



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
Arterial Streets with Bike Lanes	45%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	29%
Public Education Outreach	GOOD	EXCELLENT
Share of Transportation Budget Spent on Bicycling	43%	1%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	MONTHLY OR MORE FREQUENTLY
Bicycle-Friendly Laws & Ordinances	SOME	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 70K	1 PER 112600 K

CATEGORY SCORES

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

KEY OUTCOMES

	Average Silver	Hanover
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	2.7%
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	341
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	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 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

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.