



## Chapter 6 Advancing Multi-Modal Transportation

*We will better connect persons living, working, studying, and recreating in Hanover and throughout the Upper Valley by designing, developing, and managing a transportation system that prioritizes safety, accessibility, affordability, and zero-emission modes, and connects persons to key regional resources.*

### Goals and Strategies for Advancing Multi-Modal Transportation

**Goal 6-1. Town-wide walking and biking accessibility and safety will be improved.**



- ▶ **Strategy 6-1.1:** Implement the detailed recommendations and action plans contained in the 2022 Hanover Walk Bike Plan. The contents of this plan are very comprehensive and are not repeated here. Performance over time can be measured against the detailed list of action items, policies and recommendations contained in the plan.



- ▶ **Strategy 6-1.2:** Commit to implementing Hanover's Vision Zero Policy with supporting policies and programming.



- ▶ **Strategy 6-1.3:** Replace existing streetlights with **dynamic LEDs**, which could improve safety for bike and pedestrian modes. This would also provide a great energy-saving tool.



- ▶ **Strategy 6-1.4:** Expand the availability of e-bikes. Increase education around use cases and benefits.







- ▶ **Strategy 6-1.5:** Engage partners, including Dartmouth College and Dartmouth Health, in establishing a shared micro-mobility network (e.g., bike-share, scooter-share).

**Goal 6-1 Performance Indicators.** (1) Number of *Walk Bike Plan* recommendations implemented; (2) Achieve zero fatal or serious bike/ped crashes; (3) Percent of streetlights converted to dynamic LEDs; (4) Number and types of new micro-mobility services; (5) Assessment of multi-modal network connectivity








**Goal 6-2. Partners will be engaged in enhancing local and regional transit and carpooling options.**

-  ▶ **Strategy 6-2.1:** Work with Advance Transit to identify opportunities to expand their service with respect to duration and frequency. Align service availability with local employment patterns by engaging local and regional employers and their employees.
-  ▶ **Strategy 6-2.2:** Encourage Advance Transit to provide connecting service to the park and ride lots on NH 10 in Lyme and in Grantham and the WRJ AMTRAK station. Ensure expanded service connects to downtown Hanover.
-  ▶ **Strategy 6-2.3:** Advance an educational campaign that promotes local and regional transit options. Highlight service routes, stops/stations along with nearby assets and attractions, and available resources to obtain additional information (e.g., the Advance Transit mobile app).
-  ▶ **Strategy 6-2.4:** Revive a ride-sharing program within the region coordinated by Advance Transit, Hanover’s downtown merchants, or larger employers.
- ▶ **Strategy 6-2.5:** Encourage students to use school buses, public transit, carpools, or [active transportation](#).

**Goal 6-2 Performance Indicators.** (1) Number of transit users; (2) Transit service duration/frequency; (3) Expansion of transit routes to underserved areas; (4) Percent of commuters who use transit; (5) Number of jobs accessible from Hanover via a 30-minute transit ride; (6) Number of children riding the school bus or getting to school using active transportation; (7) Number of cars per household

**Goal 6-3. Sustainable living and safe zero-emission modes of travel will be reinforced with complementary land use patterns and transportation infrastructure.**

-  ▶ **Strategy 6-3.1:** Increase residential density and enable multi-use development in areas where non-automotive travel options are available or planned.
-  ▶ **Strategy 6-3.2:** Reduce or eliminate parking minimums and more easily allow shared parking.
-  ▶ **Strategy 6-3.3:** Incorporate bike shelters and micro-mobility charging stations into the downtown streetscape and in all new multi-family and commercial development.
-  ▶ **Strategy 6-3.4:** Improve access and reliability of high-speed internet to support at-home work and education in all areas of Town and the reduction in commuting miles and emissions.
-  ▶ **Strategy 6-3.5:** Guide improvements undertaken during the planning, design, resurfacing and routine maintenance of existing roads using our Complete Streets Guidelines: <https://hanovernh.org/DocumentCenter/View/1358/Complete-Streets-Guidelines-PDF>.

**Goal 6-3 Performance Indicators.** (1) Number of zoning changes to increase residential density and enable more mixed-use development near transit and/or in sidewalk districts; (2) Changed zoning to eliminate parking requirements or to address parking minimums, parking maximums, shared parking and/or innovative parking systems; (3) Number of bicycle and micro-mobility shelter and charging infrastructure installations; (4) Areas of Town served by reliable, high-speed internet; (5) Percent of Hanover residents working from home; (6) Linear feet of complete street installed

**Goal 6-4. The transportation network will be updated to address emerging transportation and community needs.**



- ▶ **Strategy 6-4.1:** Incorporate appropriate EV charging stations into the downtown streetscape and in all new multi-family and commercial development and include other appropriate charging stations in all new multi-family development.



- ▶ **Strategy 6-4.2:** Implement ITS technology to coordinate all signalized intersections.

- ▶ **Strategy 6-4.3:** After giving priority to active downtown commercial uses, designate spaces for rideshare and small truck delivery use.



- ▶ **Strategy 6-4.4:** Establish peripheral parking and supporting shuttle service to locations in the downtown area.

- ▶ **Strategy 6-4.5:** Incentivize commercial landowners to install high-speed EV charging stations for public use

**Goal 6-4 Performance Indicators.** (1) Number of Level 1, Level 2, or fast charging EV stations in the downtown; (2) Number of signalized intersections using ITS technology; (3) Plan for rideshare and small truck delivery spaces in the downtown; (4) Number of peripheral lots and ridership on servicing shuttles

**Define:**

**Active transportation:** human-scaled and often people powered ways of getting around such as biking, walking, or rolling a wheelchair.

**Complete streets:** streets that enable safe, convenient, and comfortable travel for users of all ages and abilities regardless of their mode of travel and which integrates stormwater control to ensure safe access during and after storm events

**Dwell location:** the place a vehicle spends at a scheduled stop without moving

**Dynamic Light Emitting Diode (LED):** a lighting device that is lit using pulses. The intervals are so short that dynamic lighting appears static to the human eye.



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