Exploring Airport Employee Commute and Parking Strategies

An Airport Operator Perspective: Boston’s Logan Airport

- Located 2 miles from downtown Boston
- Owned & operated by Massport, a quasi-public authority
- 14,000+ employees (900 Massport)
Logan’s On-Airport Parking is Constrained

- Small footprint: 1,700 acres of land
- Regulatory cap: parking freeze
- Close to Boston CBD (≈ 2 miles)
Logan Airport Overview: Employee Parking

- 2,600 employee spaces on-airport
- 1,550 employee spaces nearby off-airport
- ≈1,300 spaces off-airport (Logan Express)
Massport Provides Shuttle Bus Services to Complement Transit

- Off-Airport Parking Garage w/ Shuttle
- On-Airport Shuttle Bus to Office Center & Other Non-Terminal Areas

Employee Garage
- Off-Airport Parking Garage w/ Shuttle
- On-Airport Shuttle Bus to Office Center & Other Non-Terminal Areas

Logan Office Center

Airport Administration

Airport Fire & Rescue
Massport Provides Scheduled Bus Services to Complement Transit

- Logan Express (serving suburbs)
- Sunrise Shuttle (serving nearby neighborhoods) via Logan TMA

Massport Provides Walk & Bike Opportunities

- Sidewalks and Shared-Use Paths
- Bicycle Racks
Lessons from an Airport Operator

1) Parking & Ground Transportation: Peas in the Same Pod

2) Know Your Customer

3) One Size Doesn’t Fit All

4) Realistically Evaluate Transportation Options

1) Parking & Ground Transportation: Peas in the Same Pod

* Can’t separate parking from ground transportation

* A parking problem is a ground transportation problem and vice-versa.
2) Know Your Customer

- Collect data: survey!
- Airport users (air passengers, employees) have different demands

Characteristics of Employee Commutes to an Airport

- Time of Day
- Work Schedules
- Parking and Mode Choices
- Trip Origins
1/29/2014

3) One Size May Not Fit All: Variations among Employees

* Employees:
  * various sectors and employer types
  * low wage vs. high wage
  * traditional work hours (and days) vs. non-traditional work hours (and days)
  * “essential” personnel vs. “non-essential” staff
* 24/7 operation
4) Realistically Evaluate Incentives and Disincentives

* Be realistic when devising a TDM program:
  * Evaluate ground transportation modes & services relative to their cost, convenience, travel time, and availability
  * Parking is part of the equation

---

Lessons from an Airport Operator

1) Parking & Ground Transportation: Peas in the Same Pod
2) Know Your Customer
3) One Size Doesn’t Fit All
4) Realistically Evaluate Transportation Options
Contact Information:

Lourenço Dantas, AICP
Senior Transportation Planner
Economic Planning & Development Dept.
Massachusetts Port Authority
617-561-3425
LDantas@massport.com

Visit us at http://www.massport.com
Follow Boston Logan International Airport on Twitter and find us on Facebook!