



# SUMMER STREET

# MULTIMODAL

# CORRIDOR

*Pilot*

OPEN HOUSE

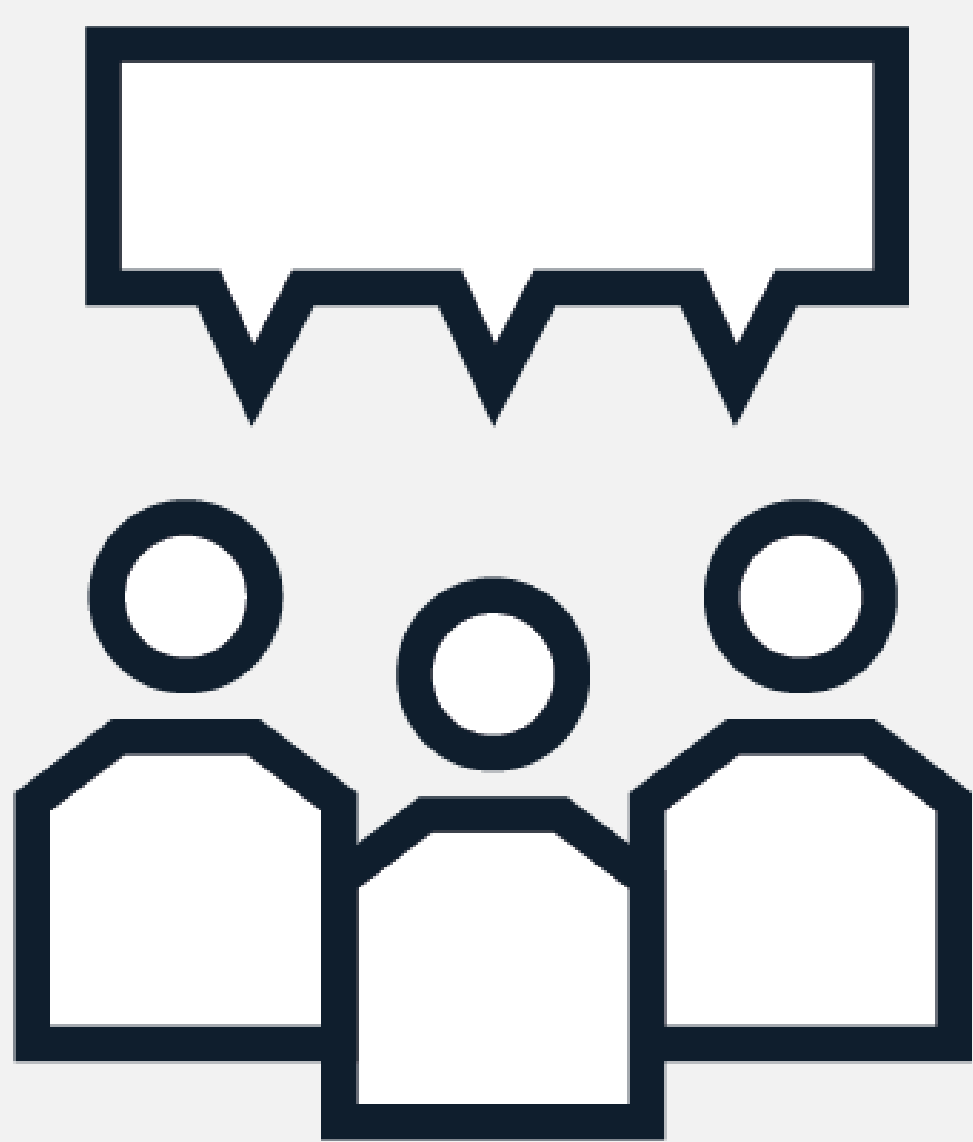
PLEASE SIGN IN AT THE FRONT DESK.  
THANK YOU FOR JOINING US TODAY!



Transportation

# WHAT IS THE PURPOSE OF THIS OPEN HOUSE?

The goal of this open house is to provide community members with information on the Summer Street Pilot and collect feedback. We appreciate you taking time to join us!





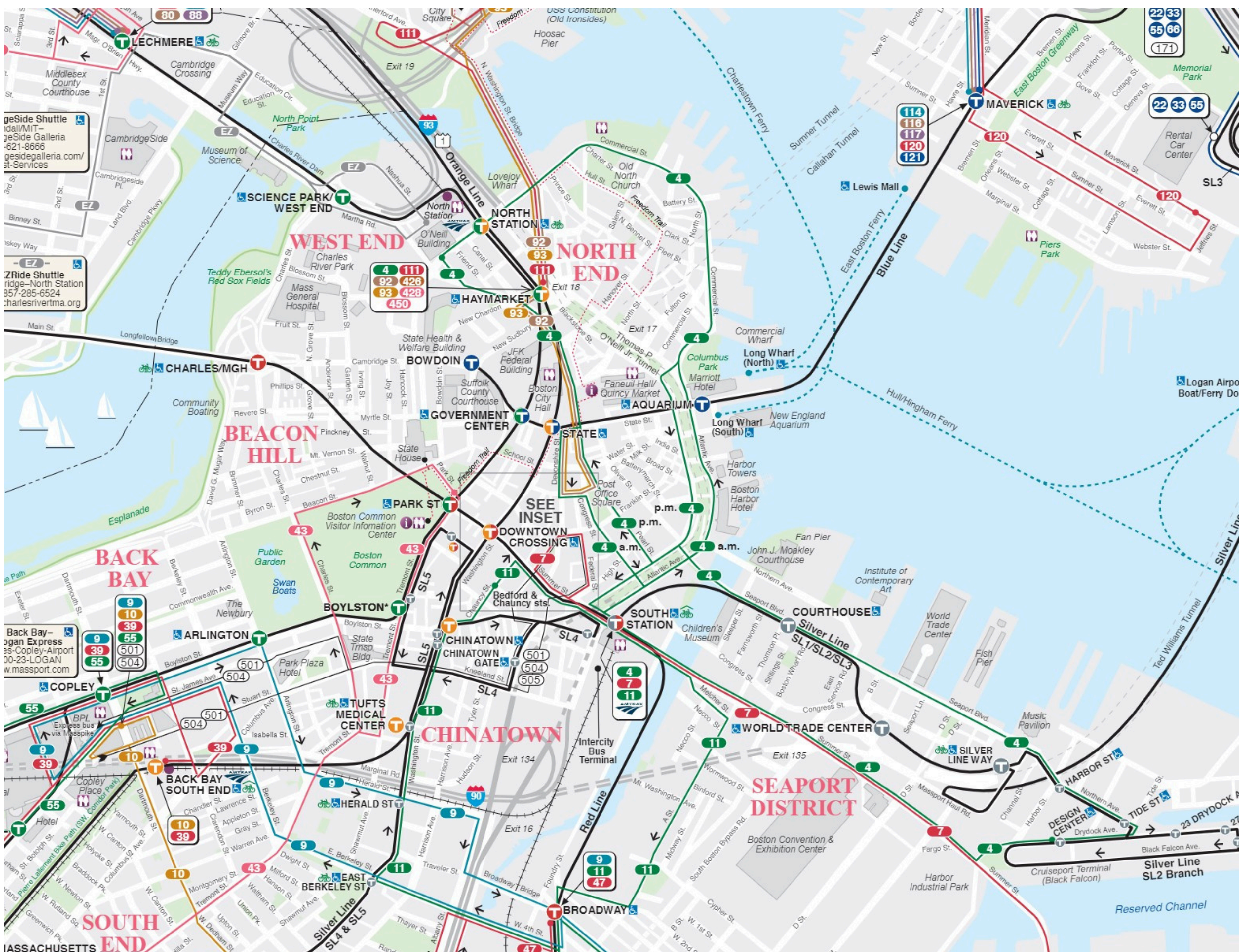
The **Boston Transportation Department** maintains street infrastructure that influences movement along streets.

These include:

- Traffic Signals
- Street Widths
- Curb Regulations
- Lane Assignments

The **Massachusetts Bay Transportation Authority** maintains operations and facilities throughout the system. These include:

- Routes
- Schedules
- Fares
- Fleet Size and Distribution
- Bus Operator Training





## Boston Complete Streets

In 2010, The Boston Transportation Department introduced an approach to urban design, known as **Complete Streets**.

A “Complete Street” is designed to balance safety, convenience, and comfort for people across transportation modes.

## Vision Zero

**Vision Zero** is a commitment to eliminate fatal and serious traffic collisions by **2030**.

Bus lanes, better pedestrian conditions, and expanded bike lanes would increase safety, convenience, and comfort.



## Go Boston 2030

**Go Boston 2030** envisions a bold transportation future for a more sustainable Boston.

This project envisions fits Go Boston 2030 goals because it will allow transit to avoid congestion, improve safety, and shift modes.



## **South Boston Transportation Action Plan**

The South Boston Transportation Action Plan (SBTAP) is a project aimed at providing transportation improvements in South Boston. This project will recommend transit improvements that can be made immediately, within the next 15 years, and beyond.

## **South Boston Seaport Transit Plan**

The South Boston Seaport Transit Plan seeks to improve the operations, capacity, and connectivity of the transit network serving the South Boston Seaport. This is a joint effort between the Boston Planning and Development Agency (BPDA) and Boston Transportation Department (BTD).

## **North Station-Seaport Rapid Bus Corridor**

The North Station-Seaport Rapid Bus Corridor project aims to provide direct bus service and other multimodal enhancements between North Station, South Station, and the Seaport.

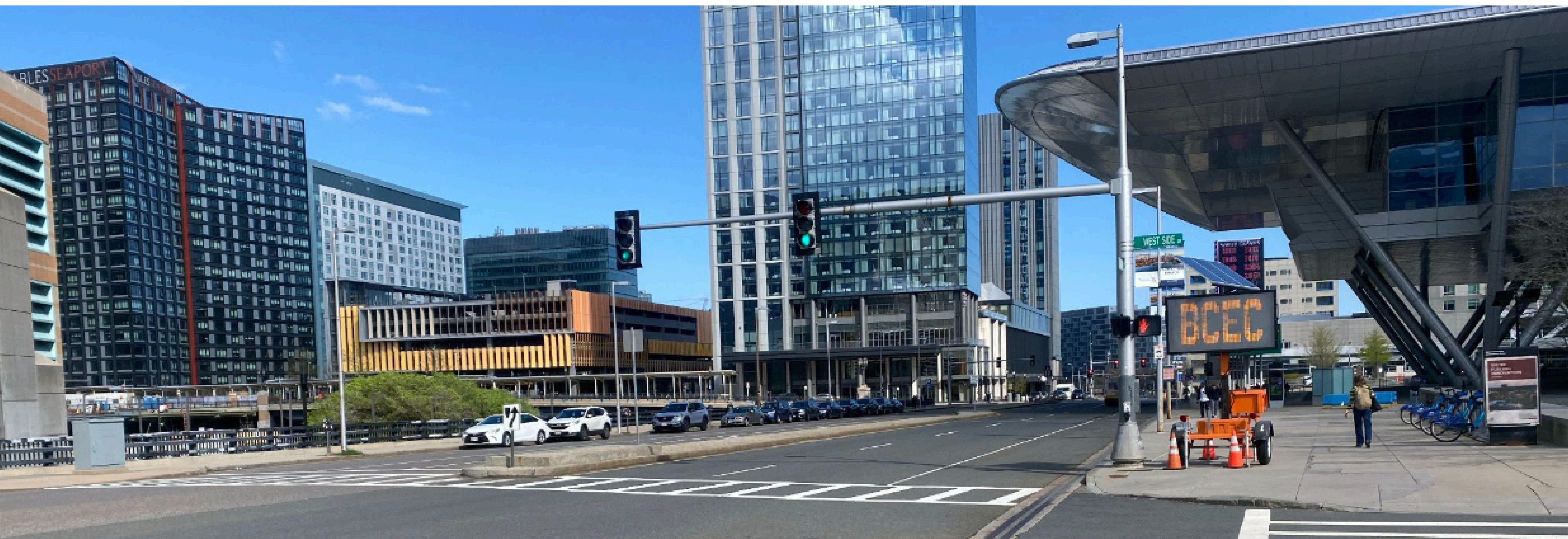
BTD is collaborating with partner agencies and stakeholders on this pilot project!



## High Speeds

Vehicle speeds on Summer Street decreased pedestrian and cyclist comfort and safety. Vehicles speeds averaged 33-37 mph during the AM peak, and 35-39 during the PM Peak.

In January 2023, **less than 5%** of vehicles observed were **obeying the speed limit.**



## Disconnected Bike Facilities & Unsafe Intersections

A lack of consistent bike facilities along the corridor forced cyclists to mix with cars, and signal timing caused conflict between pedestrians, cyclists, and turning vehicles

"Drivers are very aggressive specifically towards bikes in this part of the city."

-Survey respondent, Summer Street commuter





## Driver Conditions

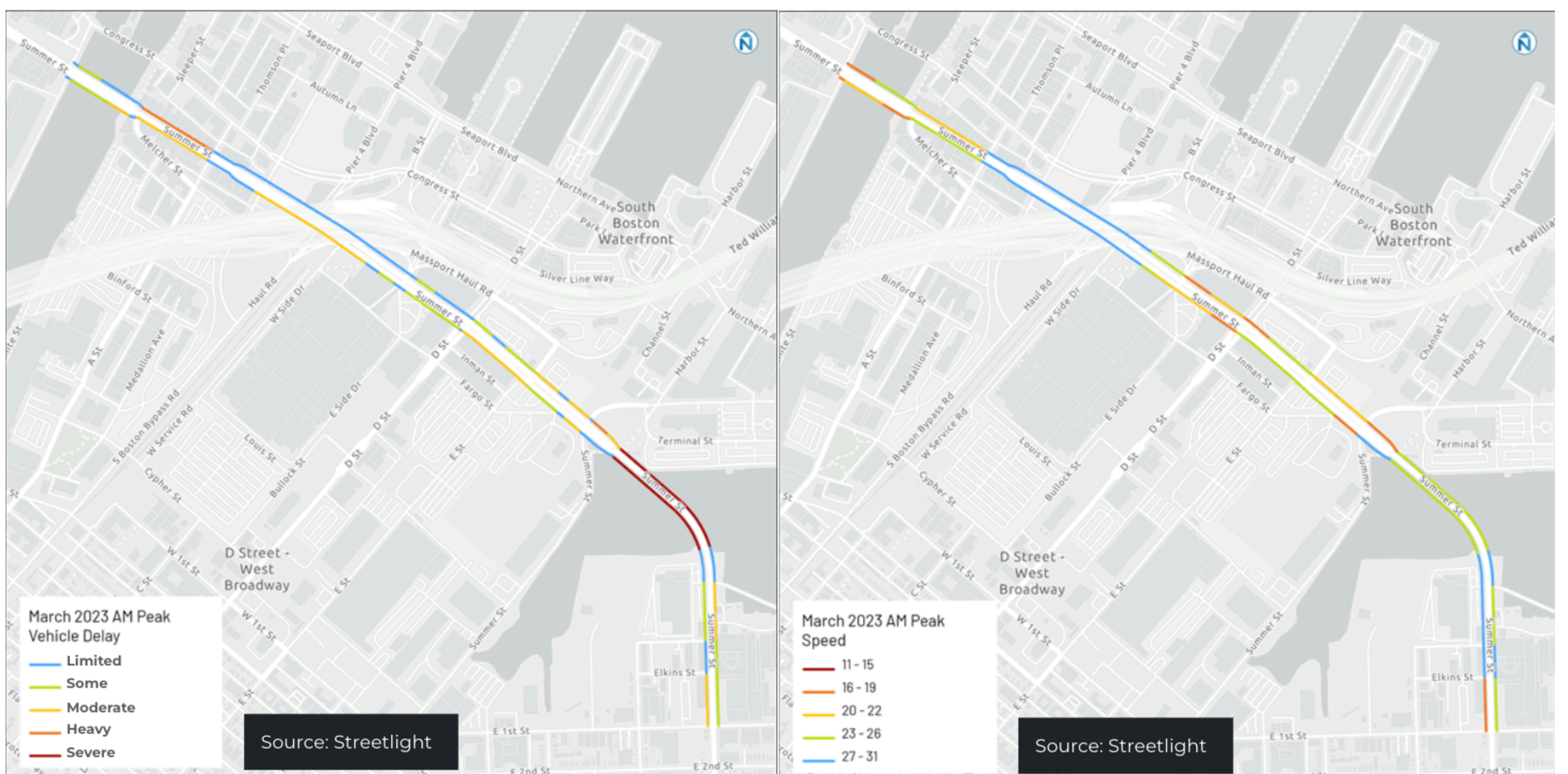
Multiple wide traffic lanes **encouraged driving at high speeds** when non-congested, creating an unsafe and uncomfortable environment for all road users.

Congestion was persistent at key locations.

## Morning Peak Travel

Average morning peak vehicle speeds varied widely across Summer Street before the pilot, with multiple sections exceeding the 25mph speed limit.

Severe delay frequently presented on the Reserved Channel Bridge and heavy delay around Drydock and in Fort Point.

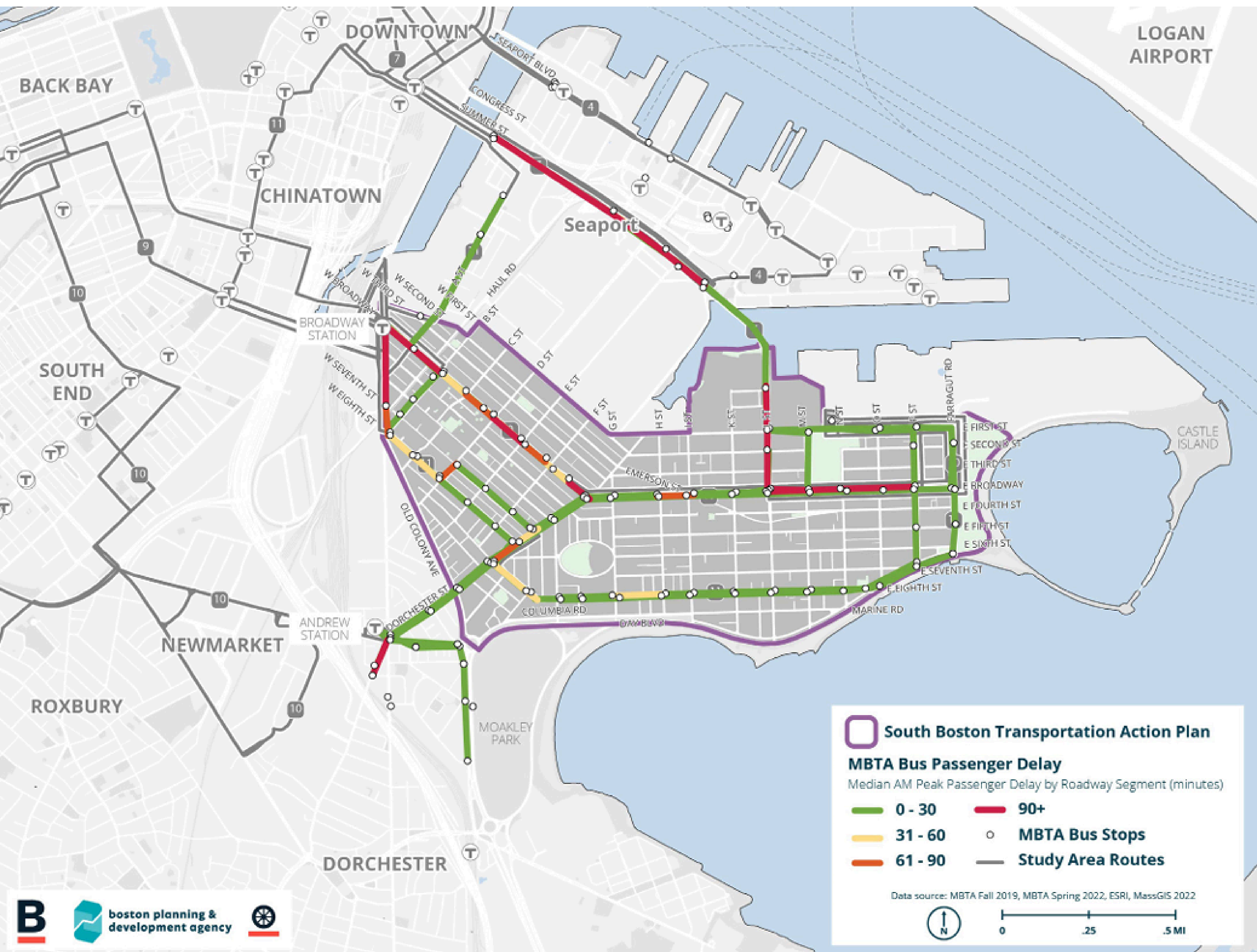


## Frequent Delays & Overcrowding

During the AM Peak, the Route 7 faced the highest concentration of severe delays of any South Boston route– and some of the highest passenger delay among the city.

“We really need this to run better because we are about a 40 minute walk at least to any T (subway) stop.”  
- South Boston resident

“[The 7] is **constantly overwhelmed** and puts the bus drivers and patrons in dangerous positions  
- South Boston resident





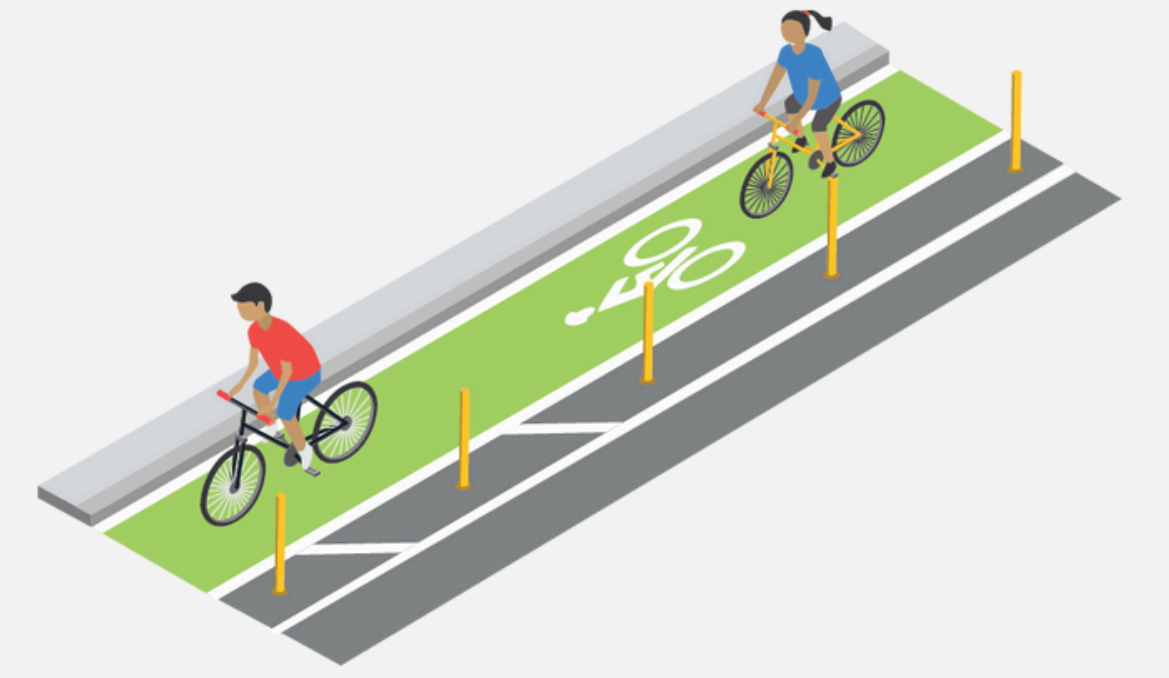
## Enable Sustainable Mobility

with a focus on better conditions for buses and bikes.



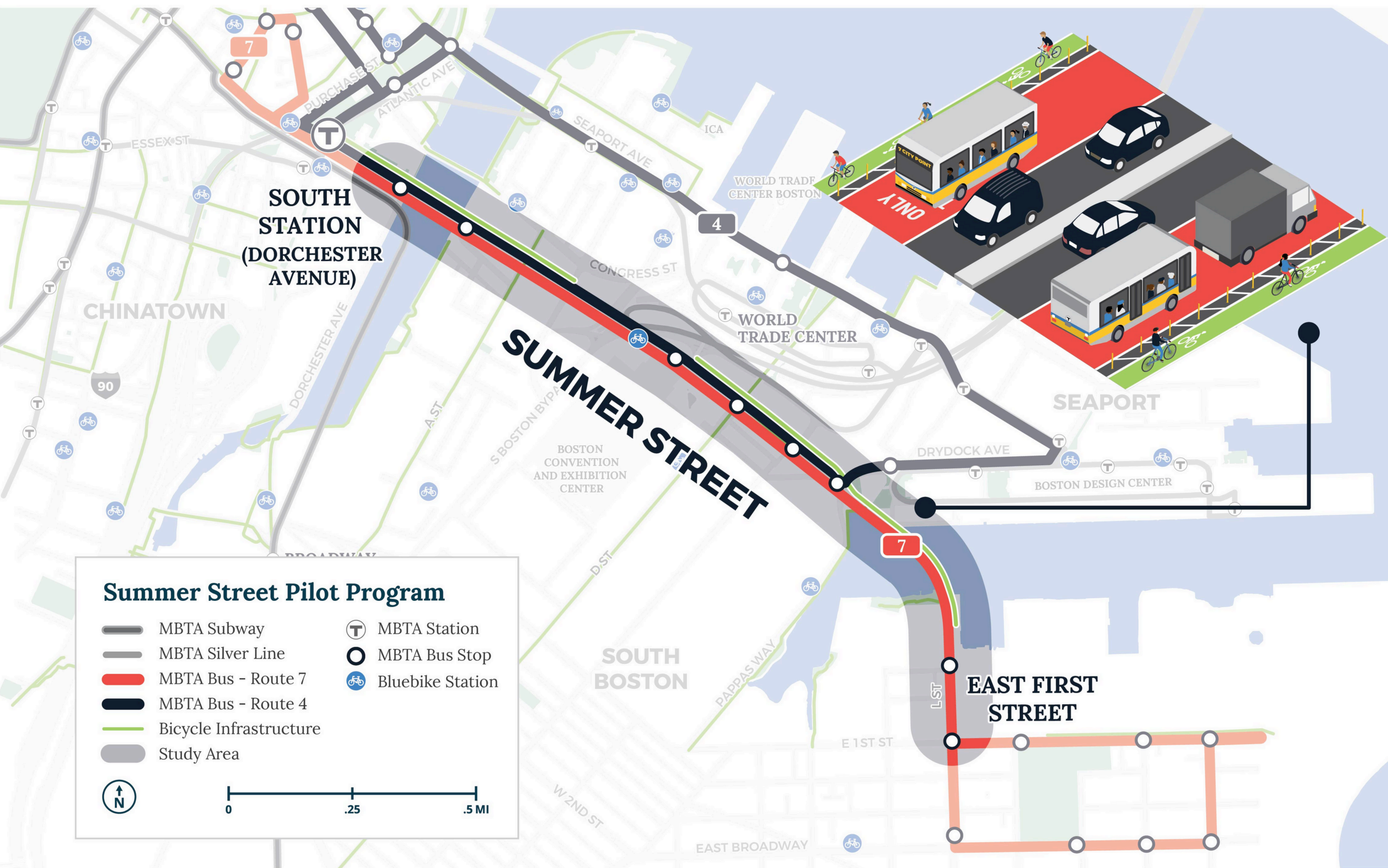
## Improve Safety for Bikes and Pedestrians

with a focus on improved infrastructure.

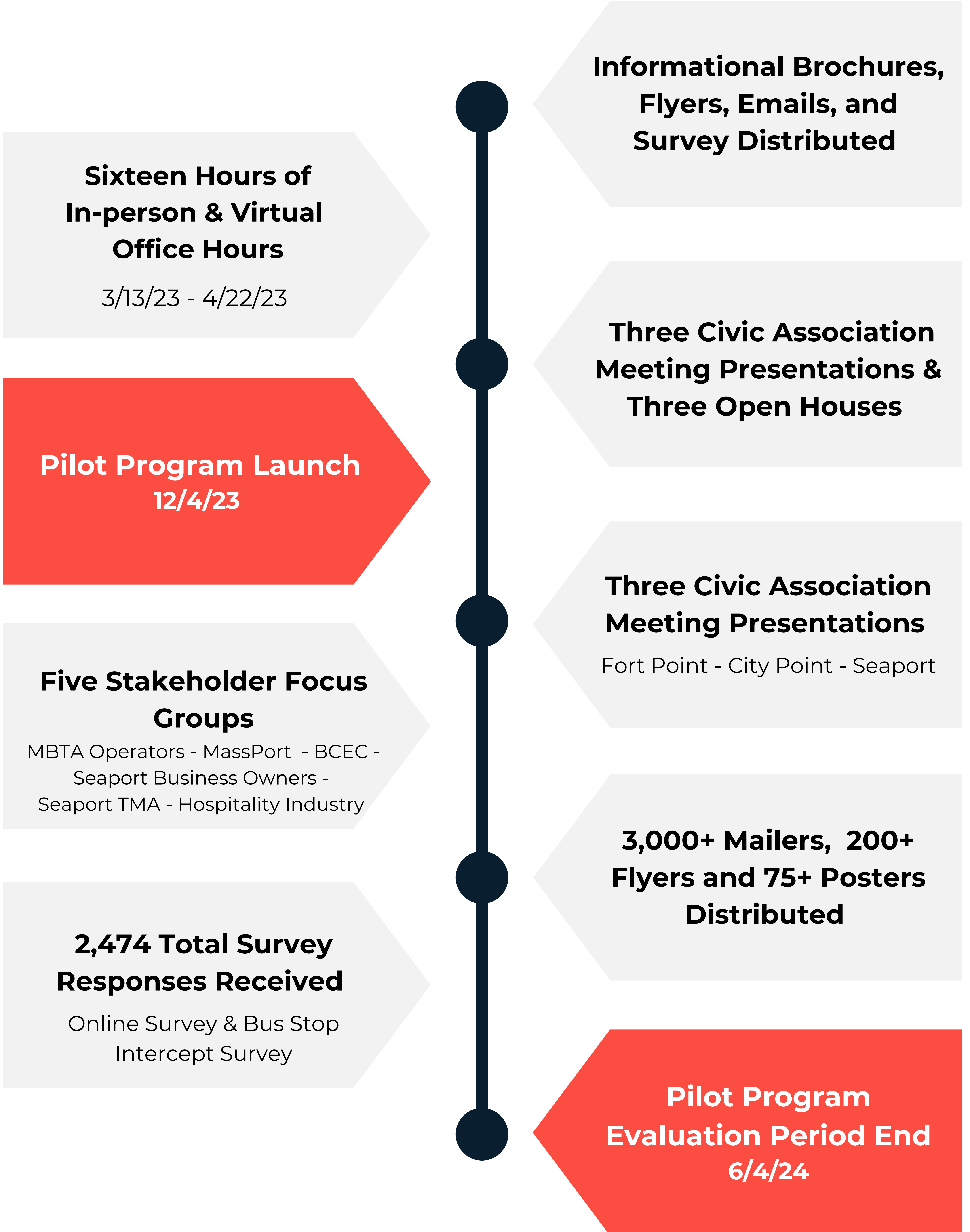


## Accommodate Economic Activity

with improved Port/Maritime access and mobility options for people who live and work here.



Your paragraph text



Between March 13th, 2024, and May 10th, 2024, we received **2,474 survey responses.**

“Crossing streets is always super stressful when there are concurrent walk signals. Those and **right on red need to end, period.**”

“**People will drive into the bike/bus lane** to get to their destination a few minutes sooner. **This puts cyclists like myself in danger** since these drivers don't always look when making that maneuver.”

“**Cars will fill up the bus lane** during peak traffic, blocking the 7 bus from moving quickly, but the **bus overall has been faster and more convenient to use.**”

“**Left turns back up everything** and cars [are] driving in the bus lane because they are tired of waiting for one car to turn left.”

The Community survey was advertised via mailers, posters, social media, the city website, bus stop intercepts, and the BCEC marquee.



# Feedback & Mid-Pilot Changes

## Stakeholder Engagement

We held focus groups with the following stakeholders:

- MBTA Operators
- MassPort
- Boston Convention & Exhibition Center (BCEC)
- Seaport Business Owners
- Seaport Hospitality Industry



## Mid-Pilot Changes

In coordination with these key stakeholders, we have made improvements to the Summer Street Pilot this spring. These updates have included:

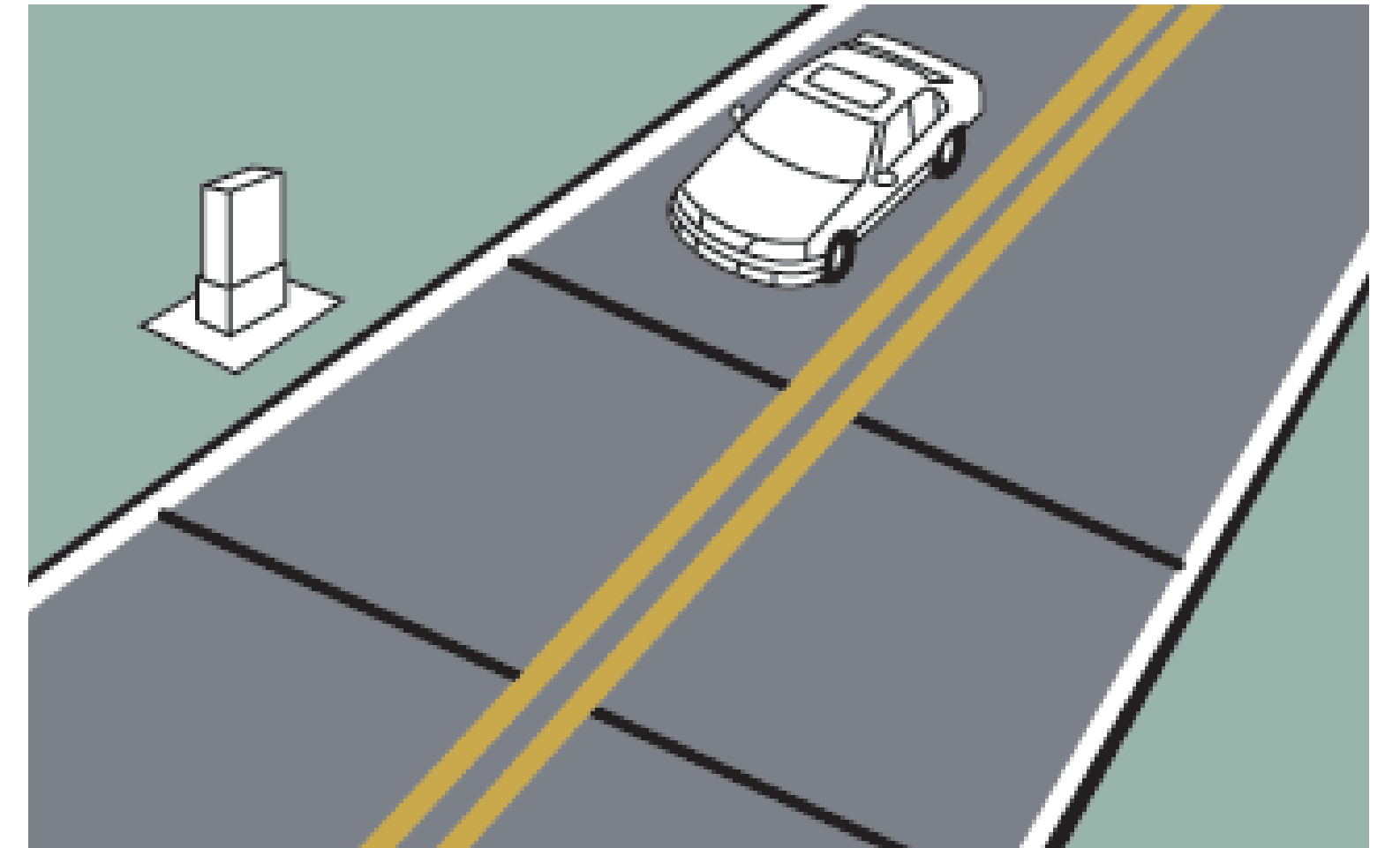
- Minor updates to signs and striping to help clarify
- Bus stop striping improvements to add clarity to bus stop locations
- A new bus stop at Summer Steps
- Striping changes in coordination with BCEC to better accommodate pick up/drop offs.
- Striping changes to Pumphouse Road / Summer Street in coordination with MassPort



## Traffic Counts

Multimodal counts conducted at every Summer Street intersection twice before the pilot and twice since the pilot launch:

- Jan 26th & 31st 2023
- October 25th & 26th 2023
- Jan 24th & 25th, 2024
- May 1st & 2nd, 2024



### Traffic counts capture:

- volumes by mode for every 15 minutes of the day
- number of vehicles traveling at different speeds by direction (at two locations) for every hour of the day
- average vehicle speed by hour
- top vehicle speed recorded
- number and classification of vehicles by lane

## Location-Based Services Data

Traffic speed, congestion level, and travel time information is collected by several data brokers:

- Waze
- Streetlight
- TomTom
- Google
- Inrix

Methodologies and available data vintages vary slightly between vendors.

## MBTA Transit Data

The MBTA reports performance metrics on all bus routes by time period:

- Ridership by direction
- Stop-level ons and offs
- Route and stop-to-stop runtime information for the median trip and worst 10% of trips
- Delay and reliability for the median trip and worst 10% of trips

Seasonal data pulled for Fall 2019 - Spring 2024.



# B Pilot Evaluation: Bikes

## What We've Done:

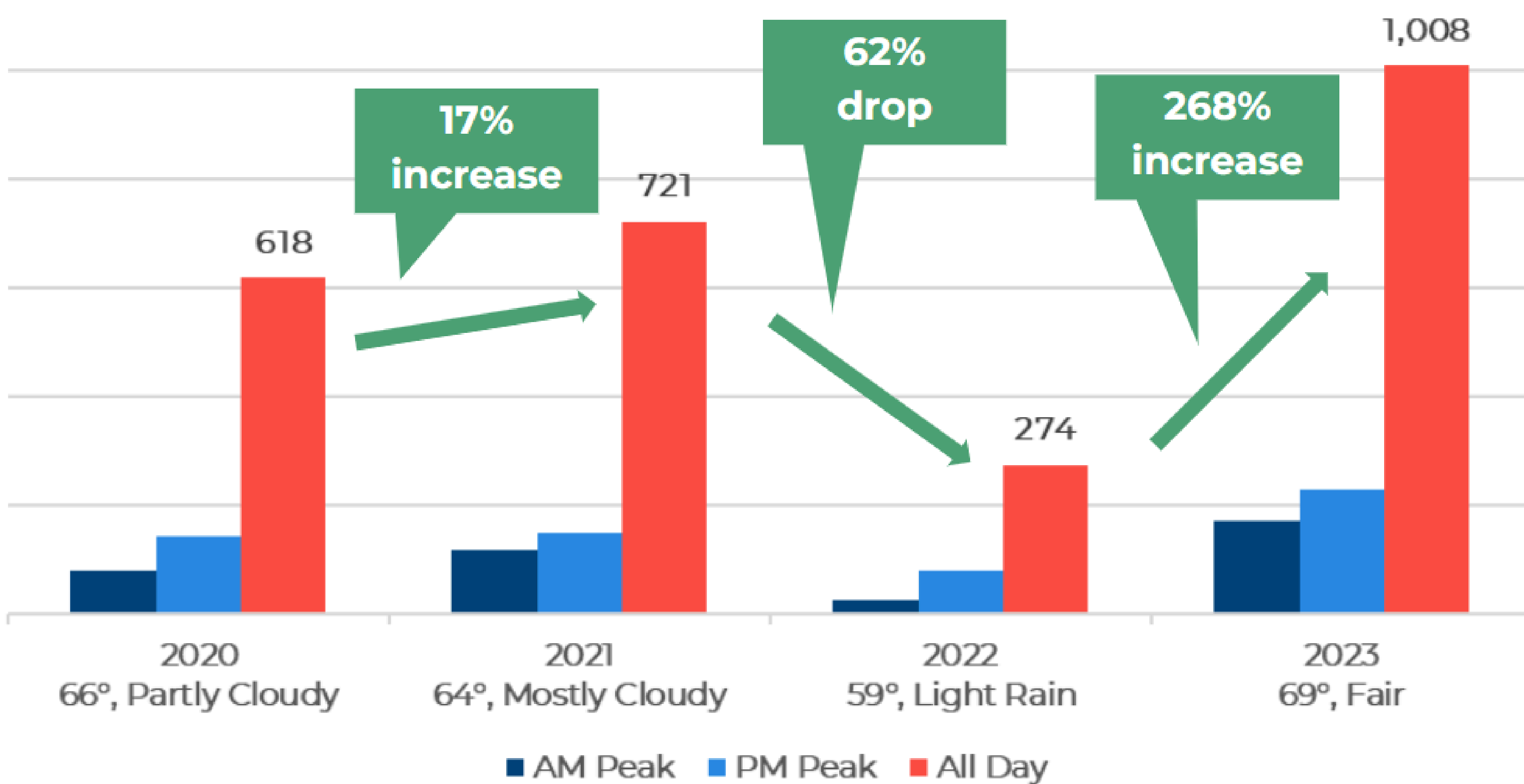
- Connected existing bike facilities to create a more consistent bike corridor
- Added bicycle signals, and adjusted signal phasing to improve cyclist safety at intersections
- Eliminated vehicle right turn on reds to reduce vehicle-cyclist conflicts

“Having a protected bike lane is crucial to my ability to ride along this route. I feel much safer.”

- Survey Respondent, Summer Street Commuter



Boston Bike Counts, Fall (5-year)  
Summer Street East of Dorchester Ave



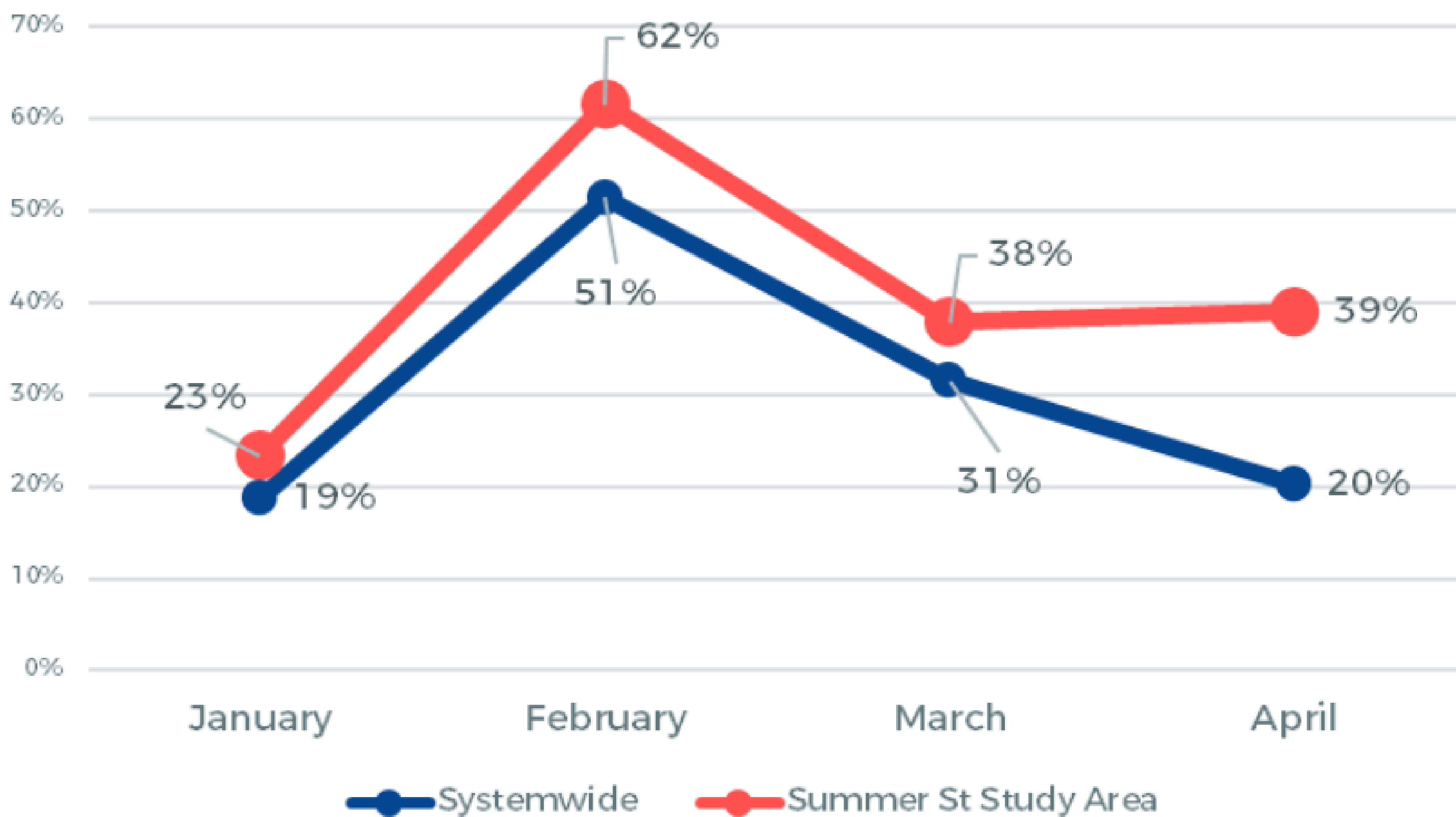
## Bike Activity

Bike volumes on Summer Street saw **over 250% increase in all-day ridership** since the implementation of the new bike lanes in Fall 2023 compared to the previous year.



## BlueBike Ridership

Year-over-year Increase in Bluebike Check-outs (2023 - 2024)



Bluebike station activity near the pilot lane **increased at a higher rate than systemwide station activity.**

On an average Wednesday and Thursday in April 2024, all the BlueBikes at South Boston Library had been checked out by 9AM.

## What We've Heard:

Buffered bike lane segments have improved cyclist comfort, but some sections still need improvement. Vehicle speeds and driver awareness are a continued concern.

"The bike lanes, while not perfect, are **significantly improved**. The bus lane **works well when cars obey the law.**"

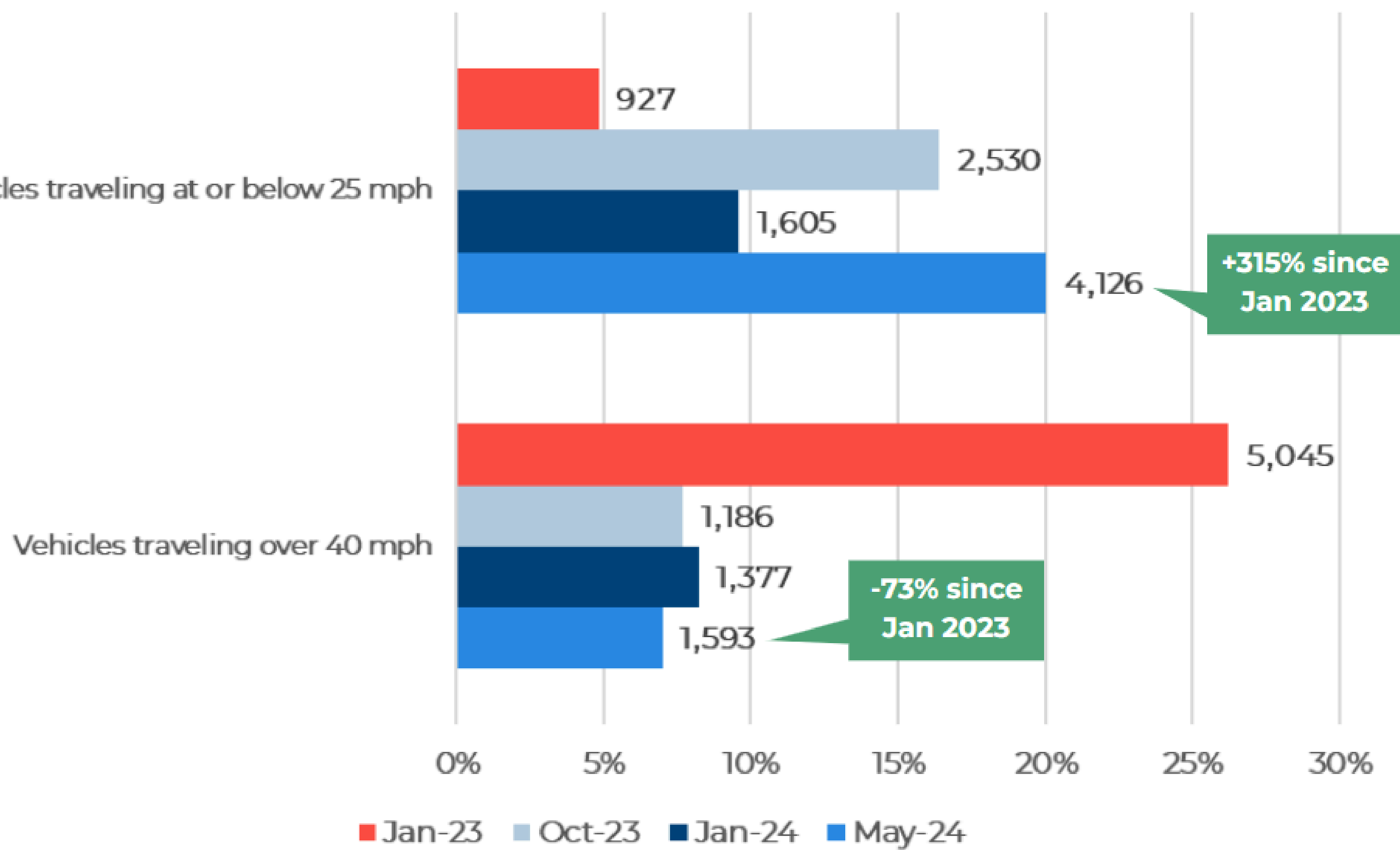
- Survey Respondent Summer Street Commuter

"While I appreciate the focus on developing bike lanes further, I **still feel unsafe with the amount of cars driving erratically** due to the bus lanes and the amount of illegally stopped drivers that force bikers back into traffic."

- Survey Respondent, South Boston Resident

# B Pilot Evaluation: Vehicle Speed

Weekday Average Vehicle Speeds  
NB + SB, Drydock Ave - Butler Freight Corridor



## Vehicle Speeding

Since January 2023, the percentage of **vehicles in compliance with the speed limit has tripled.**

**Excessive speeding** (speeds over 40 mph) has **reduced almost three quarters.**

## Importance of Traffic Calming

**9 out of 10 collisions involving pedestrians and vehicles traveling 40 miles per hour are fatal.** Before the Summer Street pilot, over 1 in 4 vehicles traveling along the Summer Street corridor exceeded 40 miles per hour.

Hit by a vehicle traveling at



9 out of 10 pedestrians survive

Hit by a vehicle traveling at



5 out of 10 pedestrians survive

Hit by a vehicle traveling at



Only 1 out of 10 pedestrians survive

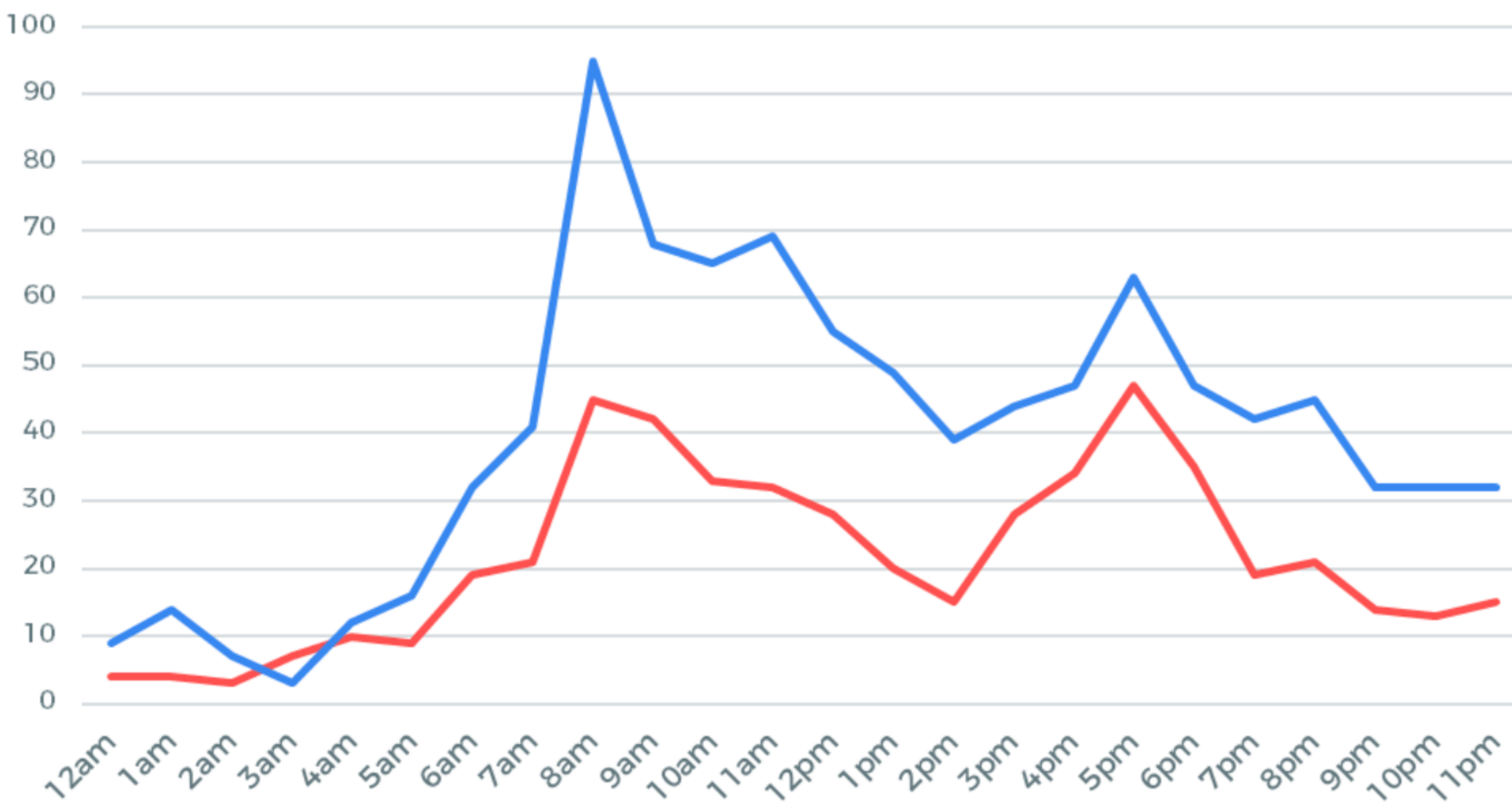
*A car moving at 30 mph may need 3 seconds to arrive at a complete stop.*





# B Pilot Evaluation: Vehicle Travel Time

Change in Midweek Average Travel Time (in sec)  
from March 2023 to March 2024



## Travel Time

In both directions, Average corridor travel times **increased by 1.3 minutes**, about half the length of a radio song.

Peak periods experienced longer increases than average. Inbound travel time increased more than outbound.

## What We've Heard:

Frustration with congestion, long queue lengths, and turning vehicles can cause unsafe merging behavior.

Limited weekend bus service creates frustration with the inability to use the right lane.

“Bus lane causes high levels of traffic and makes the commute to our daycare a lot more difficult. **If someone is turning left, they basically hold up the entirety of the now single-lane road.**”

- Survey Respondent, South Boston Resident

“**Limit the bus lane to certain hours, i.e., during morning and evening commute when the bus actually runs.**”

- Survey Respondent, South Boston Resident



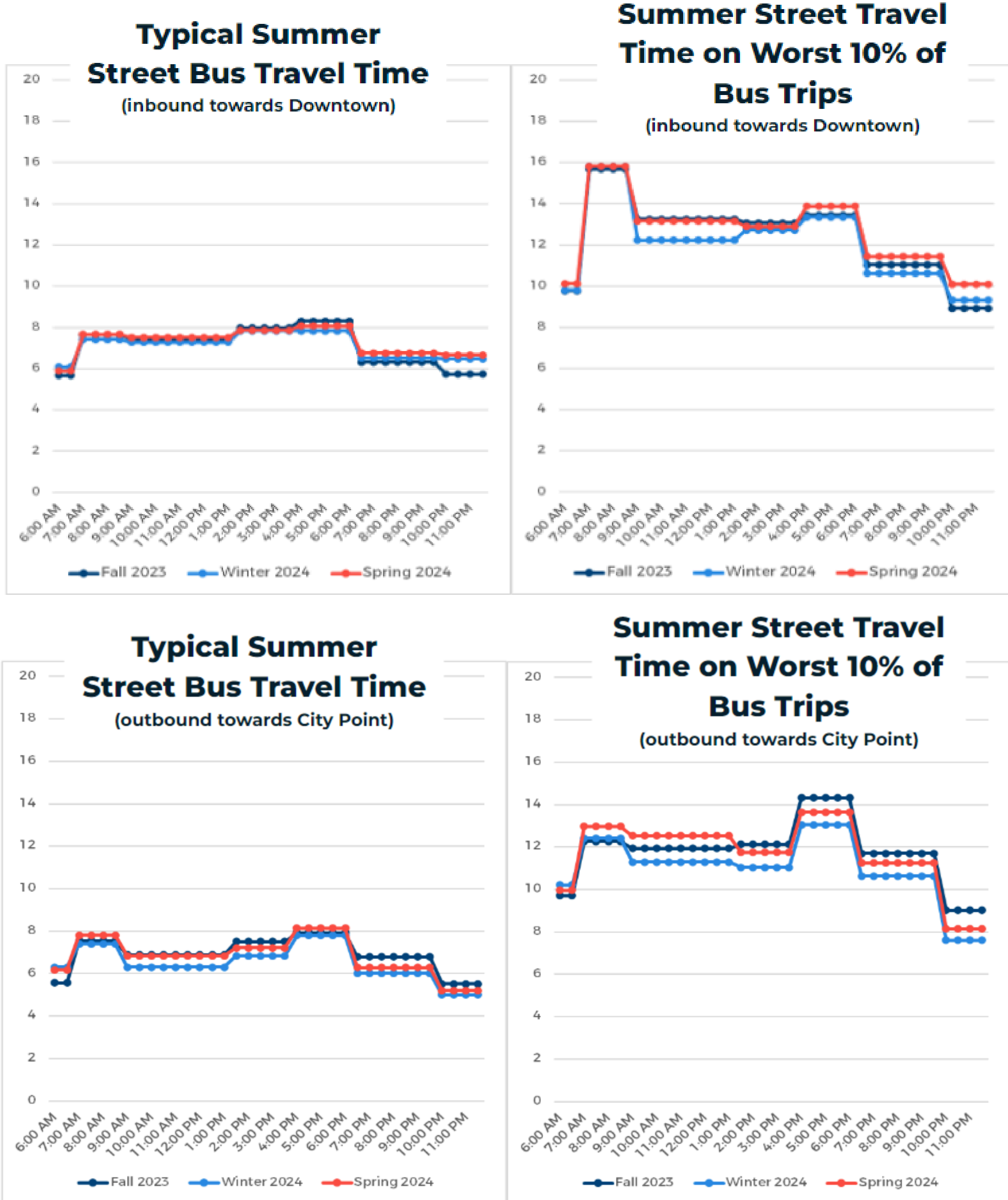
# B Pilot Evaluation: Transit Performance

## Transit Speed & Reliability

The pilot bus lanes have had a **limited impact** on Route 7 speed and reliability.

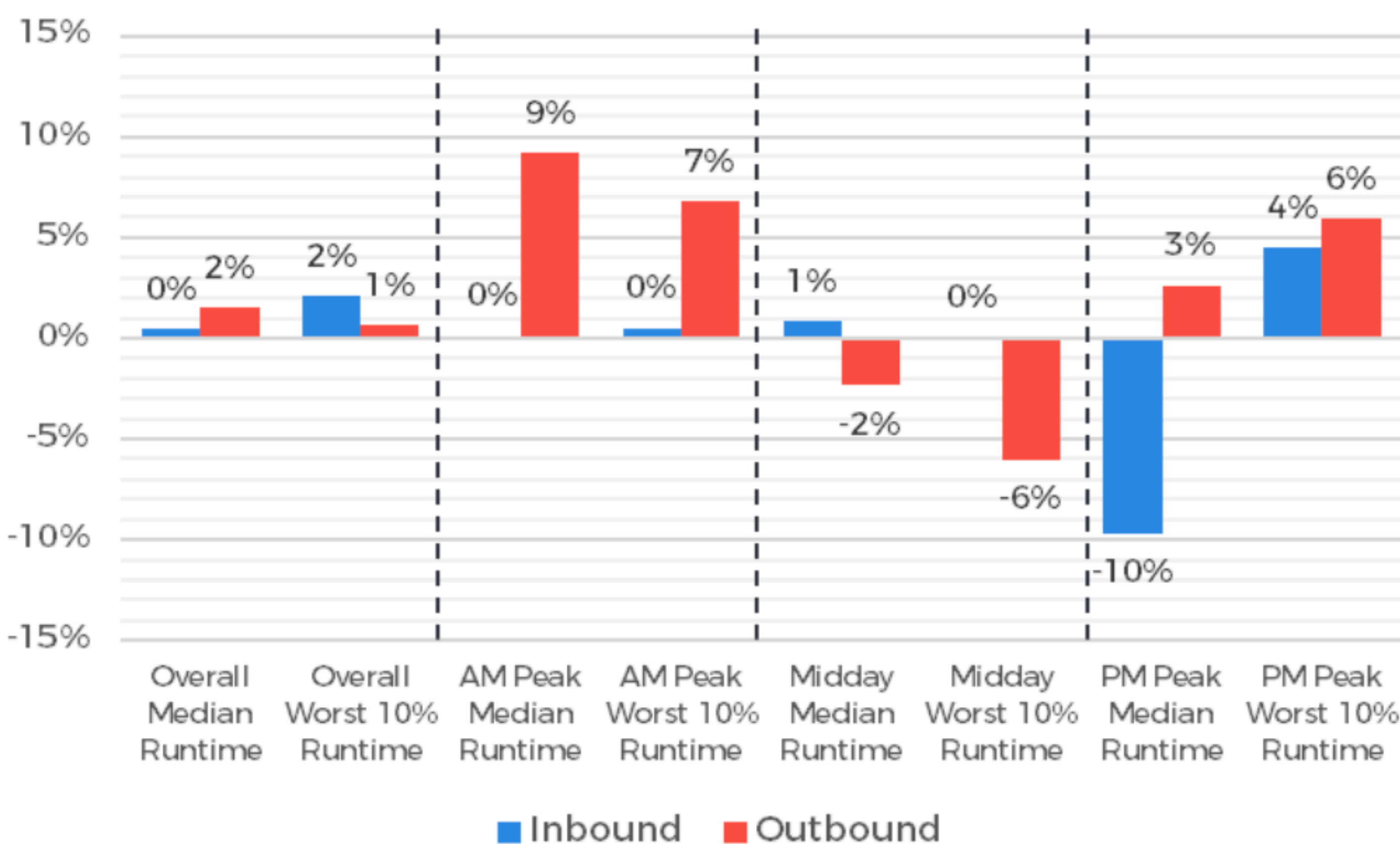
Inbound bus trips saw little to no impact at most times of the day.

Outbound trips saw minor improvements in trip time and reliability in the late midday and evening.



## Transit Run Time

Changes in Run Time  
Fall '23 to Spring '24

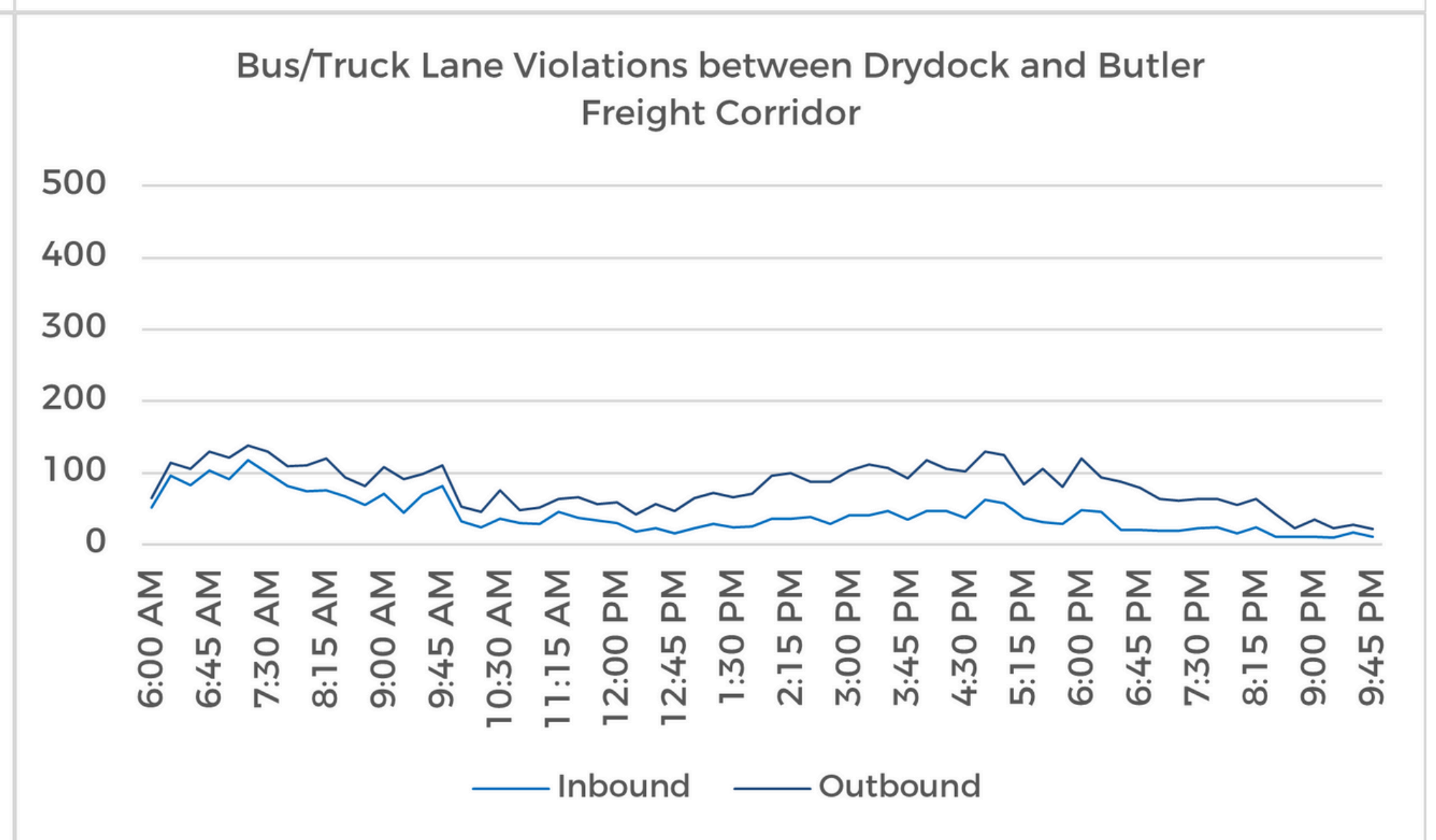
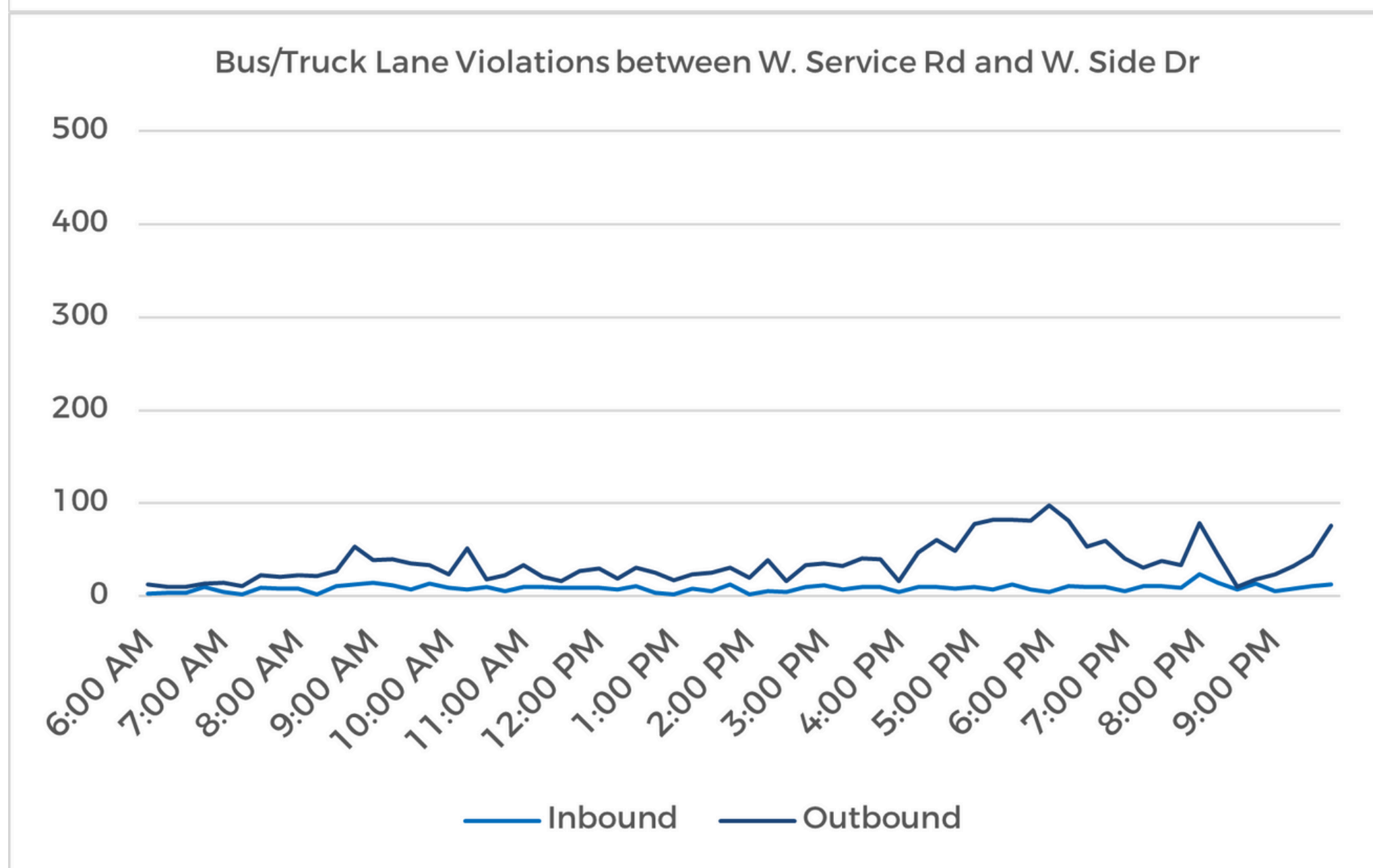
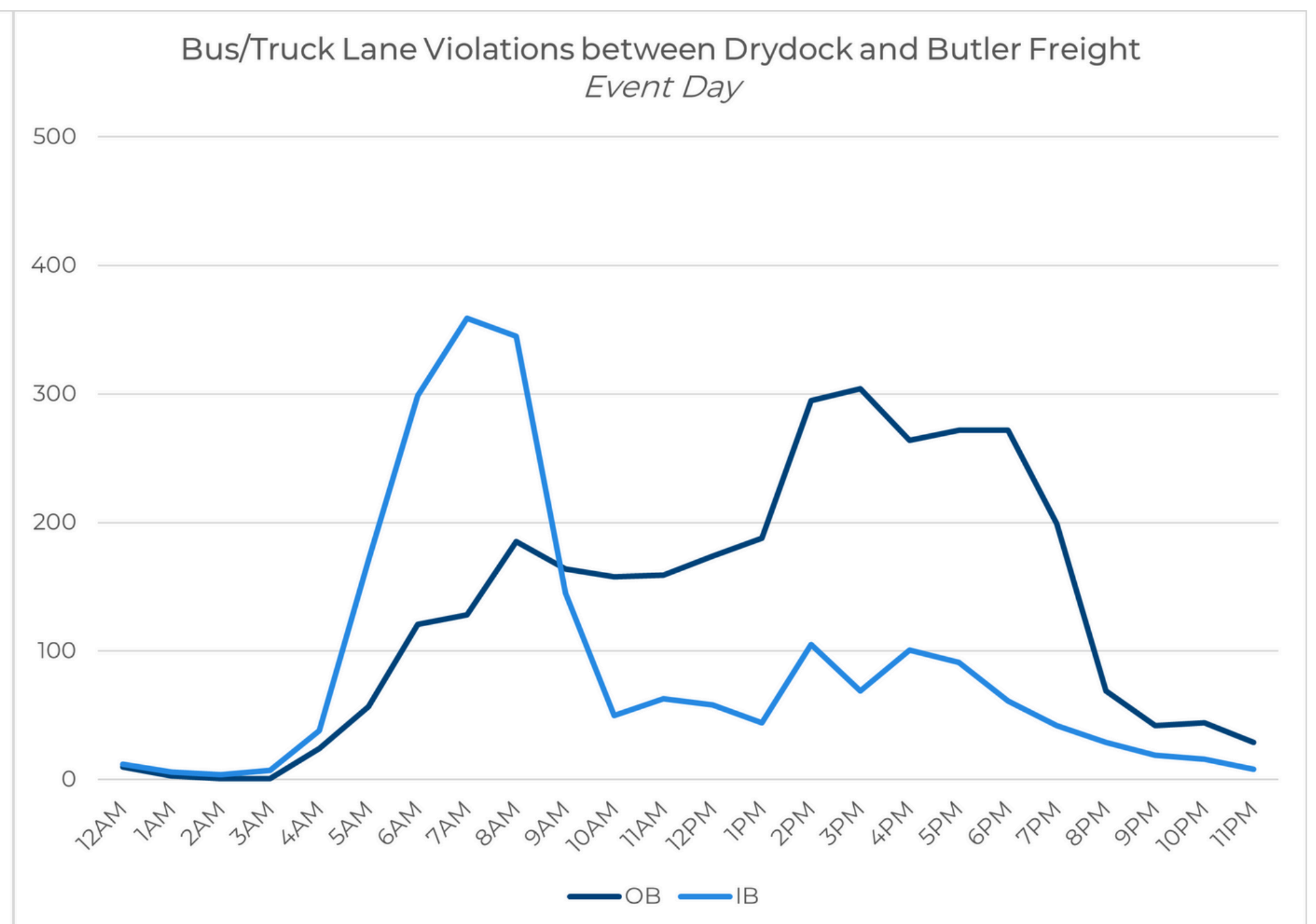
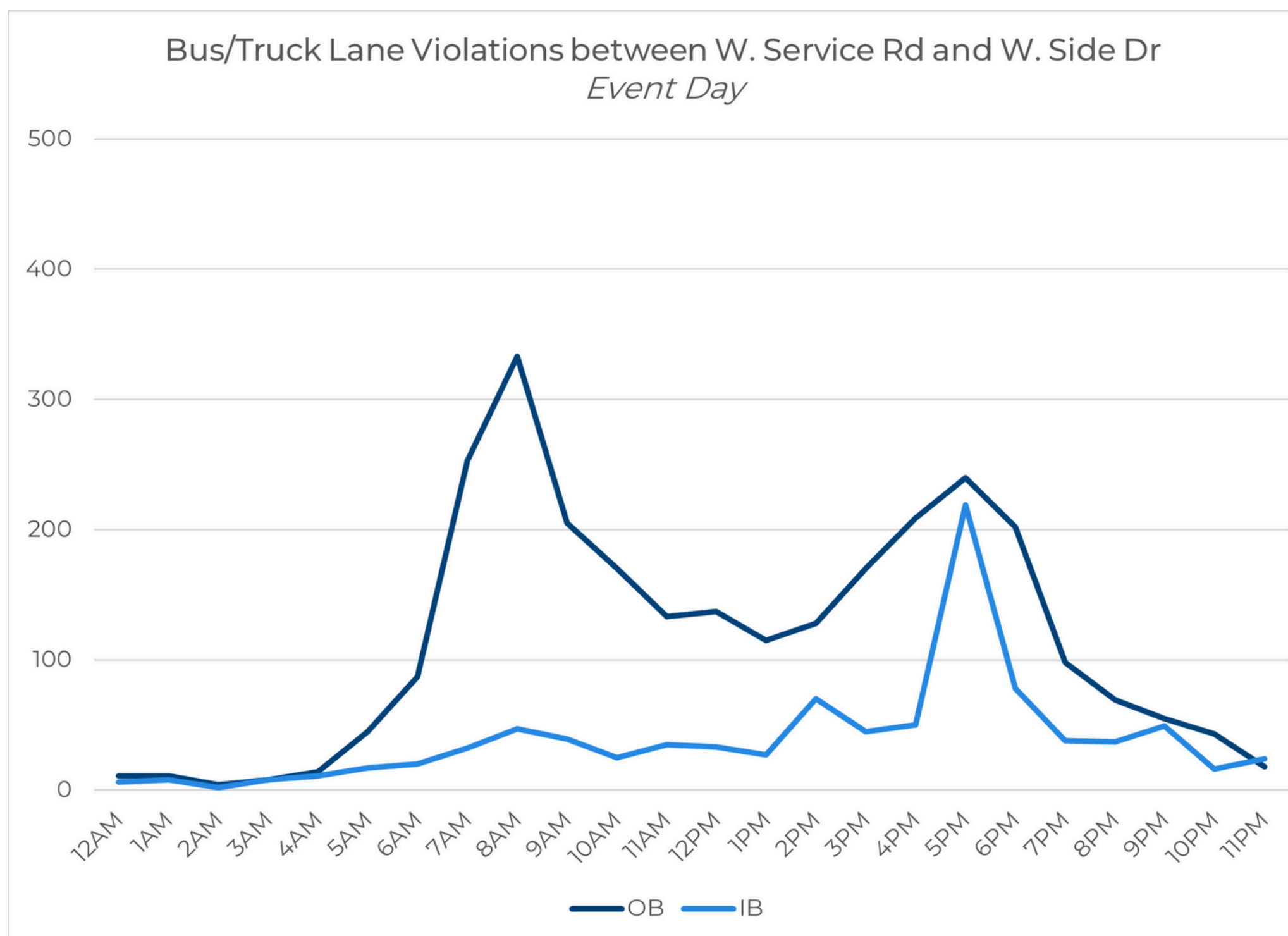


The pilot bus lanes are having a **limited positive impact on transit speed and reliability between stops, varying by direction and time of day.**

The largest improvements are to PM Peak Inbound trips and Midday Outbound trips. Run times generally increased in March/April after initial decreases in January/February.



# B Pilot Evaluation: Bus Lane Compliance



## Lane Violations

Lack of bus lane compliance has hindered effectivity. Although lane violations decreased with enforcement in May, more than 85% of observed outbound pilot lane traffic during peak times are unauthorized vehicles.

“**What bus lanes?** They’d would work much better if there weren’t people blocking them.”

- Route 7 Operator

“Bus is faster than before lane. **Enforcement is needed** for those blocking the lane to continue this progress.”

- Survey Respondent, Summer Street Commuter





### Reliability

Improve reliability and travel time for **busses, trucks, and emergency vehicles** through the implementation of a **dedicated Bus/Truck lane**.



### Conectivity

Provide greater connection between City Point and Downtown by **prioritizing transit** and **connecting existing bike facilities**.



### Accessibility

**Protect pedestrian and cyclist safety** with crosswalk improvements, **updated signal timing**, bicycle signals, and the **elimination of unsafe turning movements**.



### Sustainability

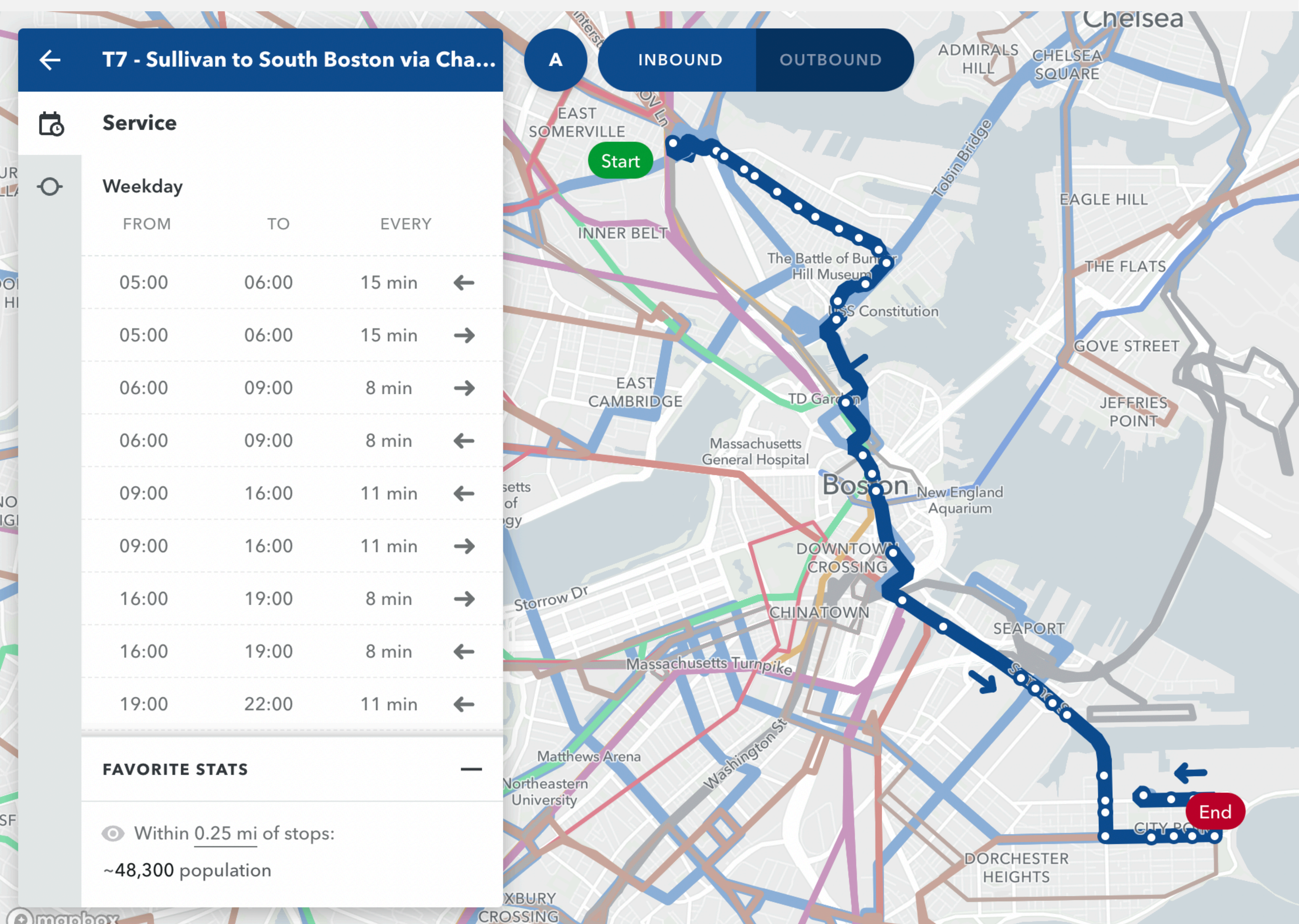
Create infrastructure that has the potential to **increase transit capacity** and **reduce carbon emissions** as the Seaport expands exponentially with upcoming development.

## Bus Network Redesign

The MBTA is updating their bus network to better match service to where people live, work, learn, and play. In February 2023, the MBTA published the Bus Network Redesign Final Report. **Phase I implementation of the redesigned network will begin December 2024, and continue over the following five years.** The City of Boston is working in close coordination with the MBTA's Bus Network Redesign process.

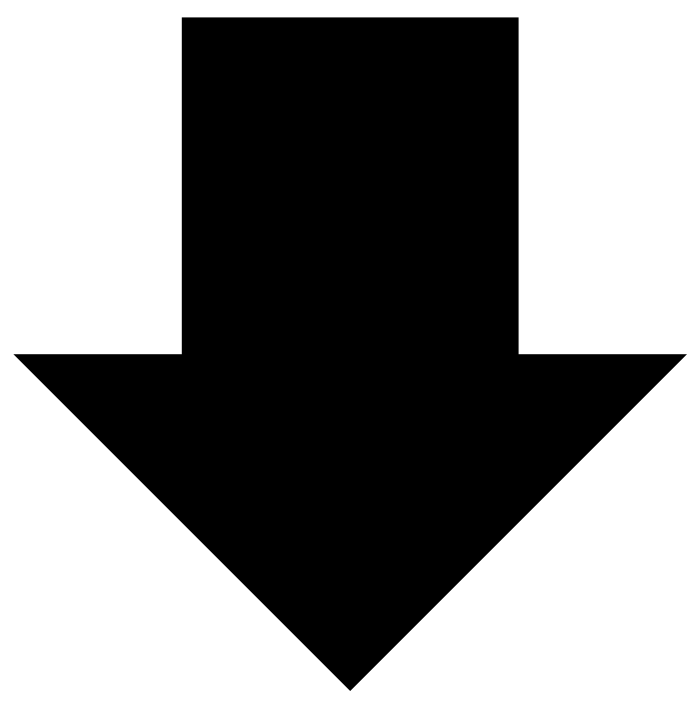
## T7 High Frequency Route

The MBTA plans to operate a new **High Frequency Bus Route**, the T7, running from City Point to Sullivan Square via the Summer St corridor. The T7 is planned to run **every 15 minutes or less** all day, 7 days a week, with 8-minute headways during peak hours.





## 2009 This is how Seaport Boulevard changed in 10 years...

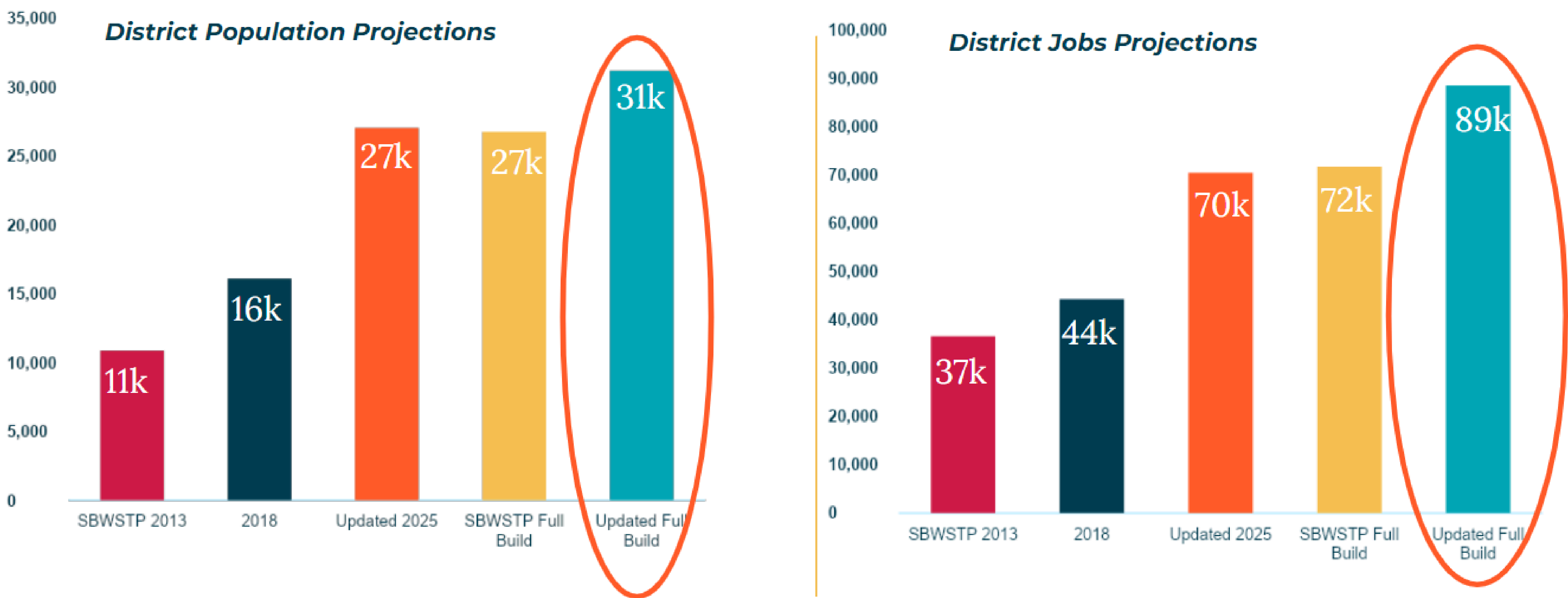


2019

...and the Seaport is still growing. **Over 8 million square feet of development** has been approved in the Seaport that has not yet begun construction—that's the same as 140 football fields.

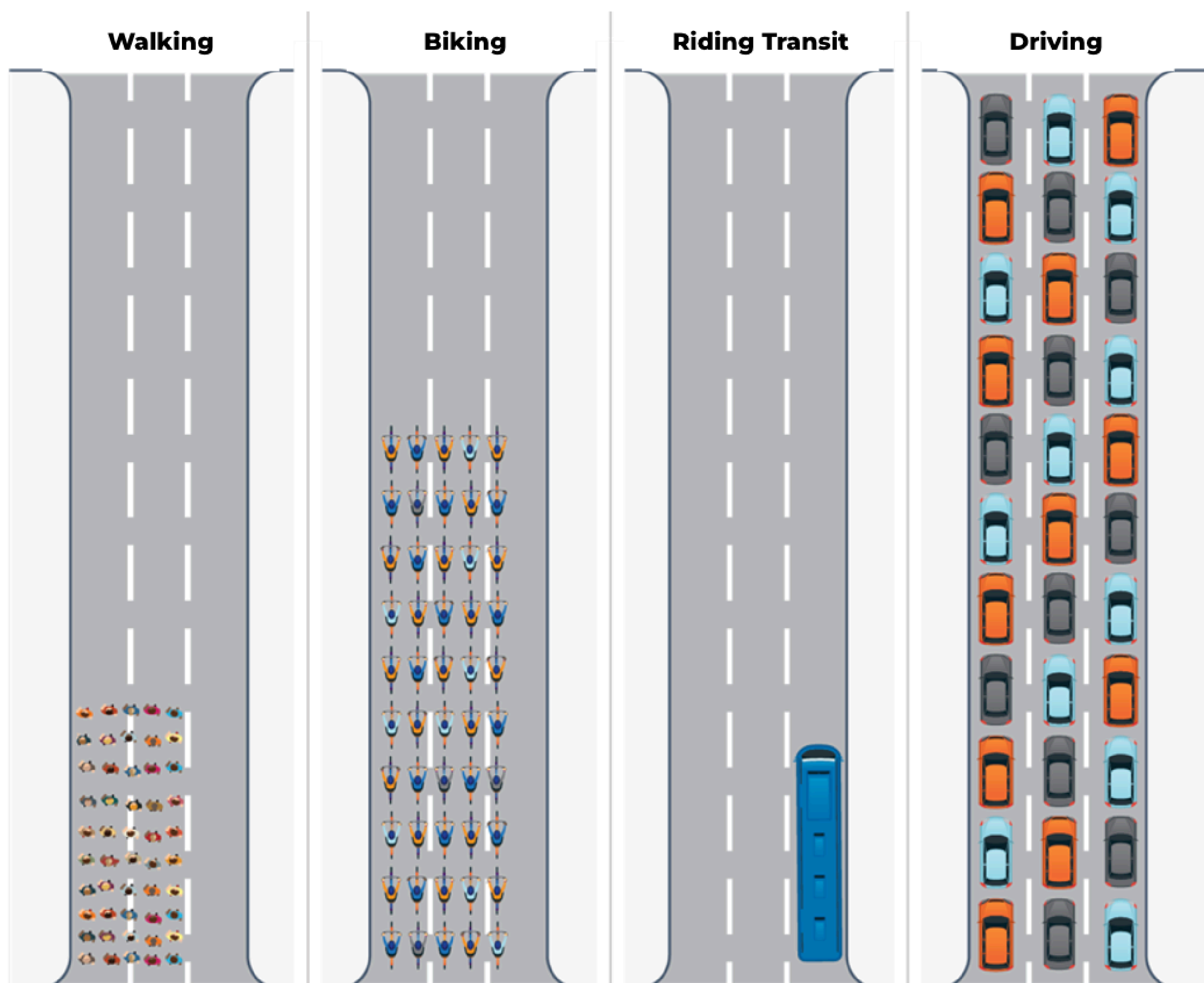


**The Seaport is Boston's fastest growing neighborhood. As increasing numbers of people live, work, and shop in the Seaport, modal shifts will be crucial in accommodating growth.**



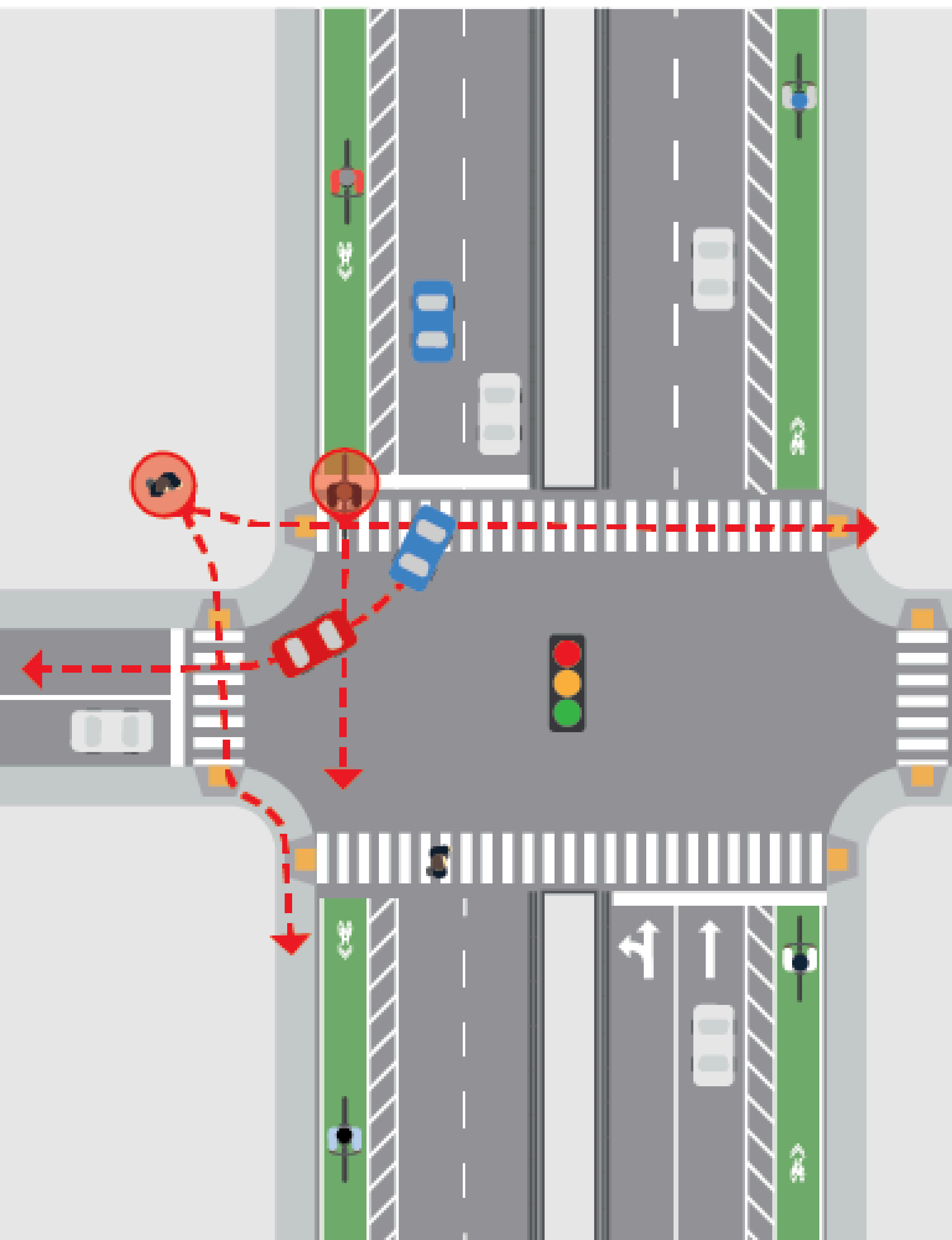
By 2030, the Seaport is projected to have more residents than Allston, Roslindale, Back Bay, or Mattapan, and be the second largest job hub in Boston after Downtown.

We only have so much available space on our roads - and transit, biking, and walking use this space more efficiently than cars.



## Speed & Traffic Calming

As bike and pedestrian volumes increase along Summer Street, safety is imperative. **Traffic Calming** uses roadway design to reduce speed and create safer streets. Reallocating space from general vehicle travel to other uses can improve safety for all modes of travel.



### No Turn on Red

**No turn on red improves safety.** Allowing right turns on red makes walking or biking dangerous because...

- Drivers tend to encroach into the crosswalk or bike lane while waiting for opportunity to turn.
- Drivers look left to judge gaps in traffic and do not look for pedestrians or cyclists coming on their right.