

SUMMER ST @ FED BLOCK BUS LANE

Dorchester Ave to Atlantic Ave

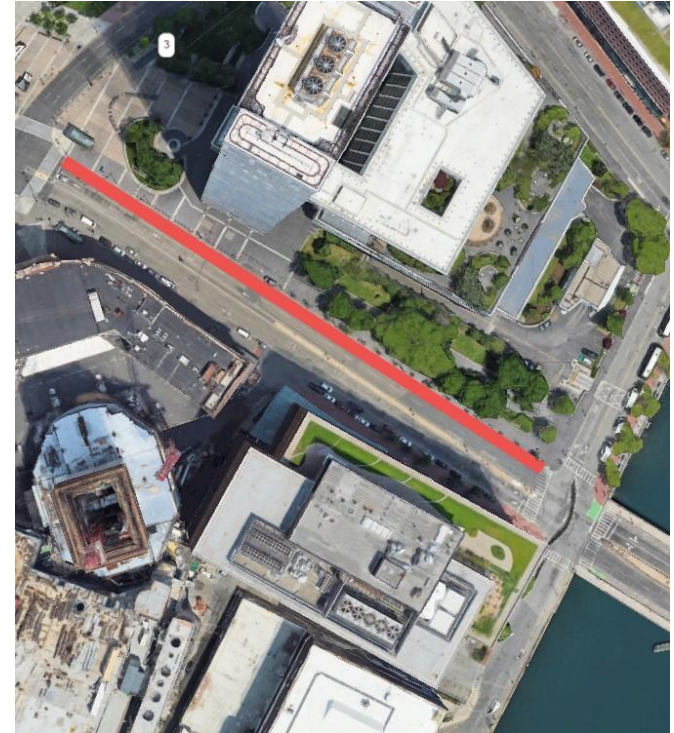
Project Snapshot & Update

June 2025



Project Summary

- The Summer St. bus lane, **installed in 2019**, serves as a **critical connector** from the Seaport/South Boston Waterfront to Downtown Boston.
- **MBTA Routes 4 and 7** use this bus lane along with school buses and shuttle buses.
- This short lane allows buses to **bypass traffic** after the bridge, enabling them to efficiently move people to destinations in Downtown Boston, including the critical transfer point at South Station.
- The bus lane also provides **enhanced safety for cyclists**.



Project Summary

Since the Summer Street @ Fed Block bus lane was installed, **both transit and vehicle delay have decreased.**

- Compared to Fall '19 travel times, buses using the bus lane **save an average of 1 minute per trip** during AM peaks. A total of 1,600 riders utilize this bus lane each weekday.
 - This time savings equates to **27 hours per day in rider savings** - for comparison, this is equivalent to driving from Boston to Oklahoma City.
- Compared to 2019, total vehicle delay in this segment of road decreased by 44 hours in 2024*

*Source: Streetlight



Overview

- What were the project goals?
- Why was the project needed?
- Who does this serve?
- What are the outcomes to-date? What are next steps?



What were the project goals?



What are the project goals?

Project Goals:

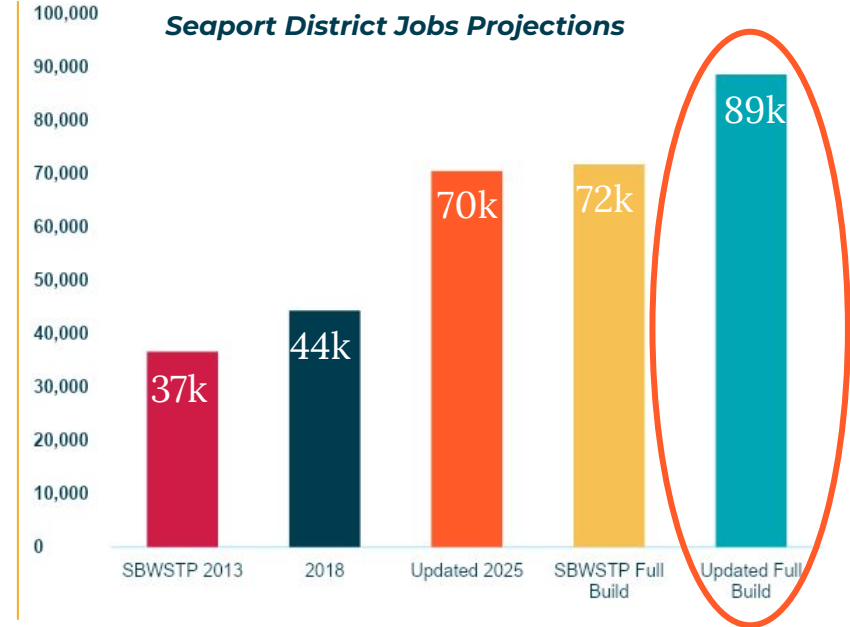
- **Improved Reliability** - Most delays in bus travel between Downtown Boston and Seaport come from the dense traffic around the Summer Street Bridge over Fort Point Channel. Bus travel times during peak and non-peak hours vary dramatically due to this congestion. The presence of this short bus lane **reduces the variability in travel time** by allowing buses to bypass this congestion.
- **Ridership and Frequency Increases** - Seaport and the South Boston Waterfront are **anticipated to experience rapid residential and commercial growth**. As more people travel to and from this neighborhood, it is critical to ensure that everyone has access to efficient transportation.

Why was this project needed?



Why was this project needed?

- **Improved Connectivity** - Summer St connects the Seaport to South Station and other key Downtown destinations. This bus lane allows for people coming from Seaport to **get to South Station faster and more reliably** in order to make connections to the greater Boston transit system.
- **Economic Development** - By 2030, the South Boston Waterfront will have roughly 31,000 residents and 89,000 jobs, putting pressure on the transportation network, larger than Allston, Roslindale, Back Bay, or Mattapan. **Well-functioning transit is key to accommodating this growth** and providing access to homes, jobs, and other opportunities.



Why was this project needed?

- **Easier Transfer**- During project implementation, the inbound bus stop was moved 700ft (equiv. to a 3 min walk) in order to allow **closer connection to South Station**.



60

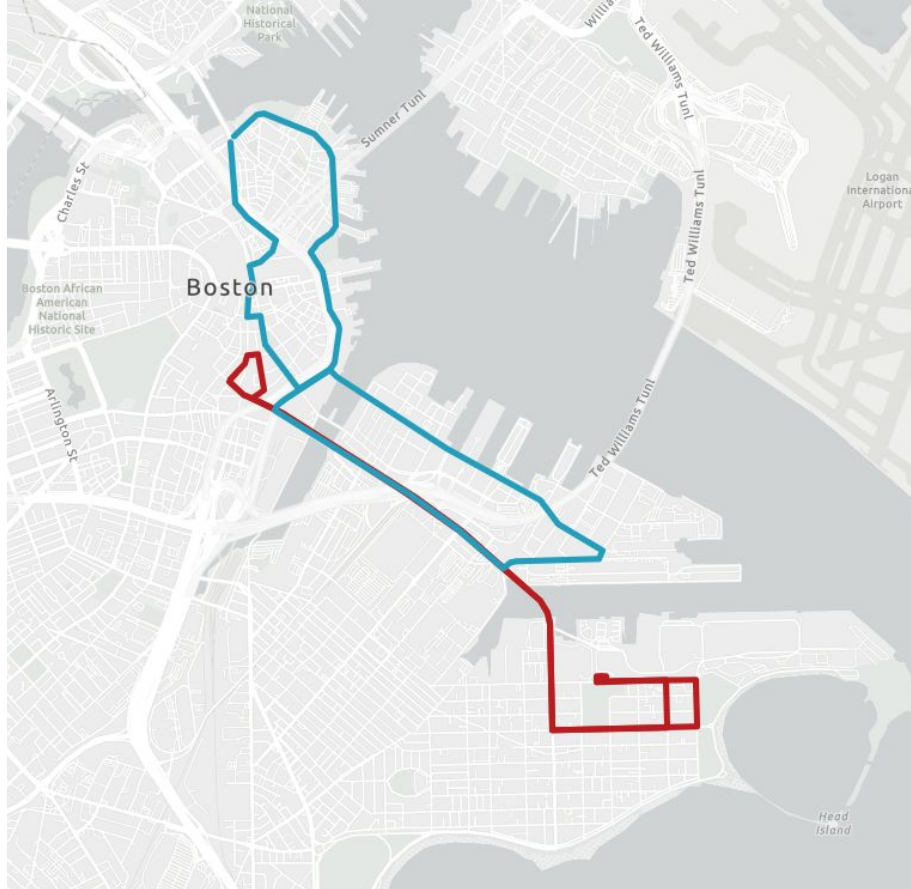
*buses use the bus
lane on Summer St
each weekday*



A photograph of a city street scene. In the foreground, a white and yellow bus with the number 1792 is stopped at a red-painted bus stop. The bus has a digital display on its front showing "7015 & SUMMER". To the right of the bus, a dark blue SUV is driving. In the background, there is a large, modern building with many windows. The sky is clear and blue. The text "Who does this project serve?" is overlaid in white on the image.

Who does this project serve?

Who does this project serve?



Summer St is the **critical connector** between Boston and Seaport and is used by **MBTA Bus Routes 4 and 7 plus** school buses and shuttle buses.

This street is **used by commuters** every day to travel from Seaport to Downtown, as well as **by Seaport residents** to access the commercial and cultural destinations in Downtown Boston.

This street also allows **connection from Seaport to South Station** and the greater MBTA rail network.

Who does this project serve?



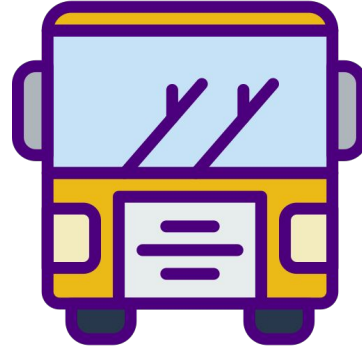
Frequency

55-60% of riders use the bus 5 or more days a week



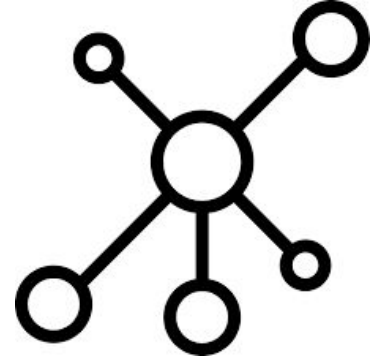
Income

60% of riders are defined as low-income under Title IV



Alternative Modes

75-80% of riders have 1 or fewer usable cars in their household



Trip Purpose

60-70% of trips are made to/from work

Each weekday, nearly

1,600

*passengers use the buses
that travel on Summer St
bus lane*

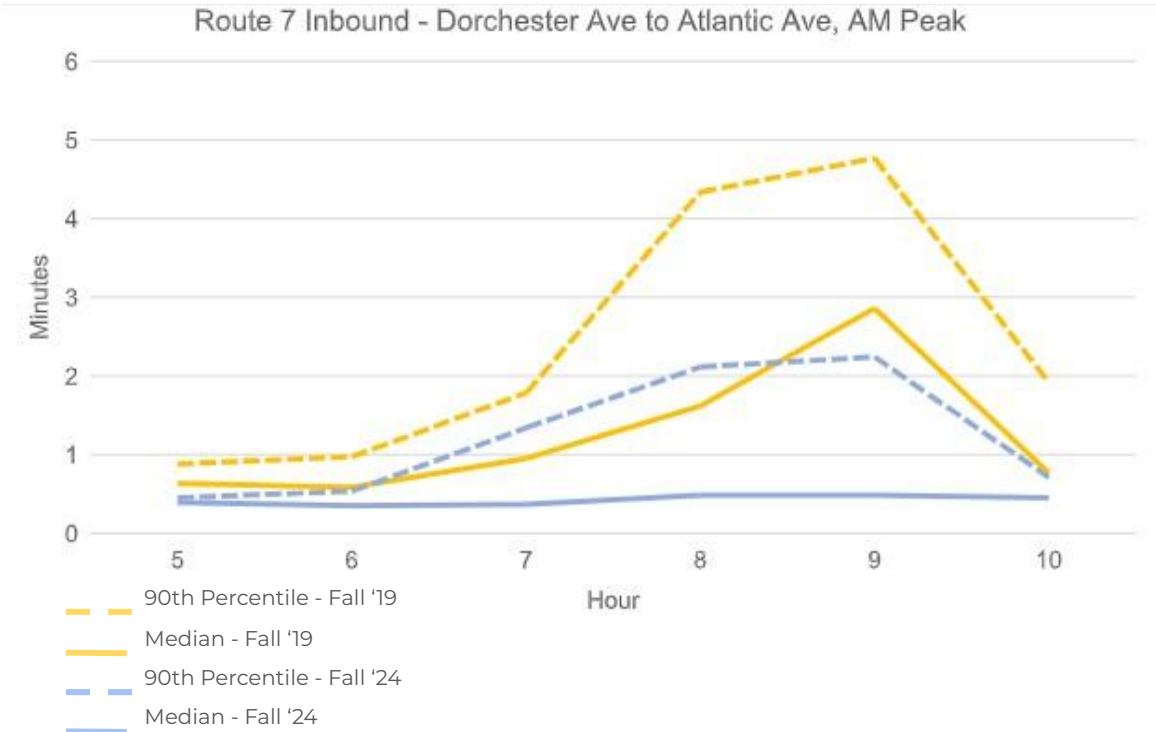


What are the outcomes to date?



Route 7 Run Time

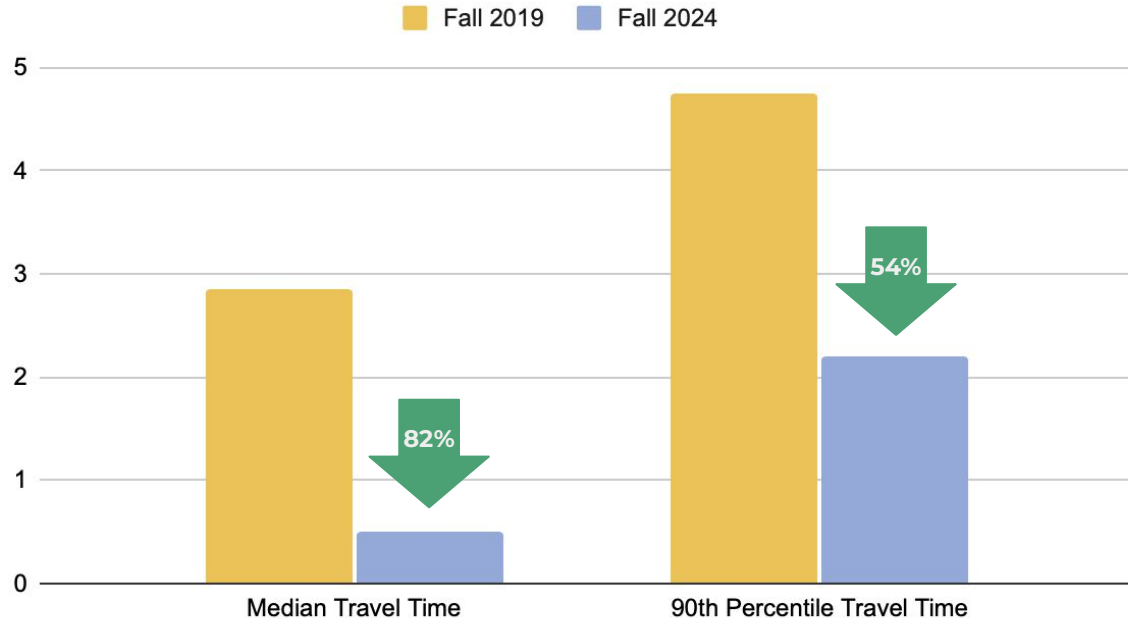
- Despite spanning only 700 feet, this lane has led to **significant run-time improvements**
- Relative to Fall 2019, Fall 2024 inbound trips on Route 7 are **over one min faster** during AM peak.
- **The worst 10% of trips are over 2 minutes faster** during the AM peak.



Route 7 Run Time

- Relative to Fall 2019, Fall 2024 inbound median travel times on Route 7 are **82% faster** during AM peak.
- The worst 10% of trips are **56% faster** during AM peak.
- These time savings make this bus lane one of the **top performing** in the entire city.

Inbound Peak AM Run Time



*Added up for all riders,
the bus lane on Summer
St. saves*

27
hours each
day

*or the time it takes to
drive from Boston to
Oklahoma City*



A photograph of a city street scene. In the foreground, a white and yellow bus with the number 1792 is stopped at a red-painted bike lane. The bus's destination sign reads "70TIS & SUMMER". To the right of the bus, a line of dark-colored cars is parked along the curb. In the background, a tall, modern building with a glass facade stands under a clear blue sky. A street lamp is visible on the left side of the frame.

What are next steps?

Future Improvements

- **New High Frequency Routes** - As a part of the [MBTA's Bus Network Redesign](#), new high frequency routes (defined as every 15 minutes or better) will travel through Seaport. As more transit options continue developing to better connect Boston and Seaport, this bus lane will play a big role in **ensuring that Summer St has the capacity to support the increase in ridership** that will follow.
- **Bluebike Expansion** - New Bluebike stations will be installed around Seaport and South Station in 2025, which will increase bike ridership throughout the next year. This bus lane is shared with bikes, providing **improved safety for cyclists** and **connects bike lanes** in Seaport to Downtown Boston.
- **Automated Camera Enforcement** - Recent legislation has allowed for the MBTA to mount cameras on buses in order to **enforce no parking in bus-only lanes**. With this new enforcement system, buses will be able to utilize bus lanes with increased efficacy.

Future Development

- **South Station Tower** - The South Station Tower, the first of three planned new developments, will provide approx. 700,000 sq feet of office space and 166 residential units. This new growth will **increase desired access to South Station**. The Summer St bus lane connects Seaport/South Boston Waterfront to South Station for this growth.
- **South Station Bus Terminal Expansion** - The newly planned South Station headhouse will **expand bus capacity by over 50%**, among other improvements. This new space will increase ridership, making the bus lane connection from Seaport to South Station along Summer St more critical than ever.
- **Anticipated Growth** - By 2030, Seaport/South Boston Waterfront will have roughly 31,000 residents and 89,000 jobs. This amount of employment is second-only to Downtown. With this growth, we anticipate **over 78,000 new trips each day**.* Summer St bus lanes are a crucial way to transport commuters to and from Seaport.

*City of Boston Summer Street Pilot Program Report



Pictures



Bus lane allows for bus to bypass heavy congestion



Bus lane provides cyclists with improved safety conditions by separating them from regular traffic



Fresh ruby paint provides clear visibility for vehicles