

SUMMER STREET PILOT PROJECT

Current Conditions
Measured prior to Sept. 2023

BIKE ACTIVITY



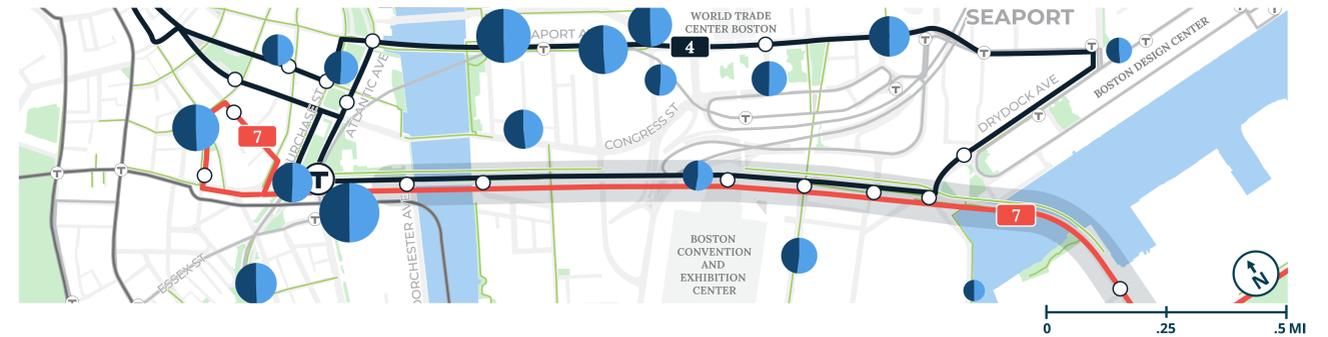
VOLUME
Weekday Average on Summer St,
During Peak Hours

29 bicyclists inbound
35 bicyclists outbound

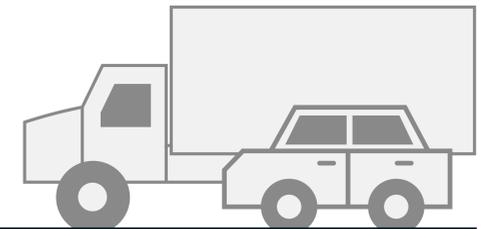
STATION ACTIVITY
Bikes Checked Out and Returned at
BlueBike Stations Within 1/3-Mile
of the Pilot Study Area

Average of June - August 2022

- Monthly Average Check-Outs (Start)
- Monthly Average Check-Ins (End)



VEHICLE ACTIVITY



VOLUME
Weekday Average During Peak
Hours

3,967 vehicles AM
3,996 vehicles PM

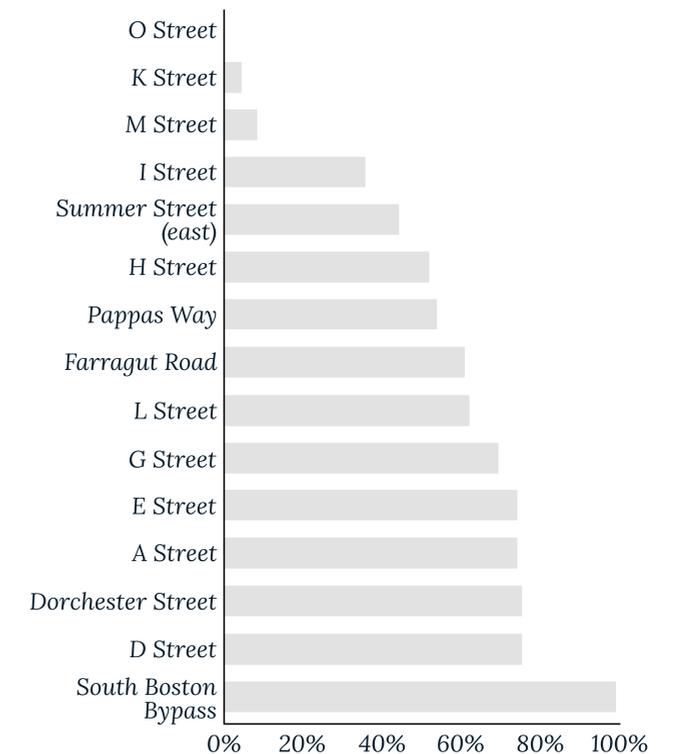
TRAVEL TIME
Weekday Average During Peak
Hours, between Dorchester Ave
and East 1st St

5.85 minutes inbound
4.85 minutes outbound

SPEED
Weekday Average During
Peak Hours, between Drydock
Ave and Freight Corridor

34 mph inbound
37.5 mph outbound

CUT THROUGH TRAFFIC
Percent of Auto Traffic Traveling Inbound
to Seaport that is Cut-Through Traffic



BUS OPERATIONS



RIDERSHIP
Weekday Average of MBTA Route
7 and 4 During Peak Hours

2,340 riders

TRAVEL TIME
Weekday Average of MBTA Route
7 During Peak Hours

6.7 minutes inbound
6.3 minutes outbound

RELIABILITY
Weekday Average of Variation
in trip time of MBTA Route 7
and 4

2-3 minutes delayed
71% reliable

SUMMER STREET PILOT PROJECT

Project Evaluation Metrics
To be measured from Sept. 2023 - April 2024

BIKE ACTIVITY



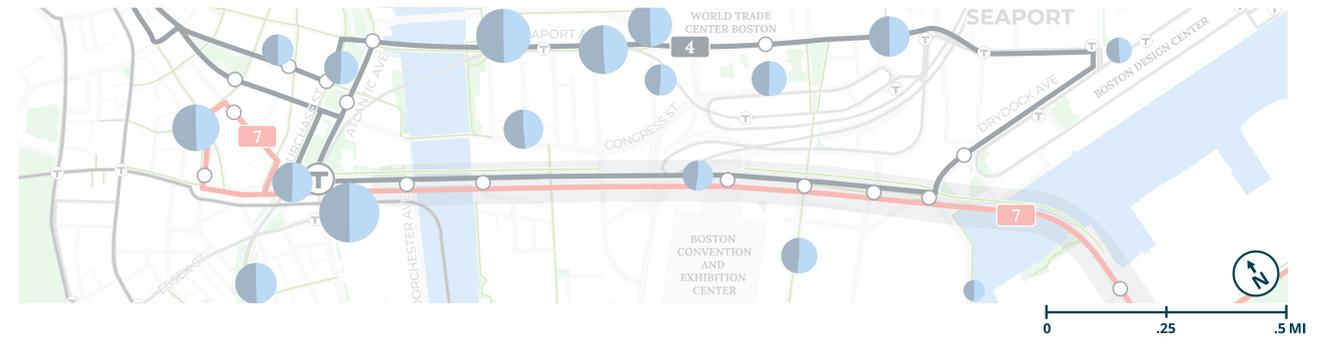
VOLUME
Weekday Average on Summer St,
During Peak Hours

00 bicyclists
00% increase

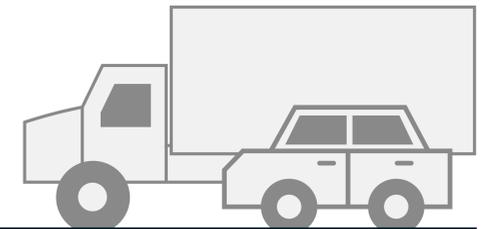
STATION ACTIVITY
Bikes Checked Out and Returned at
BlueBike Stations Within 1/3-Mile
of the Pilot Study Area

Average of June - August 2022

- Monthly Average Check-Outs (Start)
- Monthly Average Check-Ins (End)



VEHICLE ACTIVITY



VOLUME
Weekday Average During Peak
Hours

0,000 vehicles
00% decrease

TRAVEL TIME
Weekday Average During Peak
Hours, between Dorchester Ave
and East 1st St

0.00 minutes
00% quicker

SPEED
Weekday Average During
Peak Hours, between Drydock
Ave and Freight Corridor

00 mph
00% slower

CUT THROUGH TRAFFIC
Percent of Auto Traffic Traveling Inbound
to Seaport that is Cut-Through Traffic

O Street	To be evaluated
K Street	To be evaluated
M Street	To be evaluated
I Street	To be evaluated
Summer Street (east)	To be evaluated
H Street	To be evaluated
Pappas Way	To be evaluated
Farragut Road	To be evaluated
L Street	To be evaluated
G Street	To be evaluated
E Street	To be evaluated
A Street	To be evaluated
Dorchester Street	To be evaluated
D Street	To be evaluated
South Boston Bypass	To be evaluated

0% 20% 40% 60% 80% 100%

BUS OPERATIONS



RIDERSHIP
Weekday Average of MBTA Route
7 and 4 During Peak Hours

0,000 riders
00% increase

TRAVEL TIME
Weekday Average of MBTA Route
7 During Peak Hours

0.0 minutes
00% quicker

RELIABILITY
Weekday Average of Variation
in trip time of MBTA Route 7
and 4

0.0 minutes *delayed*
00% reliable

SUMMER STREET PILOT PROJECT

Truck Activity
Measured prior to Sept. 2023 - April 2024

TRUCK ACTIVITY

Boston Transportation Department (BTD) and Massachusetts Bay Transportation Authority (MBTA) are launching a six-month pilot bus/truck lane program to improve traveling experience for all on Summer Street between South Station to East First Street in South Boston. Trucks will be permitted to use the Summer St Bus lane to accommodate heavy truck traffic from Massport. These lanes will be permanently implemented if they are found to be successful in 2023 and 2024.

CURRENT CONDITIONS



386 trucks AM
108 trucks PM

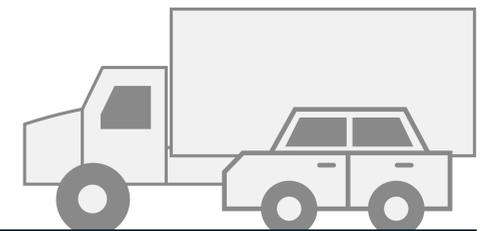


5.85 minutes inbound
4.85 minutes outbound



34 mph inbound
37.5 mph outbound

CUT THROUGH TRAFFIC
Percent of Auto Traffic Traveling Inbound to Seaport that is Cut-Through Traffic



PILOT PROJECT EVALUATION METRICS (to be evaluated)



000 trucks
00% quicker



0.00 minutes
00% quicker



00 mph
00% slower

CUT THROUGH TRAFFIC
Percent of Auto Traffic Traveling Inbound to Seaport that is Cut-Through Traffic

