Riding Into the Future

UNH Facilities Bike Fleet Pilot Program

Alex Brickett
Stephen Pesci
Departmental Bike Program

Integrating bikes into a campus vehicle fleet:

- pilot program lessons
- sustainable practice
- workforce benefits
- cultural change
Campus Context

A Walking Campus

- consolidated core
- limited parking
- facilities split:
  - FPM Adjacent
  - Operations remote
- connected infrastructure
- 25mph street system
- flat!

Bike time = 15 min max; 5 min core
Transportation Policy & Climate Commitments

- **Transportation Policies** since 2003: PTDM
- **STARS Platinum**: 2017
- **Climate Commitments**: GHGE Inventory
- **Alternative fuel fleet**: 20 year EcoCat History
  
  300 vehicles, 1.7M miles, 230k gge 5% total emissions

- **Facilities is a good test kitchen**: demonstrate best practices/client interaction
Idea Genesis?

A campus transportation planner scheme = pragmatic visioning

Based on prior practice:

“EcoCat Vehicle Calculator”

- life cycle costing
- alternative fuel fit
- emissions
- need
Goals:

- expand staff mobility-efficiency
- reduce motor vehicle reliance
- reduce on-site parking demand
- reduce operational costs
- improve health & morale
- ‘pilot’ best practices
- enhance community bike culture
Pilot Implementation 2017-2018

- Gain Leadership/Institutional support
- Secure funding: approx. $4k
- HR and Legal Counsel reviews
- Develop safety and operating protocols
- Procurement: Collaborate with local shop
- Training: formalized but fun
- Organization & Future Expansion: semi autonomous pods
Key Pilot Components:
Standards, Replicability, Issue Identification and Partnership Development

- the bikes
- the departmental funding
- the maintenance
- the training
- feedback and data collection
- the growth plan

Currently:
- 3+3 bikes
- 2 pods
- 30 trained participants
Liabilities, Legal, Learning

- No precedent for program
- Ensure liability protection for participants
- First reaction: vehicle biases
- Parallel driver safety training review
Vehicle Specs/Selection

• weatherproof (non-ferrous)
• greaseless (Kevlar chain)
• simple gearing (internal 3 speed)
• lightweight (cro-molly)
• durable
• frame sizing
• helmet = uniform
• partner with local bike shop
Safety + Structure

• 3rd party assembly and annual tuning
• university-issued helmets
• lights on bikes
• pod managers
• train the trainers
• adapt pods to unique team/setting
Training

“It’s like riding a bike”… but you may have forgotten

45-minute mandatory training required for all participants:

• review legal documents
• explain the program intent
• review safe biking basics
• field-testing
1. Outreach to Departments

Value Equation:
- Cars costs $23k+, bike costs $700 with fitup
- dept parking spot on campus cost $1k/year

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<th></th>
<th>Capital $</th>
<th>Annualized Life Cycle Cost</th>
<th>Annual Maint</th>
<th>Cost/Mile</th>
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<td>$100 max</td>
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2. Press Coverage

UNH TODAY

Cycling for Sustainability
And that's just one of the benefits of this new program
TUESDAY, DECEMBER 11, 2018
Results

Data from 2018 season
(4 months/20 bike months)
Fleet grew from 4 to 6 bikes
807 miles
107 hours
1,465 trips
45,000 calories
dropped 1 vehicle from fleet
Bike Ecosystem

This program is not a “bike share” – that is another conversation.

Other bike work underway:
Over $60k of bike infrastructure in last 5 years
Improvements to trails and lanes and roads
Looking at a bike center concept/student request
Questions/Contacts

Alex Brickett
UNH Facilities Project Management
Alexander.Brickett@unh.edu

Stephen Pesci
UNH Campus Planning
Stephen.Pesci@unh.edu