



# BICYCLE FRIENDLY UNIVERSITY FEEDBACK REPORT 2016



DARTMOUTH COLLEGE

**Congratulations!** The League of American Bicyclists has designated **Dartmouth College** as a Bicycle Friendly University at the **Gold** level. Reviewers were very pleased to see the current efforts and dedication to promoting cycling for transportation and recreation on your campus.

**Highlights** of the application include: Dartmouth Bikes rental program and student-run shop; monthly pop-up station; night safety and visibility event; Zagster Bike Share; co-sponsoring the 2012 Hanover Pedestrian and Bicycle Master Plan; Bike Work Group and Dartmouth Bikes Student Program Manager position; hosting an LCI seminar; ENV50 course.

Below, reviewers provided key recommendations to further promote bicycling at Dartmouth College along with a menu of additional pro-cycling measures that can be implemented in the short and long term. (Short-term recommendations that often see quickest results are **highlighted in bold**.)

We strongly encourage you to use this feedback to build on your momentum and continue to improve your campus for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness!

## The key measures Dartmouth College should focus on to improve cycling on campus:

- Adopt a Bicycle Accommodation policy and provide ongoing training opportunities for engineering and planning staff related to accommodating bicyclists. (*See Engineering*)
- Expand educational efforts for novice riders. Develop an ongoing bike education campaign and an educational ticket diversion program. (*See Education*)
- Offer more frequent cycling skills classes, Traffic Skills 101 classes and bike commuter classes, as well as regular bike maintenance workshops on campus. (*See Education*)
- Launch a bicyclist mentorship or ambassador program. (*See Encouragement*)
- Ask police officers to target both motorist and cyclist infractions, and start a bicyclist and motorist ticket diversion program. (*See Education and Enforcement*)
- Appoint a full-time, permanent staff member as official Bicycle Program Manager. (*See Evaluation & Planning*)
- Create an updated, campus-specific bike master plan that will guide future plans with a long-term physical and programmatic vision for your campus in all 5 E's. (*See Evaluation & Planning*)

## Menu of additional recommendations to further promote bicycling:

### Engineering

Adopt an official [Complete Streets](#) or [Bicycle Accommodation policy](#) and offer implementation guidance. By adopting a Complete Streets policy, institutions direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your campus a better place to live, work and study.

**Provide [ongoing training](#) opportunities for engineering and planning staff related to accommodating bicyclists.**

Consider establishing a vehicle parking permit fee for employees. The additional financial resources could be spent on bicycle and pedestrian infrastructure and amenities. Making it more expensive to park on campus will also encourage commuters to carpool or try alternative modes of transport.

Expand the bike network and increase network connectivity through the use of different types of [bike lanes](#), [cycle tracks](#) and [shared lane arrows](#). On-street improvements coupled with the expansion of the off-street system [will encourage more people to cycle](#) and will improve safety. Ensure

smooth transitions for bicyclists between the trail network and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels. Ensure that all bicycle facilities conform to current best practices and guidelines – such as the [NACTO Urban Bikeway Design Guide](#), [AASHTO Guide for the Development of Bicycle Facilities](#) and your state or local DOT's own guidelines.

Develop a system of [bicycle boulevards](#) that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all skill levels. [Learn more about bicycle boulevards.](#)

**Place way-finding signage at strategic locations around campus. By helping bicyclists more easily and conveniently navigate your campus, you will help them to focus on riding more safely and predictably, for the benefit and safety of everyone. [Here are some best practices](#) from the Washington, DC area council of governments.**

### Education

**The League of American Bicyclists offers a pocket-sized *Smart Cycling Quick Guide* that can be purchased in English and Spanish for distribution on your campus. Preview the guide and learn more at [bikeleague.org/quickguide](http://bikeleague.org/quickguide).**

Work with local police enforcement to start a bicyclist and motorist ticket diversion program. Students given citation (on or off campus) are offered an opportunity to waive fees for violations by attending a bicycling education course. This should include a classroom and on-road component. [See UC Davis' Bicycle Education and Enforcement Program.](#)

Increase the number of students reached annually through your Cycling Skills classes, Traffic Skills 101 classes, commuter classes, and bike maintenance workshops. Offer more classes per semester and promote these learning opportunities more heavily throughout campus. Bring mobile clinics and bike-related demos to student events, dorms, dining halls, and high-traffic areas of campus to broaden your audience. For more information visit: [bikeleague.org/ridesmart](http://bikeleague.org/ridesmart).

Consider more frequent course offerings in bicycle transportation planning, policy, and engineering. Here are [materials and information](#) on implementing a graduate level course in Bicycle and Pedestrian Planning.

## Encouragement

**Launch a bicyclist mentorship program. A bike mentorship program that teams experienced cyclists with newcomers is a great way to encourage and educate. Mentors can offer advice on bike routes, appropriate gear, safe riding and much more. It also gives new commuters a support group to rely on and often makes them feel more secure and excited about their first few rides. [Learn about UCLA's Bike Buddies program.](#)**

## Enforcement

**Offer affordable bike lock rentals or free bike locks to students and employees to help reduce bike theft on campus. See [Portland State University's U-lock Rental program.](#)**

Work with campus and/or city police to implement a Bait Bike Program to help curb bike theft on campus. Learn about how the [University of California, Berkeley's Bait Bike program](#) helped reduce bike thefts by 45% in 2014, and how the [University of Wisconsin – Madison's Police Department reduced bike thefts by 40%](#) in the first year of their Bait Bike program.

**Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/car crashes are investigated thoroughly and that citations are given fairly.**

**Enforcement practices can also include positive enforcement ticketing. Officers and student bicycling ambassadors could team up with local stores to reward safe cycling practices by handing out gift certificates to cyclists who are “caught” following the law.**

## Evaluation & Planning

Appoint a permanent, full-time staff member as Bicycle Program Manager. A Bicycle Program Manager works with the

# Benefits of Further Improving Dartmouth College for Cycling

campus administration, advocates, local elected officials, law enforcement, transit providers and the general campus community to build partnerships and implement facilities and programs that increase the number of students, faculty and staff that are safely bicycling and walking. This staff person should also work closely with the Bicycle Advisory Committee, review development proposals to ensure that bicycle requirements are incorporated and to assess bicycling impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling inquiries and complaints, educate other staff about facilities standards and guidelines, and coordinate with neighboring communities, transit agencies and other departments to implement policies and projects. [See this report on the importance of Bicycle & Pedestrian program staff.](#)

Create an updated campus-specific [bicycle master plan](#) that will guide future plans with a long-term physical and programmatic vision for your campus. Complement infrastructure planning such as parking and network connectivity with encouragement, education, and enforcement programs to increase ridership and safety. [Check out University of Utah's plan as an example.](#)

Ensure that there is dedicated funding for the implementation of the bicycle master plan, as well as ongoing bicycle infrastructure and programming needs. Dedicating a portion of automobile parking fees toward non-automobile facilities and services is a great way to establish a baseline annual budget for bicycle improvements. You can also reach outside the university for grants and private funding for specific projects.

Increasing bicycle use can [improve the environment](#) by reducing the impact on the community of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; **Reduce congestion** by shifting short trips (the majority of trips in cities) out of cars. This will also make campuses more accessible for public transport, walking, essential car travel, and emergency services; **Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. [Research shows](#) that increasing the number of bicyclists on the street improves bicycle safety; **Increase opportunities** for students, faculty and staff to participate socially and economically in campus and community activities, regardless of income or ability.

Greater choice of travel modes also increases independence; [Boost the economy](#) by creating a campus environment and community that is an attractive destination for new students, residents, tourists and businesses; **Enhance recreational opportunities** and further contribute to the quality of life on campus; [Save university funds](#) by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the campus community, and increasing the use of public transport; **Enhance campus safety and security** by increasing the number of “eyes on the street” and providing more options for movement in the event of emergencies, natural disasters, and major campus events; [Improve the health and well being](#) of the campus population by promoting routine physical activity.

**Develop a reporting system to track bicycle/bicycle and bicycle/pedestrian crashes to help identify conflict points that may need special attention.**

Consider conducting an [economic impact study](#) on bicycling within your college/ university.

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**For more ideas and best practices please visit the [Bicycle Friendly University Resource Page](#).**

*Please also see the attached document for additional comments and feedback from bicyclists on your campus.*