

An aerial photograph of a coastal city, likely San Francisco, showing a dense urban area with a grid street pattern, a large body of water (the bay), and a prominent bridge (the Golden Gate Bridge) crossing the water. The text "DOT GREENWAY" is overlaid in large white letters across the center of the image.

# DOT GREENWAY

OJB



## PROJECT INTRODUCTION:

Low-impact and healthy forms of transportation, such as walking and cycling, are gaining popularity and are more important than ever. People enjoy the physical exercise, social interaction, accessibility, and mobility these activities provide, all the while understanding the environmental concerns they help mitigate. The significance of these sustainable modes of transportation will only increase the coming decades as the world becomes more urban and resource depleted.

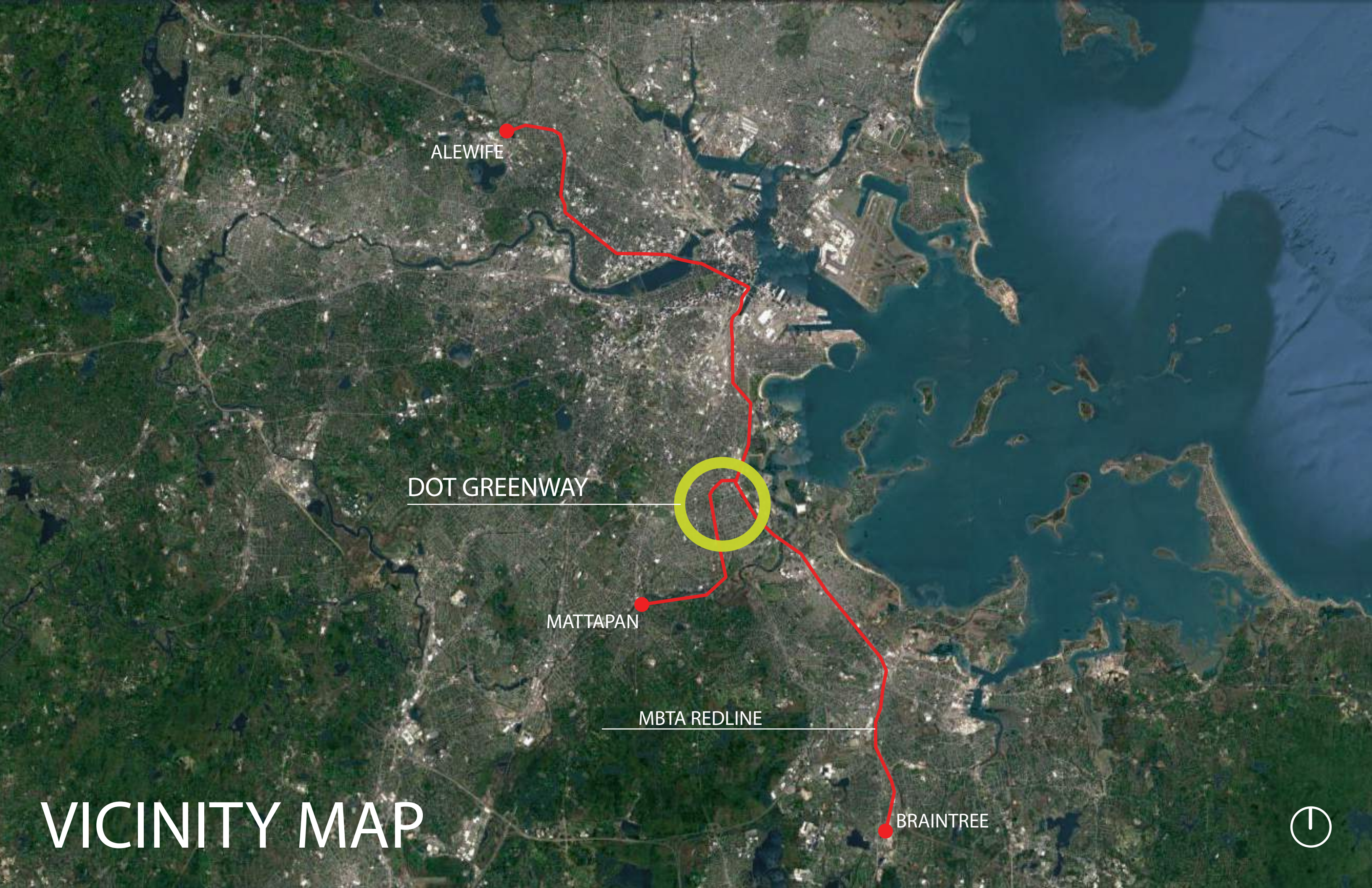
The neighborhood of Dorchester in Boston, Massachusetts has a unique opportunity to create both a functional and cultural transportation system, known as “Dot Greenway.” Already identified as potential shared-use path in the City of Boston’s 30-Year Bike Network Master Plan, the proposed Dot Greenway is located above the MBTA Redline between Park and Ashmont Streets, and is centered around the MBTA’s Shawmut Station (refer to pages 3-11 in this document). The proposed greenway would aim to reach the following goals:

The following pages are a proposal for how the Dot Greenway might be designed. It begins with analysis of the site and provides references similar projects. It ends by providing general design solutions for each of the site’s existing conditions. This design is not final, and we would appreciate your feedback and participation in making this proposal a reality.

## GUIDING PRINCIPLES:

- Connect people to people
- Connect people to mass transit
- Connect people to local goods and services
- Provide a safe recreation space for walkers and cyclist
- Express the historic and distinctive qualities of the Dorchester
- Provide opportunities for community engagement and active programming





ALEWIFE

DOT GREENWAY

MATTAPAN

MBTA REDLINE

BRAINTREE

# VICINITY MAP





MBTA REDLINE (ABOVE GROUND)

FIELDS CORNER STATION

SHAWMUT STATION

MBTA REDLINE (BELOW GROUND)

DOT GREENWAY

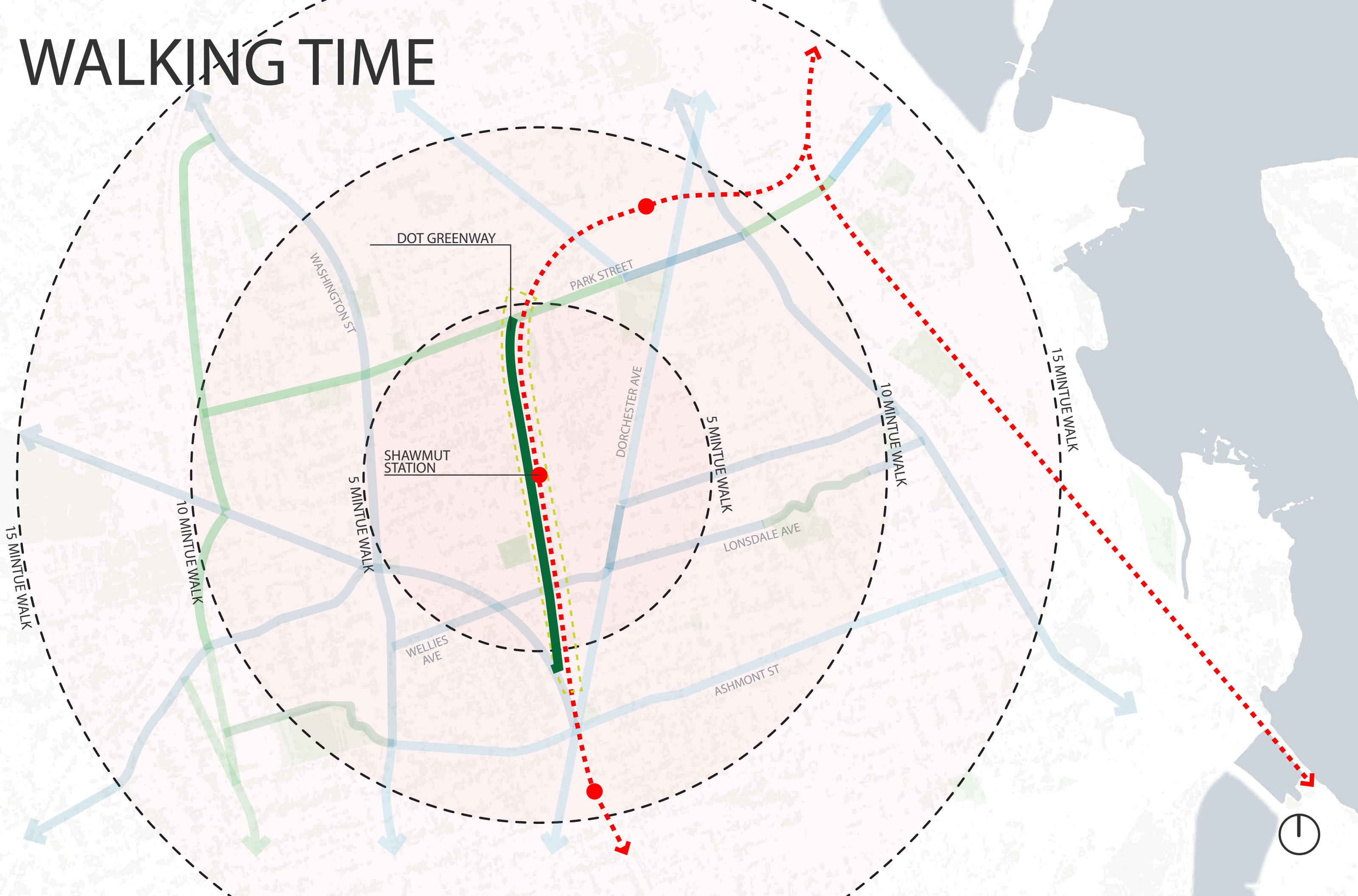
ASHMONT STATION

# SITE CONTEXT



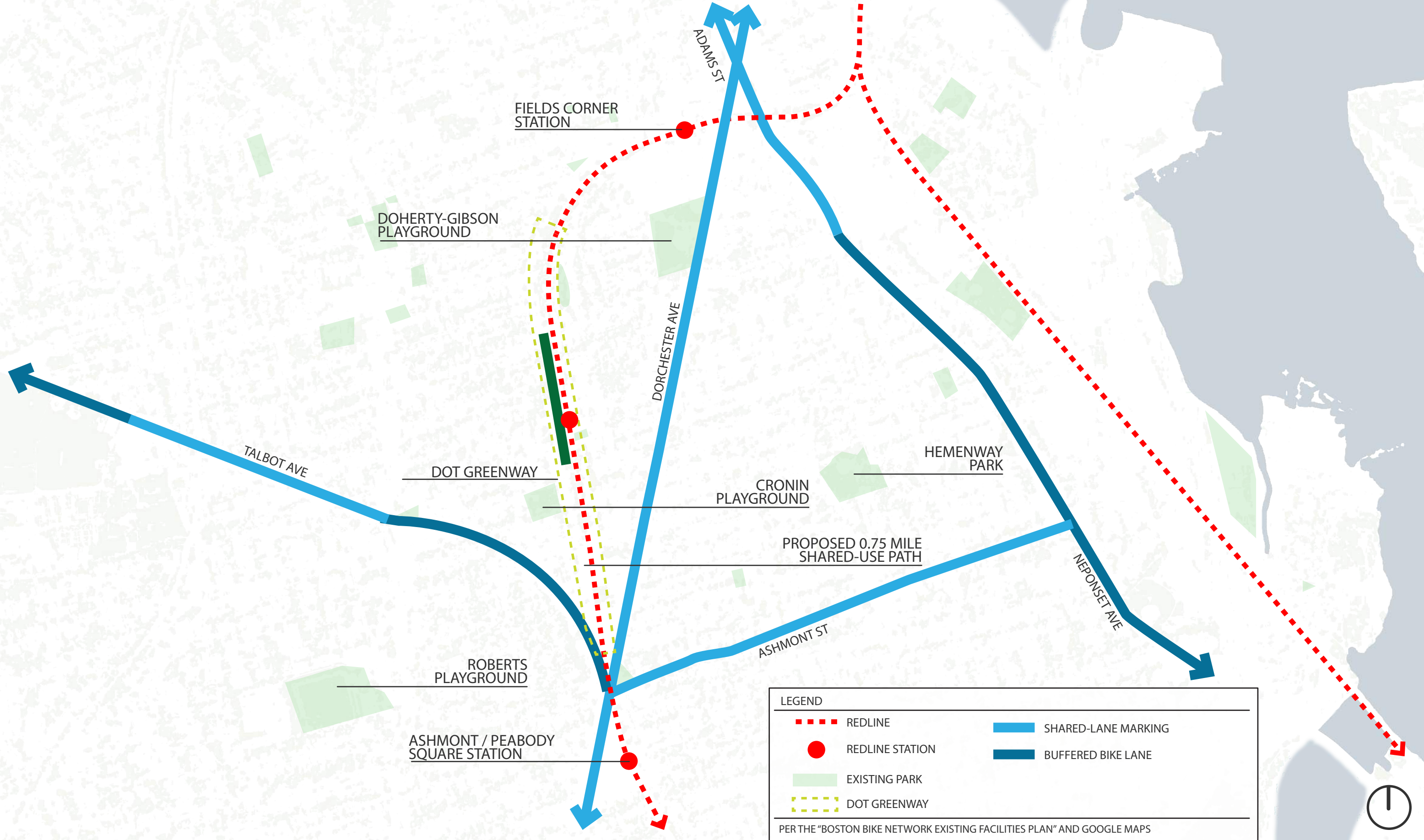


# WALKING TIME



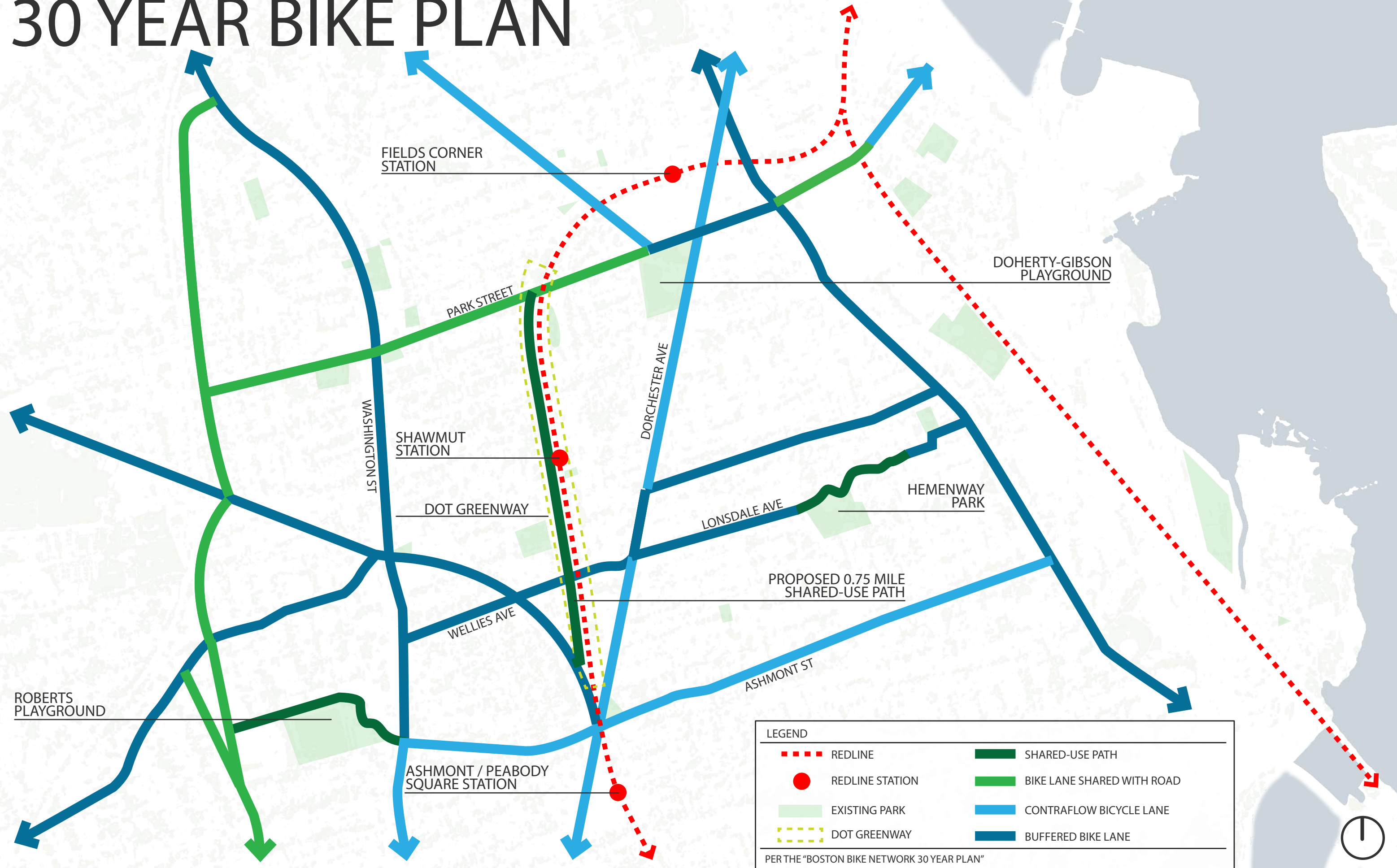


# EXISTING BIKE INFRASTRUCTURE



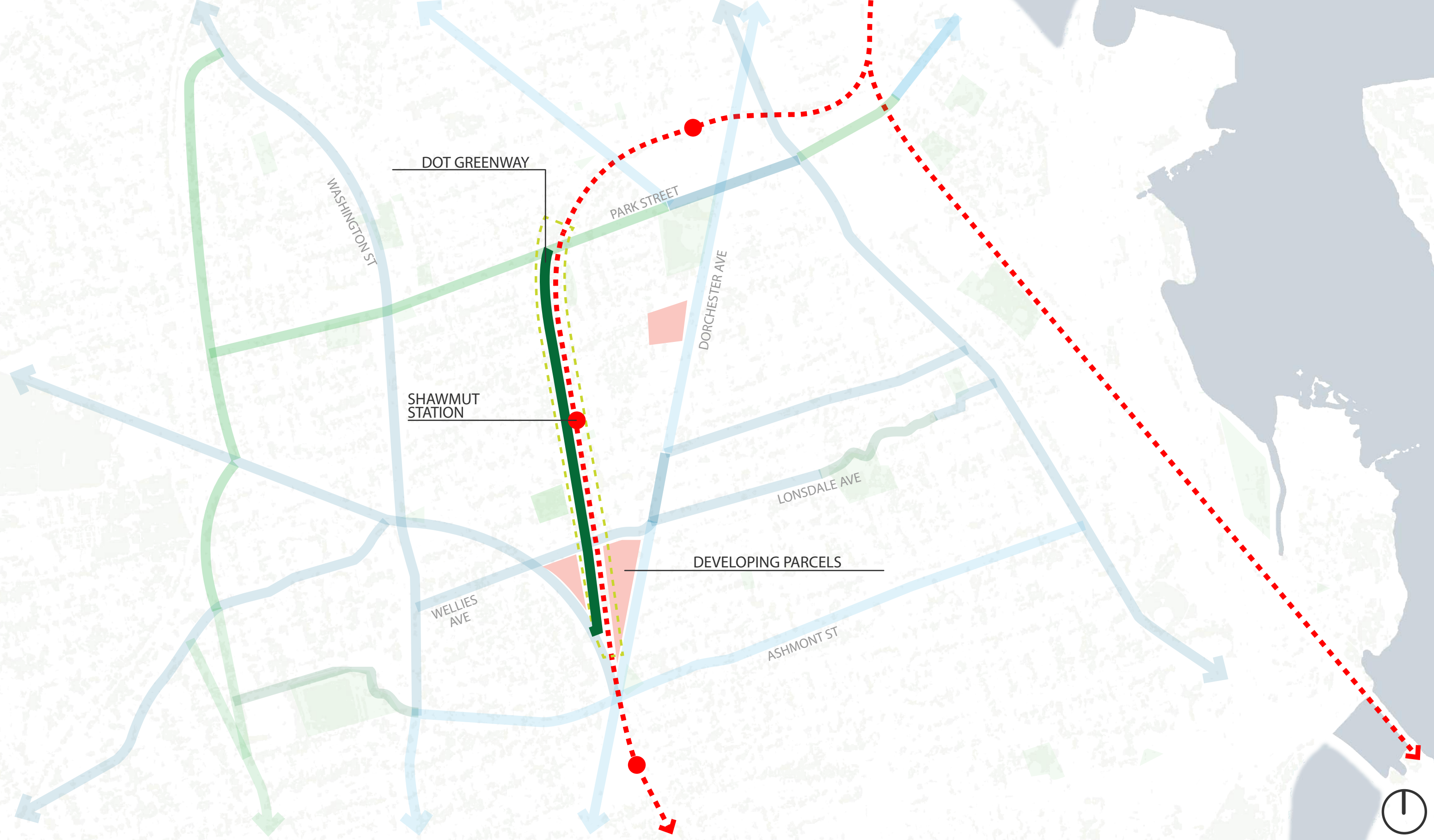


# 30 YEAR BIKE PLAN





# URBAN DEVELOPMENT





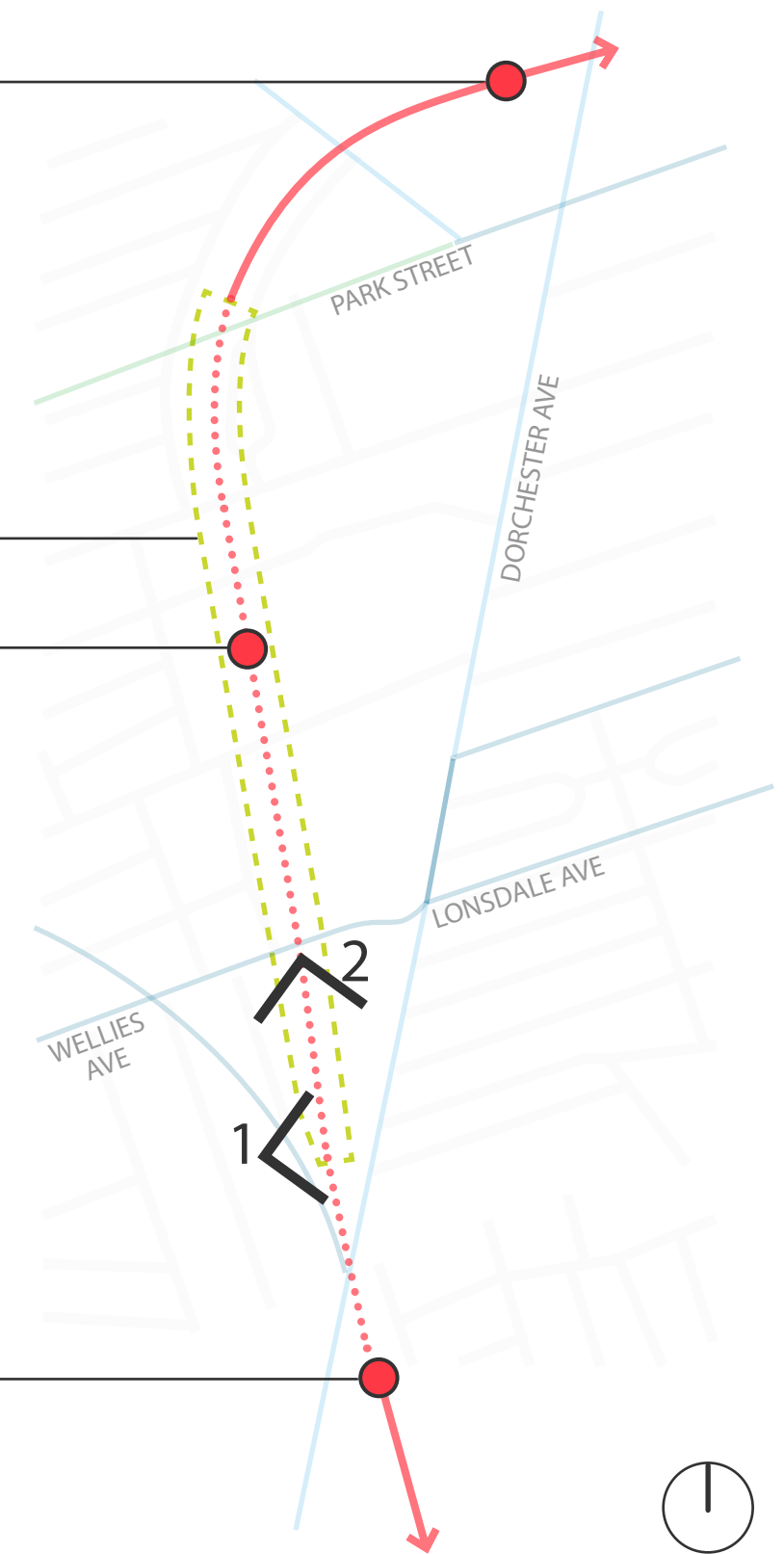


FIELDS CORNER STATION

DOT GREENWAY

SHAWMUT STATION

ASHMONT STATION





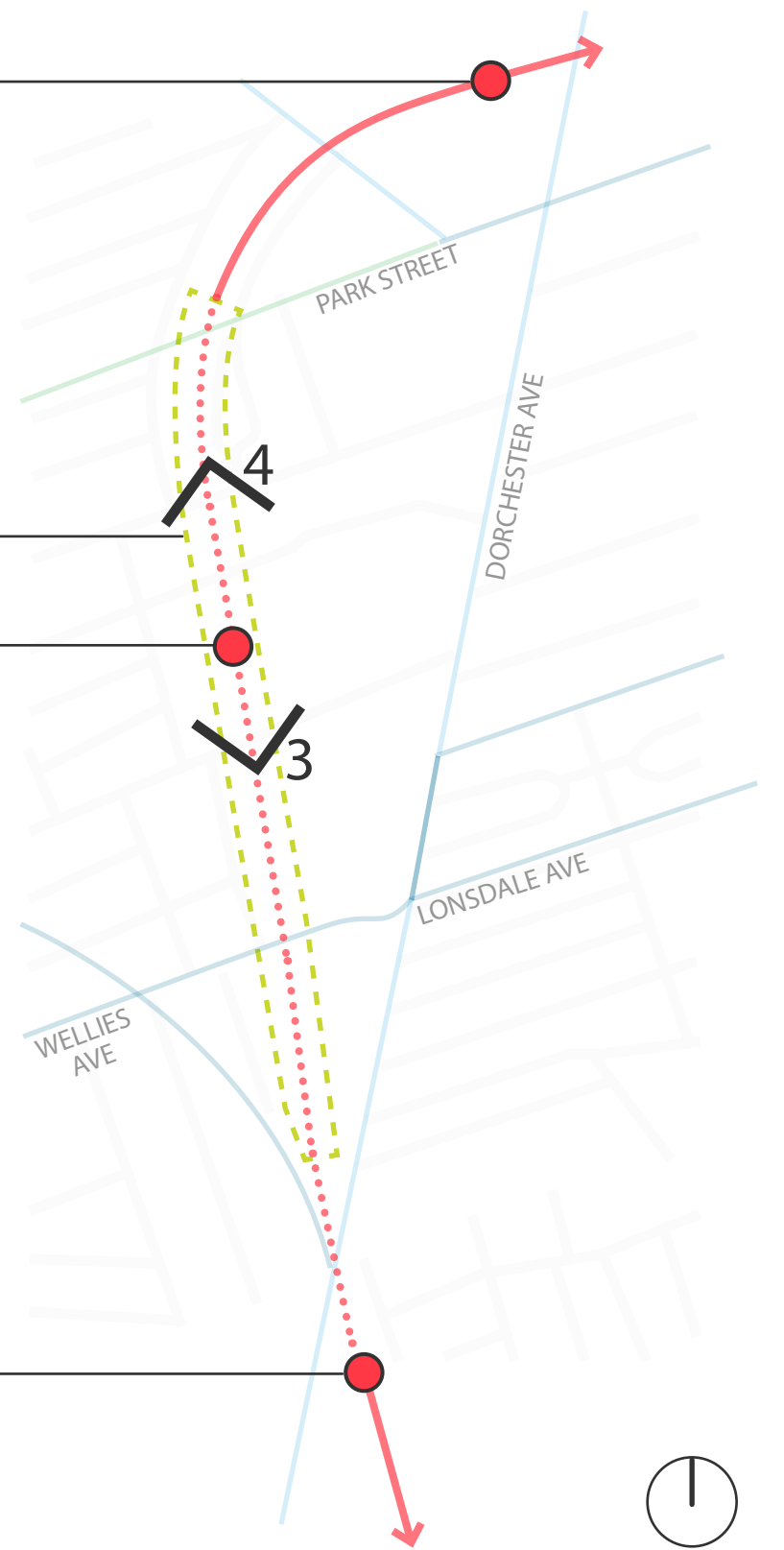


FIELDS CORNER STATION

DOT GREENWAY

SHAWMUT STATION

ASHMONT STATION





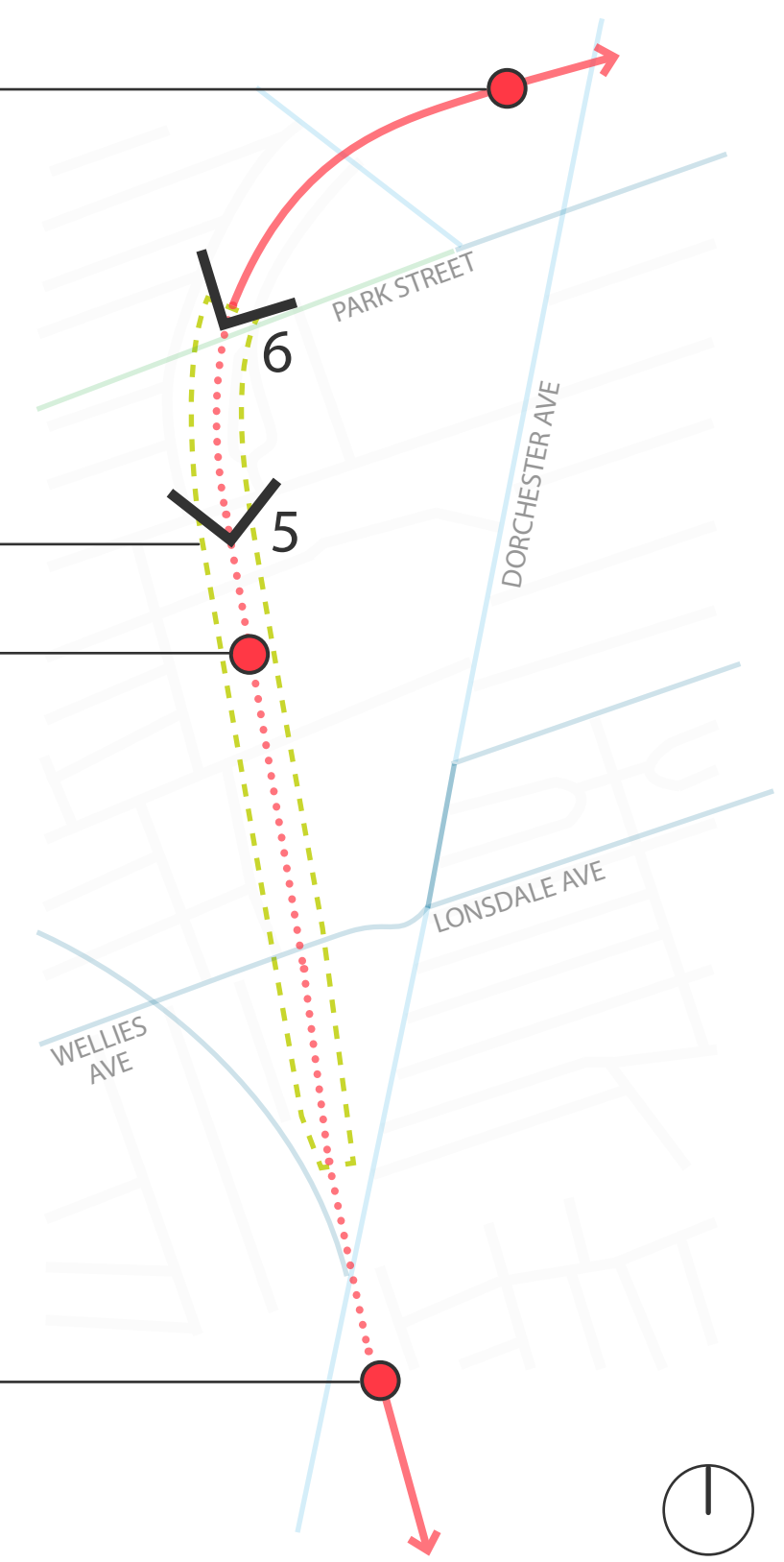


FIELDS CORNER STATION

DOT GREENWAY

SHAWMUT STATION

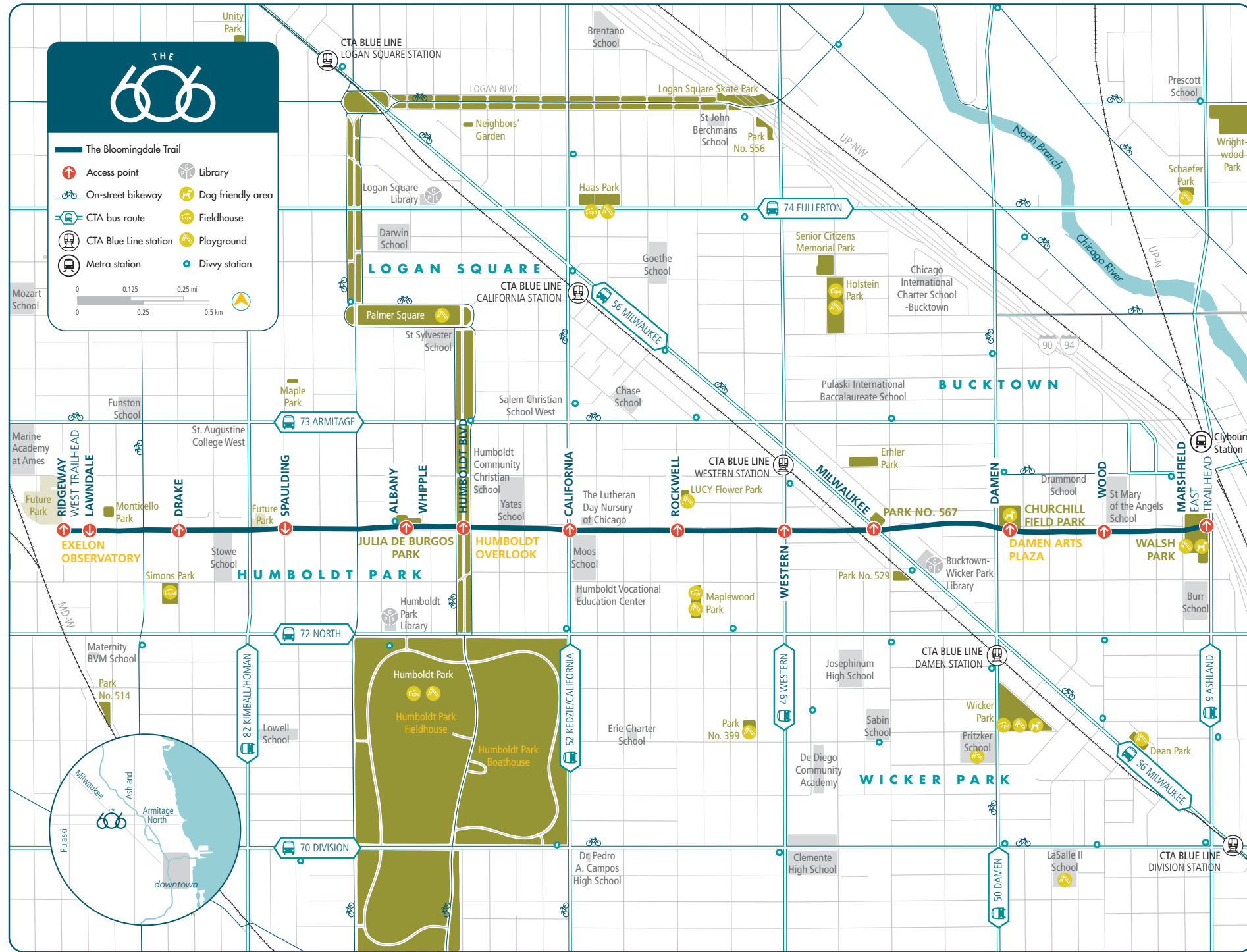
ASHMONT STATION



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6





# PRECEDENT PROJECT

## THE 606 (BLOOMINGDALE TRAIL) - CHICAGO, IL

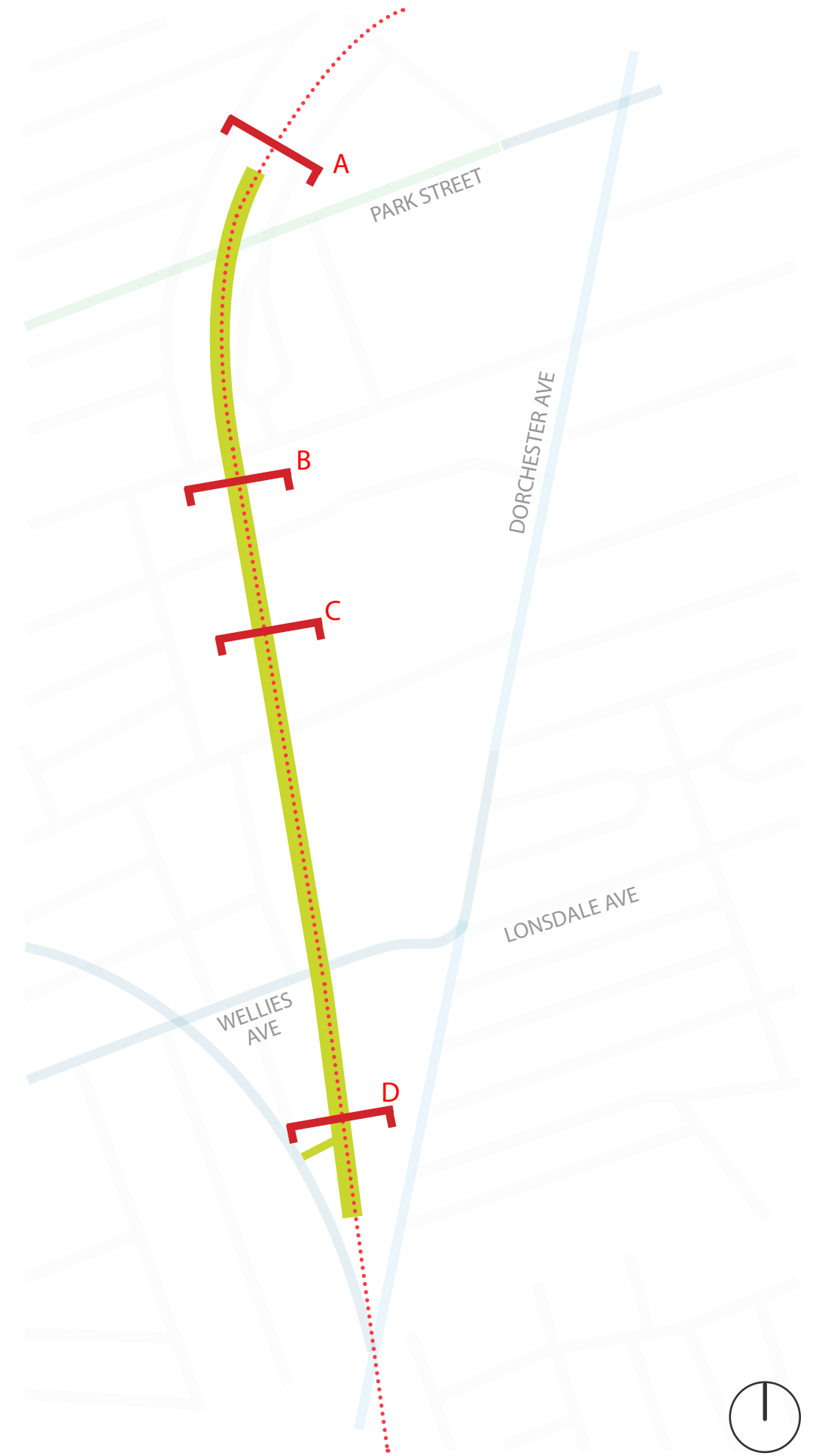
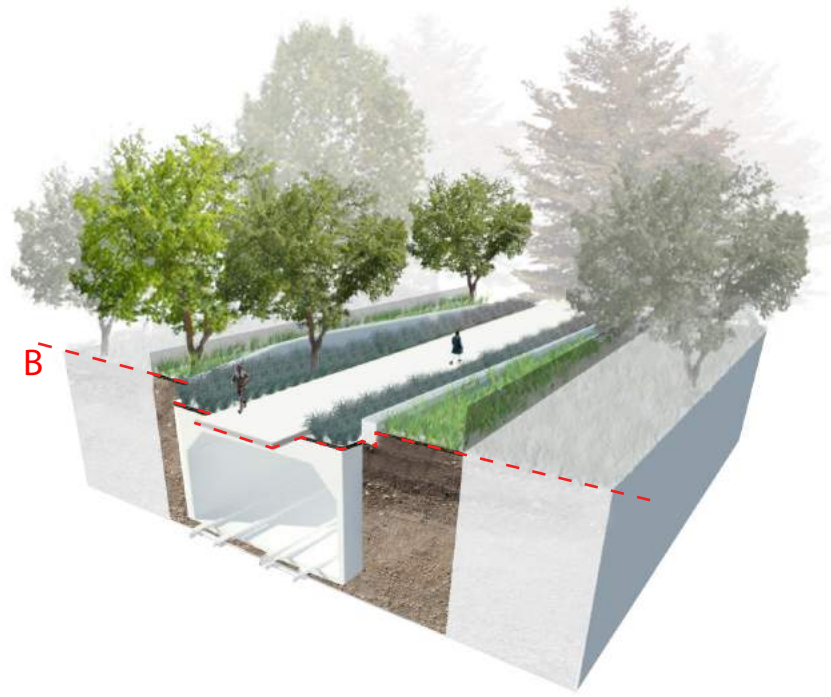
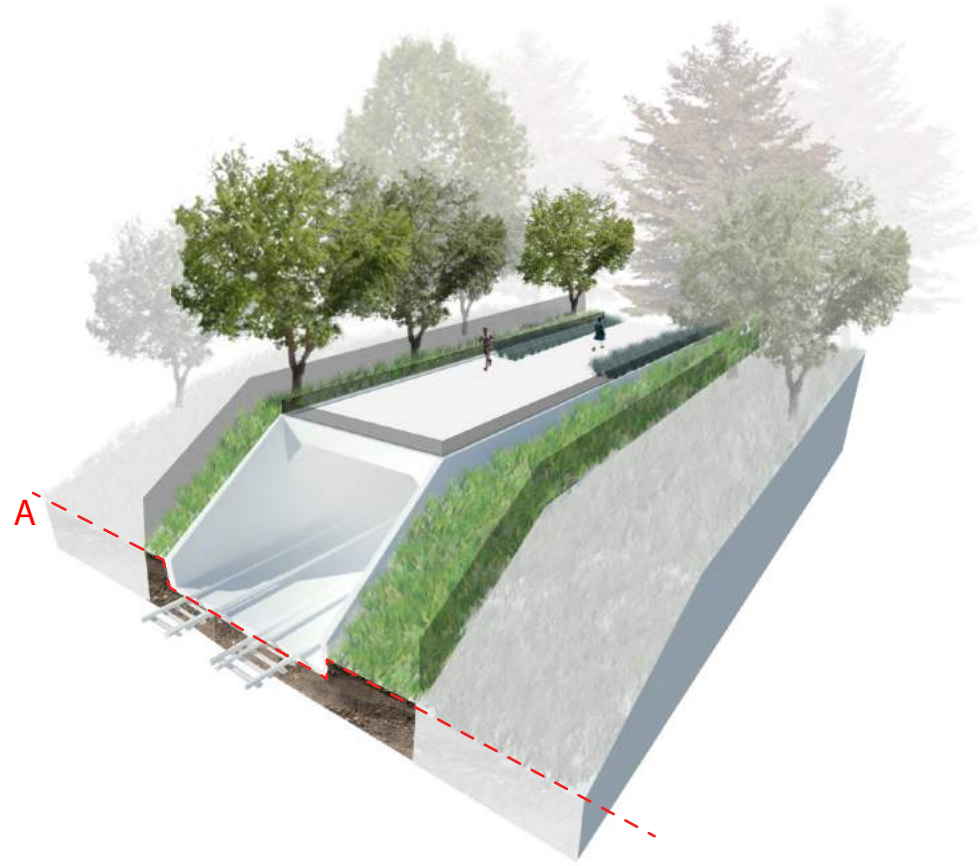




# PRECEDENT PROJECT

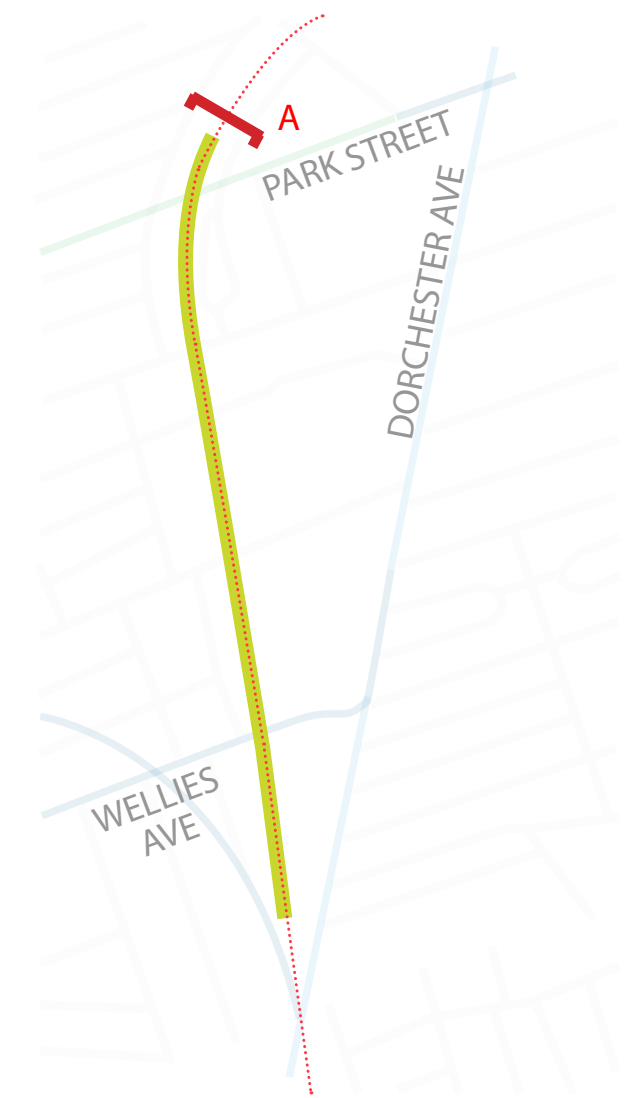
## THE QUEENSWAY - QUEENS, NEW YORK





# DESIGN CONDITIONS

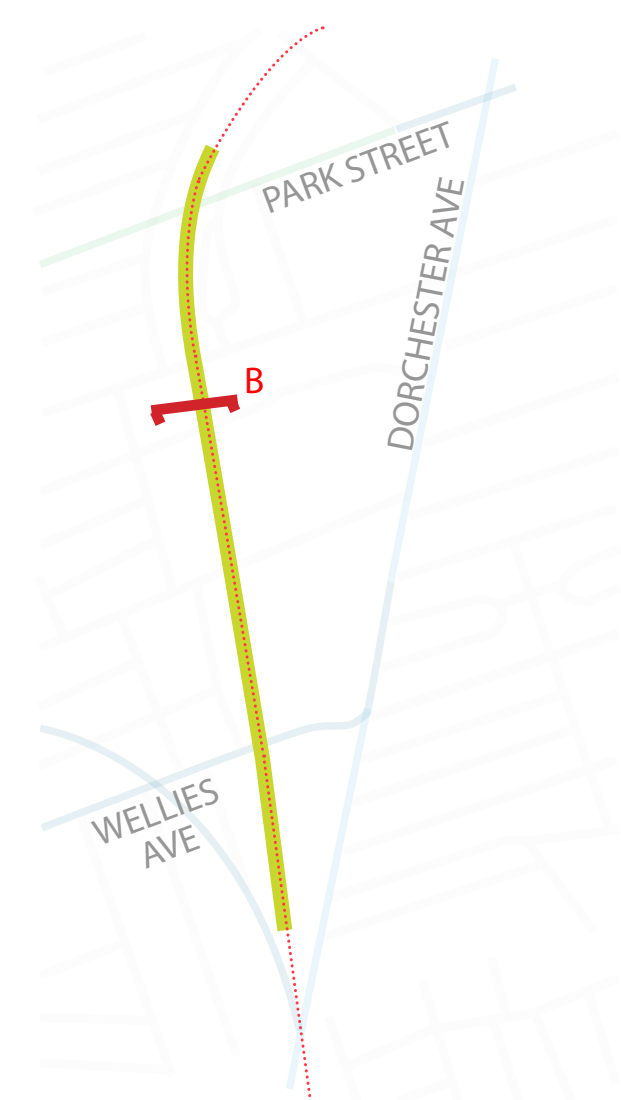
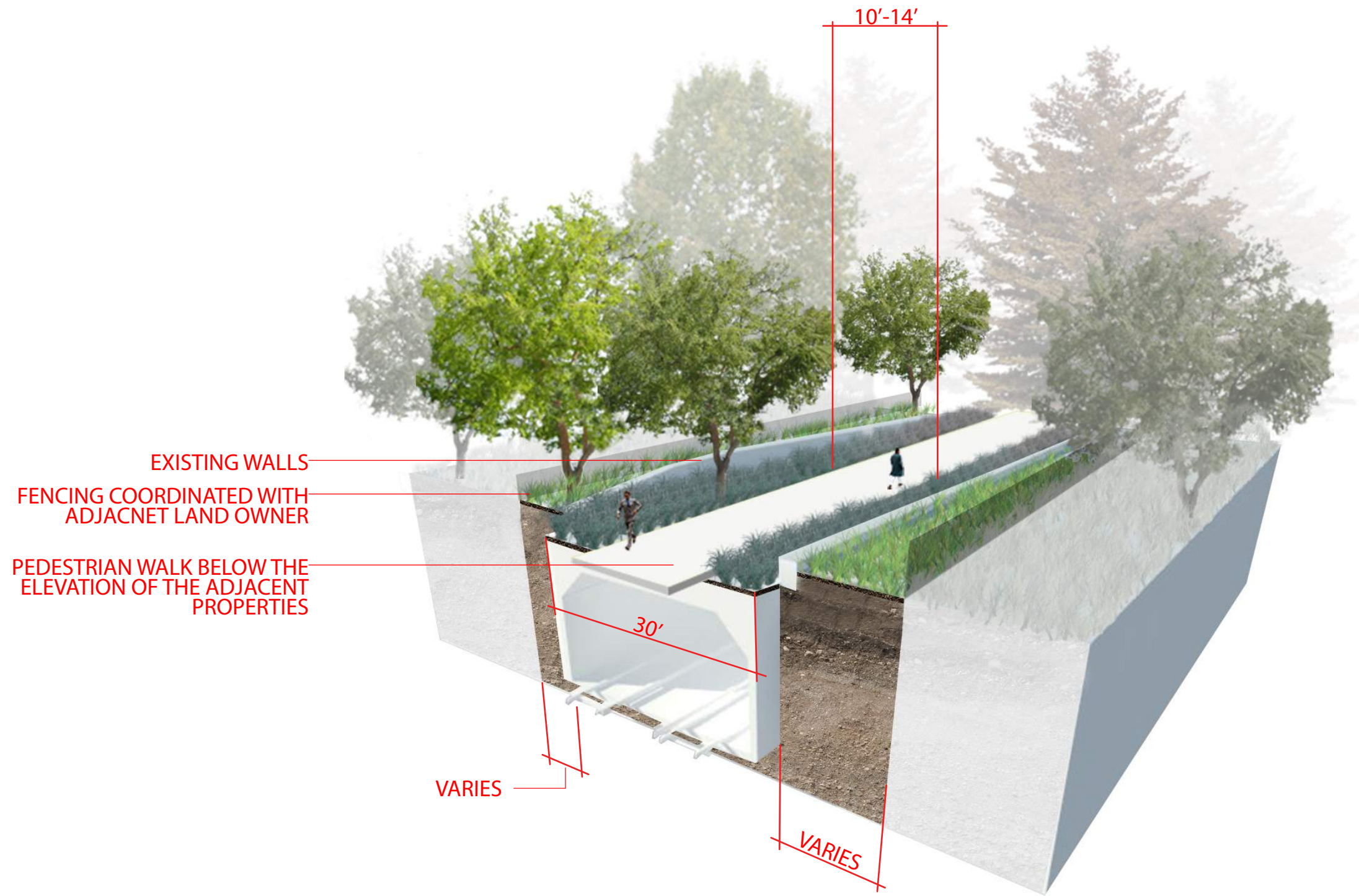




# DESIGN CONDITION A



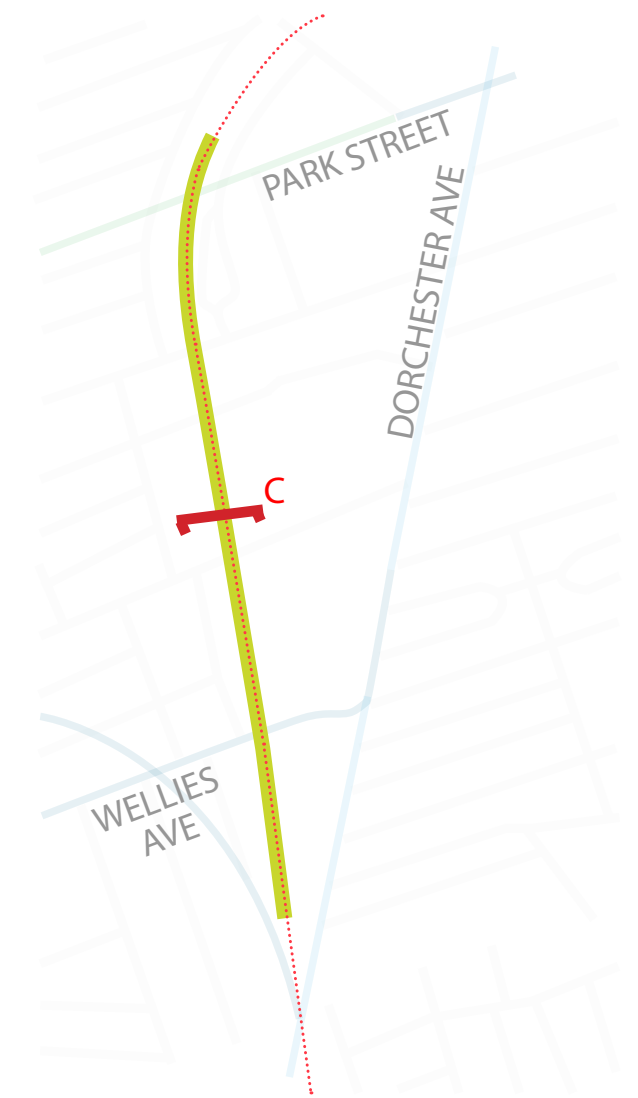
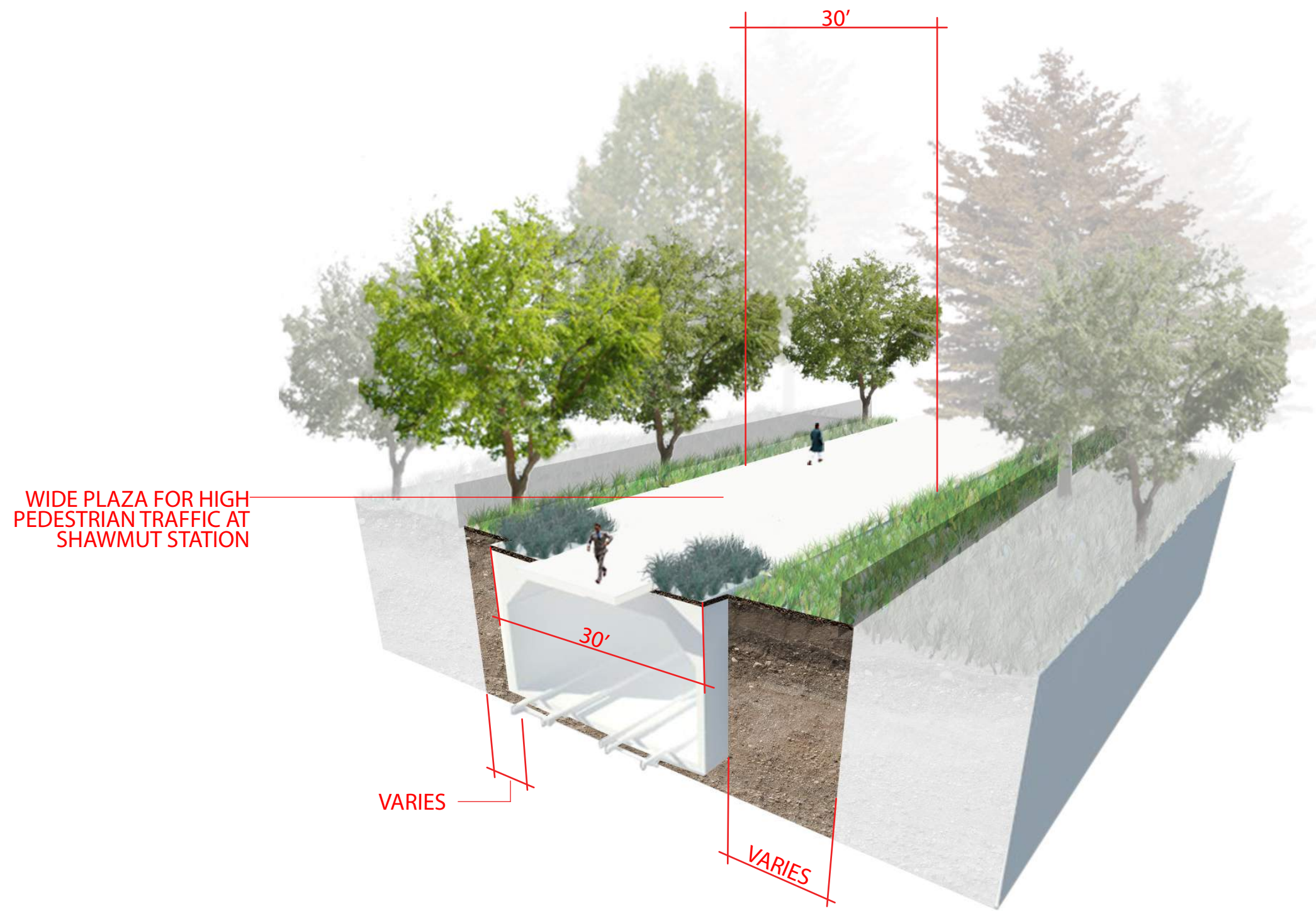




# DESIGN CONDITION B



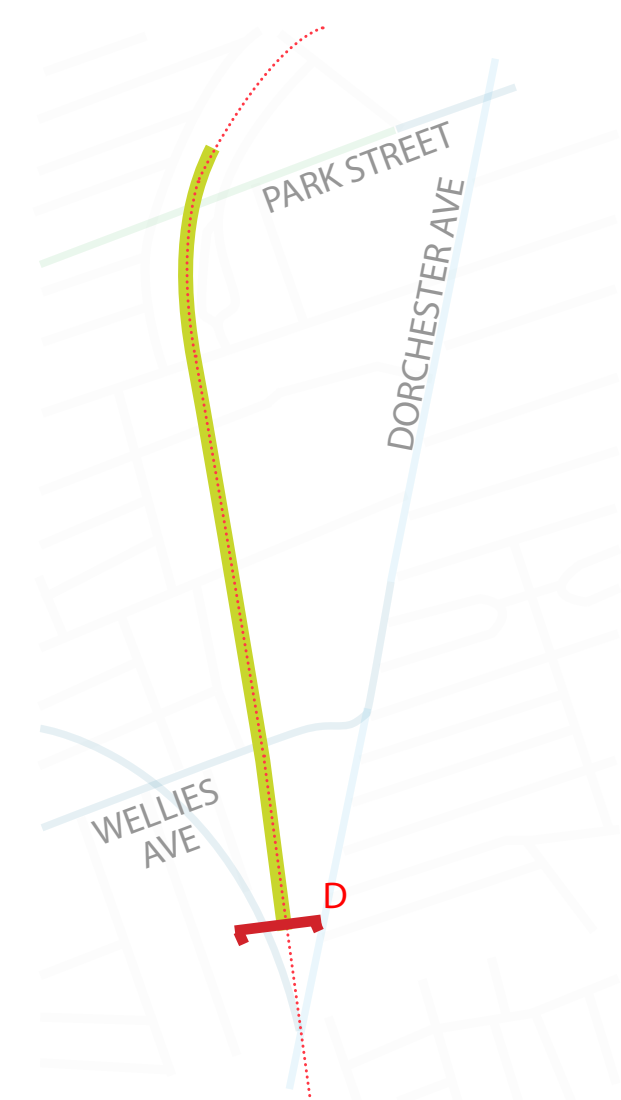
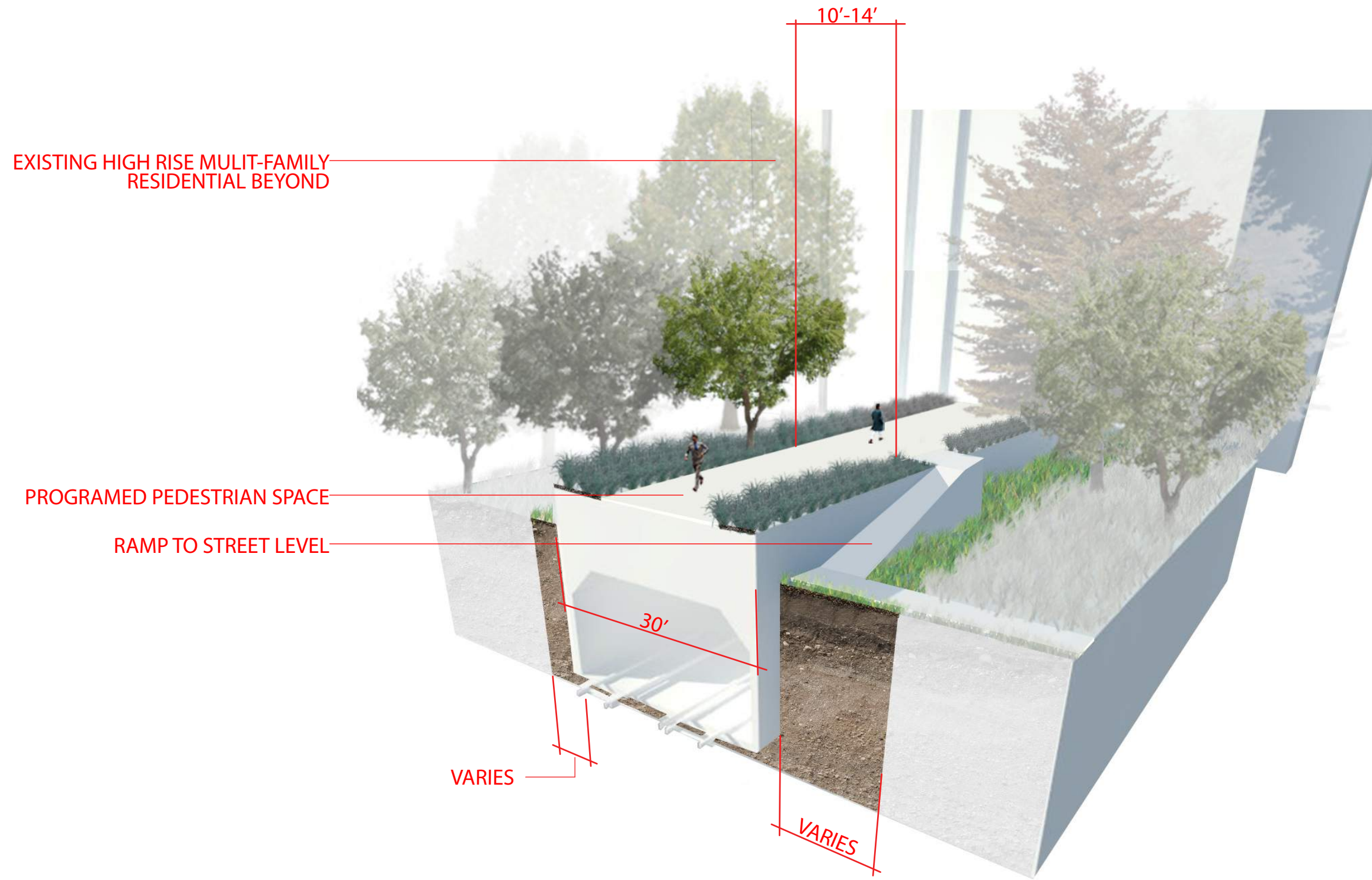




# DESIGN CONDITION C



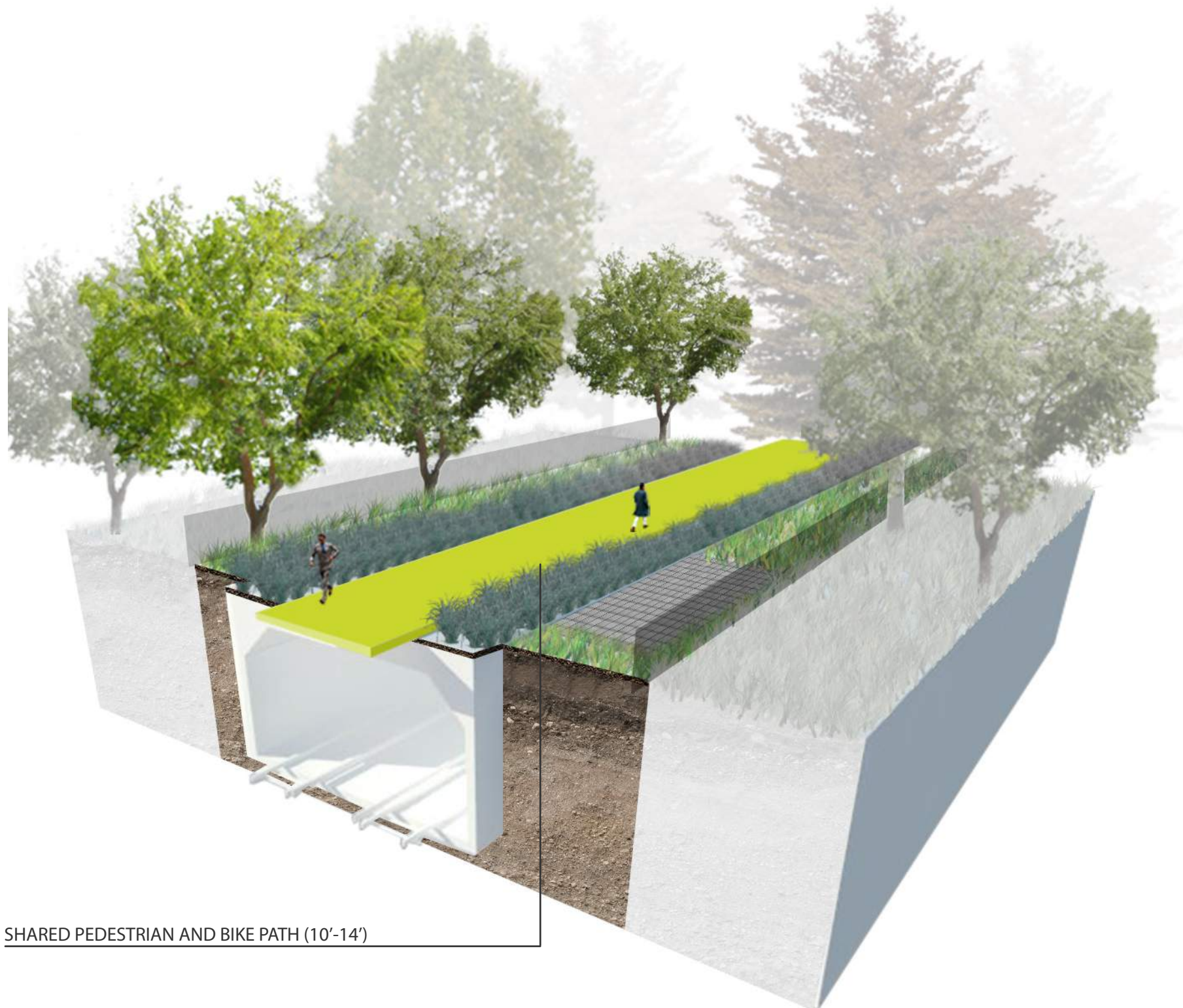




# DESIGN CONDITION D

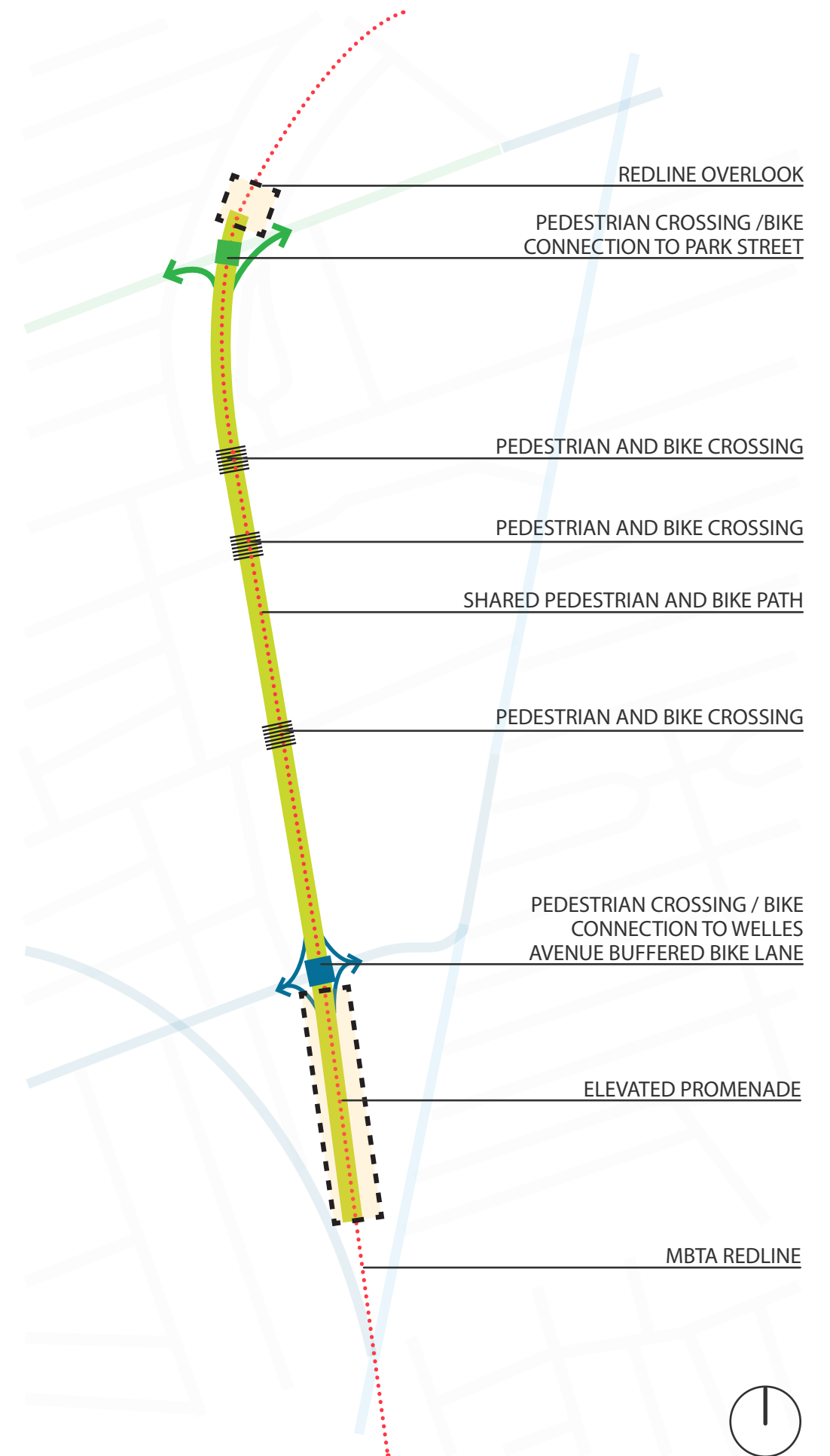




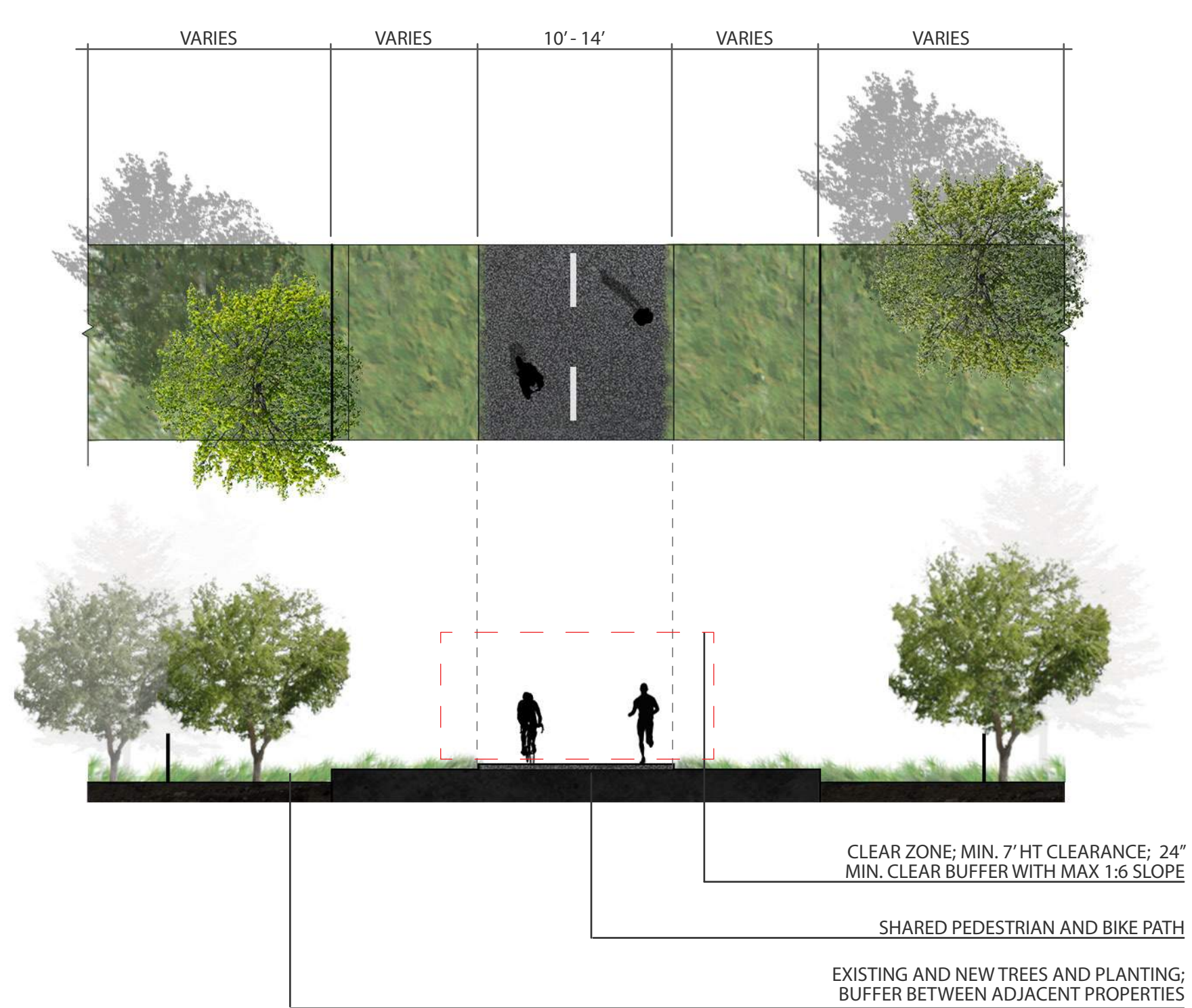


SHARED PEDESTRIAN AND BIKE PATH (10'-14')

# ROUTE CONCEPT A

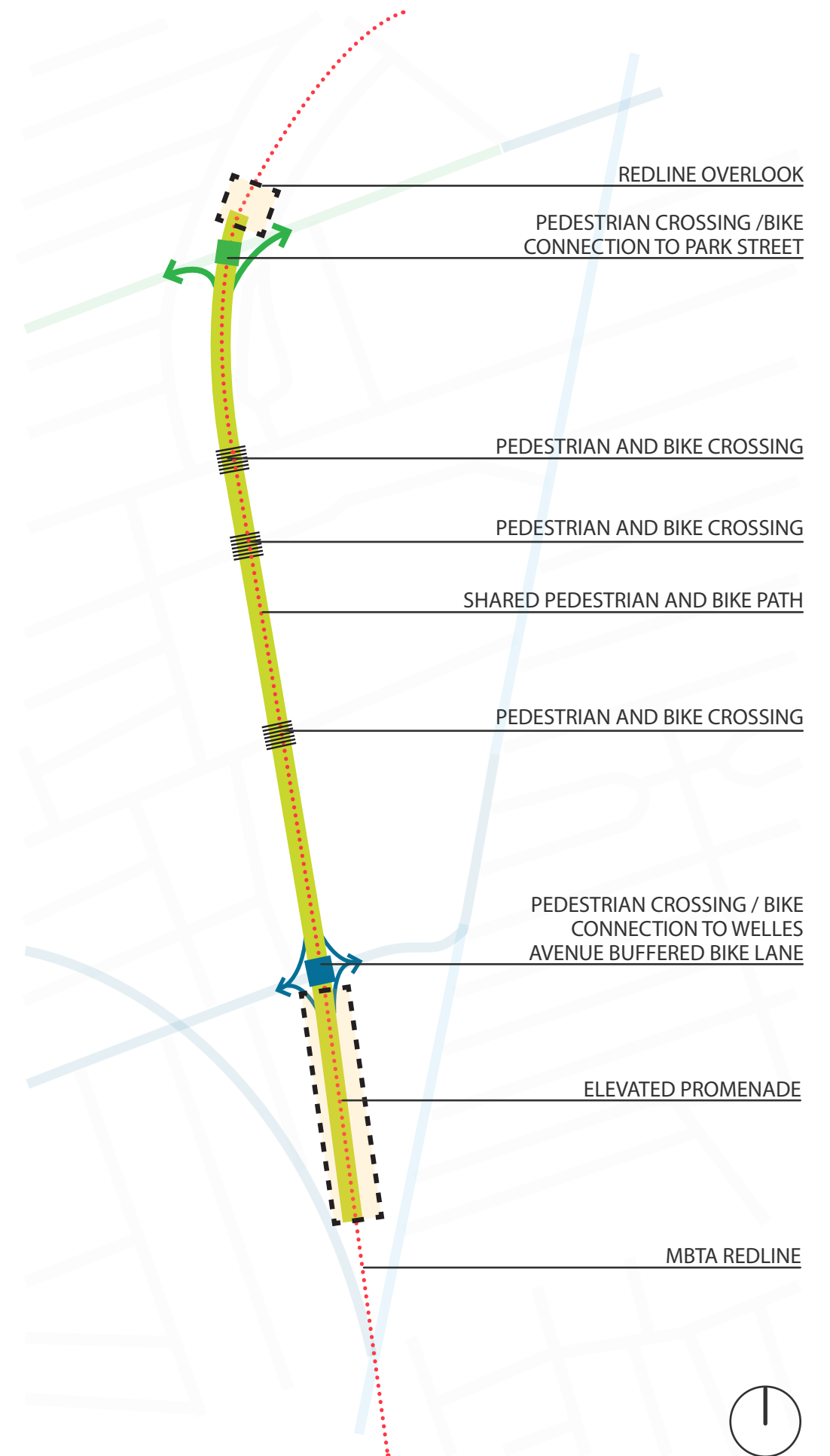




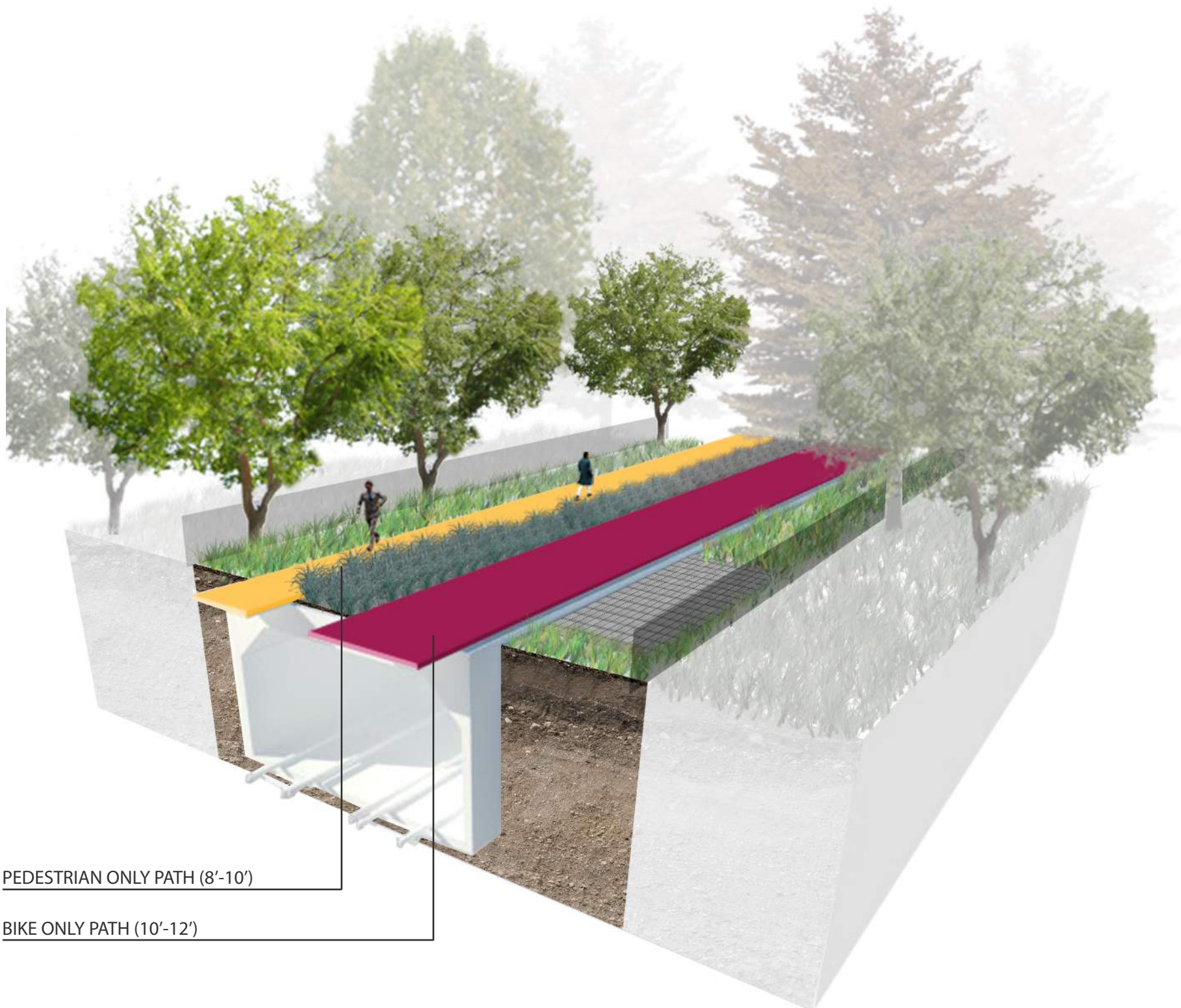


\* Dimensions provided are based on the American Association of State Highway and Transportation Officials "Guide for the Development of Bicycle Facilities," 1999.

# ROUTE CONCEPT A



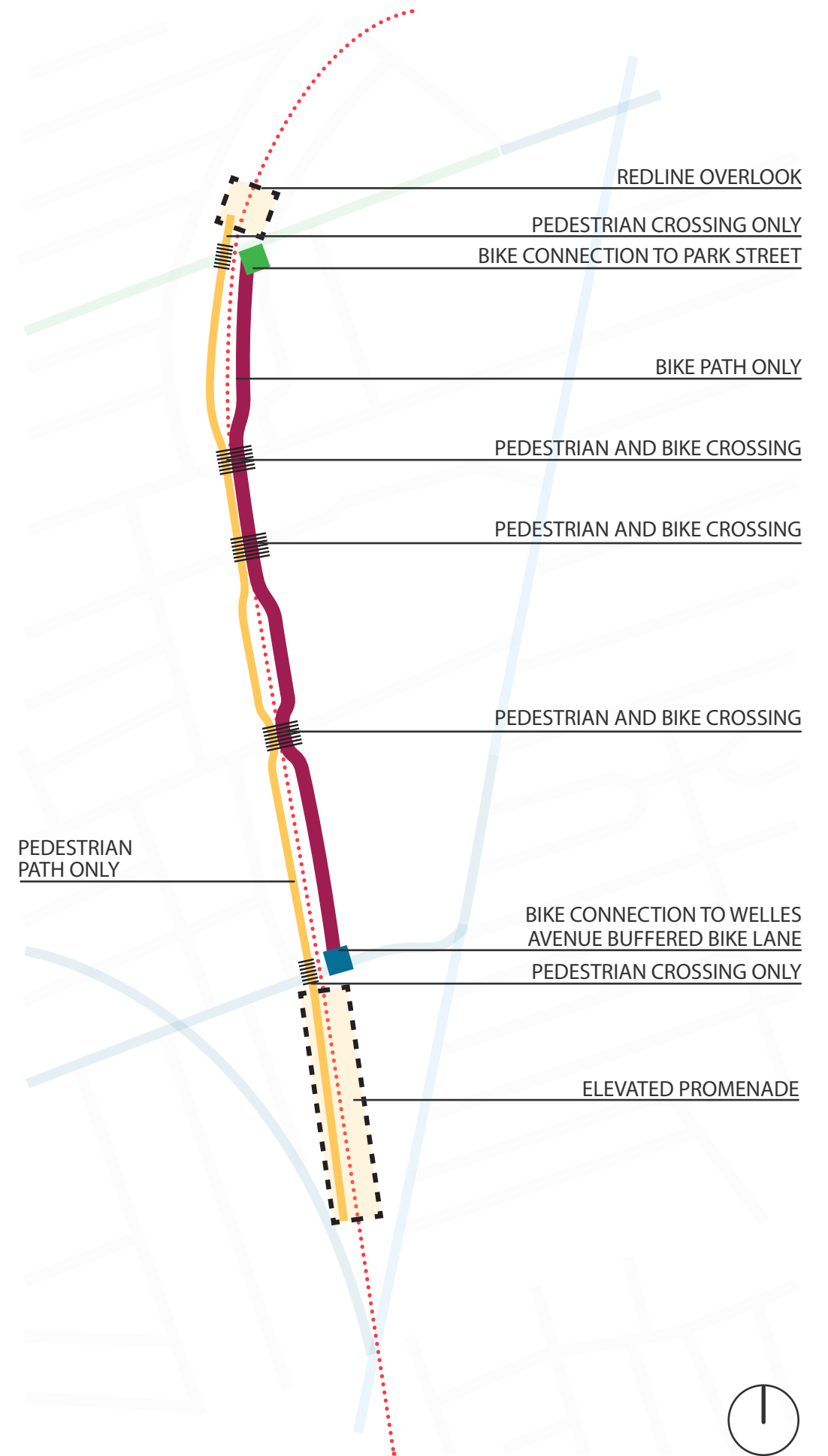




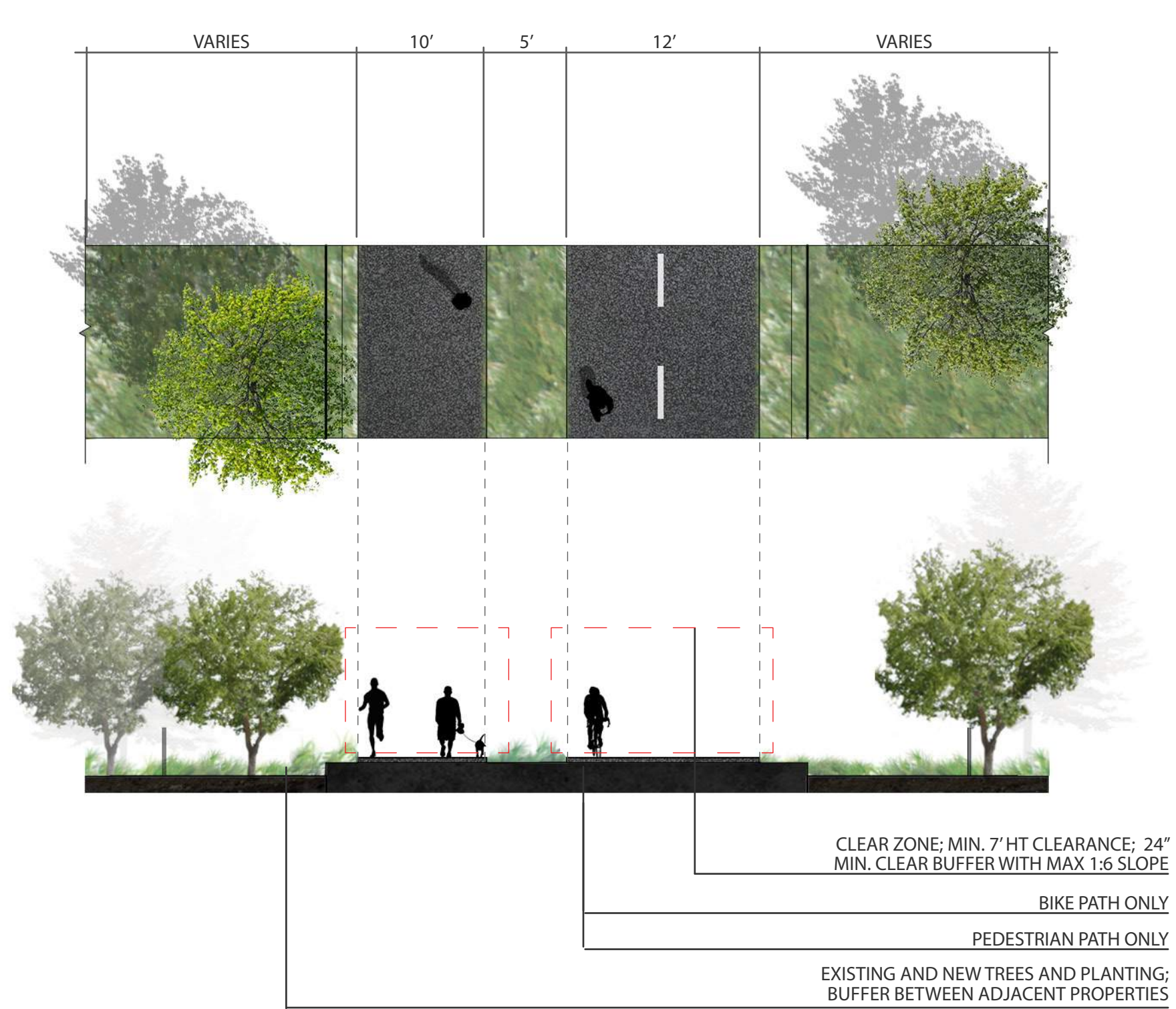
PEDESTRIAN ONLY PATH (8'-10')

BIKE ONLY PATH (10'-12')

# ROUTE CONCEPT B

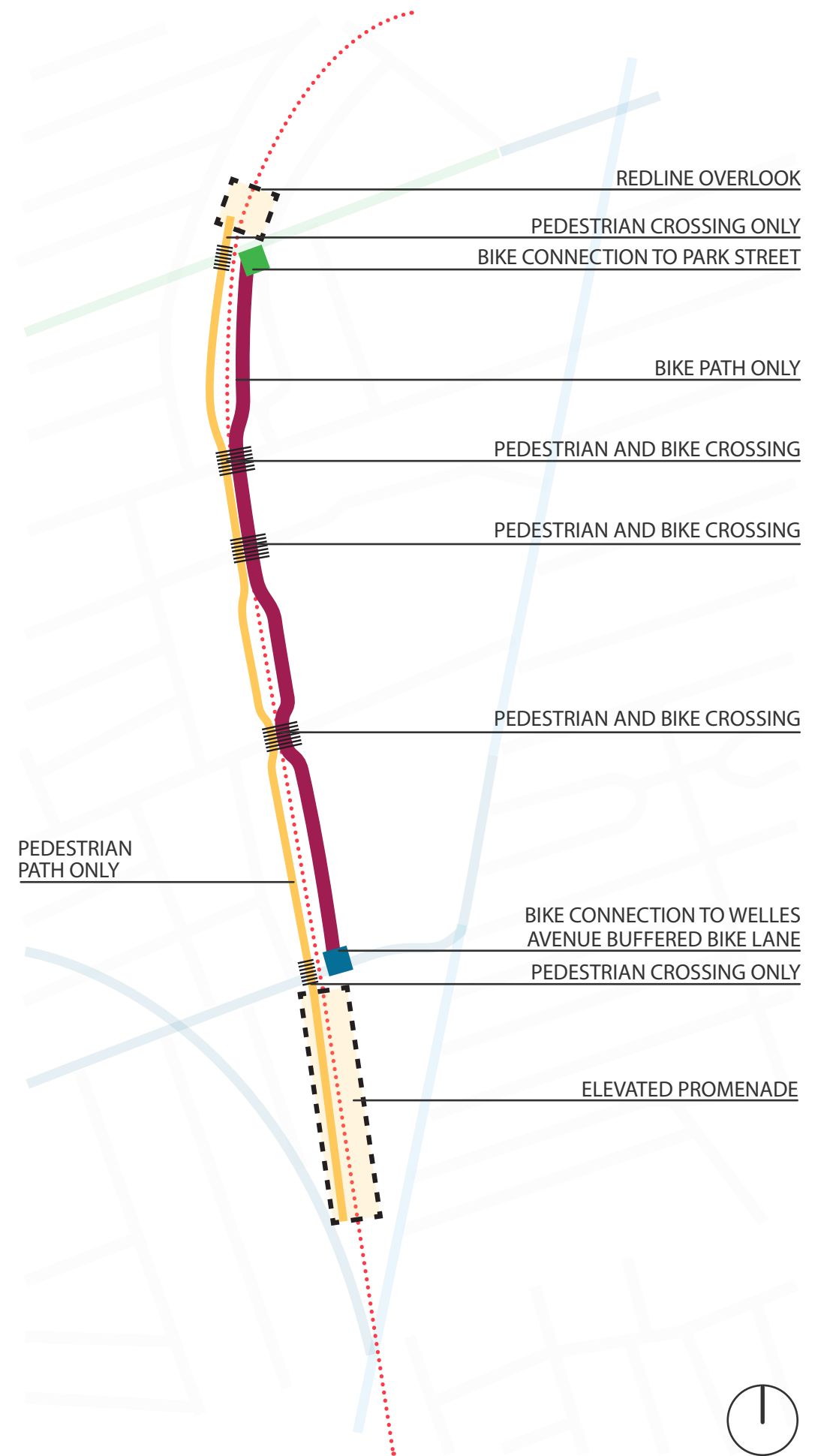






\* Dimensions provided are based on the American Association of State Highway and Transportation Officials "Guide for the Development of Bicycle Facilities," 1999.

# ROUTE CONCEPT B







EXISTING CONDITIONS





PROPOSED CONCEPT





EXISTING CONDITIONS





PROPOSED CONCEPT





EXISTING CONDITIONS





PROPOSED CONCEPT