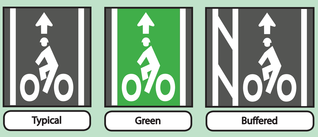
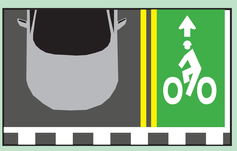
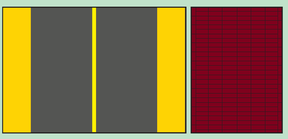
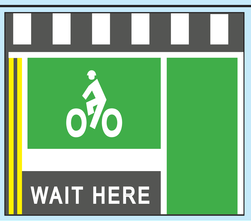
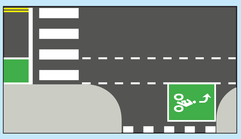
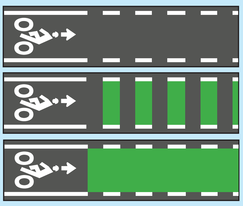
BIKING IN SOMERVILLE

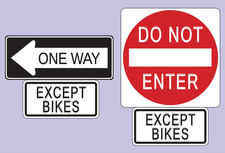
BICYCLE FACILITIES

Facility Type	What You See	Description	Example
Bike Lane		Bike lanes provide a dedicated space on the street for cyclists to travel. They are sometimes painted green to increase visibility or "buffered" to provide a gap between bike traffic and motor vehicle traffic (or parked cars). Motor vehicles should not cross into these lanes except to turn or park, and should always yield to cyclists when doing so.	
Protected Bike Lane		Protected bike lanes are similar to buffered bike lanes, except that they are separated from motor vehicle traffic by some sort of physical barrier such as a median, bollards, or parked cars. Protected bike lanes offer a higher degree of safety for cyclists and can support one-way or two-way bike traffic depending on the design.	
Contra-Flow Bike Lane		A contra-flow bike lane allows cyclists to travel in the opposite direction of motor vehicle traffic on a one-way street. This effectively makes the street two-way for bikes while still acting as a one-way for motor vehicles. Contra-flow lanes can improve the connection between bike facilities that would otherwise require illegal or roundabout movements.	
Shared Use Path		The Community Path is an example of a shared use path, which is physically separated from vehicular traffic and can only be used by non-motorized modes of transportation such as bicycles, pedestrians, and skaters.	

ON-STREET MARKINGS FOR BICYCLES

Marking Type	What You See	Description	Example
Sharrow		Sharrows indicate that motor vehicles and bicyclists share the current lane. They are strategically located to show cyclists where they should ride on the street. They also mark designated bike routes, so drivers should be aware of increased bike traffic in these corridors.	
Bike Box		A bike box is an area at an intersection that is designated for bicycles. On a red light, motor vehicles must stop at the white line before the box so that bikes may ride to the front of the traffic queue. This allows left-turning cyclists to make themselves visible to drivers while waiting at intersections and minimizes turning conflicts.	
Two-Stage Bike Box		A two-stage bike box provides a space for left-turning cyclists that utilizes the hook turn movement. In the example to the left, a cyclist approaching the intersection from the west would ride into the bike box while they have a green light and then wait until the light turns green for traffic headed north before crossing.	
Decision Points		In situations where conflict between modes is high, such as at intersections, there are a variety of ways to tell drivers, bicyclists, and pedestrians to be on high alert. The most typical treatment comes in the form of dashed lines, which are intended to guide cyclists while also informing them that this is an area that is frequently occupied by motor vehicles. For motorists, these dashed lines mean that they can use this area to merge but must still yield to cyclists before crossing over. Decision points may also be painted green to increase visibility.	
Bike Detection Marking		To help prioritize bicycle traffic, bike detection markings can be placed near signalized intersections to show cyclists where to wait. By riding onto this marking, a detector is activated that prioritizes the direction of travel from which the cyclist is approaching. In most cases, a bike must be stopped directly on the marking for the signal to recognize it.	
Advisory Bike Lane		Advisory bike lanes are located on streets that are too narrow for a full bike lane but still receive a considerable amount of bike traffic. They are dashed on one side to indicate that motor vehicles may use the lane space when necessary, but they must always yield to cyclists before doing so.	

SIGNS AND SIGNALS FOR BICYCLES

Signage Type	What You See	Description	Example
Wayfinding		Wayfinding signs come in all shapes and sizes, and have various purposes as well. Some are intended to inform riders of the direction and distance to specific destinations, while other simply mark the location of a designated bike path. In general, they are designed to help cyclists navigate Somerville's streets easily and effectively.	
Contra-Flow by Signage Only		Just like a painted contra-flow lane, contra-flow signs allow cyclists to travel in the opposite direction on a one-way street. The obvious difference is that signs are used to communicate this message instead of a physical change to the street. Creating contra-flow using signage is often cheaper and easier to implement than designing and painting a full bike lane, especially on narrower streets.	
Bike Signal		This type of electronic signal is used alongside a typical traffic signal to make it easier for bicyclists to know when to stop and when to proceed through an intersection. It is designed to separate bicycle movements from conflicting motor vehicle or pedestrian movements. It can also be used to give cyclists a head start before motor vehicles receive a green light. One application of such a signal would be at an intersection with a protected bike lane.	

City of Somerville • Office of Strategic Planning and Community Development • Traffic and Parking • Somerville Police Department • Somerville Bicycle Advisory Committee