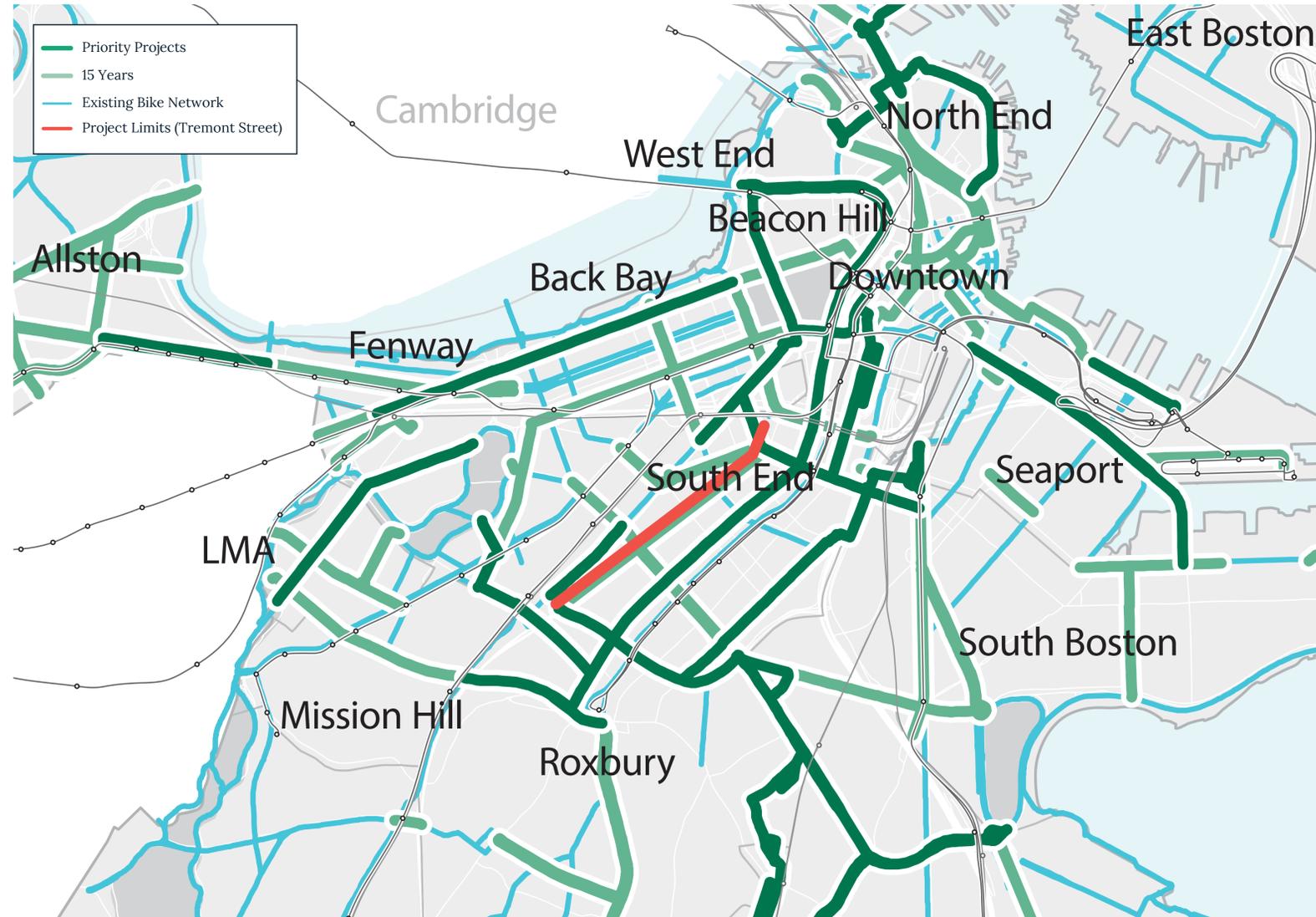


BUILDING A BETTER BIKE NETWORK

Go Boston 2030 identifies a prioritized network of better bike corridors to connect neighborhoods, employment and educational opportunities, and open space.



POSSIBLE BIKE FACILITIES ON SHAWMUT AVE

Shawmut Ave has been identified in citywide bike network plans as a key future connection between Dudley Square, Lower Roxbury, the South End, and Chinatown.

Tremont St is an important connection to homes, local businesses, and institutions. However, constraints and multimodal needs means it cannot provide continuous, low-stress bicycling lanes. Shawmut Ave provides that continuous low-stress option to residents of Roxbury and the South End.

OPTION 1



OPTION 2



OPTION 3



With relatively low volumes (1700 to 4200 vehicles per day) and average speeds under 20 mph, bicycling on Shawmut can be a comfortable option for many residents. While Shawmut remains one-way for general traffic, people on bikes would be able to travel in the opposite direction legally.

Option 1 creates a contraflow protected bike lane where widths allow.

Option 2 provides a continuous 6.5' contraflow lane.

Option 3 includes shared lane markings in both directions with additional emphasis at intersections.

In moving forward with bike facilities on Shawmut Ave, we will need to balance resident needs, business and visitor parking, maintenance concerns, and bicycling comfort.

SEPARATED BIKE LANES



BUFFERED BIKE LANES



TRAFFIC-CALMED LOCAL STREETS

