

Crosstown

Summer Street Protected Bike Lane

Protected bicycle facilities through the South Boston Waterfront

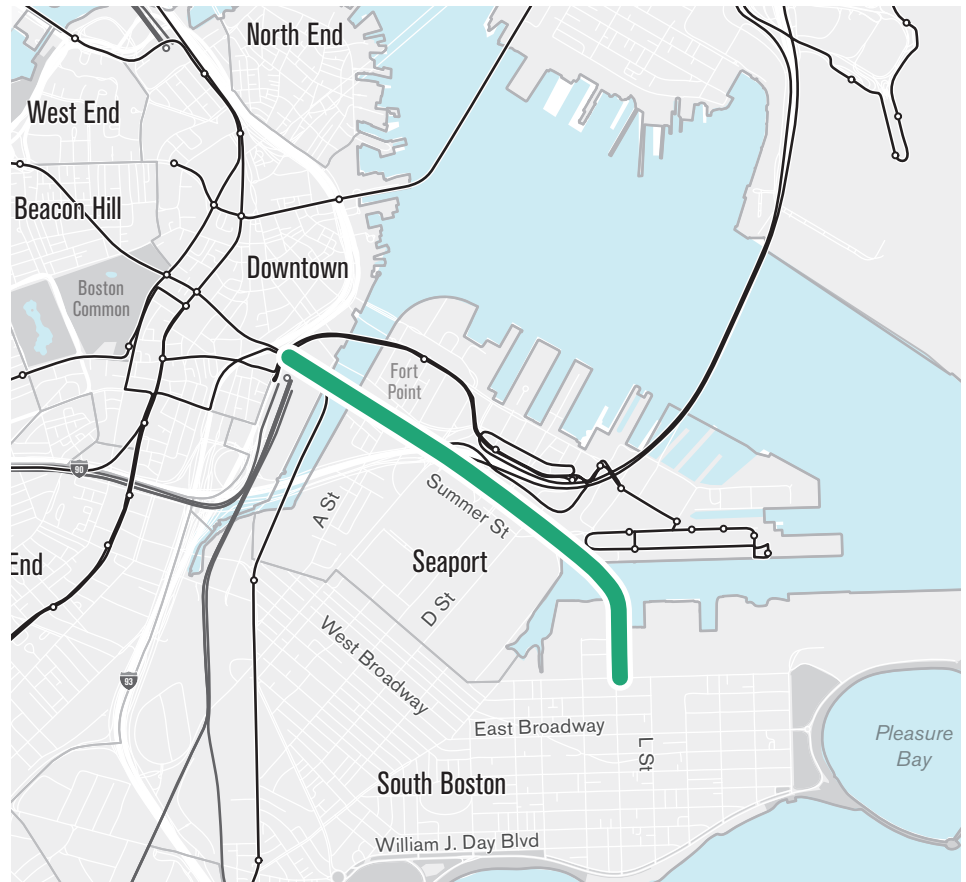
Project Score

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

Identified on the ballot as an Early Action commitment

Project Description

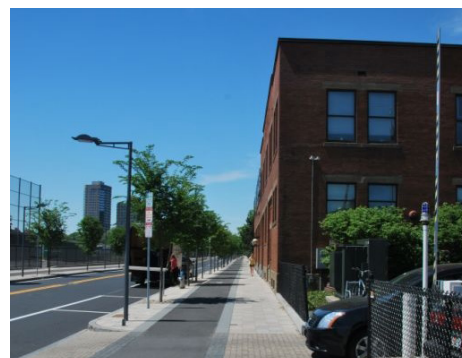
The City of Boston will commence with the reconstruction of Summer Street in the spring of 2018. The reconstruction effort will pursue the highest level of protected bike lanes all the way from South Boston into Downtown. The initial phase of the reconstruction effort will start at Fort Point Channel and continue to West Service Road. The second phase will extend from West Service Road to the Wharf District and the Boston Convention and Exhibition Center (BCEC) and then on to the Reserve Channel. In the long term, protected bike lane facilities will extend along East First Street, providing a continuous protected bicycling network through Dorchester, Hyde Park, and Mattapan by linking with the Harborwalk, a resilient Morrissey Boulevard, the Columbia Road Greenway, and the Neponset Greenway.



Benefits and Issues Addressed

The protected bike lane will provide a safe riding route for cyclists connecting from South Boston to Downtown through Fort Point, creating a safe and efficient connection between a major transit hub (South Station), the BCEC, Seaport Square, and the Ray Flynn Marine Industrial Park, which can help alleviate congestion in the burgeoning South Boston Waterfront as recommended by the *South Boston Waterfront Sustainable Transportation Plan*. The facility will also serve regional commuters transferring from trains at North Station or coming from Milton and Quincy by linking to the north with the Rose Kennedy Greenway and to the south with Carson Beach, where connections can be made to Morrissey Boulevard or Columbia Road.

Best Practices



With a raised bike path on each side, Vassar Street is a key bicycle link for those traveling to and through MIT in Cambridge, MA.

Implementation

Planning Level Costs: \$14 million design and construction

Funding Sources: City capital plan for design, Boston MPO TIP, and developer contributions

Who's Responsible: Public Works and BTB with MassDOT, Massport, and BCEC

Time Frame: Within five years

Public Input

"L Street/Summer Street... seems like a real untapped opportunity for improving transit and biking between this end of Southie and the rest of Boston. Although recently buffered bike lanes were installed along a portion of it, I think the speeds of drivers are still so high that it's much safer to have a physically separated bike lane here."

—02127

More information about this and other projects in the South Boston Waterfront can be found at www.massdot.state.ma.us/Portals/17/docs/Studies/SBostonWaterfrontFullReport_jan2015.pdf