

Guidelines by the Boston Transportation Department for use by the Zoning Board of Appeal

Transportation Access Plan Agreement (TAPA)

At the discretion of the Zoning Board of Appeal, any project that requires a Transportation Access Plan Agreement (TAPA) should not be approved unless an executed TAPA is provided.

An executed TAPA between the Boston Transportation Department and the developer is required for any project subject to, or electing to, comply with Article 80 Large Project Review. Large Project Review is broadly defined as erecting a structure having a gross floor area of 50,000 or more square feet. Small Project Review is broadly defined as a project adding 20,000 or more square feet or fifteen (15) or more dwelling units*. More detailed definitions can be referred to in Sections 80B-1-2 and Sections 80E-1-2 in Volume 1 of Boston's Zoning Code and Enabling Act.

Key components of TAPA's include:

Transportation Demand Management (TDM) Measures

Implementation of TDM measures can include, but are not limited to:

- Subsidized MBTA Pass programs.
- Membership in the local area Transportation Management Association.
- Bicycle parking areas.
- Priority carshare, vanpool and carpool parking.

Traffic Mitigation Measures

Implementation of traffic mitigation measures can include, but are not limited to:

- Pan Tilt Zoom cameras.
- Signal equipment.
- Fiber optic cable.

Traffic Impact Model

At the discretion of BTM, a computer model needs to be executed in Synchro (most recent version) of projected traffic impacts of proposed transportation projects. The Synchro model output must be calibrated to reflect field operations and provided to BTM on a CD-ROM.