

Annual Report 2015



Somerville Bicycle Advisory
Committee





2015 ANNUAL BIKE REPORT

Somerville Bicycle Advisory Committee

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INTRODUCTION

The Somerville Board of Aldermen established the Somerville Bicycle Advisory Committee (SBAC) in 2001 and the Committee has been going strong ever since. The SBAC works to improve conditions for bicyclists in the city, to promote bicycling as a means of transportation, and to help implement bicycle policy, programs, and bicycle routes for all ages and abilities.

The SBAC and the City of Somerville are committed to making Somerville one of the premiere cities for bicycling in the country. We are already close, according to recent statistics from the American Community Survey and the League of American Bicyclists. Somerville has the highest bike commute percentage among all cities in the East at 7.8% and we are currently #5 nationally. Our bicycle mode share is significantly higher than Portland, Oregon at 5.9%, but we have a lot of hard work to do to catch up to the front runner, Davis, California, at 24.5%.

TOP 25 CITIES WITH HIGHEST SHARE OF BICYCLISTS

| CITY | TOTAL COMMUTE BY BIKE | TOTAL POPULATION |
|----------------|-----------------------|------------------|
| DAVIS, CA | 24.5% | 6,5197 |
| BOULDER, CO | 11.1% | 103,163 |
| PALO ALTO, CA | 8.4% | 66,638 |
| BERKELEY, CA | 8.4% | 116,274 |
| SOMERVILLE, MA | 7.8% | 78,814 |

To help sharpen our focus, the SBAC has re-organized along what the League of American Bicyclists considers to be the Five Essential Elements, the Five E's of a Bicycle Friendly Community: Education, Encouragement, Enforcement, Engineering, and Evaluation.

There is a sixth element that many agree should also be included, and that is Equity. We have formed teams centered on these elements, each of which has been assigned a team leader. You will see this new organization reflected in the structure of this report. The team organization allows the SBAC to focus on the key elements of building a strong bicycle friendly community, and also offers opportunities for SBAC members and members of the public to dedicate time to the element and associated activities that are important to them. We encourage members of the public to get involved with the SBAC -- there's a lot of work to be done and there are many ways to contribute!

Through our work on the six E's and beyond, we have seen many accomplishments over the last year. We continue our focus on improving bicycle infrastructure in the city by evaluating existing conditions and recommending potential engineering solutions. We were thrilled to see the temporary re-surfacing of Beacon Street this year and we are excited for the dramatic improvements coming to this key bicycling corridor over the next two years as protected bike lanes are constructed. In addition to infrastructure, we are more than ever focused on the importance of education. An example of this has been the education efforts that followed the installation of the first bike boxes on a number of intersections in the city. We also continued to encourage cycling by reaching out to the community through organized bicycle rides (e.g. the Tour de Somerville and the Illuminations Ride), bicycle breakfasts (we participated in eight this year with Whole Foods Somerville), and events like the Rush Hour Race and our new educational series, The Bike Talk Social Hour.

We look forward to an exciting 2016. A particular focus for the Committee in the coming year will be on Equity. To us, equity means bringing bicycling infrastructure and a strong bicycling culture to all parts of the city, encouraging all city residents to embrace the bicycle as a viable mode of transportation.

Towards this end, the City expects to expand Hubway into East Somerville and Winter Hill in 2016, and to ultimately connect the Hubway network to Assembly Square. We will also strongly advocate for the extension of the Community Path as part of the Green Line Extension, a key part of the City's strategy to provide equity to all cyclists and to increase our bicycle mode share.

We look forward to an exciting year and hope you join us in our mission to improve the bicycling culture in Somerville. To learn more about the committee, visit our web site www.somervillebikes.org and like the Somerville Bicycle Committee on Facebook.



And congratulations to everyone for surviving what was an historic and record breaking winter. And kudos to those intrepid Somervillians who biked throughout the winter, despite the incredible mounds of snow!

Organizational Changes

Contemporaneous with the re-organization of the SBAC into teams focused on the six E's, Alex Epstein has stepped down as Chair to allow him to focus on his growing family. The SBAC would like to thank Alex for his hard work as Chair over the last four years. Alex brought dedication, knowledge and passion to his role as Chair, and we feel very lucky that he remains a member of the SBAC. The SBAC has elected new officers: Ken Carlson, formerly Secretary of the

SBAC, is the new Chairperson; Tegin Bennett, an SBAC member for the last two years and a transportation professional, is the new Vice-Chair; and Charlie Denison, former SBAC Vice-Chair and Board Member of Livable Streets Alliance, is Secretary. We feel confident that with the current leadership, our team leaders and members, and our new organization focused on the six E's, we are well-positioned to make progress towards our ambitious goals.

New Members

In 2015, we welcomed four new members to the SBAC: Alex Anderson, Tom Lamar, Ian Woloschin, and Brandon Stafford, bringing our total membership to twelve. We welcome the energy and passion that new members bring. The SBAC is currently targeting a membership of 15. To learn more about becoming a member, visit our web site www.somervillebikes.org

THE SIX E's

In order to maximize the capabilities and best utilize the energy of the SBAC members and volunteers, the SBAC has established six teams, each with its own leader, mapping to the six E's of Bicycle Planning: Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity. The teams were formed over the beginning of 2015, and their work began in earnest in the summer. Each of these team's efforts over the last year are described in this annual report.

EDUCATION

The Education team aims to give people of all ages and abilities the skills and confidence to bicycle in the City of Somerville. The team's focus is education in all environments for cyclists, drivers and other road users.

In 2015, the City installed a number of bicycle boxes for the first time. The SBAC used this opportunity to launch an education campaign designed to educate people on the street on how we all should be using bike boxes.

Bike Boxes

The National Association of City Transportation Officials (NACTO) defines a bike box as "...a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase." (See <http://nacto.org/>). Notably, drivers are not supposed to encroach on a bike box when they are stopped at a red light.

Many motorists are unfamiliar with bike boxes as they are a fairly new concept. The SBAC's Education team members spent time at higher volume intersections, such as Somerville Avenue and Washington Street in Union Square, providing educational flyers to stopped motorists and cyclists. Many drivers were interested in the bike boxes and how they can help improve everyone's safety. The SPD are also informed and performing education on bike boxes. Here's an example of what we've handed out:



Get Behind THE BIKE BOX

What is a bike box?

The bike box is an intersection safety design to prevent bicycle/car collisions. It's a green box painted on the road with a white bicycle symbol inside it.

City of Somerville • Somerville Police Dept. • Office of Strategic Planning and Community Development
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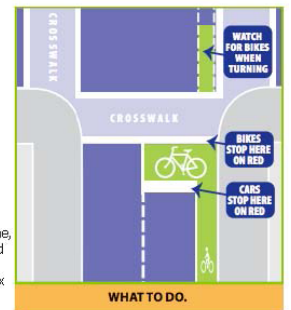


For Motorists

- When the traffic signal is yellow or red, motorists must stop behind the white stop line, behind the green bike box
- Keep the bike box clear for cyclists
- Entering the bike box during a red light is against the law and could lead to a fine
- When the light is green, allow cyclists to proceed first
- Motorists turning right on green should signal and watch for cyclists to the right

For Cyclists

- When a traffic signal is red, enter the bike box from the bike lane, shoulder, or right-most side of the road, after traffic has stopped
- If you're making a left, move toward the left side of the bike box and signal
- When the light is green, proceed as normal
- Be aware of right-turning motorists



Beacon St. Detour Route

The SBAC developed a recommended bicycle detour route that was used during the re-surfacing of Beacon St. in the Fall. See a map of the route [HERE](#). This route was marked by signage put in place by City employees. The route was very successful and received a lot of praise from cyclists. It will come in handy once again when Beacon St. is reconstructed in 2016.

ENCOURAGEMENT

The Encouragement team focuses on activities and efforts that celebrate and engage people who currently bike for their commutes, errands, recreation, and fun. The team also focuses on outreach to members of the community who do not currently consider bike riding as a viable option for their travels around Somerville and the surrounding neighborhoods.

In this spirit, the Encouragement team organizes group rides, social activities, and public outreach by joining community events to share information about the SBAC and improvements to Somerville's bicycle and pedestrian infrastructure.

In 2015, the following events were held to encourage people to ride bicycles in the Somerville community while also fostering a stronger sense of community among people who bike in the neighborhood.

Whole Foods Bike Breakfasts

The Somerville Whole Foods located on Beacon Street has been a committed partner for multi-modal transportation in the City of Somerville for several years. The parking lot at Whole Foods includes an easily accessible bike rack. A vending machine that provides bike-related items – replacement inner tubes, reusable water bottles, and other items – is located alongside a work

stand with an air pump in the parking lot. For the last several years, Whole Foods has hosted a Walk-Ride Commuter Breakfast on the last Friday of the month between April and October. The SBAC has played a central role in organizing bicycle related activities at these breakfasts and is grateful to have Whole Foods as a partner. We and other bike-focused organizations table at these breakfasts and provide bike-focused conversation during the morning commute.



This year's bike breakfasts were particularly exciting as they began in April 2015 after a uniquely intense winter season, on a torn and tattered Beacon Street. Each month, commuters stopped to enjoy breakfast and inquire about short-term and long-term plans for Beacon Street. With the SBAC's consistent presence at these breakfasts, people who ride Beacon Street regularly increased their awareness of the SBAC as a resource for safer bike riding in Somerville.

Responding to community feedback and organized efforts by the SBAC and other multi-modal transportation groups, the City of Somerville and Massachusetts Department of Transportation identified additional funding for a short-term resurfacing of Beacon Street between Washington Street and Oxford Street. This resurfacing provides an interim improvement to make sure all commuters are safe through Winter 2016 before Beacon Street reconstruction starts in Spring 2016.

The resurfacing was completed nights before the last Whole Foods Bike Breakfast in October 2015. During the morning commute of the last bike breakfast, there was visible excitement about the repaving. People of all ages were grinning as they comfortably rode past rush-hour traffic in a wide bike lane with smooth pavement.

Bike Talk Social Hour at Aeronaut Brewing Company

This year we launched the Bike Talk Social Hour located at Aeronaut Brewing Company. On the third Wednesday of each month, the SBAC organizes a public event at Aeronaut that aims to build a sense of community and networking among people who bike and people who don't. Each month, a different topic and speaker is identified and presents to a diverse crowd. Before and after each presentation, people who happen to be present as well as folks joining for the Bike Talk Social Hour are able to socialize and enjoy everything that the community space at Aeronaut has to offer.

This year's topics included:

September: Neighborways - Mark Chase

Mark Chase, an adjunct professor of transportation and infrastructure at Tufts, as well as a community advocate for safer streets, presented on his work with the neighbors of Willoughby Street in Somerville to implement the first "neighborway" project in Somerville. Neighborways provide traffic calming to residential streets by changing the visual landscape without removing parking or significantly changing infrastructure. This visual change is accomplished by painting sidewalks and streets with designs determined by the neighbors on the streets. The intent is to make residential streets a safe place for people to live, walk, and play. The big picture vision for neighborways is to

connect every school and park in Somerville with low-stress routes on residential streets that are uniquely decorated as neighborways.



October: The Community Path - Alan Moore and Lynn Weismann

Alan Moore, a member of the SBAC and co-president of Friends of the Community Path (FCP), and FCP co-president Lynn Weismann presented on the advocacy effort that led to the extension of the Community Path in Somerville. The most recent extension was completed and opened to public use during Summer, 2015.

November: Winter is Coming - Emily Thibodeau

Emily Thibodeau, owner of Hub Bicycle Company, presented on winter bike riding preparation including what to wear, what to consider for your bike, and how to ride safely in the winter months.

December: Skunk – SCUL

Skunk, founder of SCUL, presented about SCUL's efforts over the last twenty years to bring together art and bike culture through their steam-punk inspired bike-art projects and their fun-filled bike missions throughout the Boston metro region.

Community Rides

The SBAC works with several organizations over the course of the year to put on Community Rides. The rides are often supported by the Somerville Police Dept, with officers who volunteer their time to help keep riders safe! This year's rides included:



The Somerville Historic Bike Ride of 2015 brought together the SBAC, the Somerville Historic Preservation Commission, and Groundwork Somerville to provide a casual ride covering the rich history of the Somerville Community. This year's ride focused on Food, Flowers, and Farming: All Flourishing Anew in Somerville. This ride was intended to be held during the spring and was rescheduled three times due to rain and weather. The ride was held in November 2015 with about 50 riders and was thoroughly enjoyable and educational.

The Illuminations Bike Tour is SBAC's winter cycling ride. The ride is geared towards celebrating year-round cycling in Somerville in conjunction with the Somerville Arts Council's Illuminations trolley tour. The ride attracts a



wide variety of cyclists in age, costume and bike decorations for a five mile ride from City Hall to Davis Square and back. This past year, approximately 150 cyclists joined our festive tour of warmly lit Somerville homes.

Community Outreach at Public Events

One of the best opportunities for the SBAC to connect with the community and encourage new people to consider the bicycle as an option for experiencing and living in Somerville is to participate at public events. This year, the SBAC set-up an informational table at many events to spread the word about the SBAC and infrastructure projects in Somerville. This year, two of those events were:

Building a Better Block at Winter Hill –

The City of Somerville has worked with the community organizations and residents of the Winter Hill neighborhood to develop a better block. This initiative brings innovative solutions for how we interact with our streets and community. Over the course of the weekend, a block of Winter Hill was transformed with food trucks, art, and a temporary pilot test of Somerville’s first contra-flow bike lane on Marshall St. The SBAC tabled during this event to support contra-flow bike lanes generally and provide information for those in the Winter Hill area.



Assembly Row Farmers Market –

The development at Assembly Row brings good news for people who bike in the Assembly Row, Ten Hills, and East Somerville neighborhoods. As more residents utilize everything Assembly Row has to offer, more consider biking there as a viable option. Assembly Row developers have supported bicycle rides in the community by donating space and refreshments. The Mystic River path was updated this year with a pedestrian and bike boardwalk that runs under Route 28, making the trip to Assembly Row

pleasant along the river. During the warmer months, a regular farmers market is set up at Assembly Row. The SBAC set up an information table in conjunction with a family-focused event where parents and their children could decorate kids’ bikes and helmets.

Rush Hour Race

The SBAC put on its third Rush Hour Race event, this year co-sponsoring with The Boston Cyclists Union. The idea behind the Rush Hour Race is to educate Boston metro residents about the many travel modes that can be used in their daily commutes in the city, and to encourage residents not to drive their cars but to seek non-motorized and healthy transportation. This year pitted a cyclist (the SBAC’s own Ariel Horowitz), an everyday Hubway rider (Kristjan Varnick), an MBTA rider (Jeremy Mendelson of Transit Matters), and a motorist (Mark Gravellese of Howard Stein Hudson) as they “raced” during an evening commute from the offices of Howard Stein Hudson in downtown Boston to Union Square Plaza.

SOMERVILLE BICYCLE COMMITTEE and BOSTON CYCLISTS UNION PRESENT

RUSH HOUR RACE

TUESDAY MAY 12
rain date: May 13th

zipcar | Hubway

DRIVER VS. CYCLIST VS. 'T' RIDER
DOWNTOWN BOSTON TO UNION SQUARE, SOMERVILLE

What's the fastest way to get from downtown Boston to Union Square in Somerville? Find out May 12th. Will the person driving, biking or riding the "T" be the first to arrive? Witness the start and come along for the ride, or watch from the finish line (and drink some Pretty Things beer).

START: One Beacon St. Plaza, Boston, 5:30pm
(Intersections of Beacon and Commercial Streets and Block From the State House)

SEND OFF: 6:00pm

FINISH: Union Square Plaza, Somerville, 5:30pm - 9:00pm
Beer, Food, Raffle and Fun Activities!

Logos for sponsors: BRASS, MONTAGUE, PRETTY THINGS, Bike Safe, SOMERVILLE, BOSTON.

For more info: somerville-bikes.org | bostoncyclistsunion.org

The winner was the Hubway rider, who clocked in at just under 24 minutes, followed by our cyclist, at just under 25 minutes, then the driver and the MBTA rider finishing within seconds of each other at 36 minutes. The finish line was a fun party, with Richard Fries of MassBike as the race announcer, accompanied by Doug Johnson of the BCU. Many thanks to the Brass Union for hosting the after party and for Pretty Things beer for supplying the beer, and to Howard Stein Hudson for hosting the starting point. The moral of the story? Bike, don't drive, for quick commutes around the Boston metro region!

ENFORCEMENT

The Enforcement team's efforts revolve around the goal of ensuring safe roads for all users. The team acts as the liaison for and regularly coordinates with the SPD and Neighborhood Bicycle Police. The team also has a goal of ensuring safety during public bicycle rides.

In 2015, the Enforcement team of the SBAC strengthened our relationship with the SPD and especially with Deputy Chief Stephen Carrabino, who joined the SBC as an ex officio member. We worked closely with SPD on their increased safety efforts, including stopping and giving warnings to cyclists that run red lights, ride without lights, and ride against traffic.

One highly visible safety effort was utilizing SPD's electronic message boards to alert motorists that they may not block the newly installed bike boxes. Additionally, SPD took efforts to identify a ticketable offense for blocking a bike box, but at the end of 2015 all efforts have focused on friendly education, not ticketing. All of these efforts will continue in 2016 and beyond.

The SBAC engaged with both the SPD and Cambridge Police Department to solve a serious hit and run crash straddling the Somerville/Cambridge line involving a cyclist and a pickup truck. The pickup truck driver was found and summonsed. The SPD has been training officers to understand that any bike crash should be considered a "serious" crash that requires filing a formal crash report according to state law.

Lastly, we began discussion with SPD about having officers provide donated lights to cyclists riding without lights at night and issuing a warning. This will be implemented in 2016.



ENGINEERING

The Engineering team's main task is to make design recommendations to create safe and convenient places to ride and park bicycles. The team reviews bicycle and roadway plans and makes recommendations to the City. To do so, the team members must stay up to date on cutting edge bike facilities and infrastructure to make sure Somerville is leading the way in innovative bike facilities.

The team defined and allocated the following responsibilities to team members: team leader, project coordination and prioritization, project review, technical documentation, organization and management of documents.

In 2015, the team completed several distinct activities. Each of these activities involved a significant amount of document review, field work, engineering assessment, and document/recommendation writing.

Community Path Extension and Lowell Street

The newest segment of the Community Path extends from Cedar Street to Lowell Street. There were some questions as to how the exit of the path should work relative to the intersection at Lowell Street. The ramp to exit the path to Lowell Street on the east side ends with a narrow and abrupt left-right turn around the bridge abutment to reach the sidewalk. The upward grade, narrow access and left-right turn result in a need to travel slowly and could result in congestion. The team developed a recommendation on treatments, including pedestrian and bicycle crossings.



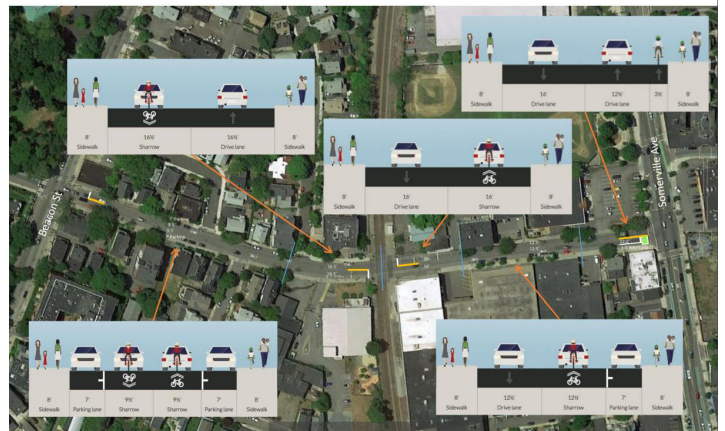
Park Street

In 2015, the team developed a strategy and draft recommendation for new striping and curb regulations to improve cycling infrastructure. This effort will be reviewed in light of the upcoming Beacon Street reconstruction and supported with parking counts in 2016.



Park Street Proposal Existing Conditions

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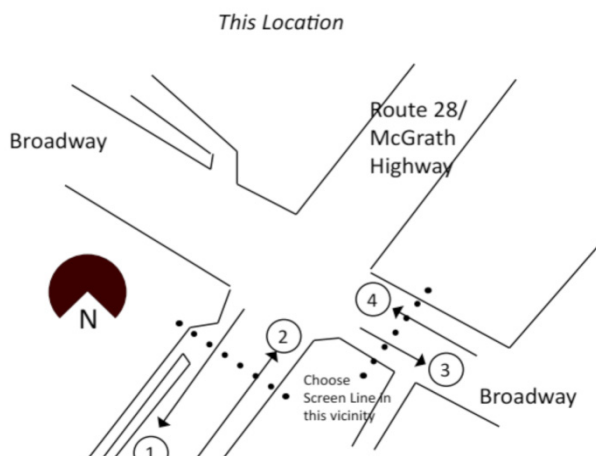


EVALUATION & PLANNING

The Evaluation and Planning team carries out a wide variety of tasks related to looking at data and planning for improved bicycle facilities. Some of the key tasks from 2015 are described below.

Bike and Pedestrian Counts

In fall of 2015, OSPCD organized the City's annual bike and pedestrian count program. Counts were conducted during one morning rush hour and one evening rush hour at each of 36 intersections for a total of 72 counts. At each intersection, volunteers recorded the number of people biking or walking in each direction. Counts were further broken down by gender and age.



The counts took place over a three week period in September and October. The counts were initially intended for just the two-week period, but were extended due to inclement weather. Morning peak counts were conducted for an hour between 7:15-8:45 AM, and evening peak counts were an hour between 4:45-6:15pm. SBAC, especially the Evaluation and Planning team, contributed significant volunteer time to this effort, as did the wider Somerville community.

Advisory Bike Lanes

Advisory bike lanes are a treatment sometimes applied on low-volume streets without enough room for traditional bike lanes. Widely used in Europe, advisory bike lanes are being implemented in a number of cities across the U.S. By demarcating the lane with dashed lines rather than solid lines, advisory bike lanes indicate space for cyclists while still allowing motor vehicles to enter the lane when necessary.

Advisory bike lanes may be suitable on streets with no center line, and with traffic volume under 6,000 vehicles per day. The Evaluation and Planning team developed a list of candidate streets for advisory bike lanes. During November 2015, the Evaluation and Planning team conducted preliminary vehicle counts on each candidate street.

Typical advisory bike lane configuration. Source: FHWA



| Street | Location | Estimated Daily Count |
|--------------|---------------|-----------------------|
| Packard Ave. | Electric Ave. | 1960 |
| Park St. | N/A | 2870 |
| Pearl St. | Franklin St. | 3060 |
| Main St. | Fremont St. | 4020 |
| Cross St. | Everett Ave. | 4310 |
| Willow St. | Foskett St. | 5060 |
| Central St. | Cambria St. | 5110 |
| Medford St. | Sycamore St. | 7360 |

Based on the vehicle counts, Medford Street was deemed unsuitable for advisory bike lanes. All other streets were well within the vehicle count recommendations. The Evaluation and Planning team will continue to evaluate the remaining candidates in 2016.

Powder House Community School Redevelopment

In July, the City reviewed several development proposals for the unused Powder House Community School and selected a proposal by MarKa Associates. The proposal would adaptively reuse the existing building structure, and create a new public park, replacing the existing hardscape site.

In their proposal, MarKa expressed a desire to work with SBAC. Between September through December of 2015, Evaluation & Planning members attended four public meetings and met "one on one" with the developer twice.

While the developer was admirably committed from the beginning to providing high-quality bike parking, they were unsure how to best achieve this goal. The Evaluation and Planning team provided the developer with a draft of the bike parking guidelines in the updated zoning code. The physical constraints of the site meant that much of the site's sheltered bike parking might have to be isolated in the back of a sheltered parking garage, which would hinder access. The Evaluation and Planning team recommended that some of the site's sheltered bike parking be provided in a shed outside the main building, providing improved access. We also expressed an interest in a bike repair station.

Bike Box Process

As already described in the Education Team section, the City added bike boxes at major intersections along Somerville Ave. In September 2015, the City had funding for a second round of bike boxes, and asked SBAC to recommend candidates for additional bike boxes. The Evaluation and Planning team coordinated SBAC's recommendations, considering intersections throughout the City.

SBAC evaluated intersections based on presence of bike lanes leading into the intersection, frequency of cyclists, frequency of cyclists making left turns, and other parameters. The following intersections were recommended by much of the SBAC.

- Somerville Ave (SB) at Washington St
- Willow (NB) at Highland Ave
- Washington (EB) at Myrtle
- Central St (NB) at Summer St
- Central St (NB and SB) at Highland Ave

The City was able to implement bike boxes at a number of these intersections. In particular, the bike box at Somerville Ave (SB) at Washington St was a major achievement, as it is a difficult intersection at one of the busiest cycling routes in the city.

EQUITY

The entire SBAC has brought a new emphasis on equity to its activities. Every team utilizes an equity lens as appropriate to inform and guide decision-making and priority setting.

The Equity team's goal is to identify specific actions and projects that can be undertaken to increase access to cycling and cycling infrastructure among Somerville's vulnerable and underserved populations. This includes geographic equity (including expanding cycling infrastructure to East Somerville and Winter Hill, among other areas) and demographic equity, with the aim of ensuring that Somerville residents of all genders, ages, races, and abilities feel welcome and able to bike in the city.

In 2015, the Equity team identified statistical under-representations in the Somerville cycling population using census data, and identified underserved areas using bicycle/pedestrian count data from previous years. The team also started a relationship with Alderman Matt McLaughlin from Ward One (East Somerville) and identified a number of specific locations or considerations that can be improved to make cycling in Somerville more equitable.

LOOKING AHEAD

While much has been accomplished in the last year, there is also much more to be done. The Somerville Bicycle Advisory Committee will continue to work hard with City staff to achieve goals set for the coming year. These goals include the following:

1. Assess projects and activities as much as possible with a lens towards equity.
2. Advocate for commitment to a 10-year Vision Zero program in Somerville.
3. Continue regular meetings with City Departments and the Mayor.
4. Strengthen connections with Aldermen, State Reps and Senators through attendance of Resistat meetings, informal meetings and invitations to relevant SBAC meetings.
5. Strengthen connections between SBAC and other local bike committees. Identify and prioritize regional projects and goals.
6. Increase SBAC membership to 15 and promote active participation of all members in teams and SBAC activities.
7. Encourage non-SBAC members to join teams and actively participate in SBAC activities.
8. Assist City in conducting a Mobility Plan.

In addition, each team developed its own set of goals to accomplish in 2016. Some examples of these are listed below. This is not a comprehensive list, as the teams have defined very ambitious agendas.

Education Team:

1. Begin providing education materials in Spanish, Portuguese, and Haitian Creole
2. Incorporate safety materials into parking permit and other city mailings
3. Conduct bike box field education

Encouragement Team:

1. Develop one neighborhood-based project (e.g. add to the Neighborway Network; Hubway expansion/placement)
2. Develop one school-based relationship or project (e.g. an organized ride for students, parents, and teachers)
3. Develop one employer-based project (e.g. Bike Friendly Business development; working with Tufts, Health Partners on neighborhood engagement)

Enforcement Team

1. Begin using crash and ticketing data to increase bicycling safety
2. Explore options to improve data collected after a bicycle crash
3. Work with SPD to distribute safety items (lights, helmets, etc.)

Engineering Team

1. Annually engage with the City to comment on the proposed street repaving schedule to identify opportunities to improve cycling infrastructure on these streets
2. Develop Somerville-specific cycle facility guidelines, based on national and

international standards, and encourage adoption of this document with City departments and police

3. Ensure implementation of side-guards and crossover mirrors for city-owned and city-regulated trucks over 10,000 pounds

Evaluation Team:

1. Develop map of existing and planned bike routes/facilities for internal planning
2. Represent SBAC at all relevant Resistat meetings
3. Identify and recommend a candidate location for an advisory bike lane or priority bike lane, as well as a contraflow lane

Equity Team:

1. Promote Hubway expansion into Winter Hill and East Somerville, and extension into the winter season
2. Encourage cycling in Winter Hill and East Somerville through development of infrastructure, connections, bicycle shops, and provision of safety equipment
3. Reach out to underserved stakeholder groups

In 2016 the SBAC will intensify its focus on better infrastructure, better integration with city processes, and supporting the city in pursuing funding for a mobility plan, which will be a key document to drive strategies for cycling infrastructure moving forward. With all of these combined and coordinated efforts, Somerville is well-poised to continue rising as a top tier city for cycling in the U.S.

Annual Report 2015



Somerville Bicycle Advisory Committee

For More Information: <http://www.somervillema.gov/departments/bicycle-committee>

and

<http://www.somervillebikes.org>