

Regional

Multiuse Path Extension to the Blue Hills

A protected, multiuse trail extending the Southwest Corridor to the Neponset Greenway

Project Score

- Access 1
- Access 2
- Safety 1
- Safety 2
- Reliability
- Affordability
- Sustainability/Resiliency 1
- Sustainability/Resiliency 2
- Governance

#6 in public voting

Project Description

Several possible routes are being considered to continue Boston’s Southwest Corridor to the south in order to serve more residents and the region. One option is a safe and continuous connection from Forest Hills through Franklin Park to the Neponset River Greenway, Claire Saltonstall Bikeway, and the Blue Hills Reservation. Whether along Blue Hill Avenue or on American Legion and Cummins Highways, a multiuse path for people walking, running, and cycling—buffered from traffic and supplemented by trees and other green infrastructure—would extend a critical green route for the city, enhancing opportunities for recreation and active transportation. Of the routes proposed by the City’s GreenLinks plan, in coordination with LivableStreets Alliance’s Emerald Network and MAPC’s LandLine initiative, one or more will be constructed. Connections will be made to other proposed multiuse paths including *Columbia Road* and the *Fairmount Greenway Neighborways*.

Benefits and Issues Addressed

A map of existing greenways in Boston shows a clear lack of biking and walking paths in Mattapan, as well as parts of Dorchester, Roslindale, and Hyde Park. Creating a safe connection that allows people on foot and on bike to link up with existing paths on the southern edge of the city, as well as northward along the Southwest Corridor, Columbia Road, or the Fairmount corridor, would support active transportation in neighborhoods where public open space tends to be limited and the major roadways are unfriendly to vulnerable roadway users. Whether for transportation or recreational walks, runs, or rides, a new path is needed here in additional parkland and connections to larger parks and path networks.

Implementation

Approximate Cost: \$6 million for design and construction
Potential Funding Sources: City capital plan and Boston MPO TIP
Who’s responsible: BTS and Public Works
Time Frame: Within 5 to 15 years

Best Practices

New York City has connected many of their parks and greenways using protected bike lanes. The Pelham-Moshulu Parkway Greenway connects several parks and urban areas and is part of the larger East Coast Greenway network. www.nyc.gov/html/dot/html/bicyclists/bikemaps.shtml



Public Input

- "Make traffic safer for people, cars, bikes, and pedestrians along Blue Hill Ave near Talbot St." -02366
- "Connect Emerald Necklace to Neponset Trail." -02143