for my appointment schedules.

The AT website is confusing. It's hard to tell where the routes intersect and the website doesn't show all the stops or times. When I plan a route for my kids, I need to call and speak with operator to ensure that my understanding of the bus routes is accurate. In Cambridge, MA, where I grew up, the busses listed all stops and times and places where you could transfer busses. Why can't the AT do that on their website? Especially for parents, I think that would increase the likelihood of their children riding the bus -- if it was crystal clear the AT will get them where they need to go.
**What might encourage you to take Advance Transit more often? (Continued)**

<table>
<thead>
<tr>
<th>I would use it more if there was a route from Norwich to WRJ - or at least an easy way to connect routes without going into Hanover</th>
</tr>
</thead>
<tbody>
<tr>
<td>I think you have added bike racks but expanding on that... front and back may-be.</td>
</tr>
<tr>
<td>I'm unlikely to use AT for commuting (need to be able to travel on short notice during the work day), but would use it in evenings or on weekends if service were available. Also if there were a way to see the schedules with all the stops listed - often I want to go somewhere between two listed stops and am not sure what order they go in.</td>
</tr>
<tr>
<td>Farther service by AT or better link with Stagecoach, etc. that already op in farther areas-- or convincing returning buses not to travel empty - people need to travel to work from many directions - even if there is only get one fare on the return trip, isn't it worth it? Others will follow.</td>
</tr>
<tr>
<td>I am in the real estate business and need my car to meetings and showings.</td>
</tr>
<tr>
<td>Especially in the morning. Bus used to run every half hour, but now less frequently between 7:00 and 9:00.</td>
</tr>
<tr>
<td>the service already works well for me and my family, maybe better connection time to DHMC would help</td>
</tr>
<tr>
<td>Given I am a mother with kids to pick up and errands to run, the AT is not ideal for me.</td>
</tr>
<tr>
<td>By the time I have driven to the closest stop, I am more than half way to my usual work destination.</td>
</tr>
<tr>
<td>Direct route from Norwich to DHMC. At this point there is a 10 minute change over at the Medical School in Hanover on the way to work making it a bit longer than is convenient. Also, there is only one bus back to Norwich from DHMC at 6:00 pm. Saturday service would be nice but probably too expensive.</td>
</tr>
<tr>
<td>I really value Advance Transit. My husband uses it almost every day for ride to and from work at DHMC. It has allowed us to use only one car for transportation to and from our separate work places. I would use it but do not have fixed schedule that fits into Advance transit routes. I work at KUA and live in Norwich.</td>
</tr>
</tbody>
</table>

**What is your experience with the Go Vermont program?**

<table>
<thead>
<tr>
<th>It is a helluva lot of work to find amenable trip companions. I did use ZipCar rentals occasionally, but had to walk the two miles into Hanover to the car sites--not fun carrying groceries 2 mi.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses are better - individual drivers are not accountable</td>
</tr>
</tbody>
</table>
**How do you rank transportation as compared to other quality of life issues?**

<table>
<thead>
<tr>
<th>I don't enjoy spending 90 minutes in a car each day commuting to and from work. Was hoping to take &quot;The Current&quot; to my job in Springfield but it goes in the other direction (Springfield to Hanover) at the times I require.</th>
</tr>
</thead>
<tbody>
<tr>
<td>I have always lived under 10 miles from my work.</td>
</tr>
<tr>
<td>I've been a remote worker for high tech companies for 15+ years; living in Vermont but working for e.g. Silicon Valley is a priority</td>
</tr>
<tr>
<td>I feel I have reliable transportation and this influences my response above. Those who do not have reliable transportation are going to respond in the &quot;high&quot; category.</td>
</tr>
<tr>
<td>weird question</td>
</tr>
<tr>
<td>I really like that I can walk every day as part of my commute since I would not otherwise get regular exercise. I also have made friends on the bus with riders and drivers.</td>
</tr>
<tr>
<td>The lack of good public transportation often makes me think of moving</td>
</tr>
<tr>
<td>Transportation is an expensive pain and something I know contributes very heavily to global warming. I feel like I don't have choices.</td>
</tr>
<tr>
<td>Since I commute to Dartmouth, I have to &quot;think&quot; about it daily during the work week.</td>
</tr>
<tr>
<td>I do try to plan out the day's driving for efficiency, but because I live where there are neither sidewalks, bike paths, or AdvTransit, almost every day has at least one car trip in it.</td>
</tr>
<tr>
<td>Even though my commute to school is short, I feel like I spend too much time driving. I'm thinking about biking.</td>
</tr>
<tr>
<td>As I need a way to get to the fire station there is no public transportation system here that helps me get somewhere in an emergency.</td>
</tr>
<tr>
<td>I think it's very important that as a society we transition away from fossil fuels and create a sustainable transportation system. However, personally I have a lot of inertia in my automotive habits</td>
</tr>
<tr>
<td>It would be high if I were still depending on public transportation. Shared rides is hardly a solution at all--far too difficult to find and arrange.</td>
</tr>
<tr>
<td>I feel strongly about reducing carbon footprint and recognize that driving is a significant contributor to this.</td>
</tr>
<tr>
<td>I am working with the VT governor (I am on his committee on energy and environment) on ZEVs, charging stations, and other ways to reduce the carbon byproduct of personal and commercial transport.</td>
</tr>
<tr>
<td>Always consider mass transit before driving if possible</td>
</tr>
<tr>
<td>I try to avoid using my 14 year old car in general, and if I ever get enough $ to replace it, I want to get an electric:)</td>
</tr>
<tr>
<td>In the sense that I'm busy restoring my 1960 MGA.</td>
</tr>
<tr>
<td>I drive 200mi/wk for work and that seems excessive</td>
</tr>
<tr>
<td>When I walk or ride and see the intensity of the traffic what strikes me is that close to every person sitting in traffic can probably carpool. We MUST figure out a way to make that easier and the business must provide a great incentive. They must help by subsidizing more than just AT. Van pools or promoting ride share</td>
</tr>
<tr>
<td>I am on the transportation committee in Norwich</td>
</tr>
<tr>
<td>In order to meet clients and live my life outside of Norwich I need transportation options other than walking or asking a friend for a ride.</td>
</tr>
</tbody>
</table>
How do you rank transportation as compared to other quality of life issues?

Coming from a city with lots of public transportation options in addition to plentiful sidewalks and bike lanes, I am shocked by how difficult it is to safely travel in Norwich outside of using a car. We live on New Boston Road, which has very narrow shoulders and a very high speed limit so I don't let my kids bike on it. I think New Boston is an accident waiting to happen and I wish they would expand the shoulders and lower the speed limit. I see so many near misses as cars swerve into the opposite lane to avoid the bikers and runners -- it's terrifying! And I'm concerned it won't change until someone is actually fatally hit. I wish there was a safe way for my kids to walk or bike to town. Actually, I wish there were trails and sidewalks that connected all areas of Norwich so families could safely travel without cars. My kids ride the school bus a lot but I would love for them to also have other safe options for getting into town without me driving them.

Safety is a big concern for us - more important than gas mileage. Rather be in a safer (determined by crash tests) than a more fuel efficient vehicle.

especially in evening

Need to enlighten bus companies

I would love to take public transportation but it does not work with my employment.

Thinking about current options in Norwich, which of the following projects would help you drive less?

The vast majority of our driving is to/from my kids activities (ballet in WRJ, piano in Hanover, gymnastics on rte 5)

Me and my family would walk a lot more if there was a sidewalk on Beaver Meadow that extended from Huntley Street to Moore Lane

Bike PATHS not just bike lanes on roads.

The only way to drive less would be to stay home more which would probably make me suicidal. Granted, that would help the environment, by cutting the population down, but not my choice at the moment.

I live on Church Street and not having a sidewalk makes walking in the winter prohibitive. Otherwise, I would walk year-round.

Getting to DHMC from home is next to impossible, since the drive to the bus stop is almost the same as driving to DHMC.

Provide busing to and from more school afternoon sports in the younger grades - the parking area at Huntley Meadow is outrageous in the afternoons with the number of cars driven by individuals.

I need to walk 1/2 mile each way with my kinder. student to get to the bus stop.

As I mentioned before - the change in the AM and afternoon Brown Route schedule is the biggest deterrent for me (although I assume it improves riding the bus for others).

I live so far from the center, and there are so few working people in my area that I don't think adding a closer pick-up spot would be feasible.

There isn't much space left to encourage housing in town. Definitely don't want to see "high rises" in the Village.

Norwich ListServ helpful in finding rides to far away locations.
Thinking about current options in Norwich, which of the following projects would help you drive less? (Continued)

| Expansion of bus service is only viable solutionn--though pricey. I think most of us would sanction paying monthly fees for ridership privilege. The model should be city models! A bus at your fingertips--no more than 15 mins apart. (My estimate of 20-30 mins above is really too vast to make bus travel the obvious choice.) I don't know what population base required to bring costs to feasibility, but it is absolutely true that much of the Upper Valley contains our travel needs, and accessibility can be vastly improved. At least conceptually. I will put this thought out on the list-serve. Along with link to Vital Communities Transportation arm. |
| AT line from downtown Norwich to WRJ would be something I would use sometimes -- and depending on my next job, maybe a lot. |
| Bus service from Norwich to Montpelier, perhaps with a stop in SoRo -- yeah! |
| Require high school students to pay heavily to park so as to encourage them to use the bus so as to eliminate AM rush hour |
| A line on the road is not my idea of a bike lane. I want one separate from cars. I suggest encouraging people to ride on the sidewalk, as they do in many cities, including DC and in Europe, where there are bike lanes on the sidewalk. |
| I don't drive much because I telecommute, but have often wished for sidewalks on Rte 5 - at least from river road to downtown (along river road would be nice too!) |
| Tweaking the AT schedule so one could get from Wilder/Norwich to DHMC conveniently on the shift changes would get one car off the road, my wife's. |
| Sidewalks and completely separate bike paths (as opposed to lanes marked on the road) would do it for me. I do not feel safe using bike lanes as I think it is too easy for a car to veer into it. |
| Bike racks at Park n Rides |
| I would not really want to work at home. I like having a place to go during the day. Right now I work too far away to bike. I could use the bus more often. |
| I have suggested to VTrans to put a park and ride at the Route 5 / I 91 south intersection and use all the land for this purpose where a bus stop would be to go in all directions. |
| Use the train to get people from as far north as they go to the as far south as it can go with bus connections during rush hour. |
| Parking garage? and tolls. |
| Make school and work start at split shifts. When school is on vacation, there is no traffic. |
| There really should be sidewalks on Church Street. There should also be a button for a flashing light at the crosswalk at Norwich Inn (similar to the one installed in Hanover to cross from the florist to the fraternities). --there is no crossing guard there and cars FLY through. Also, there should be greater speed enforcement on Beaver Meadow Rd. so that parents are comfortable letting their kids walk alone. |
Thinking about current options in Norwich, which of the following projects would help you drive less? (Continued)

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doesn't keep me from walking from Hanover to Norwich .... but I think the walk signals for pedestrians create a VERY dangerous situation ... drivers turning onto River Road and I91 north &amp; south when walk signal is &quot;ON&quot;</td>
<td></td>
</tr>
<tr>
<td>If there were bike lanes and/or sidewalks from Norwich Gateway to approx. King Arthur Flour (or even better, to DBS where the Wilder bike path begins), then not only would I bike more and more happily, but I would be biking with my kids. For example, I drove them to piano lessons at the Curtis house every week, and never bike with them on Route 5 because it is too dangerous.</td>
<td></td>
</tr>
<tr>
<td>I need to think more about this and the ramifications for the choices. Would I use the bus more? Can a bike lane be reasonably added to a road?</td>
<td></td>
</tr>
<tr>
<td>Encourage towns to pass laws that exist in other places whereby parents of school children within a region or district can also ride the school bus - school buses in Norwich are huge with average 5-10 students riding - however many do ride between Hanover and Norwich, which should be encouraged.</td>
<td></td>
</tr>
<tr>
<td>As I already mentioned, increased service during morning commute time would be good. Same applies to afternoon commute time, from Hanover.</td>
<td></td>
</tr>
<tr>
<td>I work in north Charlestown nh and carpooling won't work unless it's with someone who lives near me and works in the same place. I used to have a regular carpool with a colleague that lives in Lebanon but he left for another job. My biggest beef with my job is the distance I have to drive ski work at home at least once a week.</td>
<td></td>
</tr>
<tr>
<td>Beaver Meadow Road NEEDS a sidewalk from Huntley Street to Moore Lane WITH street lights. This would encourage people to walk to town in the evenings more. It's very dark and dangerous right now in the evening when cars can't see pedestrians.</td>
<td></td>
</tr>
<tr>
<td>get parking near bus stops</td>
<td></td>
</tr>
</tbody>
</table>

Now, thinking about the town where you WORK or commute to, which of the following projects would help you drive less?

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Actually, there is nothing in Hanover that hinders my commute.</td>
<td>Improved telepresence would decrease my need to drive even further. Currently I use Skype, GoToMeeting and other tools to collaborate with colleagues around the world; broadband is essential!</td>
</tr>
<tr>
<td>Safety is a concern at bus stops along RT 120 and for cyclists and walkers</td>
<td>Route 120 is terrible for walking. There are some trails from DHMC to Brook Rd, Hanover but difficult to find. Signage would be helpful.</td>
</tr>
</tbody>
</table>
Now, thinking about the town where you WORK or commute to, which of the following projects would help you drive less? (Continued)

Dartmouth provides a four-times per month parking pass, which is very helpful when I have to be at evening meetings. An AT bus at, say, 9 PM would be terrific.

I do walk to DHMC but there is no sidewalk from Greensboro Rd to the DHMC loop road. It's not safe at 5 pm, especially in the winter when it's dark, to walk on the road. I have to take the AT bus to Hanover and walk from there.

As I mentioned before - the change in the AM and afternoon Brown Route schedule is the biggest deterrent for me (although I assume it improves riding the bus for others).

I live in the Village so I can take advantage of walking to shop, bank, borrow books, etc.

Not driving to work is not an option for me.

Currently I commute from Norwich to S. Royalton (VLS). Currently there is no public transport that goes towards S. Royalton in the morning and returns in the evening. If it did exist, I would use it. (Though I will graduate from VLS in August, so for me personally it won't really apply in the future.)

Require high school students to pay heavily to park so as to encourage them to use the bus so as to eliminate AM rush hour

A dedicated bike path (not a lane) away from cars and traffic.

Clear better during snow and ice

I walk dogs and drive around the Upper Valley to clients houses. there is no one to carpool with that would allow me to maintain the tight schedule I have, Adv Tr doesn't cover sine if my destinations (and the nearest stop us over 1mi from my house), and it's too far to walk.

There MUST be a path from Ledyard Bridge to golf course/Police Station on Lyme Road - I can't figure it out.

Bike lanes should be off road or there needs to be some physical barrier separating the biker from the cars.

More frequent and direct bus service from DHMC to Norwich

I do not commute regularly but I do bike a lot and would more bike lanes

Because of frequency of buses, using Advanced Transit adds 2 hours per day to my commute

No easy way to WRJ from Norwich.

Need my own vehicle for work as I haul furniture

All are available if needed !

I work out of an office in Fairlee, but my job can require driving anywhere between Bradford and Windsor.

Might need a place to drop off people so that buses wouldn't have to go all the way into Norwich - near the highway somewhere - and in Fairlee, the Town Fire and Ambulance is very near the on/off ramp for I-91 - and there are gas stations that might agree to let folks off - Stagecoach goes to the "train station" - In fact, how about encouraging a passenger train?

Again, I need my car for work.
Now, thinking about the town where you WORK or commute to, which of the following projects would help you drive less? (Continued)

<table>
<thead>
<tr>
<th>Riding bikes in downtown Hanover is treacherous. I have a difficult time getting from Howe Library to Wheelock Street.</th>
</tr>
</thead>
<tbody>
<tr>
<td>This could only work if time involved was equivalent to driving. I would never take multiple bus routes and double/triple the time it takes me to get to work.</td>
</tr>
</tbody>
</table>

**Do you have any final thoughts about the transportation needs of our community?**

<table>
<thead>
<tr>
<th>Do you have any final thoughts about the transportation needs of our community? Tell us here!</th>
</tr>
</thead>
<tbody>
<tr>
<td>I’ve said it many times above. This survey does not address the vast majority of our driving and many of our friends - shuttling our elem and ms kids after school and on weekends to activities and sports. If you could help with this, many people would be very grateful!!!</td>
</tr>
<tr>
<td>Sidewalks do make a big difference in getting us walking and biking especially when the kids are younger. The improvement of the shoulder on beaver meadow to make a better walkway from where the sidewalk ends to the Norwich pool has helped although it would be better to close the loop (Turnpike - Beaver Meadow loop that is popular with walkers &amp; joggers) by making it a full sidewalk. Loss of the Bridge from Huntley to the Legion and the closure of the path from Huntley to the Catholic church has really affected walkability of Norwich’s greater village. It used to be possible to get down to the village away from noisy cars and exhaust by walking (or skiing) through the fields. Lack of a bridge across Blood Brook between Moore Lane and the Norwich Inn corner means that you have to go the long way round to get from Huntley neighborhood (full of children) to Huntley field (where the playground and sports practice is) unless you want to take the informal plank bridge (from the end of Sargent Pl) and it isn’t winter and the creek isn’t high from rain and the people who want to go have sufficient balance and mobility to deal with the plank bridge being wobbly and tippy. So thinking of walking as transportation, reestablishing the bridge connection and the &quot;through the fields &quot; connection would be really helpful.</td>
</tr>
<tr>
<td>After-school activity buses to common destinations for kids to get to and from activities.</td>
</tr>
<tr>
<td>I would very much like to encourage sidewalks on the roads in the village of Norwich, not just Main Street (i.e. Church Street, where Marion Cross School abuts).</td>
</tr>
<tr>
<td>AT is a godsend but we need to keep improving...</td>
</tr>
<tr>
<td>I have walked and/or biked to work for years and people often ask me about it. The biggest concern that people have about leaving a car at home is how they would respond to unexpected events, e.g. a school nurse calling them to pickup a sick child. People also struggle with having to make multiple stops, e.g. getting a child from soccer practice in one direction and then needing to go grocery shopping somewhere else. It is hard to do those things in a sane manner without a car in the Upper Valley.</td>
</tr>
<tr>
<td>Expand the routes. Allow pick up/return at the end of driveways when scheduled ahead of time. Make it easier for people to schedule and ride.</td>
</tr>
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Do you have any final thoughts about the transportation needs of our community? (Continued)

AT does a great job. I've used it in the past for a variety of reasons, but not often. Making bus connections to go to DHMC or 12-A takes quite a bit of time (for 12-A especially) and an occasional "express bus" to and from would be great.

Convince Dartmouth to make the parking at Lewiston a 'Park and Walk' site. It is nice to park there and walk up into Hanover. They just posted it for no parking.

However, if there were a commuter bus that went along Beaver Meadow Rd, that would help a lot.

I love AT, and there is a little Dartmouth-community group that takes the same buses at 5:18 or 5:55 and we have a grand time.
I also think your drivers are (mostly) terrific: they know the passengers by name, and sometimes even their cars in park-and-ride. More public recognition of them?

Marian Cross Buses could have better timing.

Advance Transit is great, but I have to walk a mile to get to the nearest bus stop. I don't mind the walk during the Spring, Summer, and early Fall, but Turnpike Road is too dangerous to walk along in the dark when there is snow on the sides of the road. During the winter I almost never take the bus because of that reason.

I'm looking forward to retiring soon and driving less, and using Advance Transit.

I wish I could do more to help with this problem, but my hands are tied for the next few years as we manage full time work needs with late afternoon and evening children's commitments. I am hopeful, however, that some of the initiatives above may pan out as I'd love to think that those who are able and willing to make changes would do so if there were options available to them.

I would love to take my bicycle and Advance Transit every day but then I put myself in a position where I cannot be an effective emergency responder serving the town.

More bike friendly routes and sidewalks in Norwich.

My situation may be unusual in that I work at four different locations (Claremont, New London, Lebanon NH and Windsor VT) with hours that are generally not "set" and often involve early mornings (at work at 7:00) or later evenings (leave work at 7:30) - I leave when the work is done, not by the clock. I could use public transportation on the weekends, but (1) sometimes have bulky items - 50lbs of dog food, say, and (2) know public transportation AT LEAST doubles the time to make a trip, and often more - based on my experience in cities with a robust public transportation system.

I commend you highly for tackling this difficult problem. I think the anxiety of using sub-optimal "systems" cannot be underestimated. My life w/o a car for 6 mos was really rather hellish--even though I took on a consciously resolute attitude and refused to "retire" to solitude and helplessness in my subsidized life.
Do you have any final thoughts about the transportation needs of our community? (Continued)

The one practical thing I think would help would be adjustment to the AT lines so that riders can go directly from in town Norwich (e.g., Dan & Whit’s) to downtown WRJ and the VA. 1/2-hour pickups would be ideal, but even hourly pickups would probably be good. For my own (likely) needs, shared office space in downtown Norwich would be wonderful, though it probably wouldn’t really change my transportation only shift things very slightly from my Norwich village home office to the shared office (to which I would walk). In fact, it’s possible a shared office would induce some people to DRIVE from their out-of-village home offices to a downtown work location. Something to consider.

Mostly, I think awareness is the biggest thing, not so much infrastructure. The more that people think about their transportation habits, the more likely they are to do something to change them with the infrastructure that already exists.

Pushing electric charging downtown and tax incentives, in general, for gas/elect and electric vehicles would make a huge impact re carbon. The State will soon have charging in WRJ.

As a retired person who still goes to his office most days my schedule is too variable to take good advantage of public transport.

We need to sprawl less in order to drive less.

Advanced Transit is terrific. I regret that my chopped up but busy schedule precludes my using this.

Seems like the biggest rush of traffic from Norwich is heading to the College and/or DHMC. Maybe there should be a specific solution for that? (maybe park/ride + frequent busses during rush hour?)

Convenient bike racks would be helpful.

1) I absolutely believe the police should talk to car owners who idle their engines on the side of the road or while parked.

2) I think small vans/buses running along the main roads going out of town (Beaver Meadow, Union Village, New Boston, others?), might get a substantial number of commuters. Even just twice in the AM and PM would earn its keep, I bet.

I live at the dead end of a dirt road. Any carpooling or public transit options still involve 2.2 miles to Union Village Rd. No place to park a car there, either, so it's another 2 miles to Huntley. For a 7 mile trip to Hanover, the hassle of doing that and then switching to another way to get to Hanover, and losing the flexibility of having a car after work makes it impractical.
**Do you have any final thoughts about the transportation needs of our community? (Continued)**

I own an electric car and strongly support the Town of Norwich encouraging more people to use electric vehicles.

1. Please follow Chappaqua, NY's lead and explore installing electric vehicle charging stations in Norwich.

   The New York State Energy Research and Development Authority will be working with the U.S. Department of Energy to pay for the chargers. One of the companies receiving the funding is the New York Power Authority, which will be installing Chappaqua's charging stations.

2. Please support Congressman Welch's proposal to increase/expand Federal electric car rebate/tax credit.

   Yes. More sidewalks and dedicated bike paths (again not bike lanes painted on the road!)

   For those that live in the more rural areas, driving to a public transportation hub puts us close to where we need to go anyway. Also, for numerous errands using public transportation, there's nowhere to safely store your packages in-between.

   These ideas may help commuters with 9-5 office jobs but anyone traveling to multiple sites per day will have trouble finding an option that fits.

   How about an Advance Transit bus timed to leave Tracy Hall at 3:20 each day so that kids could get to Huntley Meadow for 3:30 sports practice without 100 parents driving between Marion Cross and Huntley Meadow?

   A bike path separated from and along route 120 would draw the large group of folks that are interested in doing more trips by bike but concerned for their safety.

   Traffic flow ... why not have just one lane (plus a left turning lane for I-91 north) going from Norwich to Hanover? I still haven't figured out which lane I should be in when I reach the light at the I-91 north exit ramp! Thanks for addressing transportation issues!

   I think we are at a point where it makes sense from every angle to enhance the web of ecological, affordable and enjoyable transportation in the region. Thank you for doing this work.

   Thanks

   Let's do whatever it takes to get away from single car commuting!

   Whatever is done, I especially hope it will not change the rural look of the Town and Village of Norwich. Please bear in mind few of us want a "suburbanized" Norwich.

   Please bring add a Norwich Center loop to the White River Junction-Hanover route, and end the run in downtown WRJ. I'd ride often.

   How about something like a combi service that just constantly circles the route and picks up riders anywhere along the route and combine with GPS locator to get an eta and pay a rate of distance like they do in South American countries

   A bike path to the farmers market would be great!
I would be happy to help organize and help fund a bike/walking trail that would connect New Boston Road to Huntley Meadows. I doubt I am alone in wanting a safe way for my kids to get to town on their volition. I also wish the AT would target middle and high school kids as potential riders and actively reach out to this demographic by creating routes that meet their needs (i.e., direct route from RMS to Howe Library to Sachem at multiple times in the afternoon -- or RMS to King Arthur ot Huntley Meadow). It would be amazing for the after school programs to coordinate with the AT to make it possible for kids to use the AT to get to practice on time. Many thanks for offering this survey!

Thank you for even thinking about all this!

More bike lanes, smoother bike lanes (less potholes & cracks), cleaner bike lanes (less sand, gravel, etc.)

Get the word out better about AT and their routes and times.

You do a fine job. Extension of hours, evenings and Sat would be nice.

Actual practices probably differ from hypothetical. Carbon taxes would reveal our true priorities, i.e., let the vaunted free market sort out and incentivize.

See above

It seems like it is underutilized in Norwich. At least at the stop near my house (library).

Some kind of Saturday service might be useful, but on the whole I think AT is already a great service as is

Expanded bus service

Making roads better for bikes and pedestrians: bike lanes or paths and sidewalks

I think increasing the amount and distance of sidewalks would greatly increase the number of green commuters.

In a rural area where people often live a long way from center of town, not clear what can really be done in terms of public transportation.

It would be nice if the AT bus ran later in the evenings so we could go to dinner in Hanover and get a ride back (in bad weather). Also, as stated before a sidewalk on Beaver Meadow from Huntley St to Moore Ln with a few street lights would greatly improve the "walk-ability" of our town.

Asking volunteers to build a new bridge over Blood Brook from Huntley Field to Beaver Meadow would also GREATLY encourage more walking.

Electric bicycles

Norwich does not need to expand/widen Main Street or any other streets in the town. It needs to control sprawl and wasteful development. It also needs to attract residents who are respectful of small town values and who move here for the long term, not just so they can send their kids to a private school quality school system for public school prices and then move out.