



# HANOVER, NH

## TOTAL POPULATION

11260

## POPULATION DENSITY

223.9

## TOTAL AREA (sq. miles)

50.3

# OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Hanover
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	29%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	14%	1%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 113 K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	<b>6 /10</b>
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	<b>6 /10</b>
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	<b>5 /10</b>
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	<b>3 /10</b>
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	<b>5 /10</b>

## KEY OUTCOMES

	Average Silver	Hanover
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.8%	2.7%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	498	341
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	8	0



## KEY STEPS TO SILVER

- » Adopt a Complete Streets policy and offer implementation guidance. A Complete Streets policy should prompt the community to consider lane and/or road diets when repaving or otherwise doing major maintenance on roadways. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. This type of policy is especially important where revenue options for bicycle improvements are constrained by state policy.
- » Continue work to build out a low-stress network of bicycle facilities that is suitable for people of all ages and abilities. As you build out your network, ensure that wayfinding allows users to understand how to use the network to access transit, community health centers, Dartmouth College, and other important community destinations. The feasibility study to provide lower-stress facilities on Route 120 funded by Dartmouth Hitchcock Medical Center may provide a model for other low-stress improvements.



- » Provide bicycle facilities on Main Street so that bicyclists do not feel that it is necessary to use sidewalks. While enforcing the state law against sidewalk riding likely improves pedestrian safety it should be seen as a temporary measure while Main Street is improved to be a walkable, bikeable, destination.
- » Work with Dartmouth College to create conditions that support bicycling. Collaborations between colleges and communities often include bike share, student projects based on bicycle-related data, bicycle parking, and safe routes to campus.
- » Congratulations on your recently reconstructed Mobility Hub. This multimodal facility is a great example of integrating bicycling and transit so that people can easily move around without cars. Ensure that routes to the Mobility Hub are safe and comfortable for people arriving by bike.