

## OVERVIEW OF THE DEVENS TRANSPORTATION MANAGEMENT INITIATIVE:



Section 3.02(2)(o) of the Devens Enterprise Commission Rules and Regulations requires all applications that involve site plan review to provide “an estimate of the number of vehicle trips daily and for the morning and evening peak periods....and a description of traffic mitigation measures proposed including traffic management plans, trip reduction methods, and car/vanpooling preferential parking.” Further, Section 3.03(2)(n) requires applicants agree to participate in the Devens Transportation Management Initiative.

The Devens Transportation Management Initiative or Transportation Demand Management (TDM) Program, is part of the Final Environmental Impact Report (EIR) for the redevelopment of Devens. The intent of the Final EIR is to assess the potential future impacts of the 1994 Devens Reuse Plan, identify appropriate means of mitigating those impacts, and put in place commitments for implementation of that mitigation. The TDM Program was developed to minimize potential traffic impacts in the region as a result of the redevelopment of Devens. The TDM program includes strategies to reduce peak traffic flows, single-occupancy vehicle trips and increase options for alternative forms of transportation. These strategies will avoid or delay the need for physical improvements that could have environmental consequences (i.e. road widening creating additional stormwater, wetland and open space impacts). The TDM plan, if successfully implemented could result in an overall trip reduction of 15% over the baseline traffic projections for the AM peak hour full build condition. Bicycle and pedestrian trails/paths are also part of the Reuse Plan for Devens. These will further aid in providing options for alternative modes of transportation to Devens and within Devens.

As a requirement of the EIR, once development at Devens reaches a critical mass, MassDevelopment will be required to establish a Devens Transportation Management Association (TMA). The TMA will provide commuter-related services, assistance and information to all organizations (residents, visitors, businesses, industries, non-profits, etc.) currently located or locating at Devens.

The Final EIR requires all employers at Devens to become members of the TMA and designate an employee to be responsible for participating in the Devens TMA. **By agreeing to participate in the Devens Transportation Management Initiative as per Section 3.03(2)(n) of the Devens Enterprise Commission Rules and Regulations, Devens organizations are agreeing to become members of the TMA once it is established and implement TDM program strategies to reduce single occupancy vehicle trips and promote alternative forms of transportation, including, but not limited to:**

- Guaranteed Ride Home Program (for those who use alternative transportation or participate in ridesharing)
- Employee Relocation Commuter Assistance Program (educating employees on transportation options)
- Ridematching Services (reducing single-occupancy vehicle trips)
- Flexible work hours/compressed work weeks (to reduce AM and PM peak traffic)
- Devens Shuttle Bus Circulator (proving access to Devens services and local commuting options)
- Access to Devens community services (day care, bank, restaurant, dry cleaners, etc..)

As stated previously, MassDevelopment is the entity responsible for initiating this program and assisting participating organizations in implementing TDM program strategies. In anticipation of your organization’s participation in the Devens TDM program, applicants will want to take into consideration TDM and TMA initiatives early on in the site design and layout process and incorporate them where possible. Such initiatives that may affect the site design and layout include, but are not limited to:

- Providing a minimum of 5% of total parking spaces as preferred parking for any ridesharing services (car/van vanpools)
- Providing a minimum of 5% of total parking spaces as preferred parking for any hybrid or zero/low-emitting vehicles
- Including bicycle racks and shower/changing facilities
- Providing connections to existing/future multi-purpose trail networks and designing site layout at the pedestrian-scale
- Hybrid/Electrical vehicle plug-in/recharge stations
- Phased parking and/or reduced parking requirements

These initiatives can result in multiple financial and environmental benefits including reduced infrastructure costs, fewer parking spaces required, financial savings on material and maintenance costs, reduced stormwater management, reduced heat-island effect, additional open space and/or smaller lot size requirements.

*Complete details on the program are published in Section 4 of the document entitled: “Final Environmental Impact Report – Devens; Ayer, Harvard, Shirley and Lancaster, Massachusetts. Submitted by the Massachusetts Government Land Bank in cooperation with the Joint Boards of Selectmen. Prepared by Earth Tech, 169 Baker Avenue, Concord, MA 01742. In association with: Vanasse Hangen Brustlin, Inc., Watertown, MA; Garrity & Knisely, Boston, MA; Haley & Aldrich, Inc., Cambridge, MA, H.W. Moore, Boston, MA. Dated July 31, 1995. EOE#9116.” This document is available in the DEC office and MassDevelopment Engineering Library at 33 Andrews Parkway, Devens, MA.*

