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## Ground Transportation Improvement

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### Introduction

Massport's overriding ground transportation goal is to provide a diverse range of ground access options for air passengers, airport employees, and other airport users. This is accomplished by promoting ridership on high occupancy vehicles (HOVs), reducing reliance on single occupant vehicles (SOVs), and maintaining and enhancing efficient transportation access and parking options in and around Logan Airport. Since the early 1980s, Massport has been a leader in the development, promotion, and use of alternative means of ground transportation for access to and from Logan Airport. By providing a diverse range of environmentally responsible alternatives to travelers, employees and other airport users, reliance on single occupant vehicle use has been reduced, improving traffic congestion and air quality.

Over recent years, extensive roadway improvements were implemented at Logan Airport in conjunction with the Central Artery/Tunnel (CA/T) and Logan Airport modernization projects. By the end of 2004, all major construction associated with these projects was complete. In 2005, Delta Air Lines completed construction of the new replacement Terminal A and associated roadway modifications. Opening day for passengers was March 16, 2005. The Massachusetts Bay Transportation Authority (MBTA) Service Road (between Airport Station and Porter Street) was completed in 2006, leaving Massport's Central Garage addition (expected to be complete in early 2007) as the only ongoing landside construction project at the airport. Figure 5-1 presents the updated roadway infrastructure at Logan Airport.

This chapter discusses existing ground transportation options, ridership levels, parking, and traffic conditions at Logan Airport during 2005. An historical comparison of ridership levels is provided from 1990 the 2005 for informational purposes. As noted throughout this chapter, major ground transportation changes at the airport, combined with major roadway infrastructure improvements off airport grounds have substantially changed ground access to the airport. As such, 2004 brought a new benchmark from which to measure ground transportation accomplishments and comparisons to prior years can not be directly made. This chapter focuses on progress in 2005 on:

- Ground access modes, services, and ridership for air passengers, visitors and employees
- Transportation demand management measures taken by the Logan Transportation Management Association (Logan TMA)

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- Ground access traffic conditions, including a summary of roadway modifications, gateway traffic volumes, and vehicle miles traveled (VMT)
- Parking supply, demand, duration, and cost
- Ground access planning and management

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### Key Findings

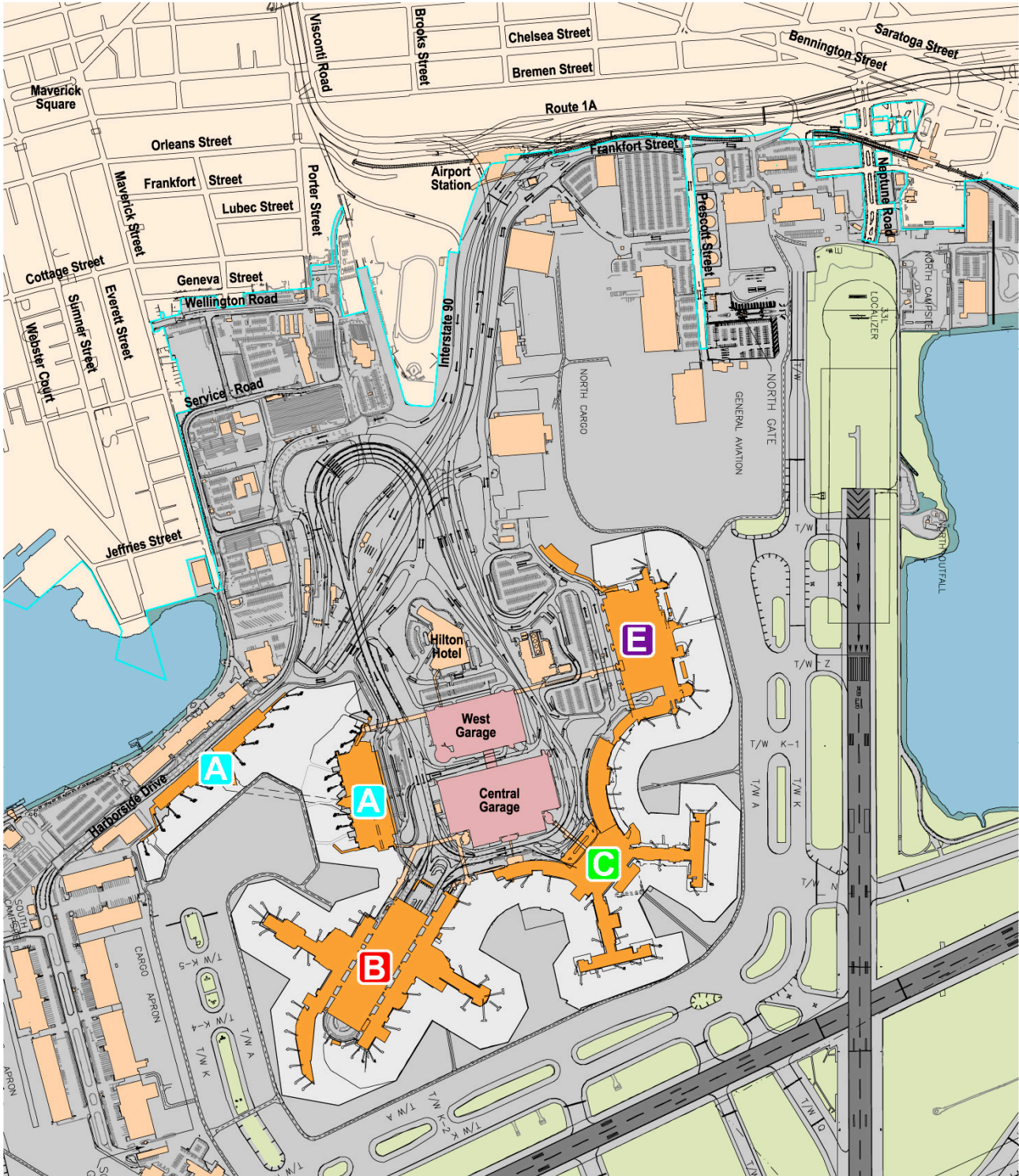
Ground transportation and access highlights for 2005 include:

- Ground transportation activity levels increased from 2004 to 2005 as a result of a 3.6 percent increase in the number of air passengers, as described in *Chapter 2, Activity Levels*.
- Traffic volumes on airport roadways increased by 5.8 percent, while the VMT on the airport increased by 4.2 percent. VMT is an indicator of trip lengths. The lower VMT growth when compared to overall traffic volume growth suggests that more direct connections over shorter roadway distances are provided. The opening of Terminal A and the associated access roadways that provide a more direct connection to external airport access points resulted in a decrease in the average trip length for passengers shifting from Terminals B and C (which housed Delta Air Lines during construction) to Terminal A in 2005. This is also due, in part, to an increase in traffic destined to other airport uses via the Harborside Drive exit from the Ted Williams Tunnel.
- The facilities at the MBTA Blue Line Airport Station were substantially improved in 2005, including the conversion from a manual to an automated fare collection system. The automated system replaces subway tokens with Charlie Tickets, which provide more convenient fare payment along with improved customer service. Airport Station was one of the first MBTA locations to receive new automated fare collection equipment during the spring of 2005.
- Full MBTA Silver Line service to Logan Airport began on June 1, 2005 with 10-minute headways during weekdays between 6:50 AM and 8:00 PM to Terminals A through E. Daily average boardings at the airport increased by 38 percent from June to December 2005.
- Planning commenced for installation of the Charlie Card machines in all Logan Terminals (operational as of November 2006).
- As of 2004, all major construction activity associated with the CA/T and Logan Modernization projects was completed, including opening of all new regional connections and the permanent removal of Route 1A traffic from the airport roadway system. In 2005, Terminal A and its associated access roadways were fully opened for operation. There were no other roadway modifications completed in 2005.
- Contract negotiations began between Massport and the C & J Bus Company in New Hampshire to expand early morning transportation between New Hampshire and Logan Airport. This service began in 2006.
- Massport entered into a partnership with the Executive Office of Transportation (EOT) for management of the Logan TMA. MassRIDES is providing daily management and administrative support to the TMA, allowing Massport funds to be deployed for the provision of new or expanded services. Massport has begun to examine ways to expand Logan TMA services to better meet the needs of organizations that are members of the Logan TMA and to encourage more entities to become members.

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Figure 5-1 Logan International Airport 2005 Roadway Network



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### 2005 Ridership and Trends

#### Ground Access Modes

Passengers and employees access Logan Airport via an array of HOV transportation modes, including the following:

- Public transit (MBTA rapid transit, bus, and water transportation)
- Logan Express bus service
- Scheduled buses and vans (including Logan Direct)
- Unscheduled private limousines and vans

Additional ground access to Logan Airport is provided by modes that are categorized as non-HOV, as follows:

- Private automobile
- Taxicab
- Rental car

The following sections provide an overview of public transportation services available to Logan Airport patrons with current ridership levels and historic trends. Figure 5-2 illustrates the public transportation access options for travel to and from Logan Airport.

#### Ground Access Services

Massport continues to promote and support public and private HOV services aimed at serving air passengers, airport users and employees. While private automobiles, taxis, and rental cars often carry many occupants, they are not categorized as HOV modes because they are not designed to be available exclusively for use by more than one passenger.

For 2005, available ridership data and an update on the status of each HOV and non-HOV mode is provided below. Ridership levels for Logan Airport public transportation modes are summarized in Table 5-1. As shown in the table, changes in ridership from 2004 to 2005 varied among the different modes. Generally, ridership for one service changes when new services are provided or when current services are altered or terminated – the result of public transportation patrons shifting modes. For example, employee ridership on Logan Express decreased substantially in 1999 when Logan TMA shuttle buses began operating. When the TMA shuttle buses ceased operation in 2002, Logan Express employee ridership increased. Ridership trends on each of the services and historical comparisons of the data are presented in subsequent sections.

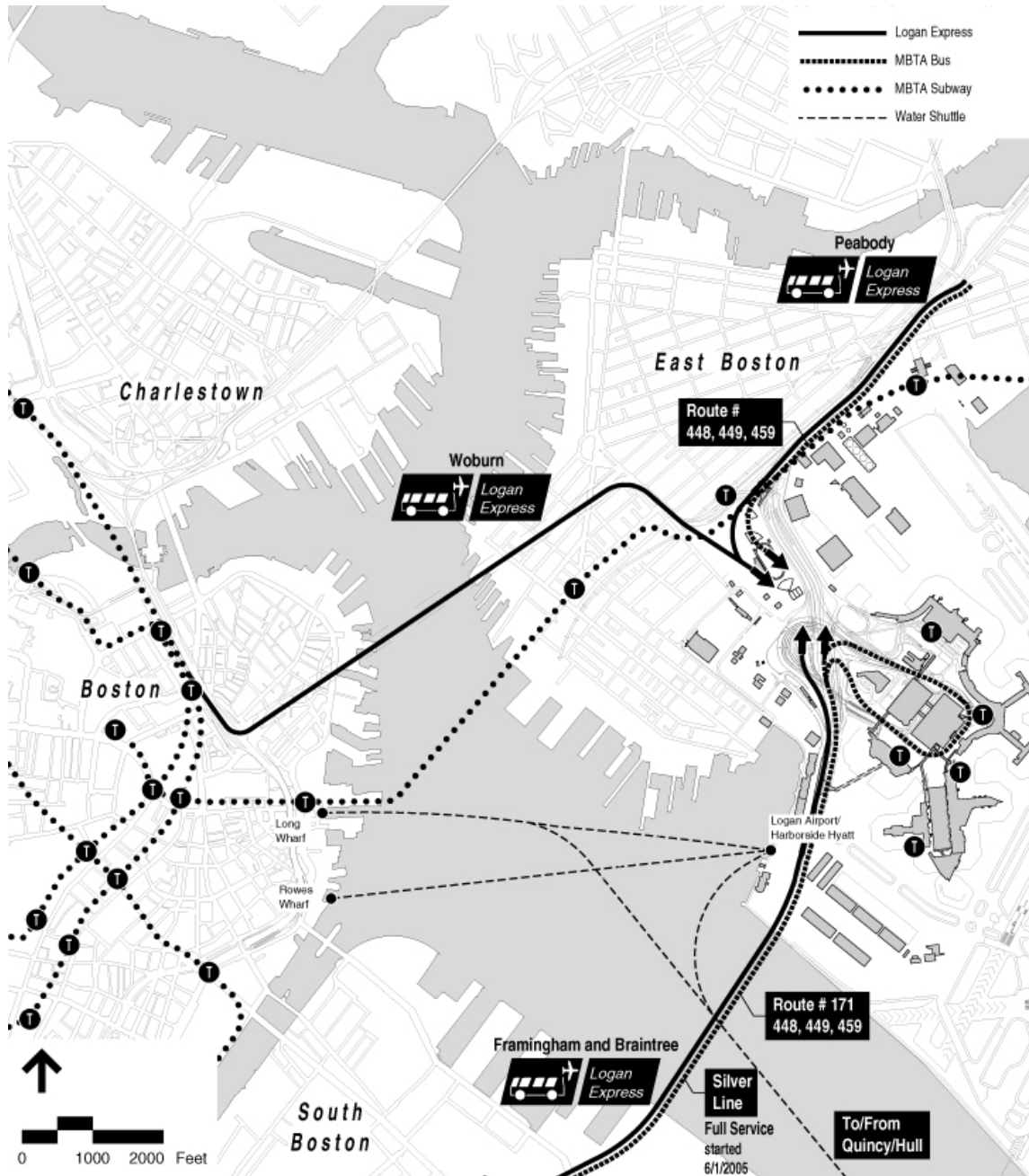
Determination of Logan Airport's mode share - the percent of patrons using a particular mode to access Logan Airport - is based on the results of passenger or employee surveys. While the ridership data presented in this chapter provide a status report on 2005 conditions, they cannot be used to determine mode shares for individual modes or for passengers or employees separately because the data do not discern between passengers or employees. Moreover, non-airport patrons, such as East Boston residents and car rental patrons are included in the ridership data. The most recent employee survey was conducted in 2001 and reported in the 2001 EDR. The latest air passenger survey, conducted in 2004, revealed a 30.3 percent HOV mode share when Logan Airport had 22.8 million air passengers. A new passenger survey is scheduled for Spring 2007 and will be

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reported in the 2007 EDR. A new employee survey was planned for Fall 2006 but has been postponed until the I-90 tunnels<sup>1</sup> are fully reopened.

Figure 5-2 Logan Airport - Public Transportation Options



<sup>1</sup> On July 11, 2006, several ceiling tiles in the I-90 tunnels connecting to Logan Airport collapsed. The repair activities are anticipated to go through early 2007.

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	MBTA Blue Line <sup>1</sup>	Logan Express Bus		Water Transportation <sup>2</sup>	Scheduled and Unscheduled HOV		Logan TMA Shuttles <sup>5</sup>	Taxi Pool
		Air Passengers	Airport Employees		Van/ Buses <sup>3</sup>	Limousines <sup>4</sup>		
1990	2,854,317	332,321	8,620	181,530	436,857	650,222	--	1,330,418
1991	2,515,293	367,682	14,562	142,500	417,478	576,578	--	1,207,611
1992	2,626,572	397,116	17,358	133,297	481,096	538,687	--	1,266,033
1993	2,604,980	493,908	39,832	159,525	572,771	537,940	--	1,336,603
1994	3,108,734	617,545	63,923	209,057	656,960	537,746	--	1,409,505
1995	3,040,868	689,480	105,228	203,829	894,935	637,577	--	1,499,869
1996	2,974,850	851,463	143,773	175,137	902,704	874,255	--	1,721,093
1997	2,774,268	816,015	185,229	210,150	963,671	935,604	--	1,827,244
1998	2,850,367	845,598	212,952	235,253	1,000,565	1,084,369	--	1,888,281
1999	2,974,045	868,987	180,727	238,002	985,734	1,278,519	32,550	1,955,895
2000	3,019,089	923,236	211,717	237,675	1,123,215	1,791,772	46,426	2,140,000
2001	2,896,638	885,296	236,395	219,746	899,113	1,061,292	50,518	1,790,000
2002	2,670,594	855,632	326,707	197,692	675,200	1,127,666	7,950	1,630,000
2003	2,575,899	808,335	400,132	123,148	705,237	1,373,517	5,375	1,550,000
2004	2,740,372	857,530	408,297	112,493	761,320	1,448,581	---	1,710,000
<b>2005</b>	<b>NA</b>	<b>837,034</b>	<b>397,660</b>	<b>50,000</b>	<b>701,500</b>	<b>1,250,180</b>	<b>---</b>	<b>1,769,880</b>
<b>Percent Change (2004-2005)</b>	<b>---</b>	<b>(2.4)%</b>	<b>(2.6)%</b>	<b>(55)%</b>	<b>(7.9)%</b>	<b>(13.7)%</b>	<b>---</b>	<b>3.5%</b>

1 2005 data is not available due to the Charlie Ticket conversion which caused the passenger turnstiles to be out of service.

2 Includes City Water Taxi and Rowes Wharf Water Shuttles.

3 Includes outbound passengers only on services offered by bus or van lines and hotels on a pre-determined schedule and route.

4 Limousines include outbound passengers only.

5 Logan TMA shuttle service began in 1999 and was phased out in 2002 and 2003.

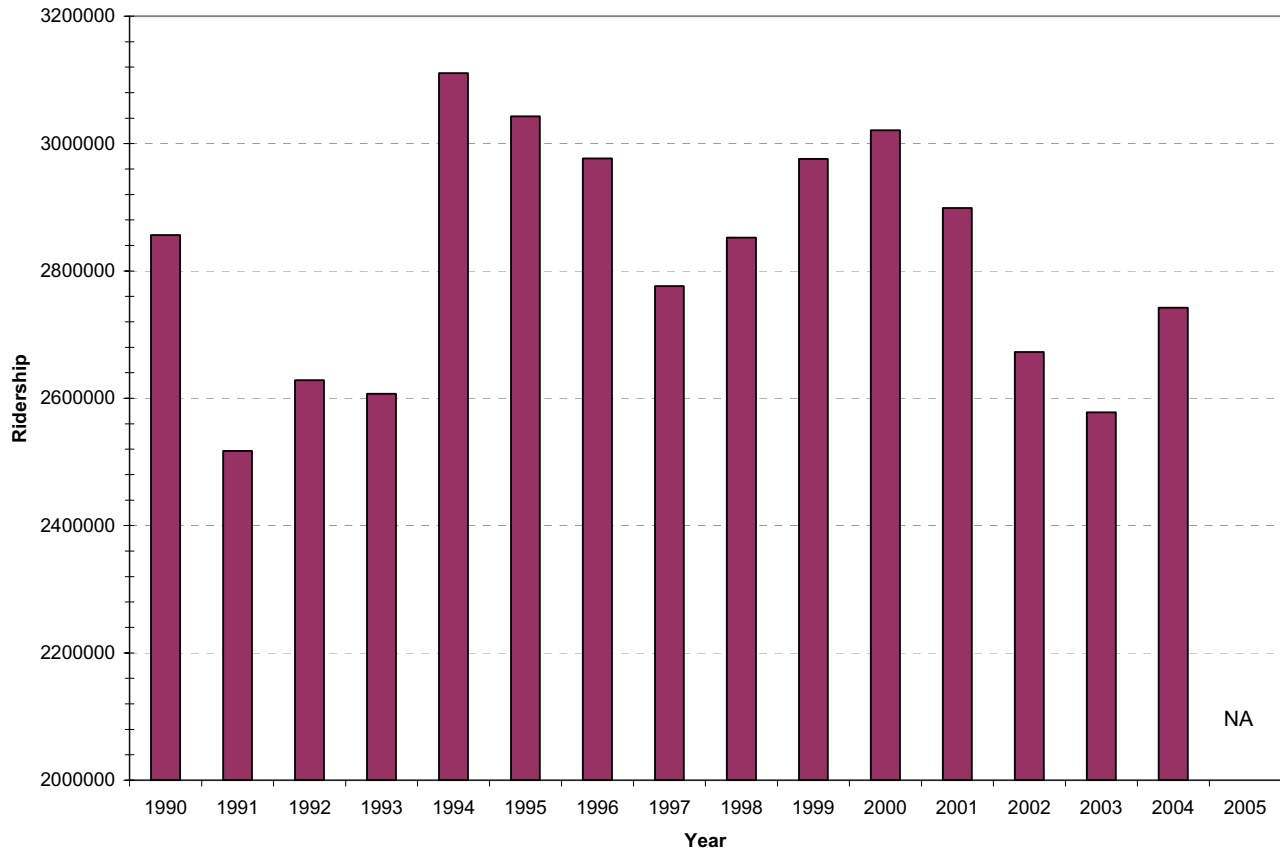
### Rapid Transit

The MBTA provides direct connections to Logan Airport via the Blue Line at the new Airport Station and via the Silver Line to each of the terminals. Since 1990, the MBTA Blue Line ridership has not changed significantly – varying between 2,500,000 and 3,100,000 annual riders as shown in Figure 5-3. This relatively stable ridership trend in light of the increased air passenger activity over the years is partially attributable to increased use of other public transportation modes such as the Logan Express bus service, and scheduled vans, buses, and limousines. Service enhancements such as the new MBTA Airport Station, coupled with direct Silver Line service to airport terminals are likely to increase transit ridership levels over the next several years.

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**Figure 5-3 MBTA Blue Line Ridership**



Note: 2005 Blue Line ridership data not available.

### Silver Line Ridership

The Silver Line is the most recent addition to the transit system and is Boston's first Bus Rapid Transit (BRT) line. One section of the Silver Line travels through a tunnel between South Station and the South Boston waterfront where it enters the surface road system with branches to City Point, Boston Marine Industrial Park, and Logan Airport.

The new Silver Line bus service to Logan Airport provides a direct connection between the Red Line and Southside Commuter Rail services at South Station and the airport terminals via the South Boston waterfront. Limited Silver Line service to Logan Airport began in December 2004 with 15-minute headways from 4:00 PM to 10:00 PM on Sundays and stops at the Blue Line shuttle bus stops at Terminals B, C, and E. Full Silver Line service to Logan Airport began on June 1, 2005. Full service operates on 10-minute headways on weekdays between 6:50 AM and 8:00 PM and serves Terminals A through E at dedicated bus stops. Off-peak and weekend service operates on 12- to 15-minute headways. More frequent service is provided during periods of particularly high demand, such as during holidays or large conventions at the Boston Convention and Exposition Center (BCEC).



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approached \$500,000 for the automatic fare collection equipment. Availability of MBTA passes in the terminals is a long-standing goal to increase MBTA ridership. Massport's total net commitment to the Silver Line HOV service approaches \$30 million over the next ten years.

#### **Blue Line Ridership**

Over the past several years, the Blue Line and Airport Station have seen substantial improvement. Construction of the new Airport Station was completed in 2004. This construction relocated Airport Station and provides features such as enlarged fare collection turnstiles, new elevators and escalators, flight status monitor displays, and longer platforms to accommodate 6-car trains. The conversion to 6-car trains is part of the Blue Line Modernization Project currently underway. It is expected that these services will increase Blue Line ridership to Logan Airport. However, some of the Blue Line riders have likely shifted to the Silver Line because of its more direct access to airport terminals.

Another significant change in MBTA service is the conversion from manual to automated fare collection. By the end of 2006, the automated system will replace subway token use and provide for safer, more convenient fare collection and improved customer service. Airport Station was one of the first to receive new fare collection equipment during the spring of 2005 and the system was installed in the Logan Airport terminals in November 2006. Turnstiles were replaced by new fare gates that open automatically upon insertion of a Charlie Card.

The early upgrade of Airport Station with new fare collection equipment allows the station to serve as a system-wide "hub-station;" one of five planned to provide additional customer service personnel. This is particularly useful at Airport Station as many travelers are unfamiliar with Boston's transit system or the Charlie Card system. During the 2005 transition to automated fare collection, passenger counts were not collected by the MBTA or Massport. As such, only limited Blue Line ridership data for 2005 are available. Through the Central Transportation Planning Staff (CTPS), Massport independently collected three days of Blue Line ridership Airport Station data in August 2005. These data show ridership between 7,500 and 8,000 passengers per day during the weekday and just below 10,000 passengers per day during the weekend. These daily numbers are generally comparable with similar counts conducted in 2004. Therefore, Blue Line ridership for 2005 is likely to have maintained similar levels to 2004. The MBTA is now able to provide passenger volume information and the 2006 EDR will provide an update on Blue Line ridership.

#### **Logan Express Bus Service**

Massport offers frequent, express bus service to Logan Airport from Braintree, Peabody, Framingham, and Woburn. Full service bus terminals and secure parking are provided at all four locations. The round-trip fare for the service is \$20 for adults, with reduced fares offered for children and seniors. Parking rates are \$11 per day. On weekdays and Sundays, half-hour headways are provided from the Braintree, Woburn, and Framingham locations. One-hour headways are provided at all times at the Peabody location and at all locations on Saturdays. The service is available to both air passengers and Logan Airport employees. After substantial success with the initial Braintree and Framingham lines (both established in 1986), service from Woburn began in November 1992 and service in Peabody began in September 2001. The service was so successful during the early 1990s that parking areas were expanded to encourage and accommodate further ridership increases. In 2004, Massport leased an additional seven acres of land next to the Braintree Logan Express to allow for expansion of the parking supply by 500 spaces. This will allow all of the existing spaces to be dedicated to passenger use only.

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Massport has an extensive outreach campaign for Logan Express services including placing advertisements in local newspapers such as the Boston Globe North and South Zones, Quincy Patriot Ledger, North Shore Sunday, Woburn Daily News, Stoneham Independent, Boston.com and the Metro Shadow Radio. Logan Express ridership trends are shown on Figure 5-4 and Table 5-1. While ridership on the Logan Express bus services decreased slightly from 2004 to 2005 by approximately 2.4 percent, the long-term trend from 1990 to 2005 indicates a strong long-term growth. Logan Express bus ridership has not yet returned to year 2000 or pre-September 11, 2001 levels for air passengers, but employee ridership has increased by about 68 percent (due in part to the discontinuance of the TMA shuttle service). As described in the 2004 *ESPR*, ridership on the Peabody Logan Express remains well below that of the other Logan Express services. Massport continues to evaluate that facility and consider other more cost-effective options for servicing that market. A detailed breakdown of the Logan Express ridership is presented in *Appendix G, Ground Transportation*.

### Vans, Buses, and Limousines

Massport continues to support the use of privately operated vans, buses, and limousine services by providing designated curb areas at all terminals. The shared van service includes service between Logan Airport and many hotels in the Greater Boston area. Shared vans also provide service from western Massachusetts and the other regional points throughout New England. Massport also offers a 50 percent reduction of the ground access fees for alternative fuel HOVs.

As shown in Table 5-1 and Figure 5-5, scheduled van and bus service ridership decreased by 7.9 percent in 2005, while limousine ridership declined by 13.7 percent.

The majority of scheduled HOV carriers (including Logan Direct and services operated privately to and from South Station by Plymouth/Brockton and Bonanza bus lines) use a combination of 15 to 40 passenger vehicles and over 40 passenger buses.

**Logan Airport Ground Transport**

For detailed transportation information to and from Logan Airport, call  
**1-800-23-LOGAN**  
(TTY: 1-800-262-3335)

**Logan Express Buses:**  
**Braintree, Framingham, Woburn and Peabody**

- **Braintree:** Opposite South Shore Plaza on Forbes Road, off Route 37 South at Routes 128/93.
- **Framingham:** Off the Route 30 side of Shoppers' World on the Burr St. extension.
- **Woburn:** At Exit 37C (North & South bound), off Rte 93 at The Anderson Regional Transportation Center.
- **Peabody:** Off Route 1 South at 164 Newbury Street.

**Airport Accessible Van**  
Massport provides accessible van service to all terminals and Airport Station. To request service, use the free "Van Phone" in baggage claim areas or call (617) 561-1770.

**Taxi Service**  
Available from each terminal (arrival level) curbside.

**Water Transport**

- **Harbor Express** Quincy/Hull to Logan service with connections to Boston (Long Wharf). Call (617)222-6999 - [www.harborexpress.com](http://www.harborexpress.com)
- **City Water Taxi** Logan service with connections to Boston Use Call Box at Logan Dock or Call (617)422-0392 - [www.citywatertaxi.com](http://www.citywatertaxi.com)
- **Rowes Wharf Water Taxi** Logan service with connections to Boston Use Call Box at Logan Dock or Call (617)406-8584 - [www.roweswharfwatertaxi.com](http://www.roweswharfwatertaxi.com)

**Airport Shuttle / Subway to Downtown Boston**  
Shuttle buses provide free service between airline terminals and subway.

- Shuttle bus 11 Serves Terminals A, B, C and E (no Subway)
- Shuttle bus 22 Serves Terminals A and B to Subway
- Shuttle bus 33 Serves Terminals C and E to Subway
- Shuttle bus 55 Serves all Terminals and Subway early morning, late evening (off peak hours)
- Shuttle bus 66 Serves Terminals & Logan Water Transportation Dock
- Shuttle bus 88 Serves Terminals & Economy Parking Lots
- Silver Line Serves Terminals, South Boston Waterfront & South Station

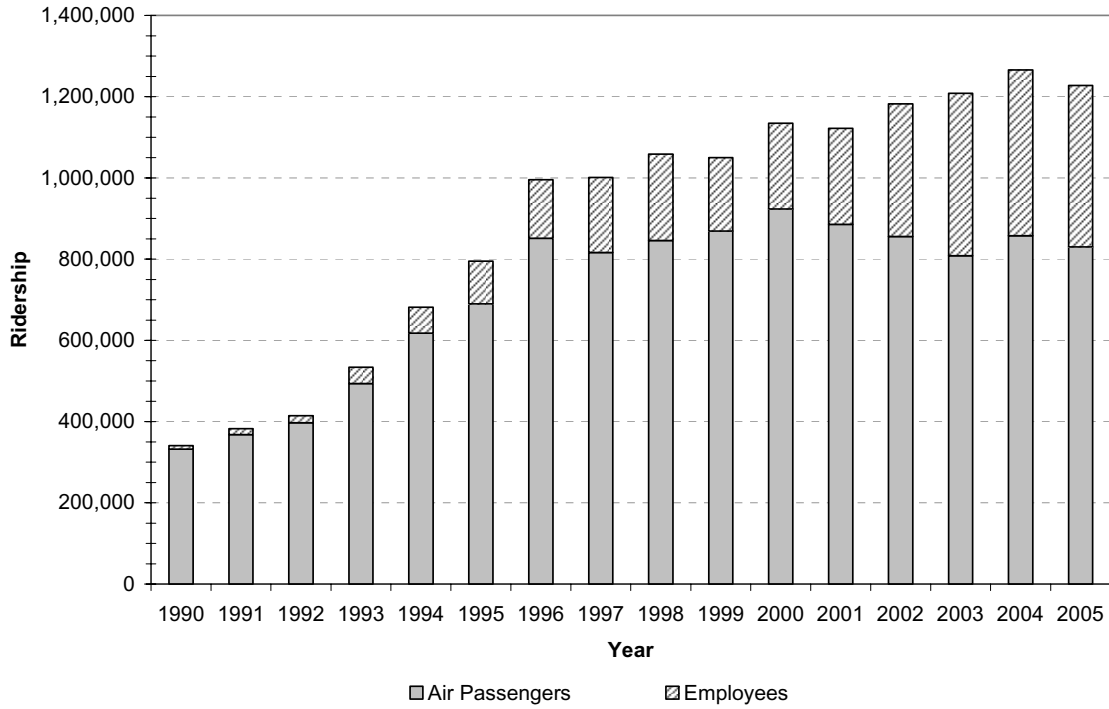
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### Flyer Advises Passengers of Public Transportation Options to/from Logan Airport

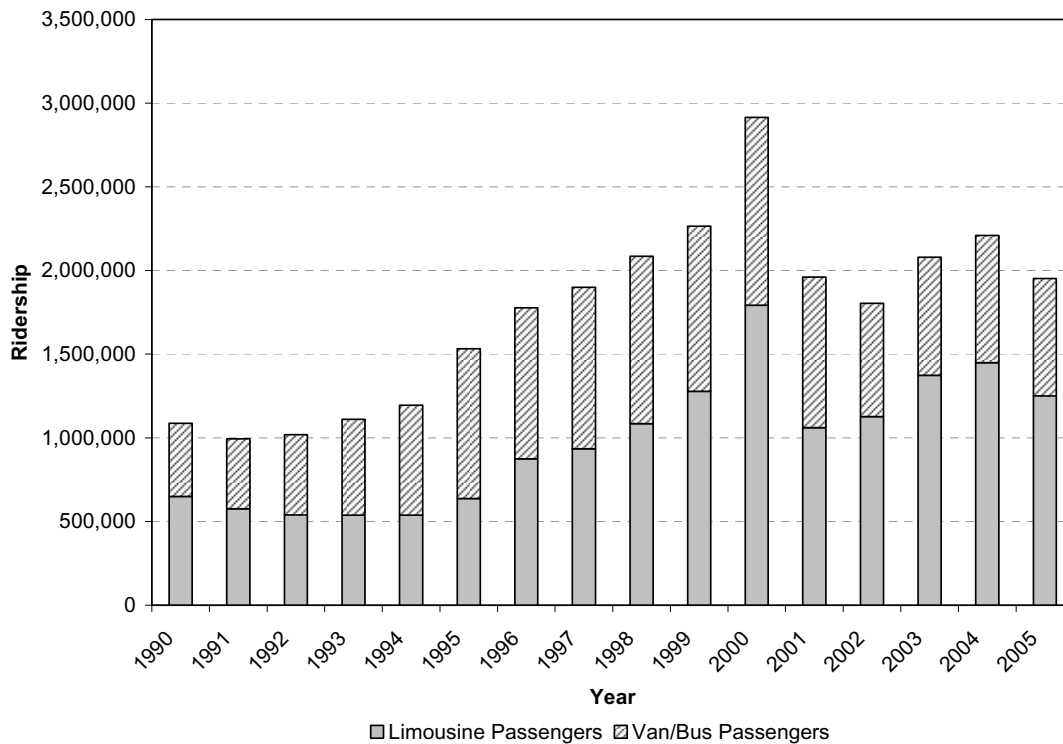
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**Figure 5-4 Logan Express Bus Ridership**



**Figure 5-5 Limousine and Van/Bus Ridership**



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#### **Water Transportation**

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In 2005, available water transportation services decreased from four companies to two – City Water Taxi and Rowes Wharf Water Shuttle. Collectively, these two companies provided a fleet of more than ten vessels that served numerous destinations throughout Boston Inner Harbor. The water taxi landings include Long, Rowes, and Central Wharfs, the World Trade Center and the Moakley Courthouse in South Boston, Lovejoy Wharf near North Station, and stops in the North End, Charlestown, Chelsea, and East Boston. Massport provides courtesy compressed natural gas-powered bus service between the Logan Airport dock and all airport terminals. Due to the fleet reduction, ridership declined over 50 percent between 2004 and 2005 (as shown in Table 5-1 and on Figure 5-6). There were approximately 50,000 water taxi riders in 2005. These overall numbers reflect the continuing trend of declining water transportation ridership, which began with the opening of the Ted Williams Tunnel in the mid-1990s. As a result of the tunnel's improved access, many former water transportation users now take ground taxi service or Silver Line service between the airport and downtown Boston.

In March 2006, Massport solicited non-exclusive operating licenses to provide on-call (not scheduled) vessel service between the Logan Airport dock and unspecified landings throughout Boston Harbor. While the success of this venture will be detailed in the *2006 EDR*, planned improvements and services are discussed below.

Four entities responded to Massport's solicitation: City Water Taxi, Rowes Wharf Water Transportation, Boston Harbor Cruises, and Beantown Boats. Each business has produced the requisite certifications and coverage and has signed license documents to continue and/or begin operations immediately. It is anticipated that the addition of Beantown Boats and Boston Harbor Cruises to the water taxi fleet serving Logan Airport will expand and improve airport access.

The Beantown Boats' business plan focuses on expanding routes to serve the Black Falcon Cruise Terminal, Boston Harbor Islands, and tourist markets that are underserved today, in addition to providing Inner Harbor service. Within the Inner Harbor, Beantown Boats intends to focus operations in the South Boston Waterfront around the World Trade Center and the Bank of America Pavilion.

Boston Harbor Cruises operates numerous whale watch cruises, excursion cruises, and vessels to Provincetown. The company plans to provide a water taxi connection from Logan to Long Wharf to serve its passengers bound for Provincetown, among other business opportunities. The connection and integration with other water shuttle operations at Long Wharf is a positive development which will bring more riders into the system. Perhaps the greatest benefit of this arrangement is that the 34-foot long vessel licensed for use is handicapped accessible. Accessibility has long been a challenge for the smaller water taxi boats.

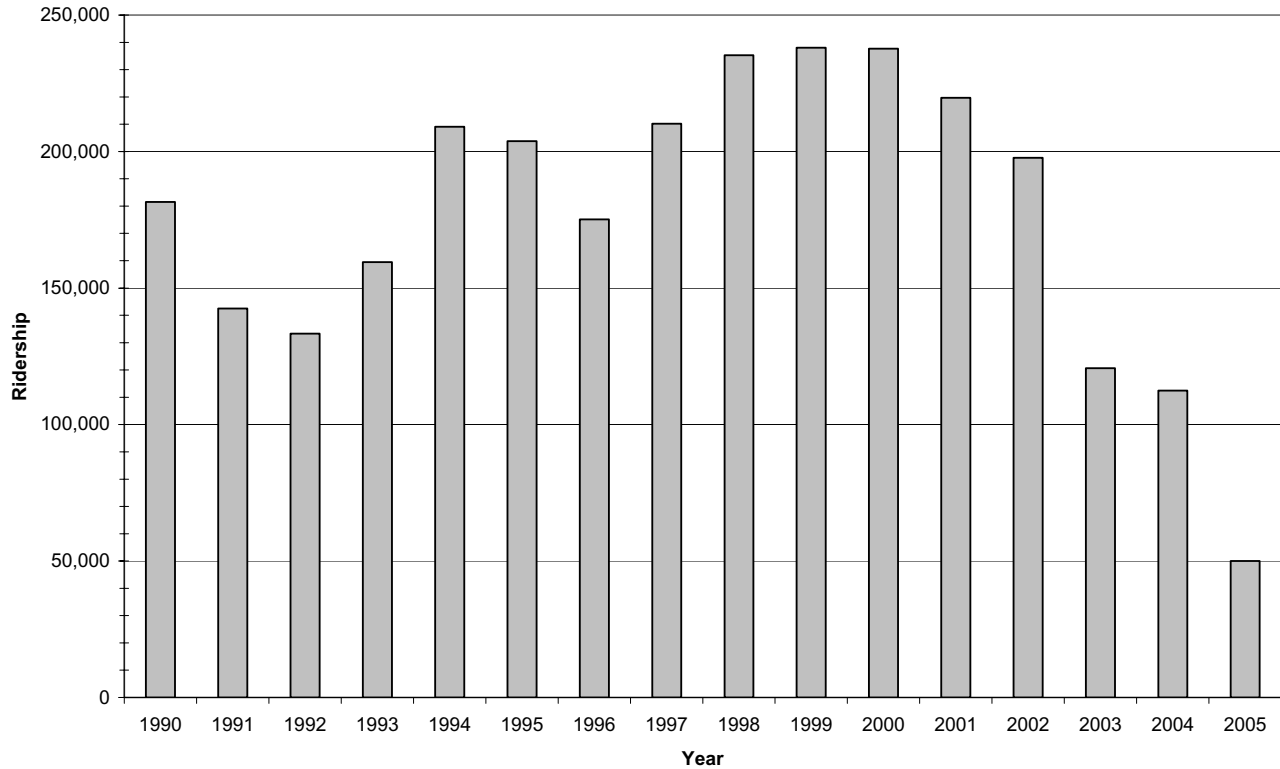
Rowes Wharf Water Transportation continues to focus its water taxi operations on activity associated with the Boston Harbor Hotel and City Water Taxi provides service to destinations throughout the harbor with its fleet of eight vessels. Both companies have recently secured access the new dock at Central Wharf.

The addition of two new companies with their specific market focus will expand service options as well as opportunities to market water transportation to Logan Airport passengers. It will bring more resources and flexibility to water transportation operations at the facility. The addition of new operators also reinforces the existing management system at the facility, which was specifically developed to allow new and varied operators to use the facility.

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**Figure 5-6 Water Transportation**



### Additional Transportation Services

In addition to the HOV options available, Logan Airport patrons can access the airport by a number of other transportation modes, including: drop-off and pick-up by private automobile; driving to Logan Airport and parking (for short or long periods); taxicabs; and rental cars. Although these modes are categorized as non-HOV, they frequently carry more than one passenger per vehicle.

### Taxicabs

Taxicab ridership trends are reflected in the total number of taxis dispatched from Logan Airport (serving outbound passengers)<sup>2</sup>. As shown in Table 5-1 and Figure 5-7, the total taxi dispatch volume for 2005 was 1.77 million, a 3.5 percent increase from 2004. Figure 5-7 clearly shows the affects of September 11, 2001 on taxicab ridership to Logan Airport, and current levels still have not returned to year 2000 levels.

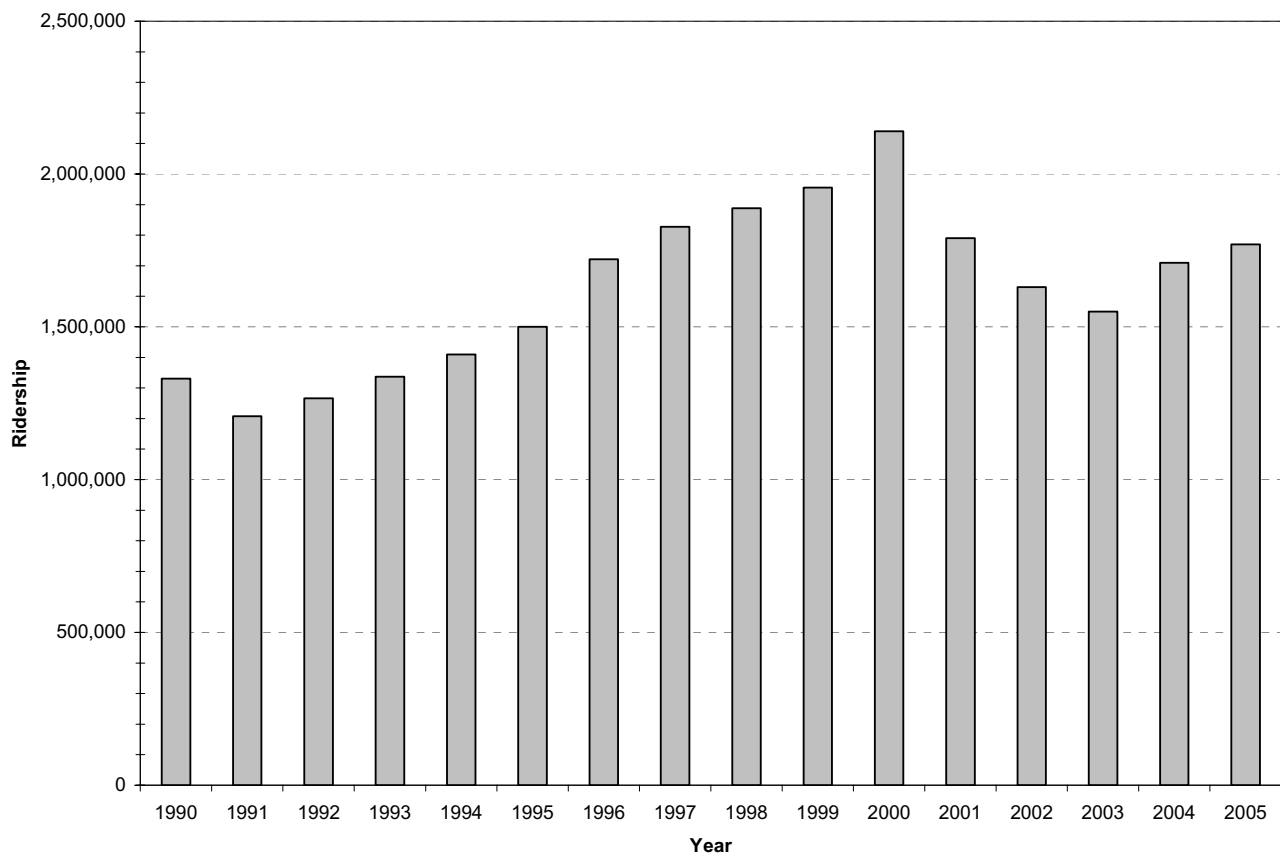
<sup>2</sup> Total does not include suburban taxicabs transporting passengers to the airport.

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The available taxi data only reports dispatches from Logan Airport. The data do not include suburban taxis that drop passengers at Logan Airport and deadhead back to where they originated because they are not authorized to pick up passengers at Logan Airport. However, these deadheading trips are included in the estimates of vehicle miles traveled presented later in this chapter.

**Figure 5-7 Taxi Dispatches**



### Rental Car Service

Eight rental car agencies serve Logan Airport. Six of them are located on-airport in the Southwest Service Area while two agencies operate on Route 1A north of the airport. Each rental car agency operates shuttle buses between the terminals and their respective on- or off-airport facilities.

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Massport continues to explore the feasibility of options for rental car consolidation. In early 2006, Massport initiated a feasibility study for a consolidated rental car facility (ConRac) in Logan Airport's Southwest Service Area. This study is evaluating the following aspects of a potential facility:

- Consolidated rental car facility program requirements including quick turn-around facilities, office support, customer service facilities, ready/return areas, and car storage
- Costs and financial viability
- Urban design and site layout options
- Consolidated shuttle bus operations including routing, headways, passenger loading, run times and fleet requirements
- Traffic operations including site access, egress, and intersection operations.
- Regional way finding and signage
- Approvals and permitting requirements
- Project phasing/construction staging

The feasibility study process being conducted by Massport includes regular meetings with the rental car industry. Based on the outcome of the feasibility study, Massport will determine whether to progress the consolidated rental car facility concept into detailed planning, permitting and design. The results of this study will be reported in the *2006 EDR* or when available. The Consolidated Rental Car Facility Study is expected to consider land uses within the Southwest Service Area, including the bus/limo pool, taxi pool, and additional consolidation of commercial parking in a structured facility.

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### Logan Transportation Management Association (TMA)

Massport does much to encourage employees to use public transportation. Massport strives to reduce the number of airport employees commuting by private automobile, to enhance commuter options, and to reduce traffic and parking demands at the airport. The Logan TMA helps accomplish these objectives. The Logan TMA's goals are:

- Reduce all airport employee parking needs, traffic congestion, air pollution, and commuting costs by organizing/supporting alternatives to drive-alone commuting.
- Enhance public and private transportation services to Logan through advocacy/support for expanded HOV services and discount fares for airport employees.
- Provide a forum for Logan Airport tenants and employees to address common transportation concerns, and to work with government and each other to create coordinated transportation management programs.

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Massport was the founding member of the Logan TMA in 1997. In addition to its annual contribution of \$65,000, Massport also provides space and equipment for the Logan TMA Store in Terminal C (formerly Terminal D). The Logan TMA advises employers on transit benefits and provides information on available commuting transportation alternatives, ride-matching services, and reduced-rate HOV/transit fare options. In addition, the Logan TMA facilitates the purchase of reduced fare MBTA transit passes. The Logan TMA actively encourages airlines, rental car companies, cargo transport companies, and other tenants at Logan Airport to join the Logan TMA as a means to offer commuting incentives to their employees and to help to reduce traffic growth and parking demands at the airport. To encourage membership, the Logan TMA instituted individual membership for employees whose companies are not corporate members. A \$10 monthly fee (or \$100 annual fee) entitles the individual member to all Logan TMA services and privileges.

In 2005, the Logan TMA was comprised of nine organizations, (BAA Boston, Delta Air Lines, Jet Blue Airways, Logan Airport Hilton, Massport, Signature Flight, Smartcartes, US Airways and Westfield Management), representing about 2,900 employees (see Table 5-3) at Logan Airport. Sixteen organizations left the TMA in 2005. Reasons for departure include company relocation or construction companies leaving the airport property as their contracts end as was the case with Beacon Skanska and Parsons.

<b>Year</b>	<b>Number of Employees</b>
1997	3,100
1998	NA
1999	6,200
2000	6,200
2001	6,000
2002	4,300
2003	6,000
2004	5,200
<b>2005</b>	<b>2,874</b>
<b>Percent Change (2004-2005)</b>	<b>(45%)</b>

Source: Logan TMA

Benefits and services provided to Logan TMA members in 2005 included the following:

- Discounted fares on Logan Express, MBTA transit services, water shuttle services, and sale of monthly T-passes through member employers and the Logan TMA Transportation Store.
- An emergency Guaranteed Ride Home program for those employees who regularly carpool or take transit.
- Computerized ride-matching services for carpooling and vanpooling.
- Company Commuter Mobility Programs – The Logan TMA generates individualized commuter mobility programs for member organizations that present the best actions a company can take to reduce its own employees' dependence on the automobile.

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- Marketing Events – The Logan TMA participates in airport-wide, community, and individual employer events, such as “Transportation Awareness Day,” to disseminate information about Logan TMA services.
- Advocacy – The Logan TMA advocates for improved service and reduced fares for its members from Massport, the MBTA, or other providers of mass transit and other alternative forms of transportation.

In recent years, a large share of the Logan TMA’s resources was dedicated to paying for the TMA coordinator position, leaving few resources to implement transit programs. This may have resulted in dwindling participation by airport tenants even though Logan TMA participation is required of all major tenants. In response to the low participation, and in effort to reinvigorate the program, in late 2005 Massport re-bid the Logan TMA contract. The Executive Office of Transportation (EOT), through its MassRIDES program, offered to provide the Logan TMA coordinator role at state expense, rather than the Logan TMA’s expense. In expanding EOT’s commitment to administer the Logan TMA Massport will maintain its current level of effort, including both cash contributions and in-kind services to enhance the TMA’s effectiveness. One of the first initiatives is to investigate the feasibility of reinstating some form of the TMA shuttle. Out of service since 2003, the shuttle served the needs of many airport employees required to be at Logan Airport before 5:00 AM. These employees do not have MBTA service as a commuting option and currently have limited transportation mode choices. The new contractor relationship leaves the membership dues from Massport, the airlines and other on-airport employers available to support direct HOV services. As well as focusing on expanding Logan TMA services, MassRIDES is also working to gain a better understanding of the reasons why some members have left the TMA in the past few years and is working to encourage all major Logan Airport tenants to become members and actively participate in the Logan TMA. Currently, Massport has met with several tenants to better understand their employee needs. Massport plans on conducting this assessment for all tenants in the future. As a way of encouraging TMA participation, Massport has also invoiced all airport tenants for TMA membership.

In addition to enhancing overall access to the airport for employees, the Logan TMA is one of the key programs that Massport supports in order to fulfill its long-range environmental commitment to achieve 35.2 percent HOV ground access to Logan Airport at the 37.5 million passengers per year level.

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### Ground Access Traffic Conditions

This section presents ground access traffic conditions at Logan Airport in 2005, including gateway<sup>3</sup> traffic volumes and VMT estimates for Logan Airport’s roadway system. Gateways are defined as points through which Logan Airport is accessed, and include the Route 1A roadway Ramps, Ted Williams Tunnel ramps, Neptune Road, and Maverick Street

### Significant Roadway Modifications Completed at Logan Airport

As of 2004, all major construction associated with the CA/T and Logan Modernization projects was completed, including opening all new regional connections and the permanent removal of Route 1A traffic from the airport roadway system. In 2005, the new Terminal A was opened for operation. To serve Terminal A, associated access roadways were also opened. There were no other roadway modifications completed in 2005.

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<sup>3</sup> Gateways are defined as points through which the airport is accessed, and include Route 1A Roadway Ramps, Ted Williams Tunnel ramps, Neptune Road, and Maverick Street.

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The MBTA Service Road (between Airport Station and Porter Street) opened in November 2006, leaving the Central Garage addition as the only outstanding project yet to be completed. This project is expected to reach completion in early 2007. At that time, one final roadway model adjustment will be required to reflect the completely modernized Logan Airport.

### Gateway Traffic Volumes

Table 5-4 summarizes Logan Airport daily gateway traffic volumes for the years 1990 through 2005. It includes average annual daily traffic (AADT), average annual weekday daily traffic (AWDT), average weekend daily traffic (AWEDT), and annual air passengers. The gateway volumes recorded in years prior to 2003 included through-traffic between the Ted Williams Tunnel and Route 1A. As a result, the recorded volumes for those years were adjusted to extract the through-traffic component, leaving only the airport-related traffic volume. With the opening of the permanent Route 1A connections to the Ted Williams Tunnel, gateway volumes recorded for 2004 and 2005 primarily represent traffic destined for Logan Airport. As such, 2004 is considered the benchmark for airport ground transportation at the newly “modernized” Logan Airport.

Year	AADT		AWDT		AWEDT		Annual Air Passengers	
	Volume	Percent Change	Volume	Percent Change	Volume	Percent Change	Level of Activity	Percent Change
1990	81,400		86,000		70,000		22,878,191	
1991	81,200	(0.2%)	84,900	(1.3%)	71,900	2.7%	21,450,143	(6.2%)
1992	81,900	0.9%	85,200	0.4%	73,300	1.9%	22,723,138	5.9%
1993	79,900	(2.4%)	84,200	(1.2%)	69,100	(5.3%)	23,579,726	3.8%
1994	82,100	2.8%	86,200	2.4%	72,100	4.3%	24,468,178	3.8%
1995	81,900	(0.2%)	85,200	(1.2%)	73,500	1.9%	24,192,095	(1.1%)
1996	88,900	8.5%	92,600	8.7%	80,200	9.1%	25,134,826	3.9%
1997	93,400	5.1%	97,700	5.5%	83,400	4.1%	25,567,888	1.7%
1998	101,040	8.2%	106,398	8.9%	86,964	4.3%	26,526,708	3.8%
1999	91,549	(9.4%)	97,597	(8.3%)	76,766	(11.7%)	27,052,078	2.0%
2000	95,058	3.8%	101,446	3.9%	78,358	2.1%	27,412,926	1.3%
2001	86,811	(8.7%)	91,588	(9.7%)	74,911	(4.4%)	24,474,930	(11.7%)
2002	84,927	(2.2%)	89,731	(2.0%)	73,398	(2.0%)	22,696,141	(7.3%)
2003	88,978 <sup>2</sup>	4.8%	93,680	4.4%	77,239 <sup>3</sup>	5.2%	22,787,169	0.40%
2004	100,206	12.6%	106,278	13.4%	84,950	10.0%	26,142,516	14.7%
<b>2005</b>	<b>106,000</b>	<b>5.8%</b>	<b>112,600</b>	<b>6.0%</b>	<b>89,400</b>	<b>5.2%</b>	<b>27,087,905</b>	<b>3.6%</b>

<sup>1</sup> For years between 1999 and 2003, total gateway volumes are adjusted to eliminate Ted Williams Tunnel Route 1A through traffic not destined to or from Logan Airport.

<sup>2</sup> Based on a ratio of AADT/AWDT from previous years.

<sup>3</sup> Based on a ratio of AWEDT/AWDT from previous years.

AADT Average annual daily traffic.

AWDT Average annual weekday daily traffic.

AWEDT Average weekend daily traffic.

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The average annual daily airport traffic increased by 5.8 percent from 2004 to 2005. This increase in traffic volume can be attributed to the combination of an overall decrease in HOV ridership (as discussed previously in this chapter), a 3.5 percent increase in taxi cab service, and a 3.6 percent increase in air passenger activity in 2005.

As noted in the 2004 *ESPR*, the Logan Airport model trip distribution was updated to reflect the completion of airport roadway modifications associated with the CA/T and Logan Airport Modernization projects. By 2004, all significant roadway modifications for those projects were complete and any remaining roadway work is not expected to have significant impacts on the distribution of traffic on the airport roadways. The model run used for 2004 was adjusted for the 2005 model run to reflect the re-opening of Terminal A.

### Vehicle Miles Traveled

Vehicle miles traveled (VMT) on Logan Airport for each year are calculated using a model that was developed for the Logan Airport roadway system in 1994. Since then, the roadway network in the model has been adjusted on an annual basis to account for various changes in airport roadways over time. Modeled gateway traffic volumes have also been annually adjusted to reflect changes in traffic volumes based on counts at the airport gateways and changes in the roadway system.

In 2004, the distribution portion of the VMT model was further modified to reflect changes in the roadway system. This update included the roadway changes planned as part of the Logan Airport Modernization program and the CA/T project. As part of the update, an extensive traffic count program was conducted in 2004 to provide current demand and distributional characteristics of traffic on the airport roadway system. Counts were taken at gateways and internal roadways and used to calibrate the distribution portion of the model to reflect current traffic conditions on the airport roadway system. When compared to 2004, demand and distributional characteristics of the traffic on the airport roadway system have not changed significantly, with the exception of the re-opening of Terminal A and associated access roadways. Therefore, the addition of Terminal A access roadways was used for the 2005 analysis. Over the coming years, Massport will conduct spot counts to confirm that the model reflects airport roadway traffic volumes as travelers adjust to the completion of the roadway system improvements.

Consistent with previous years, the following specific time periods were analyzed for 2005:

- Morning peak hour (AM Peak Hour)
- Evening peak hour (PM Peak Hour)
- Highest consecutive 8-hours (High 8-Hour)
- Average annual weekday daily traffic (AWDT)

The AWDT analysis provides an indication of the overall effects of changes in traffic flow during an average weekday. The highest consecutive 8-hour (High 8-hour) VMT was calculated by applying a ratio of 0.48 to daily traffic for each of the roadway link. This ratio, or K-factor (the percentage of daily traffic occurring during the highest 8 consecutive hours), is the same factor used in previous Logan Airport environmental filings. The morning and evening peak hour traffic volumes are based on the ratios of peak hour volumes to daily volumes obtained from previous 2010 model projections.

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Table 5-5 summarizes the VMT estimates for Logan Airport-related traffic from 1990 through 2005. Average annual weekday daily traffic VMT for airport-related traffic increased by 4.2 percent in 2005 (compared with 2004). This increase in VMT was less than the 6.0 percent increase in airport-related AWDT volumes. This is due in part to the opening of Terminal A. Terminal A access roadways provide a more direct connection to external airport access roadways, which results in a decrease in the average trip length for passengers shifting from other terminals to Terminal A in 2005. This is also due, in part, to an increase in traffic destined to other airport uses via the Harborside Drive exit from the Ted Williams Tunnel. Traffic exiting at Harborside Drive has a more direct route to destinations than traffic entering the terminal area. Details of the 2005 VMT estimates are presented in *Appendix G, Ground Transportation*.

<b>Table 5-5 Airport Study Area Vehicle Miles Traveled (VMT) for Airport-Related Traffic</b>					
<b>Analysis Year</b>	<b>Morning Peak Hour</b>	<b>Evening Peak Hour</b>	<b>High 8-Hour</b>	<b>Average Weekday</b>	<b>Average Weekday Percent Change</b>
1990	5,700	7,700	50,100	104,500	
1991			NA		
1992			NA		
1993			NA		
1994	7,800	9,000	58,500	121,900	—
1995	7,800	8,600	57,800	120,500	(1.1%)
1996	9,300	10,800	75,400	157,000	30.3%
1997	9,500	11,200	77,300	161,100	2.6%
1998	10,670	12,576	83,081	173,085	7.4%
1999	10,747	12,701	83,348	173,643	0.3%
2000	11,213	13,252	85,823	178,798	3.0%
2001	10,097	11,929	78,965	164,511	(8.0%)
2002	9,902	11,677	77,072	160,569	(2.4%)
2003	9,426	11,035	74,405	155,011	(3.5%)
2004	8,292	10,563	77,029	160,477	3.5%
<b>2005</b>	<b>8,477</b>	<b>10,998</b>	<b>80,240</b>	<b>167,166</b>	<b>4.2%</b>

NA Information Not Available

### 2005 Parking Conditions

Massport manages its parking supply at Logan Airport to promote long-term parking rather than short-term parking; to support efficient parking utilization; and to comply with the provisions of the Logan Airport Parking Freeze. The need for security restrictions on curbside parking, however, has made it necessary for Massport to alter its parking rates for short-term parking to accommodate pick-up and drop-off activity. Massport has added hourly parking spaces specifically designed for those needing to make quick pick-ups and drop-offs and who can no longer wait at the curb.

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The number of commercial parking spaces at Logan Airport is limited by the Logan Airport Parking Freeze (310 Code of Massachusetts Regulations 7.30) which is an element of the Massachusetts State Implementation Plan (SIP) under the Federal Clean Air Act (CAA). Table 5-6 presents the total number of parking spaces permitted on-airport and Massport’s allocation of these spaces between commercial and employee spaces for the past 15 years. Since 2001, Massport has had a limit of 20,692 total spaces with 15,467 spaces designated for commercial use and 5,225 spaces for employee use. While the total limit on spaces has remained unchanged since 2001, the allocation among various on-airport parking facilities has changed due primarily to the impacts of ongoing construction projects. This allocation is presented in *Appendix G, Ground Transportation*.



Parking Fees can be Pre-Paid at Kiosks Inside the Terminals and Pedestrian Walkways

Year	Type of Spaces		Total Logan Airport Parking Spaces Permitted
	On-Airport Commercial Spaces	On-Airport Employee Spaces	
1992 - 1994	12,215	7,100	19,315
1995 - 1997	12,890	6,425	19,315
1998 - 2000	14,090	5,225	19,315
<b>2001<sup>1</sup> - 2005</b>	<b>15,467</b>	<b>5,225</b>	<b>20,692</b>

Source: Massport

1 In 2000, the Massachusetts Department of Environmental Protection (MDEP) approved an amendment to the Logan Airport parking freeze to accommodate the transfer of 1,377 spaces originally located in the East Boston Parking Freeze Area to the Logan Airport Parking Freeze Area.

### Parking Demand

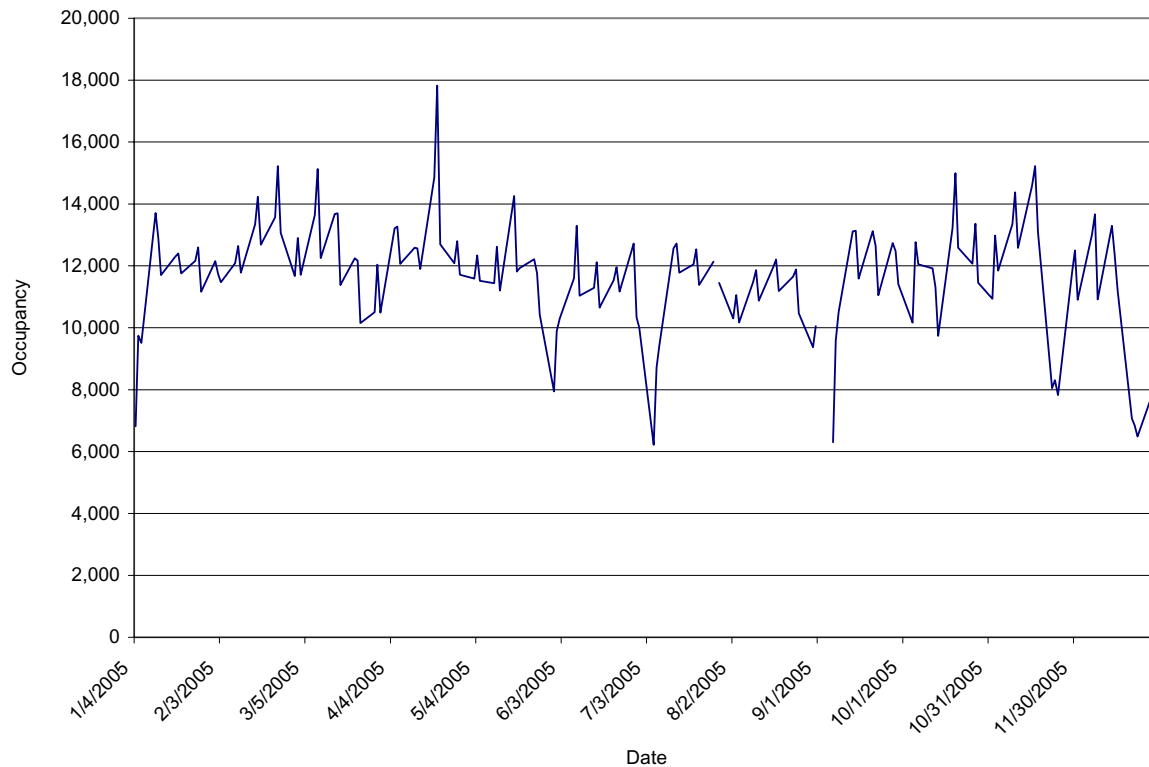
On-airport commercial parking occupancy typically peaks mid-week (Tuesday through Thursday) with lower occupancies occurring on other days. The number of vehicles parked at Logan Airport in commercial spaces over the course of any 24 hour period was derived from annual data for Tuesdays, Wednesdays and Thursdays throughout 2005, and the results are presented in Figure 5-8. The data represent the cumulative number of vehicles parked at Logan Airport over the course of 24 hour periods. These data do not represent the number of vehicles simultaneously parked in commercial spaces at Logan Airport at any time. As described in the

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following section, duration data show that the majority of vehicles park at the airport for less than four hours. At no time were the Logan Airport Parking Freeze limits exceeded. Peak parking occupancies also show wide variation on a weekly basis, with the weekly peak occupancy differing by over 11,500 vehicles from peaks to lows.

**Figure 5-8 2005 Weekly Maximum Commercial Parking Occupancies**



Source: Massport, Parking Operations Unit

Note: Values represent the cumulative number (not the simultaneous number) of airport vehicles parked during a peak 24-hour period and reflects multiple uses of a single parking space on any one day. Values do not reflect commercial vehicles parked on-airport at any one time.

### Parking Duration

Total parking activity increased by 1.5 percent between 2004 and 2005. Table 5-7 presents combined annual activity for Logan Airport parking facilities. In 2005, 58 percent of all parking activity at Logan Airport was between zero and four hours, down over 100,000 tickets (about one percent) from 2004. For the first time in several years, Logan Airport realized a decrease in short-term parking (between 0 and 4 hours). This decrease is a reflection of Massport initiatives to reduce short-term parking and overall VMT to the airport. The decrease

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also shows that Massport's parking rates are currently priced correctly to discourage short-term parkers and encourage the use of public transportation to/from the airport.

Parking growth was seen in both the four to 24 hour time period and for parking activity greater than four days. Growth for one to four days was stagnant. The parking growth realized is likely an indication of an increase in longer-term leisure trips in 2005. The increase seen in parking durations of 4 to 24 hours occurred mostly in the 4- to 7-hour range.

<b>Table 5-7 Parking Exits by Length of Stay</b>						
		<b>0-4 hrs.</b>	<b>4-24 hrs.</b>	<b>1-4 days</b>	<b>&gt; 4 days</b>	<b>Total</b>
<b>1990</b>	Tickets	2,269,558	381,094	588,720	125,649	3,365,021
	Percent	67%	11%	17%	4%	100%
<b>1991</b>	Tickets			NA		
	Percent			NA		
<b>1992</b>	Tickets			NA		
	Percent					
<b>1993</b>	Tickets	2,026,635	329,549	546,282	163,279	3,065,745
	Percent	66%	11%	18%	5%	100%
<b>1994</b>	Tickets	2,002,866	324,706	554,519	187,868	3,069,958
	Percent	65%	11%	18%	6%	100%
<b>1995</b>	Tickets	2,098,581	344,446	583,313	184,177	3,210,537
	Percent	65%	11%	18%	6%	100%
<b>1996</b>	Tickets	2,582,251	308,397	524,942	164,799	3,580,389
	Percent	72%	9%	15%	5%	100%
<b>1997</b>	Tickets	2,534,822	344,870	532,679	169,899	3,582,270
	Percent	71%	10%	15%	5%	100%
<b>1998</b>	Tickets	2,133,007	322,326	524,851	177,705	3,157,889
	Percent	68%	10%	17%	6%	100%
<b>1999</b>	Tickets	2,097,678	332,249	604,562	212,817	3,247,306
	Percent	65%	10%	19%	7%	100%
<b>2000</b>	Tickets	2,218,180	345,735	633,277	225,926	3,423,118
	Percent	65%	10%	19%	7%	100%
<b>2001</b>	Tickets	1,649,285	237,272	456,998	192,000	2,535,555
	Percent	65%	9%	18%	8%	100%
<b>2002</b>	Tickets	1,743,135	189,440	479,336	156,130	2,568,041
	Percent	68%	7%	19%	6%	100%
<b>2003</b>	Tickets	1,813,584	149,760	595,983	173,651	2,732,978
	Percent	66%	5%	22%	6%	100%
<b>2004</b>	Tickets	1,773,175	252,480	722,812	221,108	2,969,575
	Percent	59%	9%	24%	8%	100%
<b>2005</b>	Tickets	1,751,761	290,623	723,547	247,874	3,013,805
	Percent	58%	10%	24%	8%	100%
<b>Percent Change (2004-2005)</b>		<b>(1.2)%</b>	<b>15%</b>	<b>&lt;1%</b>	<b>12%</b>	<b>1.5%</b>

Source: Massport

NA Information not available

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#### 2005 Parking Costs

There are four parking areas for which Massport sets and controls parking rates. These rates are identified in Table 5-8. The most recent on-airport parking rates are provided on Massport's website. Since Massport has no control over off-airport parking rates, these rates are not provided.

<b>Table 5-8 2005 On-Airport Parking Rates</b>			
<b>Location</b>	<b>Cost (\$)</b>	<b>Location</b>	<b>Cost (\$)</b>
<b>Central Parking</b>		<b>Terminal E Lots 1 and 2</b>	
0 to 30 minutes	2.00	0 to 30 minutes	2.00
31 minutes to 1 hour	5.00	31 minutes to 1 hour	5.00
1 to 1.5 hours	8.00	1 to 1.5 hours	8.00
1.5 to 2 hours	11.00	1.5 to 2 hours	11.00
2 to 3 hours	14.00	2 to 3 hours	14.00
3 to 4 hours	17.00	3 to 4 hours	17.00
4 to 7 hours	20.00	4 to 7 hours	20.00
7 to 24 hours	22.00	7 to 24 hours	22.00
Additional days 0 to 6 hours	11.00	Additional days 0 to 6 hours	11.00
Additional days 6 to 24 hours	22.00	Additional days 6 to 24 hours	22.00
<b>Terminal B Garage</b>		<b>Economy Parking</b>	
0 to 30 minutes	2.00	Daily Rate	16.00
31 minutes to 1 hour	5.00	Additional days 0 to 6 hours	8.00
1 to 1.5 hours	8.00	Additional days 6 to 24 hours	16.00
1.5 to 2 hours	11.00	Weekly Rate (6-7 days)	96.00
2 to 3 hours	14.00		
3 to 4 hours	17.00		
4 to 7 hours	20.00		
7 to 24 hours	24.00		
Additional days 0 to 6 hours	12.00		
Additional days 6 to 24 hours	24.00		

Source: Massport

#### New 2005 Parking Services

Several new parking amenities were begun in 2005. Massport now offers guaranteed parking through a new program called Parking PASSport Gold. This program provides a guaranteed parking space in dedicated areas of the Terminal B and Central garages and eliminates the need to circle the garage looking for available spaces. The program is designed for frequent in the vicinity of Logan Airport. A second program, Parking PASSport, travelers or companies or other

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organizations that are not likely to make use of HOV transit opportunities. In such cases, providing dedicated immediate parking reduces the need for vehicles to circulate the garage or airport looking for a parking space or circulating to overflow parking, thereby reducing VMT allows users to enter and exit the garages without the need to pull a ticket. This service, however, does not guarantee a parking space within the terminal.

Although implemented in 2004, 2005 marked the first complete year that Exit Express was in service. Exit Express is an automated payment station located at the entrances to the Central Garage and Terminal E parking areas (the service is not available for the economy lot). Prepaying at these locations allows a passenger to exit the parking garage without waiting in line, thereby reducing congestion and air quality emissions at toll exits.

### Ground Access Planning

Massport has established a number of goals related to the ground access system, parking facilities, and other transportation infrastructure that serve air passengers, airport employees, and other airport users. Massport continues to plan, design and implement ground access initiatives to address these goals. These initiatives are continuously refined to account for the changing national, regional and local environments that affect Logan Airport and its users. Table 5-9 lists each ground access goal and updates Massport's initiatives associated with each goal. The details of each initiative, where appropriate, have been described in other parts of this chapter.

Several elements of Massport's Sustainable Planning and Design Initiative are reflected in the ground access planning activities, which are primarily aimed at reducing reliance on single occupant vehicles for passengers, employees and other airport users. These measures include:

- Promotion and support of HOV modes ( Logan Express, MBTA, water transportation)
- Establishment, support of, and active membership in the Logan TMA
- Improvement of terminal access (curbs) for HOV modes

Combined, these measures encourage airport users to use alternative HOV modes of transportation to access Logan Airport.

The flyer is titled "2005 Parking Passport" and features a blue header with a car icon and the slogan "Easy Come. Easy Go." The main body of the flyer is white with blue text. A vertical blue banner on the left side reads "No Tickets, No Lines, No Cashiers, No Hassle". The text describes the benefits of the Parking PASSport, such as avoiding ticket hassles and waiting in line. It also provides instructions on how to use the card and where to get it. At the bottom, there is a photo of a hand holding a Parking PASSport card near a payment station. Contact information for the Massachusetts Port Authority is provided at the bottom right.

2005

**Parking Passport**

**Easy Come. Easy Go.**

**Parking PASSport** is the ultimate in parking ease and convenience for the frequent traveler. No more parking ticket hassles or lost time waiting to pay a cashier.

As a **Parking PASSport** card holder you'll have an easy way in and easy out of the Terminal B garage at Logan, saving you valuable time! All you need to do is register online at [www.flylogan.com](http://www.flylogan.com).

Simply wave your **Parking PASSport** in front of the reader as you enter the garage. Use the space availability board to locate a parking place. Then park and go!

When you return, you'll no longer have to wait in line to pay and leave because you can drive quickly through the **exit express** lane. With another wave of your **Parking PASSport** you have a fast way out since the parking fee is automatically deducted from your credit card. Your receipt will be emailed to you within 24 hours.

**Parking PASSport** access to Central Parking coming soon.

Visit [www.flylogan.com](http://www.flylogan.com) to set up an account and take advantage of **Parking PASSport** on your next visit to Logan.

**massport** Massachusetts Port Authority  
One Harborside Drive • Suite 2005  
East Boston, MA 02128-2909  
Tel: 1-800-23-LOGAN (TTY: 1-800-262-3335)  
[www.massport.com](http://www.massport.com)

Parking PASSport Flyer

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Table 5-9 Ground Access Planning	
Goal	2005 Update
Increase air passenger HOV mode share to 35.2 percent by the time Logan Airport handles 37.5 million annual air passengers	<p>The last air passenger survey, administered in 2004, demonstrated a 30.3 percent HOV mode share for 26.1 million air passengers. The next survey is scheduled for 2007.</p> <p>Massport continues to provide and actively promote numerous HOV options which are available to air passengers.</p>
Reduce employee reliance on commuting alone by private automobile	<p>Massport continues to support the Logan TMA with \$65,000 annually as well as space and equipment for the Logan TMA Store in Terminal C.<sup>1</sup></p> <p>Through a partnership with the Executive Office of Transportation, the Commonwealth now provides Massport with a Logan TMA coordinator. This allows Massport to use funds from Logan TMA members exclusively for transportation services.</p> <p>The last employee survey, administered in 2001, showed an employee HOV mode share of 26.8 percent. A new employee survey is scheduled for Spring 2007.</p>
Increase the overall efficiency of the metropolitan transportation system through interagency coordination	<p>Massport participates in the Metropolitan Planning Organization (MPO) process to promote funding of transportation system options that enhance access to the airport.</p> <p>Massport and the MBTA have worked together on several initiatives including the newly completed Airport Blue Line station, the newly opened Silver Line extension to the Logan Airport (Airport Intermodal Transit Connector, AITC), and the Urban Ring planning (underway).</p>
Improve management of on-airport ground access and infrastructure through technology	<p>Massport disseminates ground access and parking information through the internet (<a href="http://www.massport.com">www.massport.com</a>), a toll-free telephone number (1-800-23-LOGAN), Smarttraveler and in-airport kiosks.</p> <p>Massport is considering providing variable message signs in the Ted Williams Tunnel to alert arriving passengers to parking restrictions. The ability to go directly to available parking locations can help reduce VMT associated with circling the airport or parking garage.</p>
Provide adequate, long-term parking within the limits of the Logan Airport Parking Freeze	<p>Phase II of the West Garage will provide three more levels of parking on the Central Garage as discussed in <i>Chapter 3, Airport Planning</i>. With the addition of these 2,880 spaces, the number of surface lots at the airport will be reduced, remaining within the limits of the Logan Airport Parking Freeze.</p>

<sup>1</sup> Terminal D was incorporated into Terminal C in early 2006.