



February 16, 2010

Jay Rourke  
Boston Redevelopment Authority  
One City Hall Square, 9th floor  
Boston, MA 02201  
[Jay.Rourke.bra@cityofboston.gov](mailto:Jay.Rourke.bra@cityofboston.gov)

Dear Mr. Rourke:

The **South Boston Seaport Transportation Management Association (Seaport TMA)**, a non-profit association of 28 employers, businesses and developers in the South Boston Waterfront dedicated to reducing traffic congestion, easing commutes and promoting alternative transportation, is pleased to submit comments on the **Draft Project Impact Report (DPIR) for Seaport Square** being developed by Gale International (Proponent).

Gale International joined the Seaport TMA in March of 2007 and remains an active organizational member. The developer's commitment to transportation demand management (TDM) aspects related to Seaport Square is evidenced by their continued membership in the Seaport TMA and they have, on several occasions, participated in our membership meetings and events in order to directly dialogue with the business community, residents and employees that already exist in the South Boston Waterfront. To that end we appreciate their sincere efforts to keep a variety of stakeholders informed of their plans and solicit direct feedback.

The Seaport TMA supports the proposed mixed uses of Seaport Square which will help to activate the South Boston's Waterfront and will complement other projects in the area. We strongly support the Proponent's plans as outlined in the DPIR, bearing in mind that they will remain committed to the following TDM measures:

**TMA Participation:** As a current member of the Seaport Transportation Management Association (Seaport TMA) we are pleased to see that throughout the DPIR, the proponent now specifically refers to the "Seaport TMA". While there are ten TMAs throughout the state of Massachusetts, each TMA serves a specific geographical area and the Seaport TMA is the only one that serves the South Boston Waterfront.

**Car-Sharing Service:** The Seaport TMA applauds the Proponents plans to "provide spaces in one or more of its garages for car-sharing services" and that "the Proponent is exploring providing 100 or more spaces in at least one garage". We would like to see the exploration of this idea become a commitment of the Proponent as car-



sharing services can reduce the number of people who drive alone to the area and the number of residents who own and park personal vehicles in the City of Boston.

Having collaborated with Zipcar in the past to implement car-sharing programs in the Seaport Garage and the EDIC Garage, we believe a number of the Proponent's parking facilities should have Zipcars available, not just a single facility.

The Seaport TMA recommends that the Proponent "cluster" car-sharing vehicles by locating a number of vehicles in more than one garage in order to make more vehicles easily accessible to a greater amount of both area residents and employees. A subsequent marketing program will be vital in ensuring the car-sharing service is successful. The Seaport TMA will gladly assist the Proponent with any aspects of implementing the car-sharing service throughout Seaport Square.

**Car Pool/Van Pool Parking:** The Proponent has proposed providing preferential parking spaces in its nonresidential garages but the Seaport TMA does not feel this is specific enough. As the Proponent indicated in their response to our comments on the draft PIR/EIR, preferential parking for carpools and vanpools should be provided in "all" non-residential buildings.

Additionally, we would like to note that in order for such a program to be successful, these specially-designated parking spaces must be easily accessible to tenants such as being located on the first level of parking facility and near an elevator. Conveniently located, easy to use preferential parking spaces are a critical component to encourage ridesharing.

The Seaport TMA is willing to work with the Proponent to determine the demand for such spaces in each parking facility and subsequently promote their availability, monitor usage and manage a preferential parking program.

**Bicycle Amenities:** The Seaport TMA is thrilled that the Proponent will provide bicycle racks in secure, sheltered areas for residents and tenants' employees and that additional bicycle parking will be provided on the sidewalks within the Project proximate to main building entrances. As the Proponent indicated in their response to our comments on the draft PIR/EIR, we would like a commitment from the proponent to remain open to increasing bicycle parking on an as-needed basis as bicycle commuting is expected continue to be a mode of alternative transportation that increases over the years.

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In addition to advocating for the above TDM measures and applauding the Proponent for their commitment to such measures, the Seaport TMA offers the following comments:

- Page 4-222: There is a reference to the “SL3” for the MBTA Silver Line branch which previously serviced the City Point area of South Boston. This service was discontinued in March 2009 and should be omitted from any future planning documents.
- Additional MBTA Bus Services to the South Boston Waterfront, which are not mentioned in the DPIR but are in service today, should be analyzed and incorporated into the Proponent’s planning efforts, including the MBTA Routes #4, #7, #455/459 and #448/449.
- Page 3-140: “The TMA members also provide “guaranteed ride home” services, publish a newsletter, and coordinate a “Transportation Day.”
  - o As a point of clarification: The members themselves do not provide these benefits; the Seaport TMA staff provides these services to our members. These services will continue to be available to the Proponent while they are a member of the Seaport TMA. Additional tenants and organizations who locate themselves within the Seaport Square development would need to join the Seaport TMA to receive such services.

The Seaport TMA recognizes that many of the TDM measures noted in this comment letter and the DPIR will be outlined in more detail in the City of Boston’s Transportation Access Plan Agreement and/or subsequent Construction Mitigation. In light of these evolving details, the Seaport TMA will remind those involved with the project of the importance of TDM and continue to monitor the progress of implementing such measures. The Seaport TMA looks forward to providing our continued support and collaboration.

Sincerely,

A handwritten signature in black ink that reads "Lauren Grymek". The signature is written in a cursive, slightly slanted style.

Lauren Grymek  
Executive Director