

DARTMOUTH TO DARTMOUTH – A BIKE TOUR

Proposal for Schlitz Adventure Funding

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- *Trip Plan: what you plan to do, where, with whom, for how long, and why — the more specific the plan is, the smoother the process will be.*

We propose to bike from Dartmouth College in Hanover to the city of Dartmouth in Nova Scotia. This is an approximate re-creation of a trip taken in 1984 by a group of chubbers. Our plan allows for 6 days of biking from Here to There. We would pack our own supplies and spend the night in campgrounds, and we would return via car – Erika's parents will be returning from a vacation. The trip will take place between Spring and Summer terms of 2006.

Each leg of the trip is approximately 75 miles, with the exception of the last, which is shorter to allow for leisure time in Dartmouth, NS, as well as providing for any unforeseen delays in the schedule.

Dartmouth- Wolfeboro
Wolfeboro – Portland
Portland – Yarmouth, NS (ferry)
Yarmouth – Annapolis Royal
Annapolis Royal – Wolfville
Wolfville – Dartmouth

We're motivated to do this trip for several reasons. We'd like to re-introduce bike touring to the DOC as a viable and fun activity; we were inspired by the trip taken in 1984 (see below); most of all, we think it'll be a fun way to see the Northeast.

- *Risk Management Plan: what are the human and environmental risks and how do you propose to manage them.*

There are both human and environmental risks on this trip, yet we believe that we have a way to complete the trip safely.

The human risks come from our own riding abilities as well as the behavior of other people that we will be sharing the road with. Cars can be dangerous to a road biker, but we plan to be visible, out of the way of cars, and practice other safe riding techniques.

We are both experienced bikers and are well aware of the hand signals that we need to use on the road. Most of our riding will not be on crowded roads, but we understand that when we are in towns and cities we will need to maintain an acute awareness of the cars and people around us. On narrow roads, riding will be done in single file, so as to give the most room to passing cars. We plan on wearing helmets whenever we are on the bikes to reduce the chance of injury. Furthermore, both of us have training in first aid and CPR. The riding will not be done where there are large amounts of cars, yet we plan on sticking to well maintained and traveled roads, which

means that we could flag down a car to get us more help. In addition, we will put lights on the front and back of our bikes, and we will wear reflective clothing. While we will practice all these precautions, we also recognize that there may be other environmental hazards that we can't control. The weather and wind along our route in June shouldn't be a problem, yet we have planned into our schedule an extra day so that we will not need to ride on a day with dangerous weather.

Human Risks

- I. Cars on the road- obey all road signs, use hand signals, ride single file
- II. Riding at night- reflective clothing, lights on front and back of bike, getting an early start in the day to get to campsites late afternoon
- III. Crashing- We will, of course, wear helmets, both riders are CPR and first aid certified, we will take a med kit along, and we'll be able to flag down drivers for more help if necessary by sticking to roads that are traveled enough.

Environmental Risks

- I. Bad Weather- Have planned in an extra day so that we don't need to ride if bad conditions persist.
- II. Poorly maintained roads- we're researching the route carefully and talking to other cyclists about it, and we'll have tools and supplies with us to repair damage done by bad roads. Tom is a very competent bike mechanic, and Erika's working towards the same.

• *Benefit to the DOC: how your trip will benefit the DOC in the long-term, including a detailed plan for sharing the experience with other club members (e.g. slideshows, papers, workshops, etc.)*

We're interested in promoting cycling as a viable means of transportation instead of solely a training tool or means of competition, so while we'd do a slideshow, we would also schedule bike repair and bike touring workshops, lead short tours in the area, and promote more rides to Moosilauke and other local destinations. We would also be happy to write a thorough report to go in the annals of the DOC – both a story of the trip and recommendations for bike touring.

Although it isn't our first priority to perfectly re-create it, we were inspired by the 1984 D-D trip. Our informal re-creation is a good method of establishing a connection with the history of the DOC, and not only in theory – we're already in touch with an alumna who was on the original tour, and those cross-class interactions aid in maintaining traditions, lore, and links for alumni giving.

• *Budget Request, in order of priority:*

- 1) Ferry Tolls – 170 (85 each)
- 2) Camping Fees – 96 (averaging 8 per person per night for 6 nights)
- 3) Tires/Tubes – 110 (to buy 5 tires and 6 tubes – one extra tire, two extra tubes)
- 4) Panniers – 140 (one pair, to be given to DOR after the trip)
- 5) Incidentals – 100 (to cover emergency campground fees if we're held up, taxi fees if someone really breaks themselves or bike, &c.)

Grand Total: \$616