

B

Summer Street Pilot Program

September 26, 2023

Mayor Michelle Wu

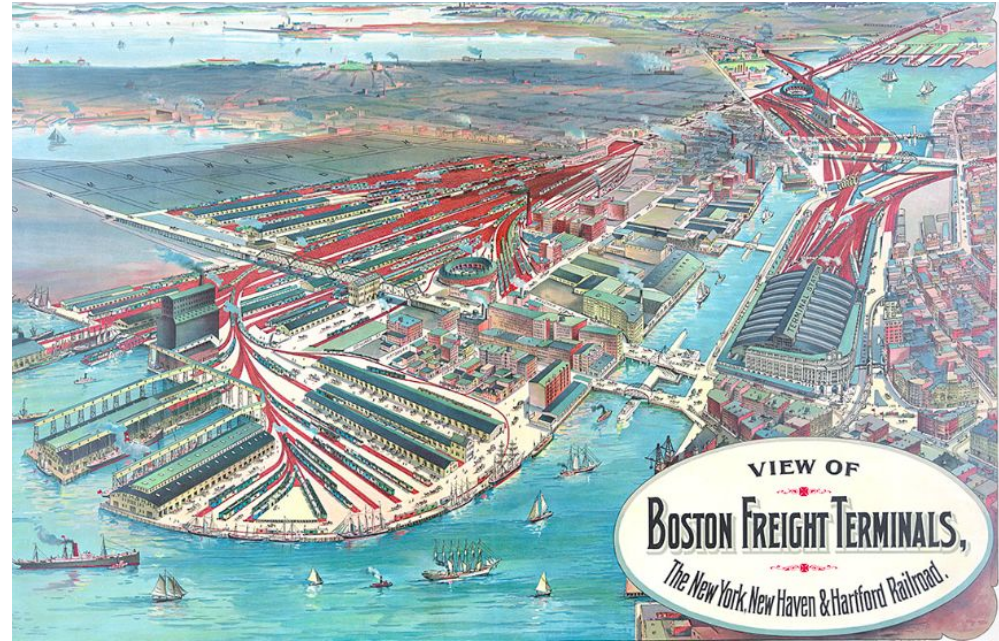


Agenda

Context & Challenges

Design & Materials

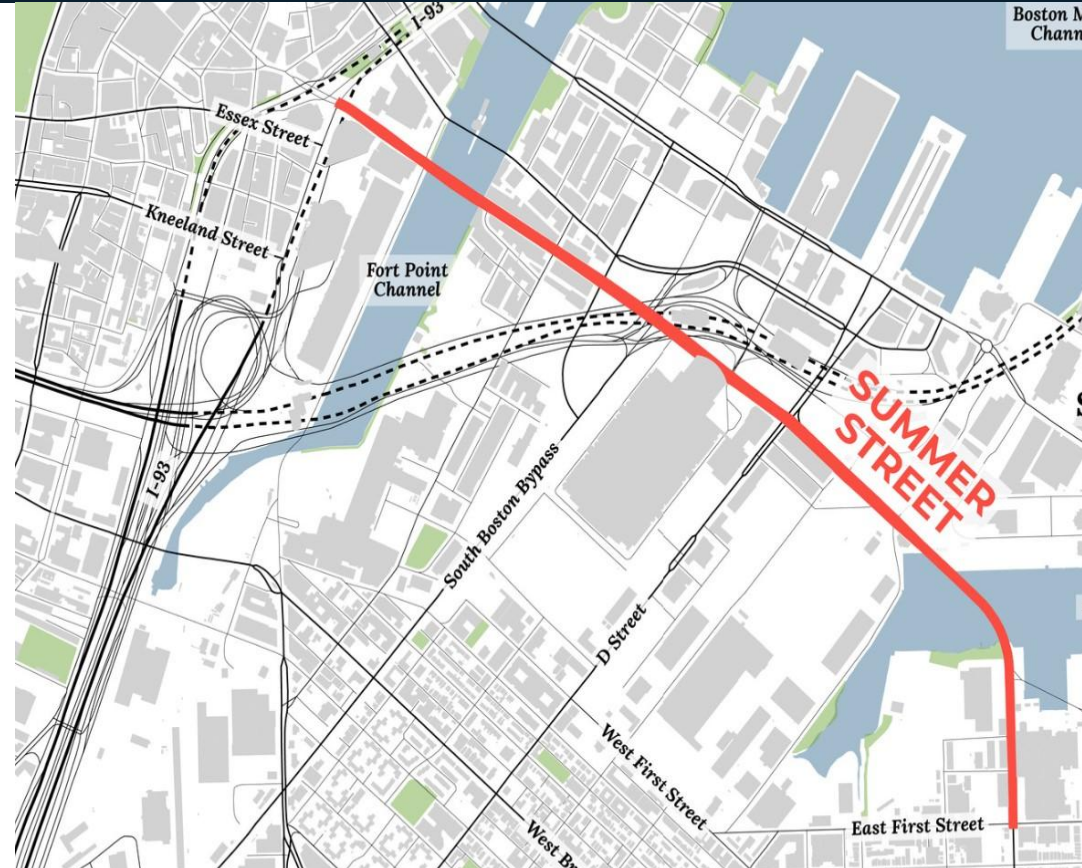
Evaluation Approach



1903 Boston Freight Terminals
Map

Summer Street Pilot Context

- New Bus/Truck Lanes from East 1st Street to South Station
- Enhance Existing Bike Lanes & Connect Disconnected Bike Lane Segments
- Improving Street Safety



Boston M
Chann

Summer Street Pilot Context

- Led by the **City of Boston Transportation Department**
 - In close collaboration with with other City agencies - BPDA, Public Works, Disabilities Commission
- **MassDOT**
 - Grant Awarded by Shared Streets Program and Coordination with Adaptive Signal Program
- **MBTA**
 - Design Review and Coordination on Bus Service
- **Agency Coordination**
 - MassPort
 - BCEC
 - Seaport TMA

Summer Street Pilot Context

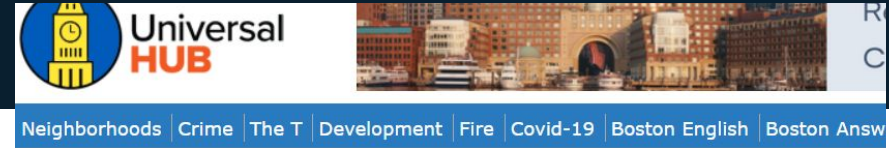
Pilot Goals

- **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.

Challenges

What's wrong with Summer Street today?

- Trips between South Boston and Downtown are time consuming for short distances
- The Silver Line and Route 7 operate at unacceptable levels of crowding during peak periods which delays service and causes reliability issues.
- Buses get stuck in traffic and backups along Summer Street - during BCEC events it can take 20 extra minutes to travel by bus on Summer Street



[Home](#) » [Boston](#) » [South Boston](#)

Seems the 7 bus has a bit of a capacity issue

By adamg on Wed, 03/30/2022 - 9:49am



Realdavejshea [joined one of the lines](#) for the 7 bus in South Boston this morning:

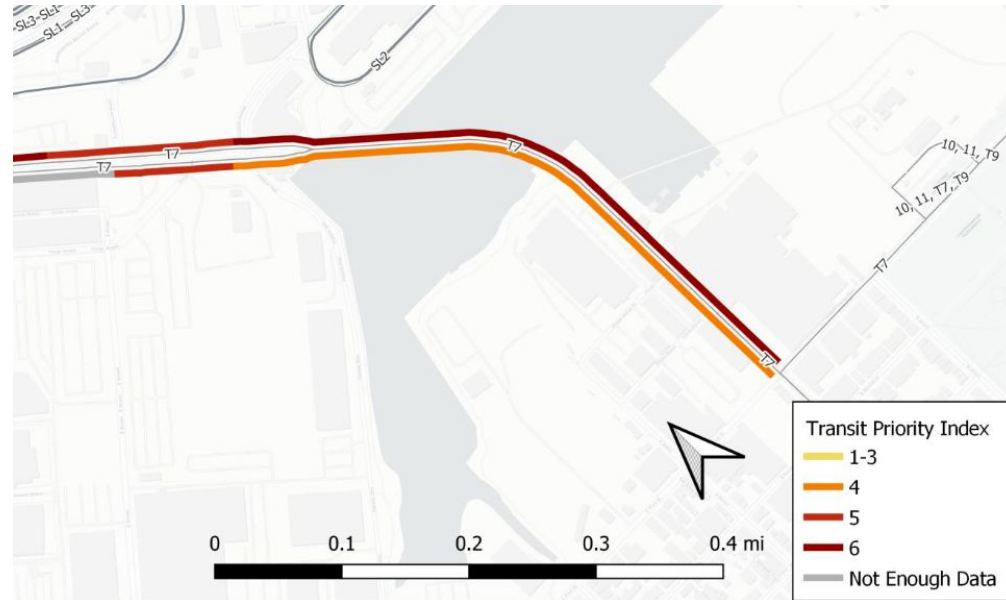
Challenges

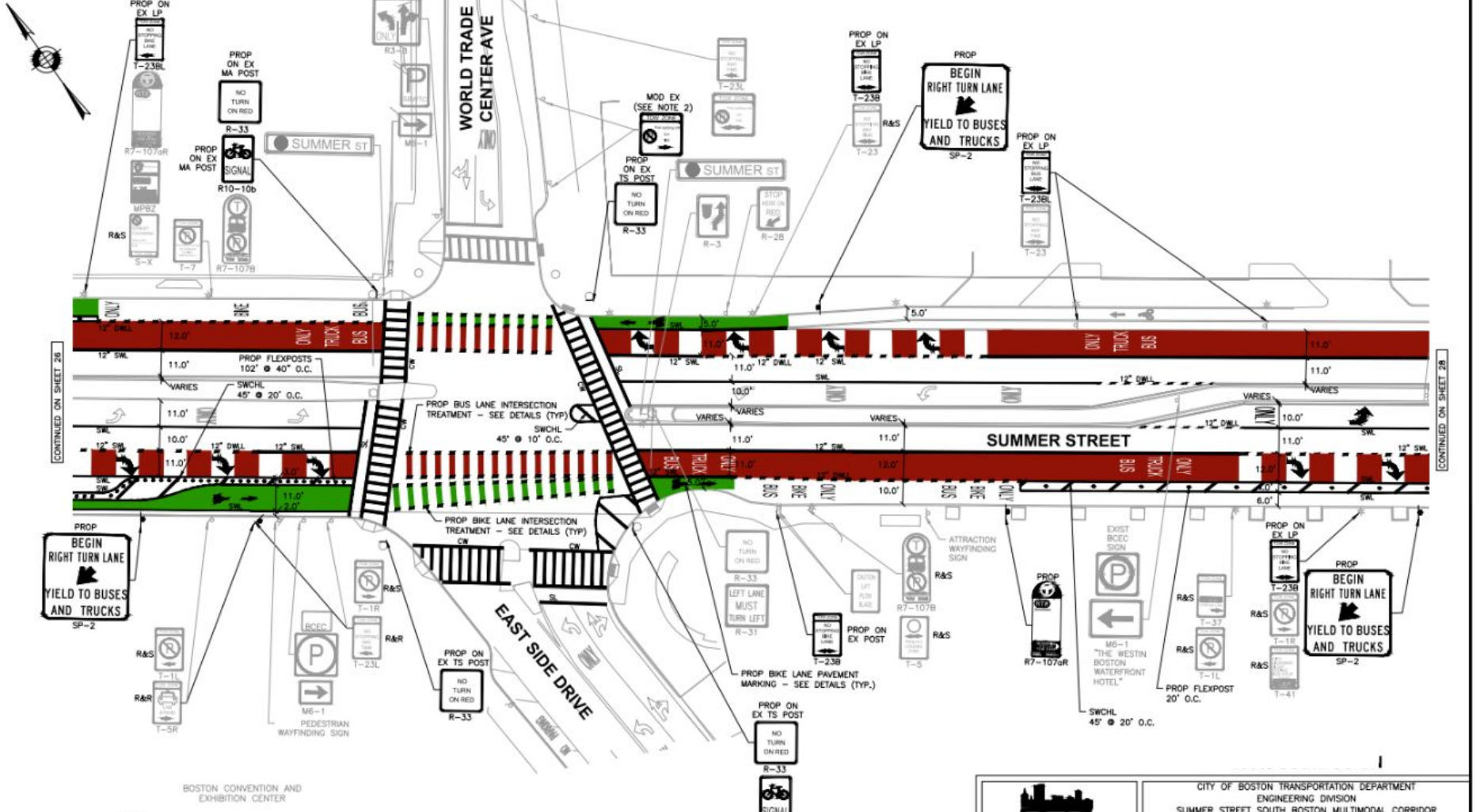
Summer Street from East 1st to D Streets

One of the worst congested bus segments in the Boston region according to MBTA data:

- Level 5: Poor level of service operating substantially in congested traffic
- Level 6: Poor passenger experience that travelers may consider walking to be preferable

Daily, there are 103 passenger hours wasted in congestion on this stretch of Summer Street.





CONTINUED ON SHEET 26

CONTINUED ON SHEET 28

BOSTON CONVENTION AND EXHIBITION CENTER

NOTE:

1) ALL EXISTING SIGNS SHALL BE RETAINED UNLESS OTHERWISE NOTED.



CITY OF BOSTON TRANSPORTATION DEPARTMENT
 ENGINEERING DIVISION
 SUMMER STREET SOUTH BOSTON MULTIMODAL CORRIDOR
PAVEMENT MARKING & SIGNAGE PLAN
 SUMMER STREET

Summer Street Pilot - Materials

Durable but Easily Changeable Materials for Pilot

- Painted Lanes & Pavement Markings
- Signage
- Flex Posts
- Minor Changes to Traffic Lights



Challenges

Bus Rider Testimonials

“There is **consistently a line of 50-plus people** waiting for the bus and **not everyone can get on the bus each time.**”

- South Boston resident commuting to Downtown

“[The 7 bus] is constantly overwhelmed and **puts the bus drivers and patrons in dangerous positions** and we are crammed into the bus.

- South Boston resident commuting to Downtown

“Sometimes the bus is too full... this makes me Uber frequently **which is bad for me personally financially and environmentally seems bad too.**”

- South Boston resident commuting to Financial District

“**THE BUS IS THE ONLY TRANSPORT IN THE EAST SIDE OF SOUTHIE.** 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 commuting to South Boston Waterfront



Evaluation



Evaluation Approach

Evaluation Approach

- **Community Feedback**
 - Comments, Questions, and Data
- **Bus**
 - Service Quality
 - Ridership
 - Bus Speed
 - Bus Reliability
- **Freight**
 - Traffic
 - MassPort & Freight Operator Feedback

Example - Roslindale Bus Lane Pilot



Evaluation Approach

Evaluation Approach

- **Bicycle**
 - Average Weekday Bike Counts
 - BlueBike Usage in South Boston (including Waterfront)
- **General Purpose Traffic**
 - Average weekday auto counts, speeds, trip times, and vehicle miles traveled
- **Safety**
 - Lane Violation Counts
 - Reported Issues
 - Block the Box Violations
- **Business / Stakeholder Feedback**
 - BCEC and other nearby businesses

Evaluation Approach

Evaluation Approach

- Similar stylistically and in approach to NYC DOT's evaluation for 14th Street Bus/Truck Lanes
- Utilizing Nelson / Nygaard & McMahon Consultants to support on the project evaluation

HIGHLIGHTS/RESULTS

14TH STREET TRANSIT & TRUCK PRIORITY PILOT PROJECT
QUARTERLY REPORT | WINTER 2020



BUS OPERATIONS¹

WEEKDAY AVERAGE TRAVEL TIME



24% improvement in travel times

2.9 minutes faster

Combined for both directions:
3rd Avenue to 8th Avenue from
January 2018 to January 2020

WEEKDAY RIDERSHIP



14% Increase in bus ridership from January 2018 to January 2020, up to 29,568.

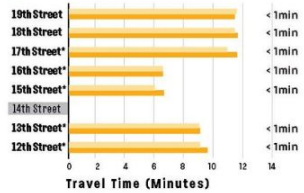
3,526 riders



VEHICLE TRAVEL TIMES²

WEEKDAY PM (5-6PM)

■ PRE-IMPLEMENTATION (October 2018/May 2019)
■ POST-IMPLEMENTATION (January 2020)



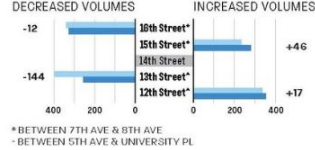
*OCTOBER 2018 DATA NOT AVAILABLE. MAY 2019 USED FOR PRE-IMPLEMENTATION DATA.



VEHICLE VOLUMES⁴

WEEKDAY PM (5-6PM)

■ PRE-IMPLEMENTATION (May/June 2018 and June 2019)
■ POST-IMPLEMENTATION (January/February 2020)



* BETWEEN 7TH AVE & 8TH AVE
* BETWEEN 5TH AVE & UNIVERSITY PL



CITI BIKE VOLUMES³

MONTHLY BIKE RIDERSHIP



94% Increase in Citi Bike ridership in the project area from January 2018 to January 2020, up to 165,265.

89,686 riders



SAFETY⁵

CRASHES



42%

decrease in crashes with injuries between October 2017-January 2018 and October 2019-January 2020

PEDESTRIAN INJURIES **3**

Oct '17-Jan '18	24	🚶🚶🚶🚶🚶🚶🚶🚶
Oct '18-Jan '19	27	🚶🚶🚶🚶🚶🚶🚶🚶🚶
Oct '19-Jan '20	14	🚶🚶🚶🚶

DATA SOURCES/NOTES

Status Update

The Summer Street Bus/Truck Lane Pilot Project project is almost complete! We should wrap up by early October and we will begin the evaluation process as soon as installation is complete.

- **Roadway Striping**

- Our contractor is working to install roadway striping paint. We aim to have this done by early next; however, weather and crew availability can disrupt the work.
- The contractors typically work after 7:00 PM in an effort to minimize disruption to traffic and transit. There will continue to be parking impacts on Summer Street while this work is happening to give crews enough space to work.

Status Update

- **Flex Posts for the Bike Lane**

- BTD will install flexposts on Summer Street next week from West Side Drive to East 1st Street. These flex posts will ensure that cyclists are kept safe.
- On the Bridge deck, flex post installation will be delayed as we procure a different flex post which can be affixed to the bridge deck using an epoxy; we cannot use standard flex posts on the concrete bridge deck.
- We will use cones as a temporary measure until flex posts are installed.

- **Signals**

- Signal work is done and new bike signals will go live as soon as striping work is completed.

We will provide an official announcement for the bus/truck lane pilot going live as soon as striping work is complete.

Thank you!



Project
Website





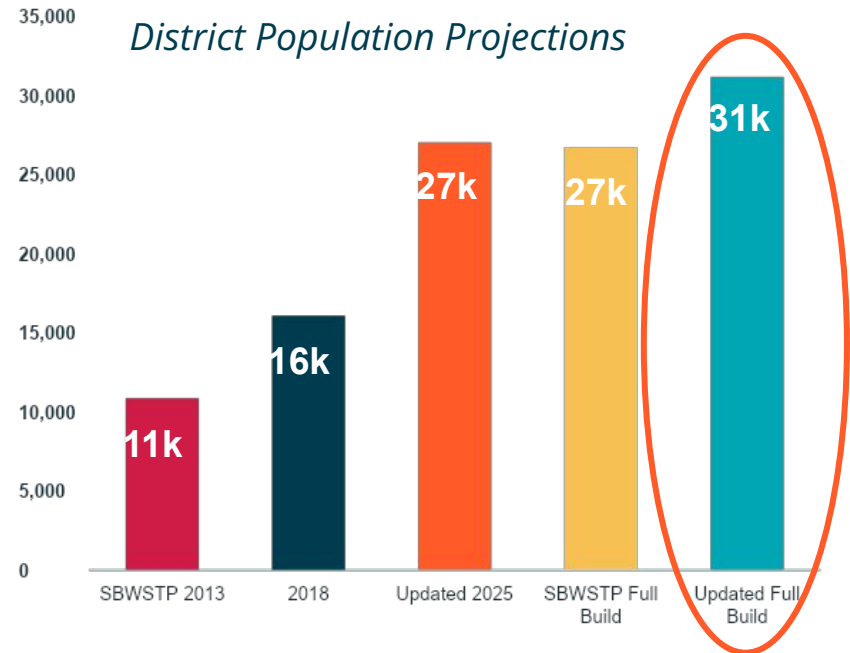
Appendix

Challenges

The Future

By 2030, the South Boston Waterfront will have roughly 31,000 residents. This is significantly ahead of projections from past planning work.

This population size is equivalent to Hyde Park and larger than Allston, Roslindale, Back Bay, or Mattapan.

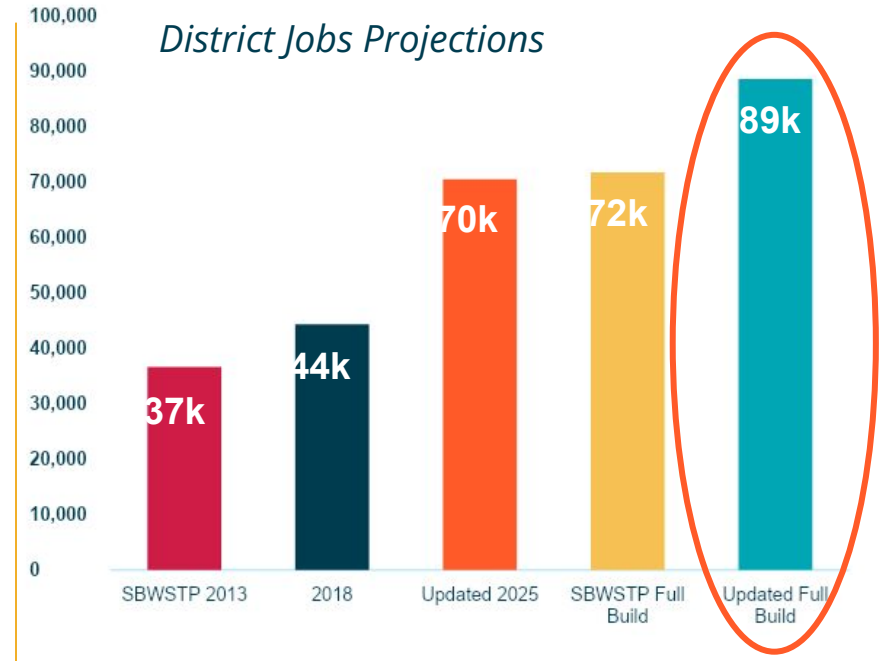


Challenges

The Future

By 2030, the South Boston Waterfront will have roughly 89,000 jobs, becoming Boston's second largest employment hub after Downtown Boston and ahead of the Back Bay.

For comparison, Downtown has 178K jobs and Back Bay has 52K jobs.



MBTA Bus Network Redesign

BNRD & Summer Street

Bus Network Redesign Proposes a high frequency route from Sullivan Square to City Point. The new T7 will require bus priority along much of its route to remain reliable given congestion in Downtown and Seaport.

The City of Boston is responding to this by improving conditions on Summer Street for Buses.

We are also working on a North Station to Seaport Rapid Bus design in coordination with the MBTA.



Huntington Ave Bus Lane

BTD recently completed a bus-bike lane project on Huntington Ave from Gainsborough St in Fenway/Kenmore to Tremont St in Mission Hill.



The Huntington Avenue bus/bike lanes **save bus riders 125 hours** every work week



Route 39 and CT2 riders are **saving up to 2 minutes per trip** during peak period traffic



Automobile trips on this stretch of Huntington Ave are **increasing by less than 45 seconds per trip**



Emergency vehicles are always allowed in bus lanes, taking them out of general traffic and into a clear, dedicated space



The installation of the bus/bike lanes has coincided with slightly **lower vehicle speeds**, providing **safer conditions for all road users**

Challenges

How did we identify challenges?

- Review of Past Plans, Policies, and Programs
- Review of Available Data
- Community Engagement
- Stakeholder Discussions



Pilot Program

How did we get here?

- South Boston Waterfront Sustainable Transportation Plan
- Go Boston 2030
- South Boston Seaport Strategic Transit Plan
- Raymond L. Flynn Marine Industrial Park Master Plan Update - 2022
- South Boston Transportation Action Plan

Other Transportation Planning Efforts

North Station to Seaport Multimodal Corridor

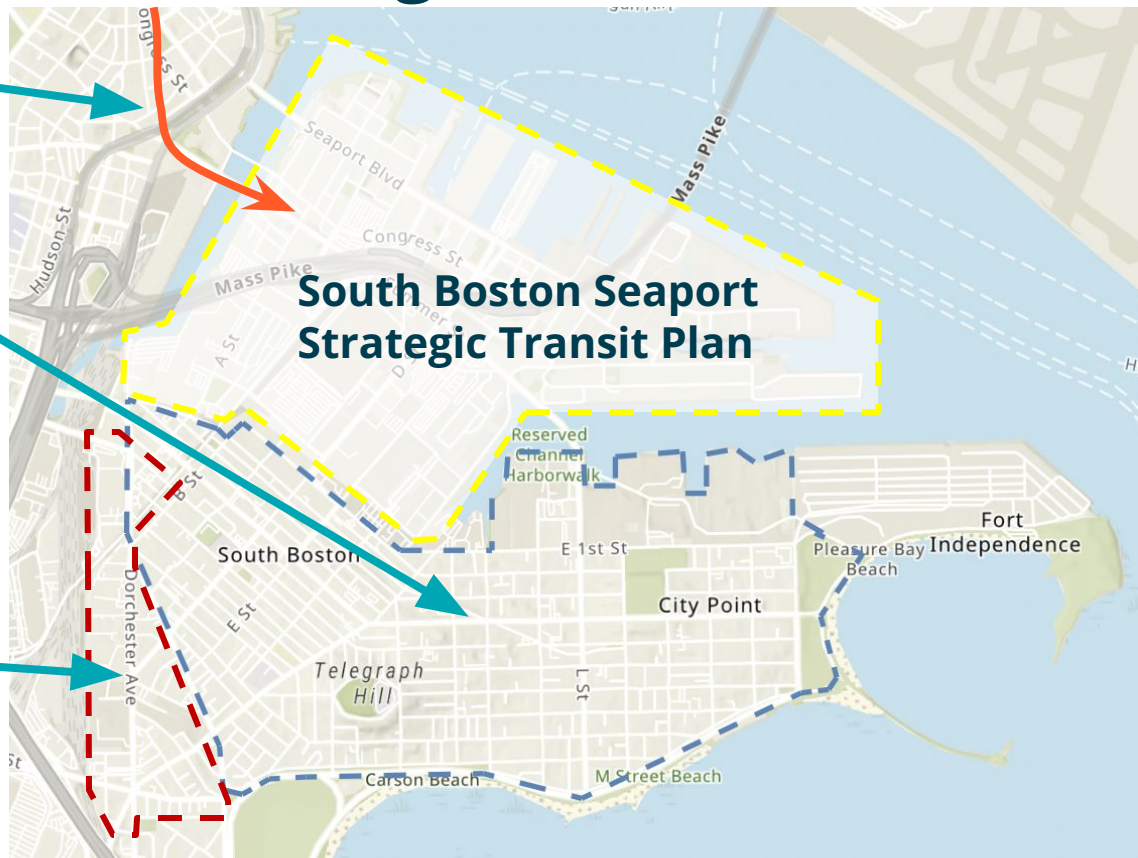
- Concept Planning

South Boston Transportation Action Plan

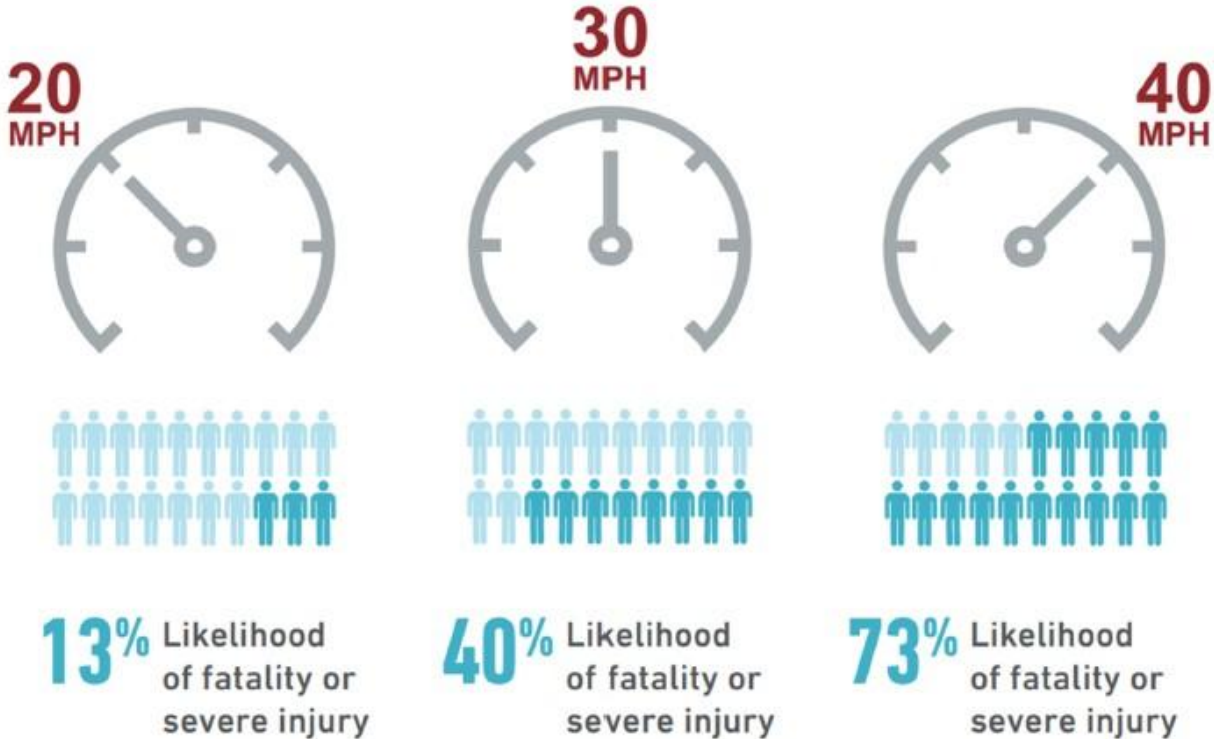
- Kick-Off Spring 2022
- Focus on core residential neighborhood

PLAN South Boston
Dorchester Avenue (2016)

- August 2021 Completed Transportation Plan



CHANCE OF BEING KILLED OR SEVERELY INJURED WHEN STRUCK BY A DRIVER AT VARIOUS SPEEDS



Tefft, B. C. (2013). "Impact Speed and a Pedestrian's Risk of Severe Injury or Death," *Accident Analysis and Prevention*, Volume 50, January 2013, pp. 871-878

Challenges

What's wrong with Summer Street today?

- Street is not comfortable for cyclists and pedestrians in many locations
- Traffic speeds can reach nearly 50 MPH in some segments and 1 in 10 cars are exceeding 40 MPH

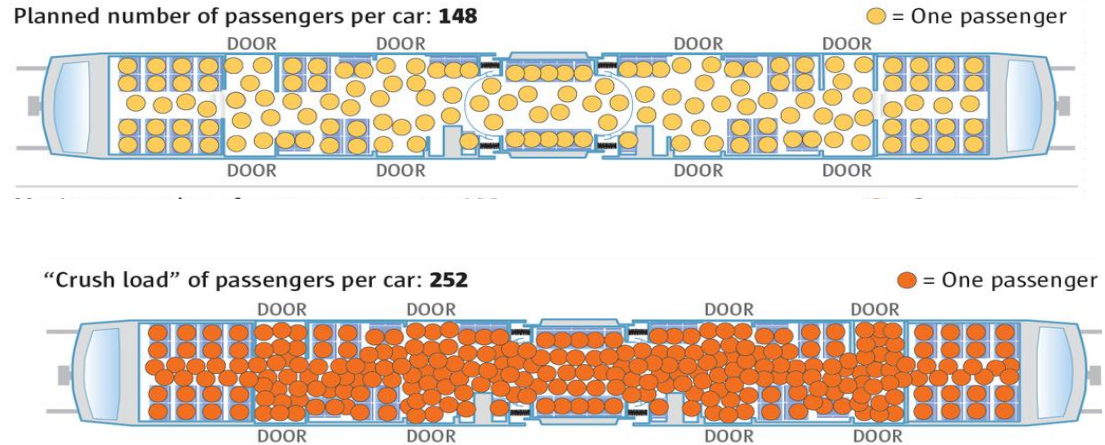


Challenges

What's wrong with Summer Street today?

Route 7 Bus Crowding

- 116% of AM Peak Trips will be at planned capacity
- 83% of AM Trips will be at crush capacity



**Data from MBTA and Howard Stein Hudson analysis*

Pilot Program

Why trucks too?

- Transit and trucks share a unique economic space and need for on-time travel. Boston's maritime industry is a vital economic engine for the entire state.
- There are over 1,200 truck movements on Summer Street daily, connecting the Marine Industrial Park & Port to the region
- Bus Truck Lanes used effectively in New York City
 - 14th Street Pilot launched in 2019 and made permanent in 2020



Pilot Program

How did we get here?

Neighborhood Advocacy

- Southie Bikes for bike lanes on Summer St
- Fort Point Neighborhood Association for safer streets in the community

Local Officials

- Officials suggested to City leadership a bus lane pilot to understand the potential impacts before moving forward with permanent implementation

Agency Coordination

- Discussions with partner agencies on pilot specifics - length, technology, and equipment

Pilot Program

How did we get here?

Community Office Hours

- 8 in-person and 8 Zoom office hours in January, February, March, and April

Stakeholder Meetings

- Coordination with MassPort, BCEC, MassDOT, MBTA, Seaport TMA
- Abutter Discussions about Design Issues

Civic Association Meetings

- Presented at Fort Point Neighborhood Association, Southie Bikes, City Point Neighborhood Association

Community Meetings

Three Community Meetings

Bus Rider Surveys

- Engaged with Bus Riders in South Boston and Downtown

Timeline

Engagement

- April/May - Public Meetings, Office Hours

Implementation

- June - Implementation
- Summer/Fall - Evaluation during Pilot

Evaluate Pilot for the Future

- Fall/Winter - Determine Next Steps



Pilot Program

Bus Rider Surveying

In March and April, BTD staff surveyed Route 7 riders at the following stops, collecting **100 responses**:

- Franklin St @ Devonshire St
- Otis St @ Summer St
- Summer St @ Atlantic Ave
- Summer St @ E 1st St
- L St @ Broadway
- E Broadway @ N St



Challenges

Challenges for Industrial and Maritime Users identified in the 2022 Raymond L. Flynn Marine Park Master Plan Update

- The increasing demand for public space, development of non-maritime activities, increased traffic congestion, and environmental limitations present in the facility adversely impact significant sectors of marine industrial activity and its potential for growth.
- The majority of traffic complications for trucks are not in the district (RLFMP) itself, but rather just outside the district...The biggest challenge is addressing traffic immediately outside the RLFMP.
- Summer Street/Drydock Ave has significant congestion in the Future Scenarios - severely impacting freight operations

Challenges

What's wrong with Summer Street today?

Bike routes are not comfortable for most riders - it's difficult for many riders to reach key Downtown and South Boston Destinations

Riders are often left stranded in dangerous situations on the road

