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From: Scanlon, William
Sent: Friday, February 23, 2018 4:27 PM
To: bostoncaptbill@yahoo.com; 'catalina30ruby@yahoo.com'
Subject: State law requires developers to provide public access to tidelands. In Boston, the Harborwalk is one example of that access.

<https://www.bostonglobe.com/business/talking-points/2018/01/17/boston-has-new-model-for-preserving-waterfront-access/O4wRdEOdKJpnKgCV4tMnCK/story.html>

State law requires developers to provide public access to tidelands. In Boston, the Harborwalk is one example of that access.

By Jon Chesto GLOBE STAFF JANUARY 17, 2018

As glass towers rise along Boston's waterfront, it's easy to feel like the harbor is being walled off from the public.

But city officials are taking an important step to make sure that doesn't happen — at least not completely.

The Boston Planning & Development Agency has launched a formal process to find new civic uses — a library, museum, exhibit, theater, or concert hall — for 13,000 square feet in Joe Fallon's newest luxury condo development, 50 Liberty, on Fan Pier. Potential users will get to tour the waterfront space, which will be available at a significantly discounted rate, Thursday afternoon.

The 50 Liberty approach is modeled after the success seen at a 21-story apartment tower on Pier 4, just down the street. City officials held a similar process in 2015, and the Society of Arts and Crafts has since opened there.

State law requires developers to provide public access to tidelands. In Boston, this is done in a variety of ways, the Harborwalk being the most obvious. Setting aside space for civic uses is another, but a number of these spaces go unnoticed or underused. Critics say developers sometimes choose the path of least resistance. (The Institute of Contemporary Art is one obvious exception.)

But there's new thinking in City Hall. Rich McGuinness, a BPDA waterfront planner, says the approach taken with 50 Liberty and Pier 4 represents the most thorough method taken to involve the public in these decisions so far. It's become a welcome model for the city, one that probably will be replicated in the future to help ensure that everyone can have access to Boston's waterfront renaissance.

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Long-awaited Boston Harborwalk Map Made Possible with Public Mitigation Funds

<https://northendwaterfront.com/2018/02/long-awaited-boston-harborwalk-map-made-possible-public-mitigation-funds/>

Boston Harbor Now's map-based, mobile-friendly database will help people find public spaces and amenities along the city's waterfront

By Katherine Adam and Boston Harbor Now

The Massachusetts Department of Environmental Protection (MassDEP) will direct mitigation funds from the Fan Pier development to the creation of the Boston Harbor Now Harborwalk Benefits Map and public waterfront amenities database. The user-friendly map and database will create a one-stop-shop option for visitors to easily navigate the waterfront and understand the full inventory of public amenities offered along the Harborwalk. The funding comes from The Fallon Company – whose 21-acre Fan Pier development constructed in the Seaport District in 2007 includes multiple waterfront parks and is surrounded by the Harborwalk on three sides – as part of their Chapter 91 license agreement with MassDEP.

Boston Harbor Now conceptualized the online Harborwalk Benefits Map after identifying a lack of knowledge among the public, properties, and other waterfront stakeholders regarding opportunities along the Harbor. There is currently no comprehensive, user-friendly map and information about these spaces – which include green lawns, seating areas, public restrooms, fishing

docks, and observation decks – making it difficult for people to understand what is publicly available and legally accessible. The Harborwalk Map will be free to the public and show all public amenities along the waterfront.

“The Harborwalk and the public spaces around it belong to everyone, and in today’s tech age, having a mobile-responsive, online map is critical to people from all neighborhoods seeking to access and enjoy their public waterfront,” said Kathy Abbott, President and CEO of Boston Harbor Now. “We are grateful to our partners at MassDEP for recognizing the potential of a user-friendly Harborwalk Map in promoting broader awareness of and access to these public spaces and extend our thanks to The Fallon Company for using their development to promote a more inclusive and active waterfront.”

“The Commonwealth’s Chapter 91 Waterways licensing program is intended to provide citizens access to and enjoyment of the benefits of an active waterfront,” said MassDEP Commissioner Martin Suuberg. “Our agency is pleased to work in collaboration with Boston Harbor Now to increase awareness of public access opportunities along Boston’s waterfront.”

“We at Fan Pier take our Chapter 91 access and activation obligations very seriously,” said Joe Fallon, President and CEO of The Fallon Company. “For years, we have supported events that encourage public access and we will continue to do so. We applaud the efforts by MassDEP and Boston Harbor Now to catalogue such obligations of all property stewards and to make it easy for visitors to access and enjoy the waterfront amenities and are happy to support them in this effort.”

Boston Harbor Now continues to convene regularly with property managers and other stakeholders along the waterfront to discuss ways to promote public access and further ensure residents from every neighborhood feel welcome visiting the Harbor. The Harborwalk Map will launch in advance of the busy summer season.

About Boston Harbor Now:

Boston Harbor Now works in partnership with others in the public, for profit, and non-profit sectors to plan, advocate and activate a thriving waterfront, harbor, and Boston Harbor Islands National and State Park. Boston Harbor Now's comprehensive approach to the harbor prioritizes equitable public access through parks and open spaces including the Harborwalk; well-designed infrastructure and ferries; maritime industry and other marine-related economic drivers; mixed-use and mixed-income climate-resilient waterfront development; programming that promotes recreational and educational uses; and maintenance of the clean harbor.

A question of access: Shifting the transportation conversation

Equity, climate, and choice are keys to developing a workable plan for the future

ALICE BROWN Jan 20, 2018

TRANSPORTATION AND MOBILITY matters to everyone who commutes, travels, or runs errands on a daily basis, and these everyday trips create a sense that we are all experts on transportation. For creative problem solvers, every traffic jam, transit delay, confusing intersection, or missing bike lane connection provides an opportunity to brainstorm possible solutions.

But what criteria should be used to evaluate new ideas for improving transportation? What collective future of mobility are we trying to achieve?

Historically, transportation modelling was designed around accommodating automotive trips and national data gathering from the US Census and the American Community Survey focused primarily on journey-to-work data. At the largest scales, questions of capital expenditures and fare box recovery govern infrastructure and operations investments. At the smallest scales, decisions are made based on the vehicle delays and congestion at intersections. Is this the best way to measure mobility? Do these traditional tools provide the right framework for building a better mobility future?

In Boston, a two-and-a-half year planning process resulted in a multi-modal citywide mobility plan called *Go Boston 2030*, which was designed to answer those questions and to prioritize the projects, policies, and programs that will shape the future of how people travel in the city. The process involved thousands of interactions with residents through digital and in person outreach balanced by fresh data analysis. The overarching goal of the process was to design a future transportation system for Boston that would make the city more equitable, more climate responsive, and better connected to economic opportunity.

Despite the geographic specificity of the plan, the three pillars of the plan provide useful criteria for creating more inclusive, sustainable, and livable urban areas as new transportation ideas are being evaluated. Whether the idea takes the form of a new transit option, a policy on autonomous vehicles, the development of a new mobility app, or the design of a traffic signal, it should be considered in light of the following:

- Does it improve equity? Is it addressing racial and economic disparities that too many legacies transportation systems have perpetuated?
- Does it minimize climate impacts? Is it improving local air quality and reducing the carbon emission levels that affect the planet as a whole?
- Does it expand choice? Is it providing people with multiple options for different kinds of trips at different times of day and in different weather conditions?

Relative to most U.S. cities, Boston and the core municipalities that surround it have a rich eco-system of transit options: four subway lines more than 150 bus routes, an extensive commuter rail system, ferry service, a growing network of bike lanes and paths, and a multi-jurisdictional bike share with more than 200 docking stations. Yet these resources are spread unevenly across the area with previously red-lined neighborhoods still lacking the services that other parts of the city rely on. Meanwhile, traffic on the highways that lead into the city is legendarily congested, proving not that we need more roadways but that more transit capacity and reliability is needed to provide people with transportation choices that they can rely on in lieu of their personal cars, and particularly if switching away from private vehicles leads to lower emissions.

Go Boston 2030 established a comprehensive set of goals and targets across nine themes with a particular emphasis on expanding access to multiple travel options, improving safety, and ensuring reliable travel times. These goals and the projects selected will make the overall transportation system more robust, though individuals tend to want greater efficiency and easy access to information in addition to the goals being addressed. The present contrast between the world at our fingertips on a smart

phone and the constraints and limitations of our analog transportation systems heightens this tension between a digital world where we can navigate quickly, if not instantaneously, and a physical world where we are accommodating the needs of others and the distances that must be overcome.

Efficiency and reliability are reasonable requests for a transportation system but are challenging to realize in rapidly growing cities and are especially hard to achieve if people expect that they will be able to drive with little congestion, few stops, and readily available parking. Meanwhile, the digital world also seems to provide us with endless sources of information, but many tools do not currently link the information we need to where we are in the physical world.

Finding the information we need on signs can be particularly reassuring; even as we increasingly rely on GPS for travel directions, we use roadway signage to confirm our navigation. Incorporating real-time information into signage has been very effective, but many digital-only tools are underutilized because people are unaware of their existence.

There are three particularly promising ways in which new technological solutions for transportation challenges have the potential to address equity, climate, and choice as well as the desire for efficiency and information.

TRANSPORTATION APPS

Today, smartphone applications such as Waze show drivers when there is congestion ahead and provide alternate routes to avoid it; other apps identify the nearest bike share docking station, show the number of available bikes, and allow users to unlock a bike; and apps such as Transit show the exact time of the next bus allowing people to leave their house just in time to catch it.

The next generation of apps should have an expanded sense of what a multi-modal trip could entail (a bike ride to a train to a walk perhaps) and do a better job of accounting for weather, time of day, price constraints, and other factors. While smartphones have spread, not everyone has equal access to data plans and they are far from universal among older adults, so it is incredibly important this kind of information be shared in other ways. Finally, these apps are not reaching all of the users who need them; people are regularly making inconvenient travel decisions because they never thought of using an app to look at their options.

ONSOLIDATED FARE MEDIA

The ability to pay for bus and train tickets with a single pre-paid tap card has been a major improvement for 21st century transit users. Creating a card that works across multiple platforms and transit authorities has been a significant recent advancement. The ORCA card allows for travel on bus, ferry, rail or train in the Seattle area with either a monthly pass or a stored value. The Clipper card allows users to pay fares

across 27 transit agencies in the San Francisco area and offers discounted versions for seniors and students. Starting in October of 2017, the ConnectCard began allowing transit passengers to access Pittsburgh's Healthy Ride bike share program for free to complete the last two miles of their trip.

In the future, cities and their surrounding regions should continue to improve policies around fare media (how people pay for transit) in order to expand people's ability to transfer between modes and service providers more easily, create systems that allow people without credit cards to access these cards conveniently, and ideally develop a program of subsidies that work like housing vouchers or food stamps to allow low-income residents to better access a range of transportation options and make their own transportation choices.

In Boston, the MBTA will be improving their fare payment systems with the anticipated rollout of Automated Fare Collection 2.0 in 2020. The local Hubway bike share program already serves a model for addressing equity by offering very reduced-cost memberships for low income residents since it launched in 2011.

AUTONOMOUS VEHICLES

This evolving technology promises to change how we get around in the future. As testing continues and policy decisions are made, it is important to remember that they will have to be shared and electric in order to lessen the climate impacts of the nation's current vehicles. Additionally, the pricing structures must be worked out carefully in order to ensure access to transportation choice for people across the income spectrum. Also, given the density of cities that seems to foster innovation, placemaking, and diverse human interaction, there will still need to be a wide array of transportation choices available. Although a ride in an autonomous vehicle may give an individual time to work or relax, there will still be waiting involved both in mixed traffic and when a shared vehicle is on its way.

All of these innovations create another layer of concerns for transportation officials at every level of government especially as they develop partnerships with the private and non-profit sectors.

SHARING DATA

Everything from long term planning and policy-making to traffic signal timing adjustments can benefit from additional data, and city and state departments of transportation should leverage these tools to improve mobility when they can access the data being collected on their sidewalks and streets. Transportation related apps, whether they provide digital maps and directions, or physical cars and drivers, should be sharing their data with municipalities who can use it to improve transportation system operations. Waze formed a data sharing partnership with the City of Boston that has helped to measure the congestion impacts of pilot projects around the city and went on to forge a similar relationship with MassDOT. Zipcar and Enterprise car share

also agreed to share data with the City in exchange for on-street parking spaces. Advocacy groups can also contribute data by surveying users, conducting counts, or monitoring pilots.

SUPPORTING DENSITY

Transportation innovations have the potential to support dense urban environments, which in turn support walkability and transit ridership and can foster innovation with job clustering. This same density can also increase congestion if individuals are travelling in separate vehicles, and there are concerns that autonomous vehicles will encourage people to live even farther apart. Policies should continue to support denser development while also ensuring that innovation is serving people in less dense areas who do not have access to a personal car.

FINANCING INFRASTRUCTURE

Shared, electric, autonomous vehicles in particular will require a radical rethinking about how cities and states will supplement their funding if current sources disappear. Without gas taxes, parking meters, speeding and parking tickets, and possibly vehicle registrations, there must be new revenues to supplement local construction and maintenance costs for roadways and other infrastructure. Charging for vehicle miles traveled may be one way to overcome the deficit, congestion charging may be another. As creative transportation solutions to today's problems emerge, the need for connectivity that works across a range of incomes, multiple modal choices, and with a reduced carbon footprint should be emphasized and prioritized in our investments and implementation decisions.

Alice Brown was the project manager for Go Boston 2030 and is now the director of water transportation at Boston Harbor Now.

Boston Harbor Now works to provide access to the Boston Harbor and the Islands National and State Park and values the importance of multiple ways to access the islands including thru ferries and recreational boats. We have supported public access for recreational boaters since the formation of the Park and continue to do so. We have heard from the boating community that there is a need for increased access to public moorings and will continue to share the concerns of private boaters in our conversations related to Harbor transportation and watersheet activation.

The Department of Conservation and Recreation is currently working with the US Army Corp of Engineers to secure a permit that could potentially increase the number of moorings in Boston Harbor. We are supportive of this process and look forward to a timely resolution.

Read more about [Boston Harbor Now's position on the moorings project in response to the April 11, 2017, US Army Corps' request for public comments.](#)

http://www.bostonharbornow.org/wp-content/uploads/2017/08/MooringsProject-USACE-Filing_BHN-Comments.pdf

May 11, 2017

Via email: paul.j.sneeringer@usace.army.mil

Paul Sneeringer
US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742

Re: Boston Harbor Islands Moorings Project, File No. NAE-2016-1616

Dear Mr. Sneeringer,

Thank you for the opportunity to comment on the Massachusetts Department of Conservation and Recreation's (DCR) permit application for the Boston Harbor Islands Moorings Project.

Boston Harbor Now is the legislatively authorized non-profit partner of the Massachusetts Department of Conservation and Recreation and an active member of the Boston Harbor Islands Partnership. In our capacity as DCR's legislated partner for the Boston Harbor Islands, we work with the Department to enhance and improve public access to the Boston Harbor Islands National and State Park. In the interest of transparency, Boston Harbor Now will be a partner with the Department in managing the moorings requested in the permit application. We anticipate that Boston Harbor Now's role will be to manage the reservation and payment system for the moorings.

As longtime advocates of public and park access, we are highly supportive of DCR's efforts to increase recreational boating access through the proposed moorings project. The expansion and enhancement of recreational boating opportunities is a critical piece of the overall success of Boston Harbor and the Islands. Our comments follow.

Project Description

The planning process for the current proposal began in 2014 when DCR contracted with APEX Engineering and University of Massachusetts Urban Harbors Institute (UMass). APEX led the hydrographic work and engineer design while UMass focused on the non-engineering components (i.e. potential conflicting uses, anticipated boat traffic, wind and wave currents). At the time, DCR identified five potential Boston Harbor mooring locations. It is our understanding that a meeting of several Harbormasters was convened in September of 2014 to gather input and comments on the proposed design and location of the moorings.

As presented in the United States Army Corp of Engineers' (USACE) Public Notice, the moorings project proposed by the Massachusetts Department of Conservation and Recreation (the Department) will provide short-term mooring space for boaters visiting the Boston Harbor Islands National and State Park. Currently, there are 50 rental moorings authorized under a permit initially issued to Boston Harbor Now's predecessor organization the Boston Harbor Island Alliance. Boston Harbor Now transferred this permit to the Department to facilitate the expanded program proposed in this

permit application. The permit application seeks to relocate the 50 existing moorings and install 111 additional moorings throughout the Boston Harbor Islands as follows:

- 11 moorings on Gallops Island,
- 25 moorings on Georges Island,
- 75 moorings on Peddocks Island, and
- 50 moorings on Spectacle Island.

When the project is complete, Boston Harbor will benefit from a total of 161 moorings and increased access for recreational boaters wishing to visit Boston Harbor and its Islands.

Ensuring Public Participation

A core principle of Boston Harbor Now is to activate Boston Harbor through a wide variety of opportunities that include recreational boating and navigational access. We are highly supportive of the project's intent to provide much-needed mooring space on the Harbor Islands and improve the recreational boater experience and park access. This is an initiative that our organization (and previously as the Boston Harbor Island Alliance) has been a strong proponent of for over 15 years.

To ensure the success of the proposal, we ask that DCR address the following concerns in its response to comments:

- Detailed descriptions and renderings of the proposed mooring design,
- The proposed location of all moorings and alternate locations considered,
- All possible climate change impacts to the Boston Harbor Islands resulting from the proposed mooring installation,
- A complete list of environmental concerns, and
- Details of potential navigational hazards arising from the proposed moorings.

Before the USACE issues a final permit for the project, the Corp must ensure that all concerns voiced by interest parties (e.g. recreational boaters, commercial shipping sector, Harbor Pilots, maritime groups, and others) are satisfactorily addressed.

Thank you for the opportunity to comment. We look forward to the response to comments and continuing the public dialogue.

Sincerely,

Jill Valdes Horwood Director of Policy

Phil Griffiths Special Projects Manager