

Creating a Quick Build Regional Bike Network



GOAL

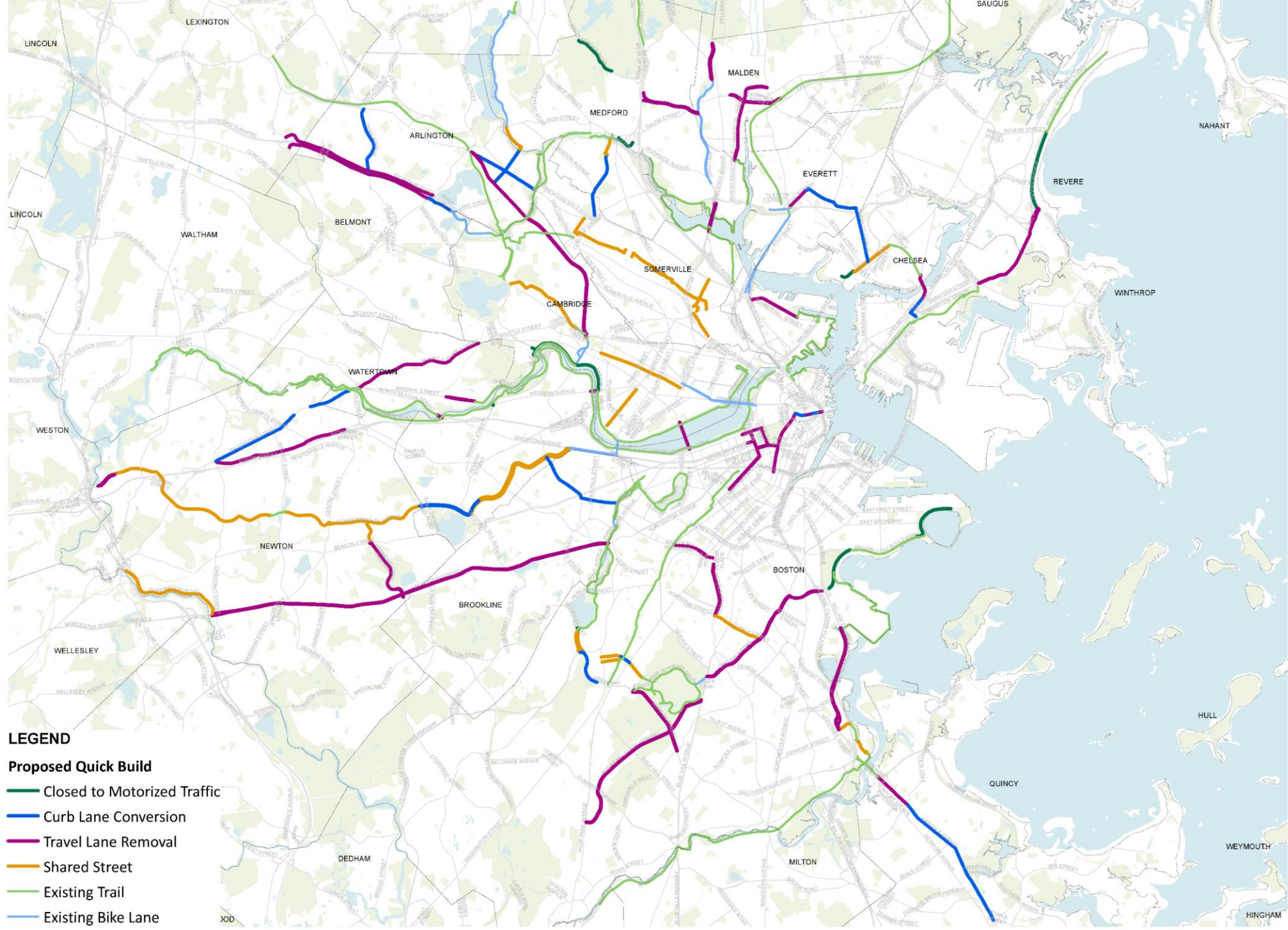
- Create a **CONNECTED** and **PROTECTED** regional bicycle lane network radiating from downtown Boston and other major employment centers
- Shared or adjacent to bus lanes, MBTA stations, and outdoor retail/dining popups
- Our existing trail and bike lane network provide a good base to build from



Copenhagen Bicycle Superhighway (Image: CityLab)

Why Create a Regional Bike Network

- Encourages a healthy mode of transportation that also allows naturally for social distancing
- Provides a reasonable alternative to driving alone
- Helps reduce crowding on the MBTA and therefore reserves capacity for essential workers
- Advances many long planned projects with a quick build treatment that can be evaluated and tweaked



LEGEND

Proposed Quick Build

- Closed to Motorized Traffic
- Curb Lane Conversion
- Travel Lane Removal
- Shared Street
- Existing Trail
- Existing Bike Lane

Street Closure to Motorized Vehicles

Cycling and walking are the sole uses on this type of street.

Benefits

- Relatively easy to manage implementation
- Traffic-free roadway
- DCR has implemented several closures to date

Challenges

- Best suited for streets with few or no abutters



Curb Lane Conversion

Convert the curb lane of a street to a protected bike lane using cones, flex posts, or other barriers

Benefits

- Implementation is straightforward
- Modification is relatively easy
- May be shared with buses on frequent routes

Challenges

- Parking will be removed (or shifted)



Travel Lane Removal

A travel lane in each direction is removed and converted to a protected bike lane

Benefits

- Relatively easy to manage implementation
- Creates a safer pedestrian crossings
- Removes excess capacity
- May be shared with buses on frequent routes

Challenges

- Clear traffic control signage required



Shared Street

Through traffic is generally prohibited or discouraged, allowing for cycling and walking in the street

Benefits

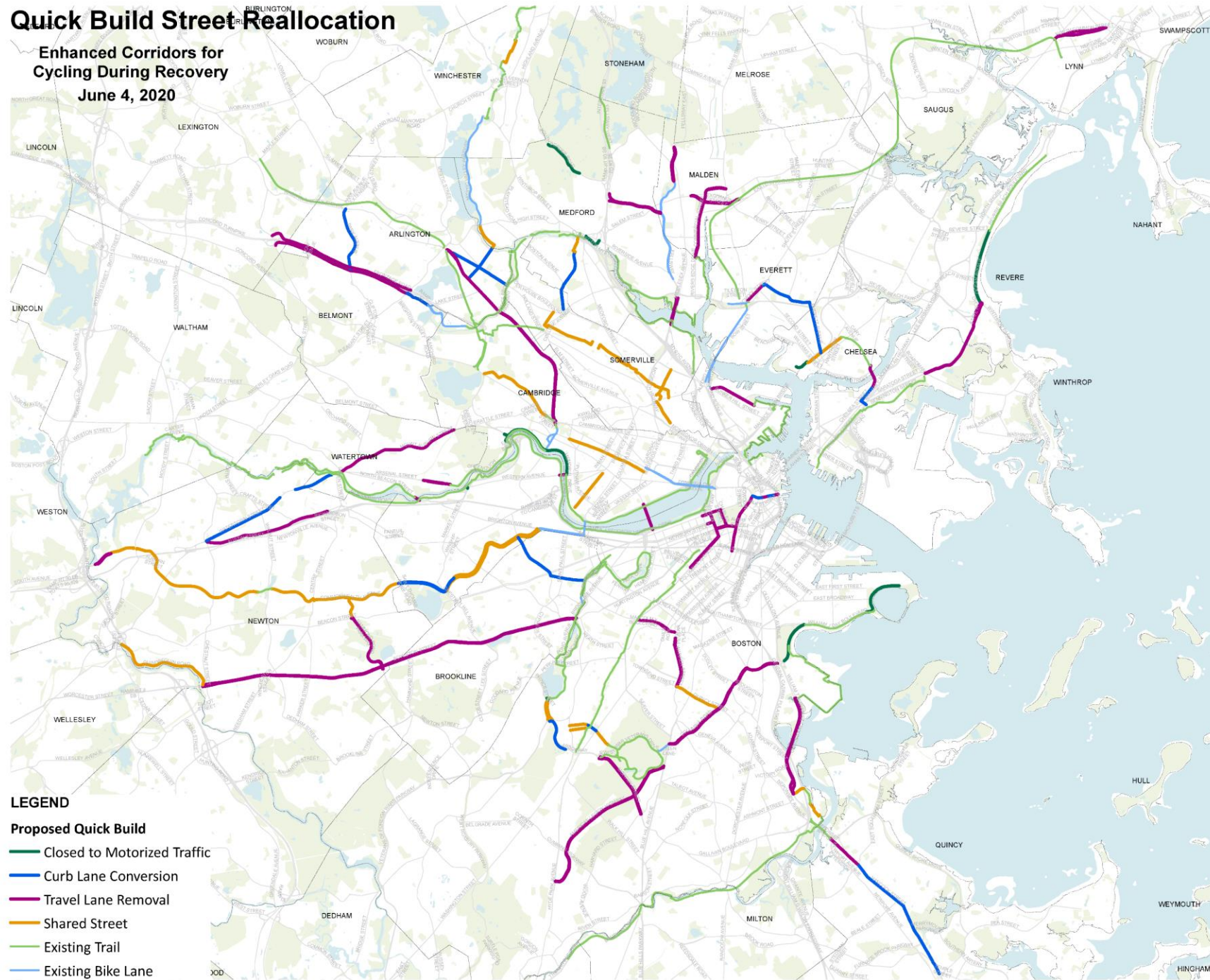
- Traffic calming for bike and pedestrian safety
- Linked shared streets create a network
- Accommodates creative art
- Easy to modify and improve

Challenges



Quick Build Street Reallocation

Enhanced Corridors for Cycling During Recovery
June 4, 2020



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Document Path: K:\Data\Services\Projects\Current_Projects\Transportation\Bike_Pedestrian_Facilities\Analysis\mxd_files\COVID19_response\BikeNetwork_quickbuild_regionalnetwork_updated.mxd



Travel Lane Elimination



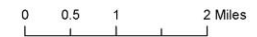
Curb Lane Conversion



Closed to Motorized Traffic



Shared Street



The information depicted on this map is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analyses.

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Data Sources:
Metropolitan Area Planning Council (MAPC)
Massachusetts Geographic Information System (MassGIS)
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