



6. Ground Access

Massport continuously evaluates and plans for changes in air passenger activity, remaining committed to implementing a broad range of ground access and trip reduction strategies. Massport reviews both on- and off-airport ground transportation activity levels and adjusts ground access programs and **high-occupancy vehicle (HOV)** services to align with the needs of **air passengers** and employees. Ground access projects with regulatory mitigation requirements are discussed in Chapter 10, *Project Mitigation*.

Massport promotes the use of various high-occupancy modes, including transit and shared ride options, to enhance airport roadway and curbside operations, provide an improved experience for riders, alleviate demand on parking facilities, reduce personal vehicle passenger drop-off and pick-up activities which is impactful to airport operations, and improve customer service. These options offer passengers and employees convenient and reliable HOV choices, which reduce environmental and community impacts. Improving the Airport's multimodal connectivity reduces vehicle trips, congestion, **vehicle miles traveled (VMT)**, and **greenhouse gas (GHG)** emissions associated with travel to and from Logan Airport.

This chapter reports on ground access conditions and activity levels observed in 2023 and 2024 and compares these conditions to both the prior 2022 reporting year and the 2019 benchmark year. The relationship between parking demand and the Airport's parking supply is also discussed. Logan Airport's relationship with other New England regional transportation entities and efforts to diversify transportation options are discussed in Chapter 5, *Regional Transportation*.

As discussed in the 2022 *ESPR*, Massport began conducting dwell time studies to understand curbside better idling at the Terminals. Massport uses findings from these studies to inform curbside policy to

HOV modes includes public transit, Logan Express and other scheduled bus services, other shared-ride modes, and certain automobile modes that carry more than one air passenger (Massport defines taxis, black car limousines, and Ride App services that carry two or more air passengers per vehicle as HOV). This does not include shared private vehicles which Massport encourages over single occupancy vehicles.

Logan Airport remains a top U.S. airport in terms of ground access HOV mode share passenger use.

reduce dwell times. For the development of the *2022 ESPR*, Massport conducted a dwell time study at Terminal A, and results from this study were discussed within Appendix A, *Certificate and Responses to Comments* and Appendix B, *Comment Letters and Responses to Comments* and utilized within air quality emissions modeling for the *2022 ESPR*. In 2025, a dwell time study was conducted at Terminal C. Massport continues to review the results of that

study and will include findings, initiate new dwell studies, and report on the development of an idling reduction plan in future EDRs.

2023 and 2024 Ground Access Key Findings

The following details key findings for ground access at the Airport in 2023:

- Most HOV ground access services increased ridership in 2023 and 2024 compared to 2022.
- **Logan Express** use by both air passengers and Airport employees substantially increased over the reporting timeframe. It exceeded 2019 benchmarks, suggesting that pricing incentives, expanded service, increased hours, and service frequency are all initiatives that are effectively encouraging HOV use.
- Average weekday on-Airport VMT increased between 2023 and 2024, and the 2024 VMT was 8.3 percent less than the 2019 year.
- Based on the *2024 Air Passenger Ground Access Survey*, HOV mode share for passengers, including transit and shared ride modes, is 43.0 percent of ground access passenger trips to the Airport. Thus, Massport is ahead of its 2027 target of achieving a 40 percent HOV mode share.

2023 and 2024 Ground Access Key Initiatives

Key initiatives implemented or plans developed to promote sustainable transportation mode use, improve roadway and curbside operations, alleviate vehicle congestion, and meet parking demand in 2023 and 2024 included:

- Promoting the use of Logan Express by expanding parking at Logan Express sites, increasing trip frequency, investing in facility upgrades, and providing reduced fares for online ticket purchases;
- Implementing new remote park-and-ride lots with shuttle services for employees at Wonderland (Revere) and in Quincy.
- Purchasing ten replacement **Massachusetts Bay Transportation Authority (MBTA)** Silver Line hybrid electric buses to enhance service to Logan Airport terminals; and
- Continuing **Ride App** *Management Plan* implementation and improving Airport roadway function by improving ride **rematch** and promoting shared rides.¹

¹ Ride App: Ride-hailing services via a mobile device app, also known as transportation network companies (TNCs).

6.1 Ground Transportation Access Modes

This section summarizes recent ridership levels and trends; progress towards meeting Massport's ground access goals; and Massport's cooperative planning with other Massachusetts transportation agencies. Pedestrian facilities and bicycling parking remained unchanged in 2023 and 2024; these facilities are described in the [User's Guide, Section U6.2.5](#).

6.1.1 Ground Access Modes Overview

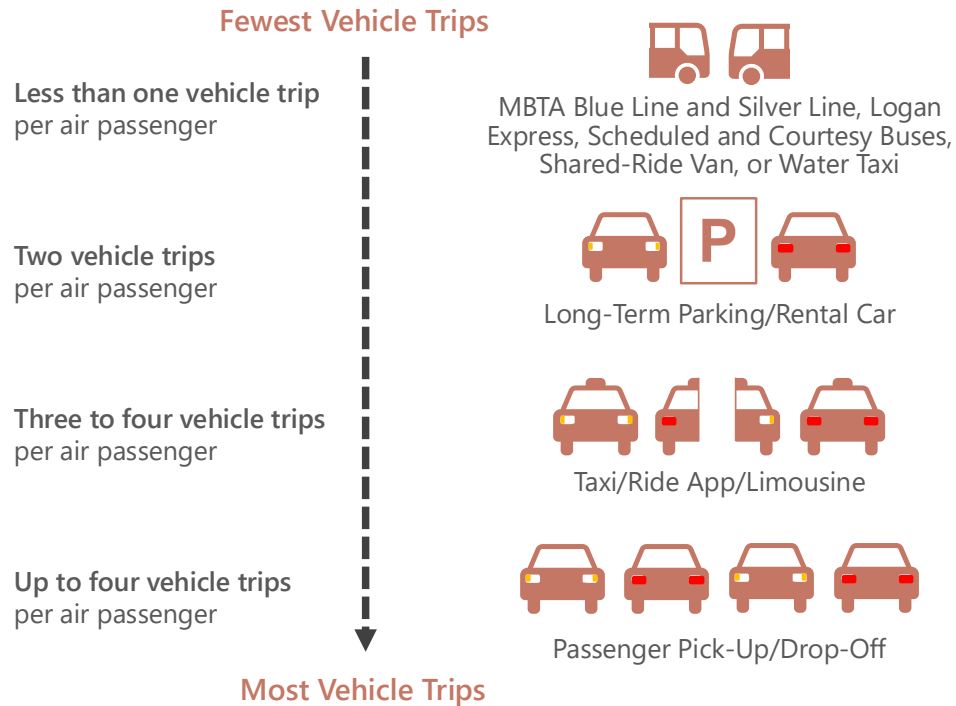
Air passengers and employees have various options for traveling to and from Logan Airport, as illustrated in **Figure 6-1**. The options differ in the number of vehicle trips required to transport an air passenger for both the arriving and departing air travel, which results in differences in emissions and vehicle congestion. Transit and shared-ride HOV modes (such as MBTA transit, Logan Express, and other public or private shared-ride services) are most efficient, as each service trip transports multiple passengers in a single vehicle. With higher occupancy rates, air passengers (and employees) using these HOV modes result in the equivalent of less than one vehicle trip for an air passenger who both departs and arrives at Logan Airport. Use of HOV modes reduces the number of vehicles on-Airport, improving air quality and mitigating vehicle congestion. As discussed in Chapter 4, *Airport Planning*, recent and on-going projects at the Airport have reconfigured terminal curbside allocation to prioritize access by HOV services at Terminal entrances.

Use of taxis, ride-hailing software application (Ride App) services, and black car limousines can result in as many as three to four trips to serve the ground access travel for each air passenger departing and arriving. These vehicle modes may arrive or depart Logan Airport without an air passenger customer in tow; these trips are known as **deadhead trips**. Massport is committed to reducing deadhead trips by Ride App vehicles through projects to consolidate Ride App passenger areas (see Section 6.4.1).

Air passengers arriving via private vehicles for a drop-off and pick-up (without parking for the duration of the air travel trip) result in four vehicle trips per air passenger departing and leaving the Airport, the most of any ground access mode to the Airport. While a departing air passenger arrives via a vehicle trip, that vehicle also departs the Airport without the passenger (essentially a deadhead trip); upon return, a deadhead vehicle trip is made to the Airport to pick up an arriving air passenger. Note that in this discussion, an air passenger may be a travel party of more than one individual.

Figure 6-1 Ground Access Mode Choice Hierarchy

Hierarchy of Ground Access Mode Choices
(Based on Trips per Air Passenger)



Source: VHB, 2025.

Notes: Short-term parking is included under "Drop-off/Pick-up" because a vehicle does not remain at the Airport for the duration of the air passenger trip.

6.1.2 Transit: Logan Express, Blue Line, Silver Line, and Water Transportation Modes

The annual ridership levels for transit-related HOV services, including Massport's Logan Express scheduled bus service, private buses, MBTA transit, and water transportation modes, are summarized in **Table 6-1**. A discussion of these services follows.

Table 6-1 Annual Ridership and Activity Levels on Logan Express, MBTA, and Water Transportation Services, 2019, 2022-2024

Transit Mode	2019	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Logan Express						
Air Passengers	1,381,700	1,055,215	1,496,388	1,697,575	41.8%	13.4%
Employees	824,084	638,974	810,614	918,527	26.9%	13.3%
Total	2,205,784	1,694,189	2,307,002	2,616,166	36.2%	13.4%
MBTA Transit						
Blue Line ¹	2,482,524	1,754,144	2,265,657	2,295,089	29.2%	1.3%
Silver Line ²	1,156,816	1,402,226	1,515,115	1,513,158	8.1%	-0.1%
Water Transportation						
MBTA Ferry ³	7,467	5,613	30,052	33,841	167.7%	12.6%
Private Water Taxis ⁴	61,071	23,214	16,800	10,469	-27.6%	-37.7%

Source: Massport, 2025.

Notes:

N/A Not available or not applicable.

- 1 Airport Station fare gate entrances only. Fare gate data do not distinguish ridership between Airport air passengers, Airport employees, and other riders.
- 2 Automatic passenger counters (APC) became available in 2019. Counts for 2019 represent total boardings at Logan Airport. In 2022, data including drop-offs became available for SL1 resulting in more accurate data reporting for SL1 ridership then in prior years.
- 3 Boardings at Logan Airport. MBTA Ferry is the Harbor Express F2/F2H service, Hingham/Hull-Logan and Long Wharf. Totals for 2023 and 2024 include boardings and drop-offs.
- 4 Private water taxis include Boston Water Taxi and Boston Harbor Cruises water bus service.

6.1.2.1 Logan Express Bus Service

Massport's Logan Express bus service is the most successful HOV mode for both air passengers and employees. Frequent and nearly 24-hour service gives travelers a convenient and inexpensive option to travel or commute to the Airport, avoiding the need to drive to the Airport. Logan Express consists of four suburban park-and-ride locations (Braintree, Framingham, Woburn, and Danvers) and the Back Bay Boston service. **Figure 6-2** depicts Logan Express bus locations with respect to the regional transportation network.

The North Shore service was relocated from Peabody to Danvers (Liberty Tree Mall) in August 2024 and operates with hourly service. Customer facilities and secure parking are provided at each of the four suburban Logan Express locations. Logan Express standard fare for an adult is \$12 each way, or \$9 each way with an advanced online ticket purchase. Parking at suburban lots is \$7 per day.

The Back Bay Logan Express operates daily from 5:00 AM to 10:00 PM with pick-up and drop-off from two Back Bay locations: Prudential Center (Boylston Street) and MBTA Back Bay Station (Dartmouth Street). Customer parking is not provided at the Back Bay sites because these are transit-oriented, walkable urban locations. The Back Bay Logan Express service is free from Logan Airport, while the one-way fare to the Airport is \$3 per rider.

Recent Initiatives

Logan Express service is important to help reduce on-Airport VMT, on and off-Airport vehicle congestion, and motor vehicle emissions. Recent Massport initiatives have successfully encouraged the use of Logan Express. The Braintree Logan Express service capacity for air passengers was increased in the short term by relocating employees to a new, dedicated park-and-ride lot in Quincy. Construction has begun for approximately 1,000 additional parking spaces at the Framingham site. Massport enhanced marketing efforts to increase ridership. A new, larger facility in Danvers now serves the relocated Peabody Logan Express. (Improvements to the Danvers, Braintree, and Framingham Logan Express facilities are discussed in Section 4.1 of Chapter 4.)

Massport continues to explore potential additional Logan Express locations, including urban locations. Furthermore, Massport has explored Ride App **Last Mile** connections and continues to monitor parking capacity across Logan Express sites.

2023 Logan Express Ridership Trends

Logan Express ridership in 2023 was substantially greater than in 2022 and exceeded 2019's ridership.

Table 6-1 summarizes year-over-year changes, and a more complete breakdown of Logan Express ridership is presented in Appendix H, *Ground Access Supporting Documentation*.

2024 Logan Express Ridership Trends

The 2024 ridership exceeded 2023 levels by over 13 percent and the 2019 levels by over 18 percent. A more complete breakdown of Logan Express ridership is presented in Appendix H, *Ground Access Supporting Documentation*.

Logan Express service experienced its highest ridership in 2024, exceeding previous levels for air passengers and airport employees.

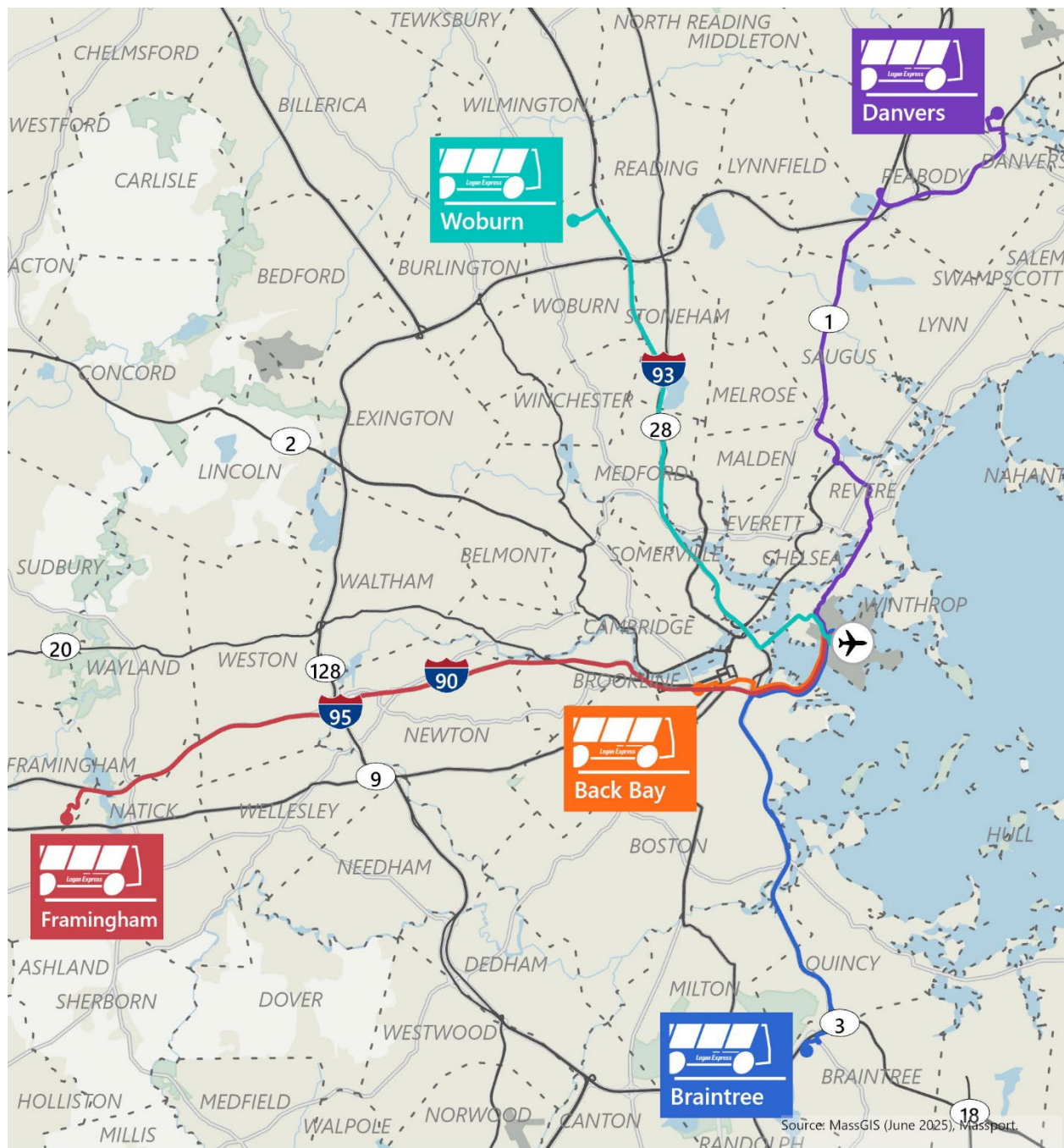


Figure 6-2 Logan Express Bus Locations and Routes

2023/2024 Environmental
Data Report

- | | | |
|----------------------|--|----------------------|
| Logan Express Routes | ● Braintree | — Major Roadways |
| | ● Danvers | - - - Municipalities |
| | ● Framingham | |
| | ● Back Bay | |
| | ● Woburn | |



6.1.2.2 Rapid Transit

Passengers can use MBTA public transit to travel from Downtown Boston, Chelsea, Cambridge, Brookline, and Somerville core urban areas to the Airport via the Blue Line or Silver Line (SL1 route to the terminals or SL3 to Airport Station) transit options. The Blue Line is a rapid transit subway service with direct transfers to the MBTA's Orange and Green Lines. The Silver Line is a bus rapid transit (BRT) service with a mix of dedicated busways and mixed-traffic travel. The Silver Line offers direct connections to Seaport, South Boston Waterfront, and the Red Line and various commuter rail services at South Station.

Figure 6-3 shows public transportation access options. While not a rapid transit service, the MBTA began high frequency service along bus Route 104 in December 2024, which is expected to reduce travel time and bus transfers from Malden and other communities along its route. The service route is shown on **Figure 6-3** and more information will be provided in coming EDRs.

Over three-quarters of Blue Line and Silver Line SL1 passengers surveyed in 2019 indicated they would have used a taxi, Ride App service, or a private vehicle to be dropped off at the Airport if MBTA public transit was not available.

Both Blue Line and Silver Line services are important for reducing automobile travel to the Airport. The Blue Line subway service operates every 4 to 5 minutes in the peak periods and 7 to 12 minutes in the off-peak period. The Blue Line's Airport Station does not provide direct walkable access to Airport terminals. To provide this connection, Massport offers frequent, free shuttle bus service between the station, Airport terminals, and other Airport destinations. The Silver Line's SL1 service provides direct access to each Logan Airport terminal. Service frequency is every 9 to 13

minutes, depending on the time of day. Silver Line buses are articulated, 60-foot vehicles with on-board storage areas for luggage.

On-going Initiatives

Silver Line (SL1) service from Logan Airport is free, as are transfers to the Red Line subway service at South Station. Eliminating on-board fare collection allows passenger boarding via all three vehicle doors, which makes passenger boarding quicker and reduces curb dwell time. This improves Logan Airport's terminal curb operations, helps buses remain on schedule, and reduces idling, and provides a welcome mat to visitors to Boston eliminating the need for them to purchase a ticket Massport the free-fare program is expected to continue indefinitely. Massport owns ten Silver Line buses and pays the MBTA's operating costs for the SL1 buses directly serving the Airport terminals.

2023 Rapid Transit Ridership Trends

Table 6-1 compares 2023 ridership on the MBTA rapid transit services to 2022 and 2019. Blue Line Airport Station entries were modestly higher in 2023 than 2022, while remaining about 7.6 percent lower than 2019. MBTA Airport Station fare gate data do not distinguish between Airport passengers, Airport

employees, or East Boston neighborhood users; therefore, air passenger ridership levels on the Blue Line cannot be directly identified.²

Silver Line (SL1) ridership increased approximately 8 percent from 2022, and approximately 30 percent since 2019; as noted in **Table 6-1**.

2024 Rapid Transit Ridership Trends

Silver Line (SL1) ridership at Logan Airport and Airport Station boardings at Logan Airport remained roughly the same in 2023 and 2024.

6.1.2.3 Water Transportation

Logan Airport features a passenger ferry dock on Harborside Drive (south service area) for public and private water transportation and ferry services. Massport provides free shuttle bus service between the Logan Airport Water Transportation Dock, Airport terminals, and the MBTA Airport Station. Thus, air passengers and employees from coastal suburban and downtown Boston areas can use water-based services to access Airport facilities.

Water transportation routes and boarding docks are shown in **Figure 6-3**. The MBTA Hingham/Hull ferry provides service to Long Wharf and destinations outside the Inner Harbor, including Hingham and Hull.³ The MBTA took over the Winthrop/Quincy Ferry in July 2023 and provides service to both communities, in addition to Long Wharf and Fan Pier in the Seaport. Private operators offer on-demand services to inner harbor destinations like Boston downtown, Charlestown, East Boston, and the Seaport District. Currently, the one-way fare on the Hingham/Hull ferry to Logan Airport is \$9.75 from Long Wharf or from Hingham/Hull. The Winthrop Ferry one-way fare is \$6.50. Massport provides its employees with a subsidy for transit modes, including water transportation.



MBTA Ferry Connects Long Wharf and the Logan Airport Water Transportation Dock

2023 Water Transportation Ridership Trends

Table 6-1 compares water transportation ridership among recent years. MBTA ferry activity reported in 2023 was higher than previous years, likely due to the Sumner Tunnel closure and improved data collection, which provides more detail on the number of boardings and alightings than previous reporting.

² Based on automated fare gate entrance counts, approximately 50 percent of entrances occur via the Bremen Street Park fare gates at Airport Station. Based on Massport observations, approximately 45 percent of Airport Station entrances are attributable to Airport users.

³ The MBTA ferry from Hingham/Hull to the Logan Airport Water Transportation Dock runs less frequently and is less consistent than Blue Line and Silver Line services throughout the day. The number of scheduled trips varies by time of day. There are 14 MBTA ferries to and from Logan Airport on weekdays; however, there are no MBTA ferries direct to Logan Airport from the South Shore during morning commuting times.

Massport, as part of its HOV mode incentives, provides front-of-the-line Transportation Security Administration (TSA) screening vouchers for air passengers arriving via water transport. These incentives may have encouraged air passengers to use water transportation during the 2023 summer peak travel season, but private water taxi and water bus use in 2023 was noticeably less than in 2022 or 2019.

2024 Water Transportation Ridership Trends

As shown in **Table 6-1**, MBTA ferry use was greater in 2024 than in 2023. Private water taxi and water bus use in 2024 continued to decline from 2023 levels.

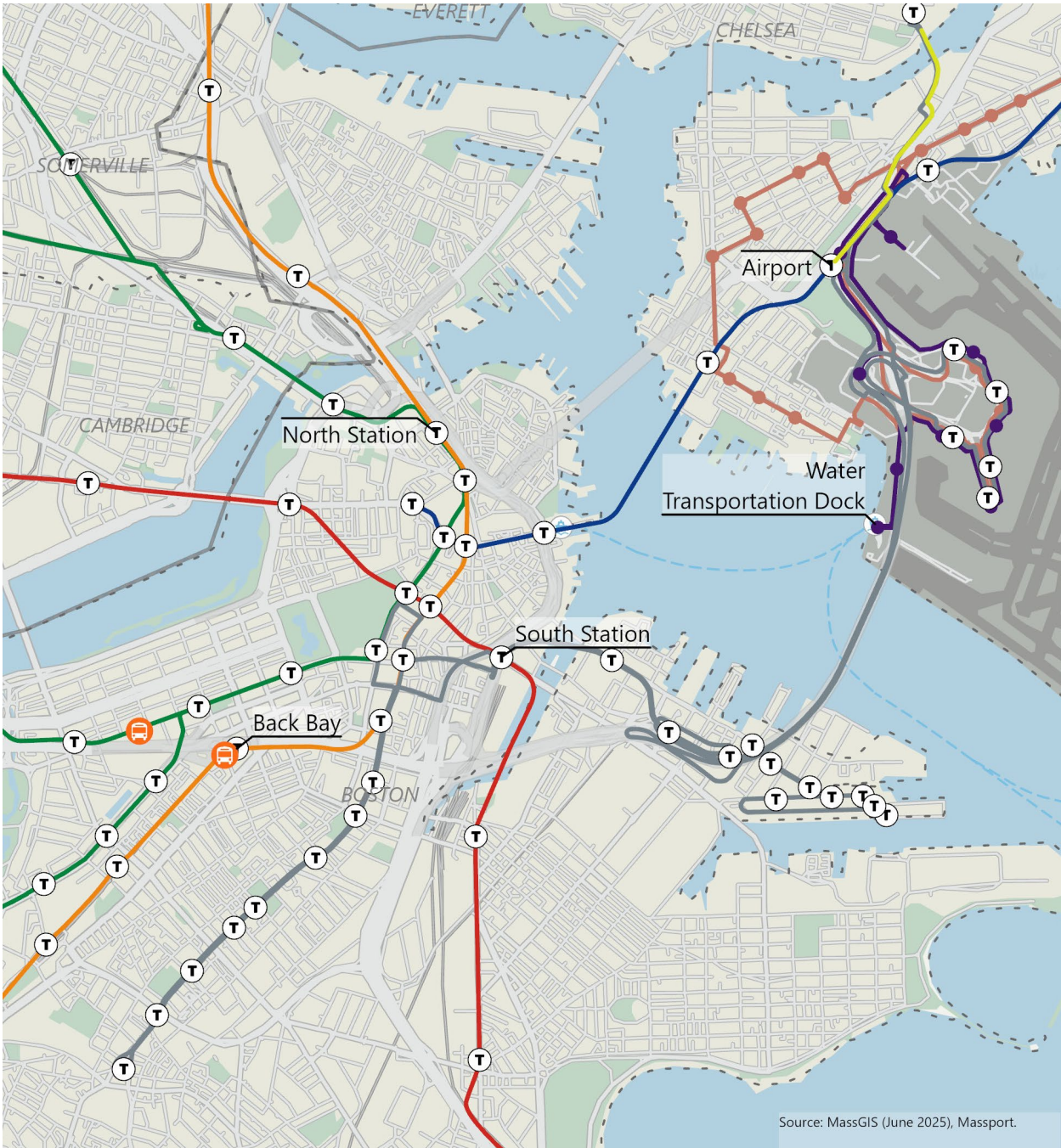


Figure 6-3 Public Transportation Options

2023/2024 Environmental Data Report

- Back Bay Logan Express
- MBTA Stops
- MBTA Route 104
- Airport Shuttle Stops
- Airport Shuttle Routes
- BLUE
- GREEN
- ORANGE
- RED
- SILVER
- Water Taxi
- Ferry Routes
- Sunrise Shuttle Stops
- Sunrise Shuttle Routes
- Municipalities



6.1.3 Other HOV Shared-Ride Modes

Massport provides priority, designated curb areas at Airport terminals to encourage use of transit and HOV/shared-ride services, including privately-operated scheduled (express) buses, charter buses, and shuttle buses or vans.

Several privately-operated carriers offer scheduled, express bus service from the Boston metropolitan area's outlying areas and neighboring states. Most scheduled shared-ride carriers use a combination of 15- to 40-passenger vehicles and buses with 50 or more passengers. Courtesy vehicle services include shuttle routes between Logan Airport and many hotels in the Greater Boston area. Shared-ride vans also provide service from central and western Massachusetts, as well as other regional points throughout New England. Details on other HOV shared-ride activity trends are shown in **Table 6-2**.

Table 6-2 Other Shared-Ride HOV Modes: Scheduled Buses, Shared-Ride Vans, Courtesy Vehicles, and Black Car Limousines, 2019, 2022–2024

Estimated Seats	2019	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Scheduled Buses	2,752,970	2,350,480	2,668,050	2,893,385	13.5%	8.4%
Scheduled Vans & Limousines	297,631	81,344	99,824	100,816	22.7%	1.0%
Courtesy Vehicles	3,125,865	2,006,220	1,562,520	1,584,645	-22.1%	1.4%
Limousines (unscheduled)	1,953,236	1,111,864	1,232,700	1,234,268	10.9%	0.1%

Source: Massport, 2025.

Notes: Estimated passenger seats based on annual trips.

2023 Other HOV Shared-Ride Activity Trends

Scheduled buses, vans, and limousines operated more seats for these HOV or shared-ride users in 2023 than in 2022. Fewer courtesy vehicle seats were provided in 2023, relative to 2022.

While Ride App use has increased over the past few years, the COVID-19 pandemic appears to have reduced demand for scheduled vans, black car limousines, and courtesy vehicles. Each of these HOV/shared-ride modes has experienced a decrease in ridership since 2019.

2024 Other HOV Shared-Ride Activity Trends

As shown in **Table 6-2**, the estimated total number of seats provided by HOV or shared-ride modes increased in 2024 compared to 2023. Although the number of seats offered among scheduled vans, black car limousines, and courtesy vehicles for Airport transportation increased in 2024 from 2023's levels, scheduled buses are the only private service that provided more passenger seat trips than in 2019, the benchmark year.

6.1.4 Automobile Modes

Logan Airport passengers also use several automobile modes, including private automobiles, taxis, Ride App services, and rental cars to access the Airport, and the data for the reporting years and 2019 benchmark are provided in **Table 6-3**. Vehicle volumes and VMT associated with vehicle trips are presented in Section 6.2. Taxi, Ride App, and limousine services are classified either as HOV or non-HOV modes, depending on the number of passengers carried. Private automobile access to the Airport by passengers is classified as either curbside drop-off/pick-up or parked on-Airport.

Table 6-3 Automobile Modes: Rental Cars, Taxis, Ride App, 2019, 2022–2024

Transaction Count	2019	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Rental Car Transactions	1,314,330	1,013,688	1,155,384	1,239,773	14.0%	7.3%
Taxi Dispatches	1,573,627	985,197	1,220,760	1,069,557	23.9%	-12.4%
Ride App Transactions: Pick-Up	3,410,475	2,867,560	3,573,498	4,055,534	24.6%	13.5%
Ride App Transactions: Drop-Off	4,769,967	3,681,897	4,522,594	5,111,639	22.8%	12.3%

Source: Massport, 2025.

6.1.4.1 Rental Cars

The following rental car brands served Logan Airport in 2024: Alamo, Avis, Budget, Dollar, Enterprise, Hertz, National, Thrifty, Payless, and Sixt. The car-sharing service, Zipcar, also provided services from the Rental Car Center. Peer-to-peer car sharing facilitated by Turo began in February 2023. Since 2024, Turo has spaces allocated within the Economy Garage.

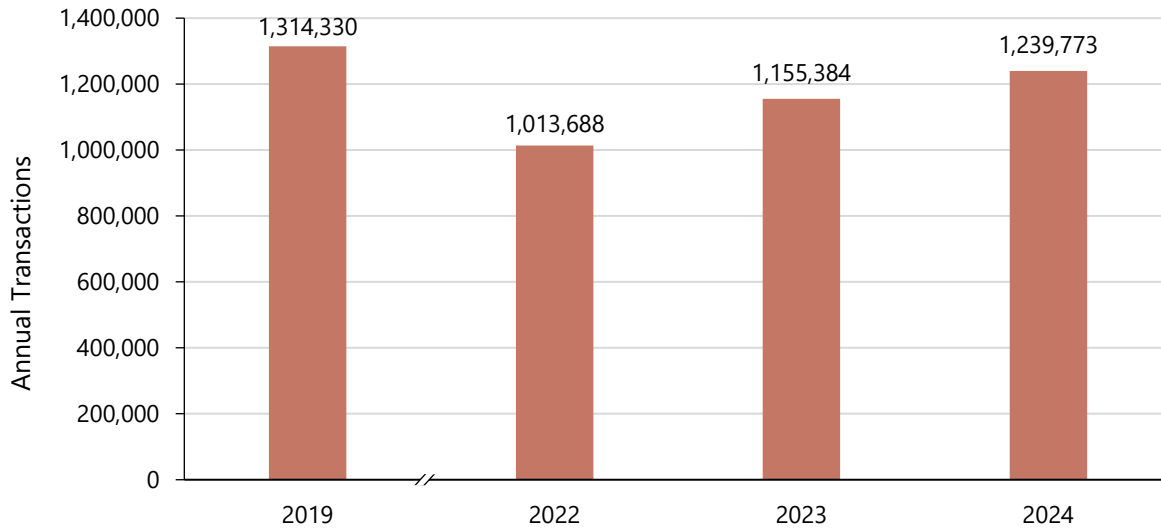
2023 Rental Car Activity Trends

Rental car transactions increased in 2023 from 2022, but remained 12 percent below the 2019 benchmark year levels, as shown in **Figure 6-4**.

2024 Rental Car Activity Trends

As shown in **Figure 6-4**, Rental car transactions continued to rebound in the post-pandemic years. As of 2024, the number of transactions was 5.6 percent below the 2019 benchmark year.

Figure 6-4 Annual Rental Car Transactions at Logan Airport, 2019, 2022–2024



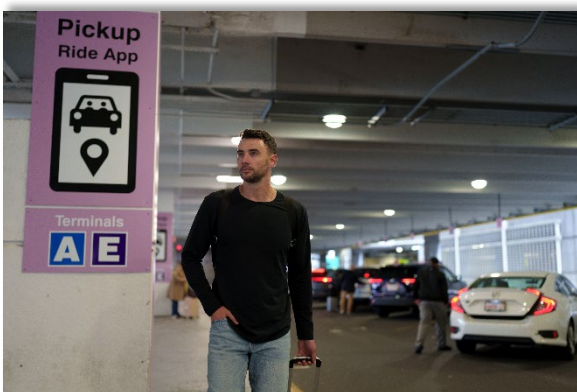
Source: Massport, 2025.

Notes:

1 Excludes the COVID-19 pandemic years of 2020 and 2021, which disrupted travel and activity levels

6.1.4.2 Taxis and Ride App Services

According to the 2024 *Logan Air Passenger Ground Access survey*, Ride App services, such as Uber™ and Lyft™, are used by over 28 percent of Logan Airport's air passengers. For several years Ride App services have become the mode of choice for air passengers seeking on-demand, ride hailing services. **Figure 6-5** depicts the annual activity for taxi services compared to Ride App services at Logan Airport.

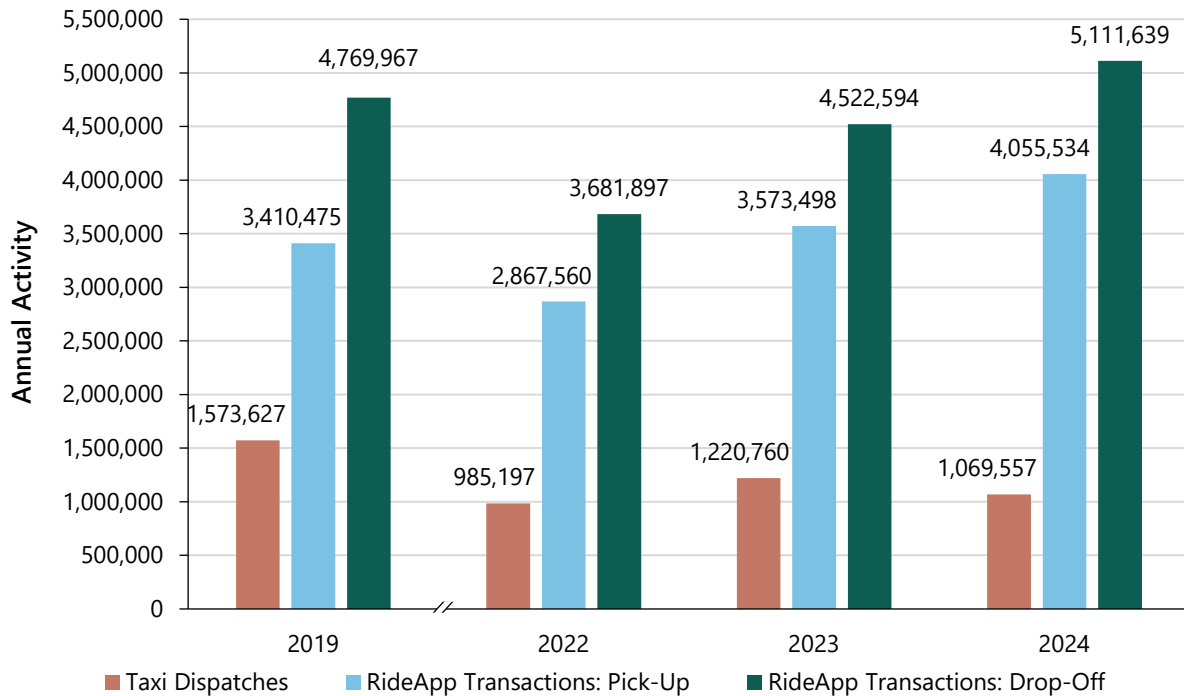


Ride App Pickup Area in Central Garage

Recent Initiatives

To address congestion issues caused by Ride App vehicles, Massport reconstructed the ground floor of the Central/West Parking Garage to facilitate passenger pick-up throughout the day and drop-off between 11:00 AM and 4:00AM. This service change was completed in December 2019. Ride App operations serving Terminal B, including rematch, were moved from the Central Garage to the Terminal B Garage in November 2022.

Figure 6-5 Annual Taxi Dispatches and Ride App Transactions at Logan Airport, 2019, 2022-2024



Source: Massport, 2025.

Notes: Excludes the COVID-19 pandemic years of 2020 and 2021, which disrupted travel and activity levels

1 Ride App drop-off was first authorized at Logan Airport in 2018.

2023 Activity Trends

Ride App activity is measured as passenger pick-up and drop-off transactions. Pick-up transactions in 2023 surpassed 2022 levels by about 24 percent and drop-off transactions by 22 percent. Taxi dispatches were approximately 22 percent below 2019 levels, yet still showed an approximately 24 percent increase in 2023 levels compared to 2022.

2024 Activity Trends

In 2024, Ride App activity surpassed the 2019 benchmark year's activity by about 19 percent for pick-up transactions and 7 percent for drop-off transactions. Taxi dispatches remained approximately 32 percent below 2019 levels, while showing a 12.4 percent decrease in 2024 from 2023 levels.

6.2 On-Airport Vehicle Activity

Ground transportation effects associated with Airport operations are measured in two ways: the number of vehicles that enter the Airport and their VMT while on Airport roadways. This section reports on Logan Airport's most recent vehicle-related activity in terms of gateway vehicle volumes at Airport access points and the estimated on-Airport VMT for those vehicles.

Vehicle miles traveled (VMT) refers to the number of miles a given vehicle travels within the Airport boundary.

Encouraging HOV modes for ground transportation access to and from Logan Airport is key to reducing gateway vehicle volumes and on-Airport VMT. Massport is committed to developing, implementing, and promoting a diverse range of environmentally responsible ground transportation modes for air travelers, employees, and other users to access the Airport. Reducing vehicle trips minimizes roadway and curb congestion and improves air quality.

6.2.1 Gateway Vehicle Volumes

Gateway roadways are defined as access points to and from Logan Airport, which primarily include:

- Route 1A to and from the north;
- Sumner and Callahan Tunnels (Route 1A to and from the south);
- Interstate 90 (I-90) Ted Williams Tunnel ramps (to and from east and west); and
- Frankfort Street/Neptune Road to Service Road to and from the northeast.

Figure 6-6 shows the primary gateway roadway access points at Logan Airport.

6.2.1.1 Data Collection and Annual Average Daily Calculation Method

The Airport's gateway roadways are equipped with permanent vehicle count stations as part of the Airport-wide **Automated Traffic Monitoring System (ATMS)**. These stations provide the data used to calculate:

- **Annual average daily traffic (AADT)**
- **Annual average weekday daily traffic (AWDT)**
- **Annual average weekend daily traffic (AWEDT)**

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U6.1.1

For further definition of these metrics and the calculation methodology, see the **User's Guide, Section U6.1.1**.

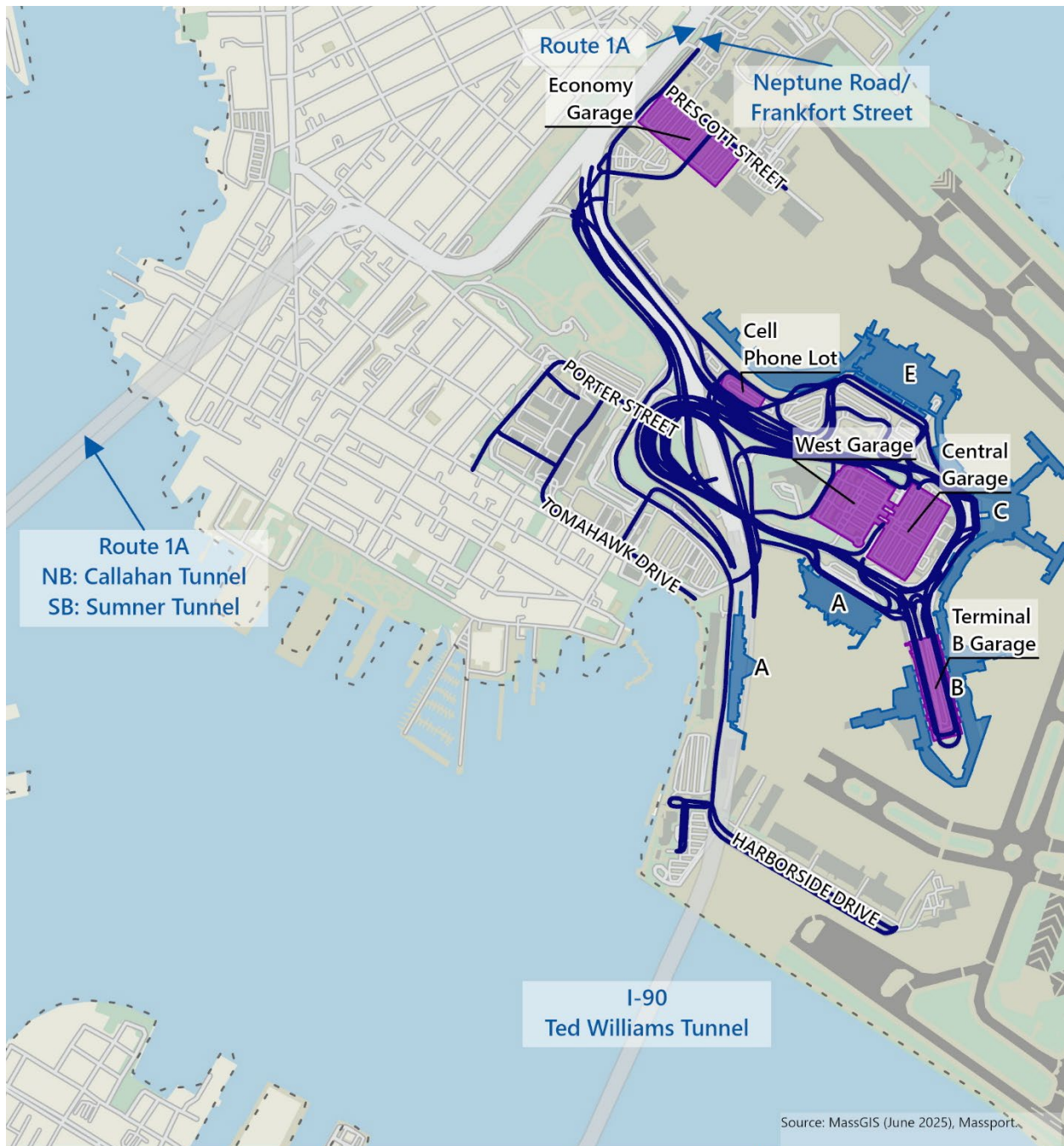


Figure 6-6 Logan Airport Roadways

2023/2024 Environmental
Data Report

- Airport Roadways
- Terminal Buildings
- Parking Facilities
- Municipalities



6.2.1.2 Average Daily Activity Levels

Table 6-4 summarizes the average daily gateway vehicle volumes for the current and prior reporting years and the 2019 benchmark year. Average annual daily vehicle volumes entering and departing Logan Airport by gateway roadways have increased since 2022; however, AADT and AWDT in 2024 remained below 2019 levels, despite increased air passenger activity, reflecting higher use of available HOV services.

Table 6-4 Logan Airport Gateways: Annual Average Daily Vehicle Volumes, 2019, 2022–2024

Volume	2019	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
AADT	137,331	111,312	121,999	129,363	9.6%	6.0%
AWDT	143,189	114,690	124,315	131,107	8.4%	5.5%
AWEDT	122,678	101,948	114,942	124,431	12.7%	8.3%
Annual Air Passengers	42,522,411	36,090,716	40,833,978	43,500,033	13.1%	6.5%

Source: Massport.

Notes: Negative numbers indicate a decrease from the year being compared.

Percent change is relative to the preceding year or benchmark shown in the table, unless noted otherwise.

Gateway roadways include access to and from: Route 1A (including the Sumner and Callahan tunnels), I-90/Ted Williams Tunnel, Frankfort Street and Neptune Road, and Maverick Street.

Pandemic years are excluded.

AADT Annual average daily traffic.

AWDT Annual average weekday daily traffic.

AWEDT Annual average weekend daily traffic.

2023 Average Daily Activity Level Results

Passenger activity levels surged in 2023, reflecting a return to more typical pre-pandemic conditions. Logan gateway AADT volume growth was slower than air passenger activity growth, indicating that passengers were choosing HOV services more often, particularly during the prolonged and impactful Sumner Tunnel closure.

2024 Average Daily Activity Level Results

Passenger activity achieved record levels for the Airport in 2024; however, the annual growth rate slowed in 2024 compared to the previous years, where high annual growth rates were seen during the pandemic recovery. Despite the record high in passenger levels, vehicle volume growth rates remained similar to those in 2023, which could reflect a return to more typical travel patterns after the extended closures of the Sumner Tunnel in 2023. The Sumner Tunnel experienced additional closures in July 2024 and on intermittent weekends throughout the summer.

6.2.2 On-Airport VMT

On-Airport VMT is the cumulative number of miles traveled by vehicles on Logan Airport's roadways. VMT is based on the vehicle volume on specific roadway segments and each associated roadway segment's length. VMT is an important metric used to calculate on-Airport motor vehicle air quality emissions. On-Airport VMT is estimated using the VISSIM⁴ microsimulation model and can be calculated for specific times of day. Absent any major shift in vehicle volumes entering the gateways, the change in VMT is expected to mirror the change in vehicle volume, or AADT generally. For more on on-Airport VMT estimation, see the [User's Guide, Section U6.1.2](#).

User's
Guide
Section
U6.1.2

6.2.2.1 Estimated VMT Calculations and Modeling Results

Consistent with previous years, the following specific time periods were analyzed:

- Morning peak hour
- Evening peak hour
- Highest consecutive 8-hour (High 8-Hour)
- Average weekday VMT

Table 6-5 summarizes the VMT estimates for 2022 to 2024 compared against the 2019 benchmark year.

Table 6-5 Airport Study Area Vehicle Miles Traveled (VMT) for Airport-Related Vehicle Volumes, 2019, 2022-2024

On-Airport VMT	2019 ¹	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
AM Peak Hour	9,477	7,555	8,610	9,616	14.0%	11.7%
PM Peak Hour	12,577	10,309	10,570	11,412	2.5%	8.0%
High 8-Hour	91,336	72,526	75,798	83,497	4.5%	10.2%
Average Weekday	209,900	164,625	171,340	192,655	4.1%	12.4%

Source: VHB and Massport, 2025.

Notes:

1 Data provided for 2022-2024 use the VISSIM model. Data from 2019 used a spreadsheet based VMT model.

2023 On-Airport VMT Results

Average weekday VMT increased in 2023 compared to 2022, but remained over 18 percent lower than 2019. The average weekday VMT decreased compared to 2019, while annual passenger volumes neared record levels seen in 2019. Some of this can be attributed to the Sumner Tunnel closure and higher reliance on HOV during the coinciding busy air travel season.

4 PTV America. 2021. Verkehr In Städten Simulationsmodell – VISSIM version 2021 [computer software].

2024 On-Airport VMT Results

Weekday VMT increased in 2024 compared to 2023, but was 8 percent lower than 2019. Consistent with 2023, average weekday VMT decreased, while 2024 annual passenger volumes exceeded all prior years. The VMT increase relative to the corresponding AADT likely reflects more normalized Airport travel patterns following the Sumner Tunnel's construction completion. Considering 2023 and 2024 together, as compared to 2022, VMT and AADT grew at approximately the same rate, which was generally expected.



Terminal B Garage.

6.3 Parking Conditions

Massport has a comprehensive parking monitoring and management program that tracks on-Airport parking conditions (including parking facilities and their supply (spaces), demand (use), and parking rates), parking programs, and preferred parking allocation for hybrid and electric vehicles (EVs) and EV charging station usage. Massport manages the on-Airport parking supply to promote long-term, rather than short-term, parking to reduce the number of daily vehicle trips to Logan Airport.

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The **Logan Airport Parking Freeze** regulation sets an upper limit on the supply of commercial and employee parking spaces at Logan Airport; see the **User's Guide, Section U6.3.2**.⁵ These limits, shown in **Table 6-6**, were not exceeded in 2023 or 2024. **Figure 6-2** shows Logan Airport parking facility locations.

Table 6-6 Allocation of On-Airport Parking Spaces, 2019, 2022-2024

Vehicle Parking Spaces	2019	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
In-Service Commercial Spaces	17,041	16,584	16,456	16,456	-0.8%	0.0%
Commercial Spaces Allowed	23,640	23,640	23,640	23,640	0.0%	0.0%
In-Service Employee Spaces	2,445	2,256	2,360	2,304	4.6%	-2.4%
Employee Spaces Allowed	2,448	2,448	2,448	2,448	0.0%	0.0%

Source: Massport.

Notes: Commercial spaces and employee spaces represent the number of parking spaces Massport is allowed to have under the Logan Airport Parking Freeze. In-service parking spaces represent the total number of spaces available for users.

In 2017, MassDEP approved an additional 5,000 parking spaces, which are included in the total Parking Freeze count, but have not yet been constructed, and therefore, are not in service.

⁵ The number of commercial and employee parking spaces permitted at Logan Airport is regulated by the Logan Airport Parking Freeze (310 Code of Massachusetts Regulations 7.30), which is an element of the Massachusetts State Implementation Plan (SIP) under the Federal Clean Air Act (42 U.S.C. §7401 et seq. [1970]). As required, Massport submits semi-annual filings to the Massachusetts Department of Environmental Protection (MassDEP) demonstrating Massport's compliance with the Logan Airport Parking Freeze.

2023 Parking Conditions Results

In 2023, there were 16,456 total in-service commercial spaces (see **Table 6-6**), which is below the 23,640 parking spaces permitted on-Airport by the Parking Freeze. The commercial and employee space allotment remained the same from 2022, but there were 128 fewer in-service commercial spaces in 2023.

Massport periodically assesses its parking rate structure to support its ground access strategy. New rates became effective as of July 1, 2023. Both short-term and daily rates were increased for the terminal area garages and Economy Parking garage. For more on parking rates, see the **User’s Guide, Section U6.3.1**.

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2024 Parking Conditions Results

The allocation of on-Airport parking spaces remained the same as in 2023. The parking rate structure remained unchanged in 2024.

6.3.1 Daily Parking Occupancy

On-Airport commercial parking occupancy historically peaks mid-week (Tuesday through Thursday). Prior to the COVID-19 pandemic, constrained parking conditions regularly required vehicles to be diverted to alternative or overflow parking locations, as well as using valet parking operations during periods of peak parking demand. An inadequate supply of parking causes air passengers to circulate on Airport roadways in search of parking. Parking diversion operations decrease operational efficiency and compromise customer service; as well as increase on-Airport VMT and emissions by generating additional on-Airport trips that would otherwise be unnecessary under uncongested conditions. Some passengers who would have chosen to use on-airport parking shift to curbside drop-off or pick-up, which also generates additional trips to and from the Airport.

The number of parked vehicles in commercial spaces over the course of a typical 24-hour period was obtained from count data collected on Tuesdays, Wednesdays, and Thursdays throughout the year. Recent peak daily parking occupancy data are presented in **Table 6-7**. Limited space conditions are defined as peak commercial parking occupancy of between 15,000 and 16,210 vehicles. Operational capacity is exceeded at occupancy levels above 16,210, when diversions, overflow lots, and/or valet parking operations are deployed.

Table 6-7 Peak Parking Demand, Weeks Exceeding Operational Thresholds

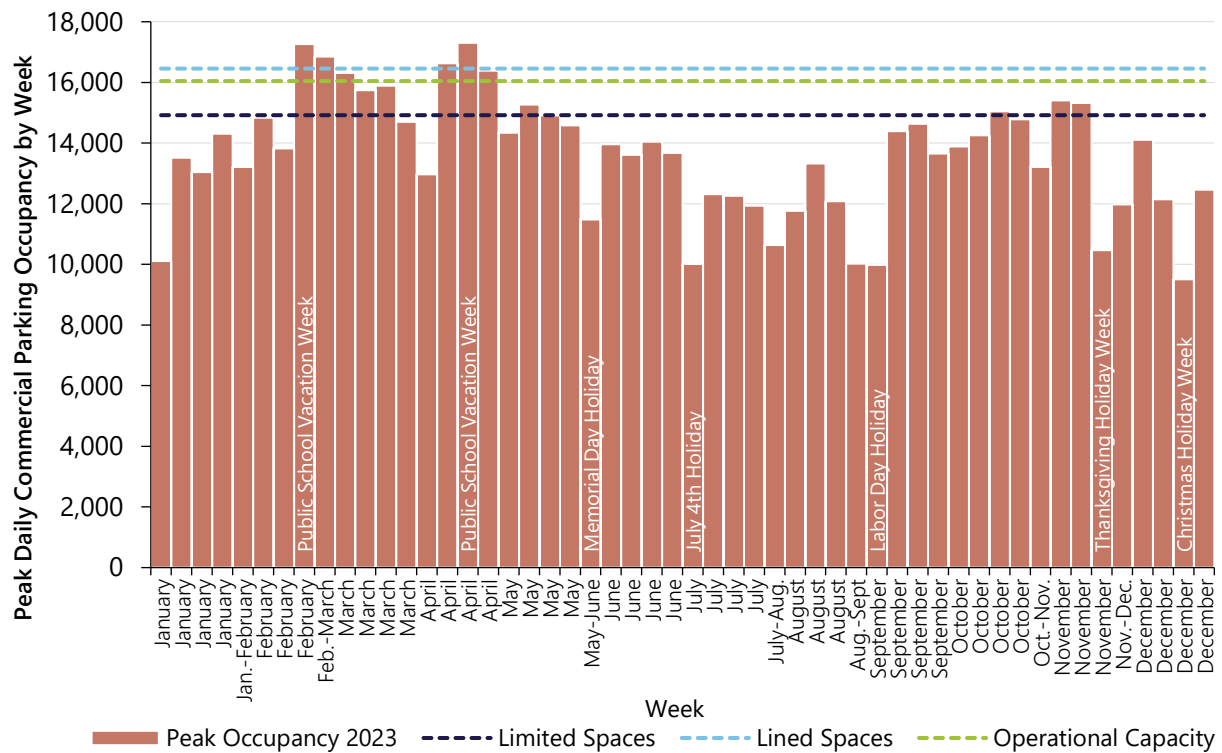
Parking Demand	2019	2022	2023	2024
Occupancy at 15,000 or fewer	19	38	40	39
Limited Spaces (Demand over 15,000 vehicles)	11	12	6	13
Operational Capacity (Demand over 16,210 vehicles)	20	2	6	0
Over Freeze (Demand over 23,640 vehicles)	0	0	0	0

Source: Massport, 2025.

2023 Daily Parking Occupancy Results

In 2023, operational capacity was exceeded in six different weeks, as shown in **Figure 6-7**. The weeks where peak operational capacity was exceeded occurred around the Massachusetts public schools' February and April school vacation weeks. Lower occupancy levels that occur during summer months was consistent with observed parking trends.

Figure 6-7 Commercial Parking: Weekly Peak Daily Occupancy, 2023



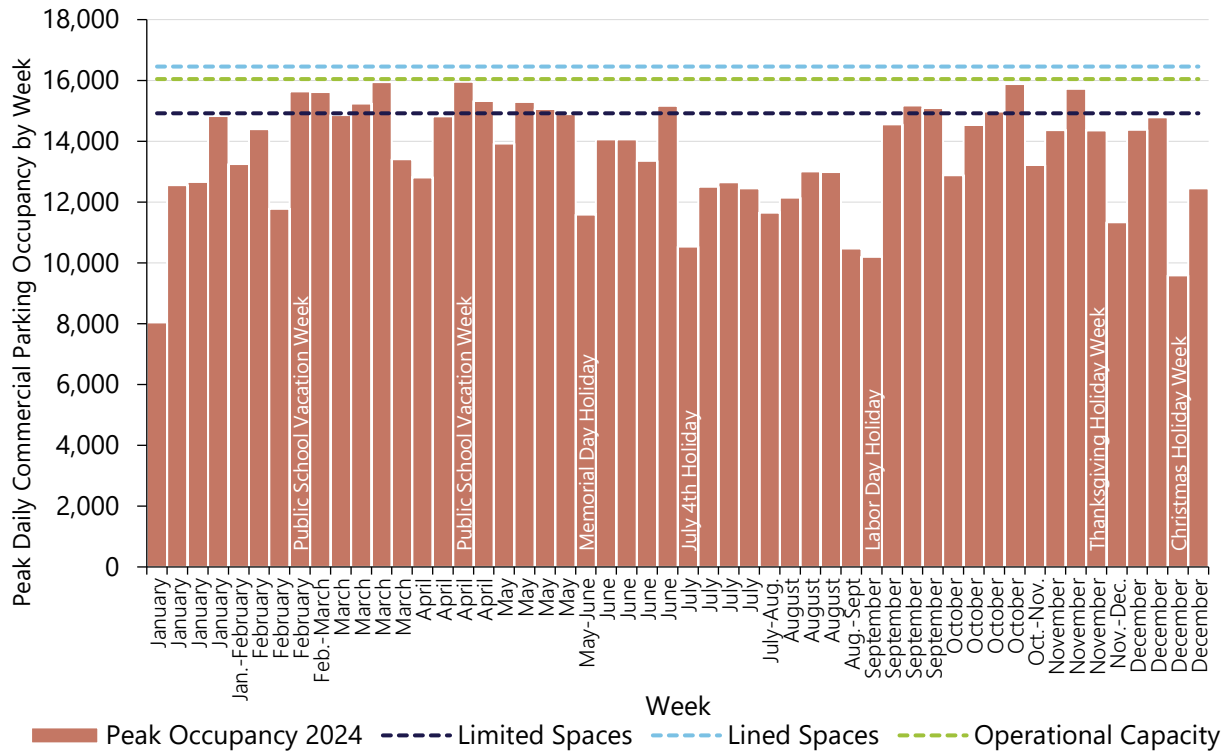
Source: Massport, 2025.

Notes: The chart shows the highest daily count for each week in 2023.

2024 Daily Parking Occupancy Results

As shown in **Figure 6-8**, peak demand did not exceed operational capacity in 2024, which contrasts with the high parking demand more regularly experienced in years prior to the pandemic. Although operational capacity was not exceeded, there were limited space conditions during peak travel weeks, coinciding with Massachusetts' school vacation weeks in February and April.

Figure 6-8 Commercial Parking: Weekly Peak Daily Occupancy, 2024



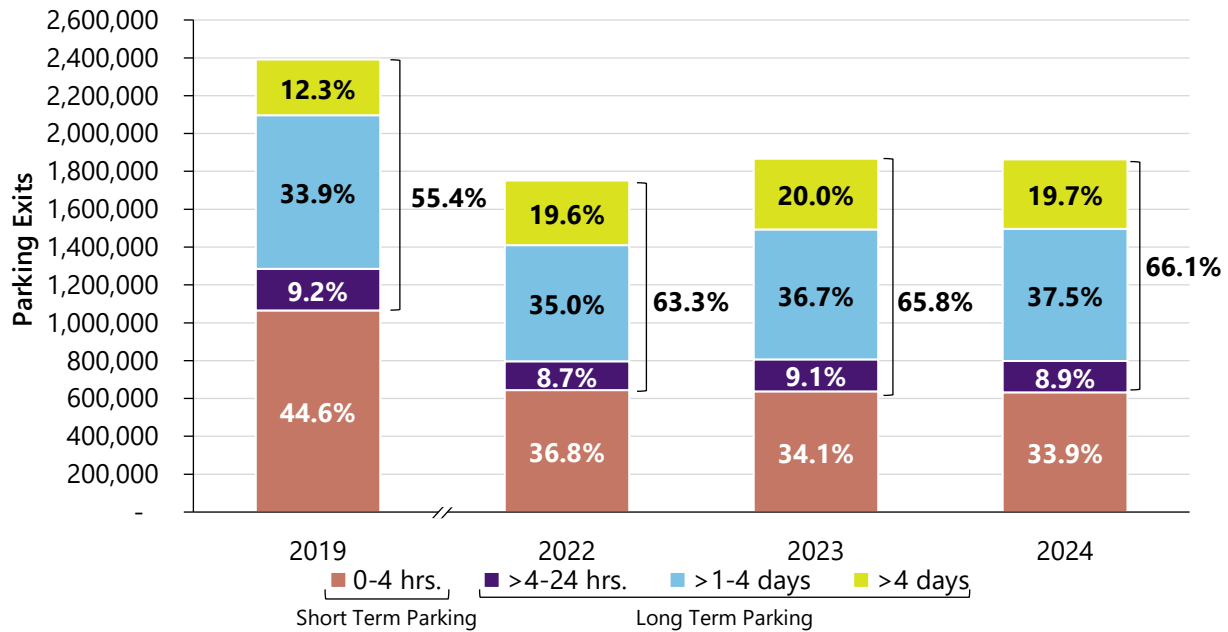
Source: Massport, 2025.

Notes: The chart shows the highest daily count for each week in 2024.

6.3.2 Parking Exits by Duration

Since 2019, parking activity has shown two trends: parking activity remains lower than the pre-pandemic level and the share of short-duration parking continues to diminish. See **Figure 6-9** for a breakdown of annual parking duration. Massport is proceeding with the construction of the Terminal E Garage partially in response to the loss of parking spaces in the Central Parking garage that occurred to accommodate HOV and Ride App initiatives in that space. For more on the project, see Section 4.1.1 of Chapter 4.

Figure 6-9 Annual Parking Exits by Length of Stay (Parking Duration), 2019, 2022–2024



Source: Massport, 2025.

Notes: Parking transactions are used to track revenue parking exits.

Parking stays between 0-4 hours are considered short-term parking. Long-term parking comprises of all lengths of stay greater than 4 hours.

2023 Parking Exits by Duration Results

Parking exits in 2023 increased from 2022 total parking exits, but were 22 percent below the activity in 2019. Furthermore, while short-term duration parking comprised about 45 percent of the share of activity in 2019, that share in 2023 was about 34 percent. This could be reflective of increased short-term parking fees and is reflected in increased Ride-app and private auto pick-up at the airport. Parking exits for visits between 1 and 4 days increased from 2022 to 2023, closely followed by stays between 4 and 24 hours.

2024 Parking Exits by Duration Results

Parking exits in 2024 remained about 22 percent below the activity in 2019, although parking in excess of four hours has returned to or exceeded benchmark levels.

6.4 Ground Access Initiatives

Massport promotes ridership on HOV, including transit and shared-ride modes, and maintains efficient transportation access and parking options in and around Logan Airport to reduce the reliance on single passenger occupancy automobile modes. Implemented measures include a blend of strategies related to pricing, including incentives and disincentives, service availability, service quality, marketing, and traveler

information. However, no single measure alone will accomplish the goal as Logan Airport passengers include various demographic groups in diverse locations.

6.4.1 Ride App Management Program

Ride App pick-up operations officially commenced in February 2017, and the [User’s Guide, Section U6.5.1](#) outlines Massport’s implemented policies to manage evolving Ride App operations. **Table 6-8** summarizes the Ride App Management Program’s performance in 2023 and 2024. In 2024, Massport added four new level 3 EV charging stations within the Ride App pool with the support of a MassCEC grant to support a greater share of Ride App trips that use EV.

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Table 6-8 Massport Ride App Management

Policy	Goal	2023/2024 Status
Rematch and Shared Ride	Implement Ride App Rematch Program so drivers dropping off can more easily leave with a passenger.	Fully Implemented
	Implement changes such that Ride App passengers will be dropped off or picked up at new dedicated areas in the Central Garage through climate-controlled walkways to and from the terminals, facilitating rematch and shared ride.	Fully Implemented
	Introduce Ride App shared ride incentives to reduce Ride App vehicles through gateways by increasing vehicle occupancies.	Fully Implemented. Both Uber and Lyft began offering shared ride services at Logan Airport.
Ride App Fee Structure	Adopt new Ride App fee structure to support high-occupancy vehicle (HOV) strategies, encourage shared rides, and reduce gateway congestion.	Fully Implemented. Massport implements a \$3.25 per trip fee for Ride App. In March 2025, Massport increased the per trip fee to \$5.50. Shared rides will be subject to a lower fee of \$1.50 per trip.
Optimize Ride App Operations On-Airport	Introduce Ride App data reporting, new emerging Ride App products, new enforcement tools.	Ongoing. Massport maintains an internal dashboard tracking monthly Ride App statistics and trends, including the number of deadhead trips. The internal dashboard aids Massport in planning future Ride App operations policy.

Source: Massport, 2025

6.4.2 Parking Programs and Initiatives

Massport has established the programs and initiatives listed in **Table 6-9** to support all Logan Airport users, including those arriving to pick-up travelers, those traveling to Logan Airport frequently, and those who are driving in environmentally friendly vehicles.

Table 6-9 **Parking Programs and Initiatives**

Program/Initiatives	2023/2024 Updates
The Cell Phone Waiting Lot reduces vehicle emissions by minimizing idling and on-Airport VMT associated with private vehicle pick-up activity. Facility parking is free of charge, with a maximum wait time of 30 minutes. Cell Phone Waiting Lot users are required to adhere to the State's no idling law.	The Cell Phone Waiting Lot was moved next to Terminal E in 2023. Before the creation of the Cell Phone Waiting Lot, drivers waiting for arriving passengers would likely either use short-term parking, circulate around the Airport, or dwell at the curb until asked to move.
Parking PASSport is a frequent parker membership program that allows users to enter and exit Logan Airport's parking garages and lots with an access card linked to an established account for convenience. Parking fees are automatically charged to a registered credit card and the receipt is emailed to the account holder. Parking PASSport Gold eliminates the need for a motorist to circulate in the garage looking for available spaces by dedicating 12 percent of spaces in the Central/West Garage and 38 percent of spaces in the Terminal B Garage for customers enrolled in the program.	The Parking PASSport programs continued to be in effect during 2023 and 2024. In 2023, 101,999 people used PASSport Gold and in 2023 and increased to 112,057 in 2024.
Parking reservations can be made in advance of arriving at the Airport at a lower rate than the drive up rate. The service offers a limited number of parking spaces but allows the user to guarantee parking up to twelve months in advance. Parking cost is based on the lot chosen and duration of the customer's trip.	Parking reservations continued to be available in 2023 and 2024. A limited number of reservations are available at discounted rates in order to encourage diversion of airport trips from more impactful pick-up and drop-off.
Massport provides dedicated hybrid, electric vehicles (EVs), and Alternative Fuel Vehicle (AFV) parking spaces allocated among the Terminal and Economy Garage in preferred parking locations. While normal parking rates apply, there is currently no cost for electricity use.	Currently, more than 100 charging ports have been installed at Logan Airport and its Logan Express sites. Of these, 60 were available for public use in 2024, with 4 located at Framingham Logan Express, 46 located within the terminal area garages, and 10 located in the Economy Garage.

Source: Massport, 2025.

6.4.3 Long-Term Parking Management Plan

In addition to supporting HOV, Massport actively manages parking supply as another strategy to reduce drop-off and pick-up modes. Massport manages the on-Airport parking supply at Logan Airport to:

- Promote long-term rather than short-term parking (thus reducing the number of daily trips to Logan Airport)
- Support efficient (balanced) use of parking facilities
- Improve the customer experience
- Comply with the provisions of the Logan Airport Parking Freeze.

The **User’s Guide, Section U6.5.2** describes each parking plan element to manage the supply, pricing, and operation of parking that has been completed or is proposed for the near future, and Massport’s progress to date. **Table 6-10** reports on 2023 and 2024 progress on the Long-Term Parking Management Plan.

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Table 6-10 Long-Term Parking Management Plan Elements and Progress

Parking Plan Element	2023/2024 Progress
Parking Supply:	
Add parking spaces in the terminal area to meet projected demands and replace parking lost in the central garage and future Terminal B garage modifications.	As allowed by the amended Parking Freeze and the Logan Airport Parking Project (through Massachusetts Environmental Policy Act [MEPA] permitting), Massport is permitted to add new commercial spaces in a new Terminal E Garage. Preliminary design was on-going in 2023 and 2024, with construction anticipated to begin in 2025 (see Chapter 4, Table 4-2).
Increase the supply of available off-Airport parking at Logan Express sites.	Massport is currently constructing approximately 1,000 additional spaces at the Framingham Logan Express garage site. The Peabody Logan Express was relocated to Danvers in 2023 and a new Danvers Logan Express facility is scheduled for completion by 2028, providing more parking for both passengers and employees. In 2023, Massport opened a new employee park-and-ride lot in Quincy with shuttle service to the Airport opening up space for air passenger parking in Braintree
Parking Pricing:	
Encourage use of Massport off-airport parking and transit/HOV services by ensuring that the parking fees at Logan Express sites are less expensive than on-airport parking.	Massport reduced daily parking rates at Logan Express facilities from \$11 to \$7 in recent years. (the least expensive daily drive-up parking rate at Logan Airport in 2024 was \$32 in the Economy Garage.

Table 6-10 Long-Term Parking Management Plan Elements and Progress

Parking Plan Element	2023/2024 Progress
Encourage more efficient use of available on-Airport parking by maintaining a meaningful price differential between rates at the Economy Parking Garage and terminal-area parking garages.	The Economy Garage drive-up daily rate was increased to \$32 in 2023, the terminal area garage drive-up daily rate was increased to \$41, maintaining a \$9 differential.
Evaluate increased parking prices for terminal-area parking to encourage Airport passengers and visitors to consider transit and shared-ride alternatives.	Parking pricing review is continuous. New rates went into effect in July 2025.
Parking Demand:	
Increase the frequency and availability of alternative high-occupancy vehicle (HOV) mode options to decrease use of private vehicles.	Massport continues to evaluate opportunities to improve Logan Express service and ridership (as detailed in this chapter). Massport offers various promotional bus discount fares at Logan Express. Massport placed signage in all Terminals to help promote the use of the regional express bus carriers. Massport continues to sponsor free outbound (from Logan Airport) Silver Line SL1 service and Back Bay Logan Express service to provide easy access to downtown locations for visitors, employees, and local residents. Massport also continues to work with private carriers to provide HOV options to and from Logan Airport.
Employee Parking:	
Continue to work to reduce the number of Airport employees commuting by private automobile and parking at the Airport by providing off-Airport parking and shuttle services both near Logan Airport and at Logan Express sites and implementing measures to enhance employee commuting options.	Massport provides employee parking in Chelsea with free shuttle bus transportation to and from the Airport. Massport also provides employee parking at Wonderland, the Blue Line terminus in Revere, with both rail passes and free shuttles available to and from the Airport. In 2023, Massport opened a new employee park-and-ride lot within Quincy with free shuttle service to the Airport. Massport offers reduced employee rates to encourage the use of Logan Express facilities Massport also provides employees with a \$300 monthly transit benefit. Massport added more early morning and late-night bus service to Logan Express sites to encourage use and better serve Logan Airport employee schedules. Massport supports the Sunrise Shuttle, which provides early morning bus service for employees from East Boston and parts of Winthrop and Revere; the service provides transportation outside of normal MBTA transit service hours.

Source: Massport, 2025.

6.4.4 Employee Ground Transportation Initiatives

Airport employee ground access needs are different from passenger transportation needs. Airport employees often have non-traditional, and sometimes unpredictable, working hours that are difficult to match to typical MBTA transit service hours of 5:00 AM to 1:00 AM. Due to the time-sensitive nature of airline operations, on-time reliability is important for employee transportation, as is flexibility during severe weather or other delays that may extend a typical employee workday or work shift.

Massport strives to reduce the number of Airport employees commuting by automobile, enhance commuter options, and reduce vehicle congestion and parking demands at Logan Airport. A survey conducted with Massport employees in 2023 found that commuters driving alone declined 5 percent from the previous survey in 2021 to 69 percent. Outside of driving alone, the most common transit mode was transit (13.6 percent).⁶ The [User’s Guide, Section U6.5.4](#) outlines employee ground transportation initiatives. **Table 6-11** lists progress and updates on these initiatives for 2023 and 2024.

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Table 6-11 Employee Ground Transportation Initiatives

Initiative	2023/2024 Progress and Updates
Provide off-Airport employee parking in Chelsea, which is served by frequent free shuttle bus service to the Terminals (Route 77) 24 hours per day, seven days per week.	Implemented. In addition to employee parking at Chelsea, Massport also provides employee parking at MBTA Wonderland Garage, the Blue Line terminus in Revere, with access to rail and shuttles to and from the Airport. In 2023, Massport opened a new employee park-and-ride lot within Quincy with shuttle service to the Airport to better serve employees on the South Shore. Massport offers reduced employee rates to encourage the use of Logan Express facilities.
Provide Massport employee subsidies for water transportation and transit use.	Implemented. Massport also provides employees with a \$300 monthly transit benefit.
Run free employee shuttle buses between Airport Station and employment areas in the Southwest Service Area and the South Cargo Area locations (Routes 44, 66, and Logan Office Center).	Implemented.
Run free shuttle buses between Airport Station and Terminals (Routes 22, 33, 55 and 88).	Implemented.
Operate early morning and late-night Logan Express bus trips for Airport employees.	Implemented.
Support the Sunrise Shuttle for early morning bus service from East Boston, Winthrop, and Revere prior to the start of MBTA service.	Implemented.

6 Survey included over 1,000 Massport employees. This does not include other employees at Logan Airport who are contracted by tenants.

Table 6-11 Employee Ground Transportation Initiatives

Initiative	2023/2024 Progress and Updates
Expand and maintain a comprehensive sidewalk and walkway system at Logan Airport to facilitate pedestrian access.	Implemented
Provide bicycle racks.	Implemented.
Advise Airport employers on transit benefits, including transit subsidies, and provide information on available commuting alternatives, ride-matching services, and reduced-rate HOV and transit fare options.	Implemented.
Consistent with Logan Airport transportation management goals, Massport provides financial support for the Sunrise Shuttle and other benefits noted above.	Implemented.

Source: Massport, 2025.

6.5 Logan Airport 2024 Air Passenger Ground Access Survey

Massport periodically⁷ administers an extensive survey of air passengers better to understand the ground access characteristics of air passengers traveling to and from Logan Airport. The survey results are used to track performance against Massport's air passenger mode share goal of achieving 40 percent HOV use by 2027.

The 2024 Logan International Airport Air Passenger Ground Access Survey is accessible on Massport's website:
<https://www.massport.com/sites/default/files/2025-06/2024-Logan-Ground-Access-Survey-Final-Report.pdf>

Based on the results of the 2024 Logan International Airport Air Passenger Ground Access Survey, the HOV mode share has reached 43 percent. HOV modes include public transit, Logan Express and other scheduled bus services, other shared-ride modes, plus certain automobile modes that carry two or more passengers (Massport defines taxis, black car limousines, and Ride App services that carry two or more air passengers per vehicle as HOV). Private automobiles are considered single occupant vehicles. Although it is acknowledged that they often carry multiple air passengers, it is

not possible to collect statistics on average vehicle occupancy for the vast majority of private cars.

The survey also aids Massport in:

- understanding the changes in air passenger travel behavior, including ground access mode choices, travel patterns, and market characteristics;
- evaluating the effectiveness of transportation policies and services and the impacts on the regional transportation system;

⁷ Since 2004, a passenger survey has been administered every two to three years.

- directing Massport's planning efforts to encourage Logan Airport travelers to use transit and HOV and shared-ride modes instead of single occupancy vehicle (SOV) and vehicle modes.

A few key findings from the survey are discussed in more detail in the following section.

6.5.1 Ground Access Mode Share

Table 6-12 presents the air passenger ground access mode shares from the 2024 survey. Key findings from the survey include:

- Ride App services (such as Uber™ and Lyft™) continue to be the predominant air passenger ground access mode to Logan Airport; this mode is used by 28.5 percent of travelers.
- Traveling in a private vehicle and being dropped off at the Terminal Area remains the second most common mode, at a 22.7 percent share.
- The combined mode shares for transit modes (including the MBTA's services, Logan Express, and similar scheduled bus services) saw an approximately seven percentage point increase from 2022 survey data, with 18.4 percent of air passengers traveling by transit to the Airport. Both Logan Express and other scheduled bus services increased in mode share since the 2022 survey.

Table 6-12 Air Passenger Ground Access Mode Share, 2024

Ground Access Mode	All Trips
Private Vehicle and Automobile Modes with Single Occupant	55.7%
Private Vehicles	
Dropped Off	22.7%
Parked On-Airport	8.5%
Parked Off-Airport	1.1%
Other Automobile Modes	
Rental Vehicle	9.7%
Taxicab (1 occupant)	0.6%
Ride App (Uber™, Lyft™, and Fasten™) (1 occupant)	12.0%
Car Service (black car, private limousine, etc.) (1 occupant)	1.1%
HOV and Shared Ride Modes	43.0%
Public Transit	18.4%
Logan Express Bus	7.4%
Other Express Bus	7.1%
MBTA Blue Line Subway	2.0%
MBTA Silver Line 1 Bus	1.6%
Water Shuttle and Water Taxi	0.3%
Other Shared-Ride Vehicles	24.6%

Table 6-12 Air Passenger Ground Access Mode Share, 2024

Ground Access Mode	All Trips
Taxicab (2 or more occupants)	1.4%
Ride App (Uber™, Lyft™, and Fasten™) (2 or more occupants)	16.5%
Car Service (black car, private limousine, etc.) (2 or more occupants)	2.9%
Free Hotel and Courtesy Shuttle	3.4%
Charter Bus	0.5%
Other	1.3%
Total	100.0%

Source: Massport data from the Logan Airport Air Passenger Ground Access Survey, Spring 2024.

Notes: Numbers may not add up due to rounding.

6.5.2 Average Vehicle Occupancy (Air Passengers) by Ground Access Vehicle Modes

Table 6-13 presents the average vehicle occupancy and the percentage of passengers arriving in a SOV for each applicable vehicle mode derived from the *2024 Air Passenger Ground Access Survey*. Based on the 2024 survey data, among the vehicle modes, the average occupancy is highest for passengers arriving in other car service (e.g., limos), at 3.2 persons per respondent-trip. The average vehicle occupancy for private vehicles is slightly higher than taxis and Ride App services, but lower than rental cars.

Table 6-13 Air Passenger Ground Access Vehicle Modes: Vehicle Occupancy, 2024

	Mode	Average Vehicle Occupancy	% Single Occupancy (SOV)
Passenger Cars (Automobile)	Private Vehicle (drop-off)	2.8	17.8%
	Private Vehicle (parked on-airport)	2.5	34.5%
	Private Vehicle (parked off-airport)	2.2	25.3%
	Rental Vehicle	2.9	17.3%
	Taxicab	2.4	30.9%
	Ride App Services	2.1	42.2%
Other Car Service	Other Car Service (e.g., limos)	3.2	28.3%
Total		2.53	30.1%

Source: Massport 2024 Air Passenger Ground Access Survey data

Notes: The percent SOV is based on weighted shares of responses, based on number of vehicle mode respondents with valid party size. Thus, these are different than the values reported in the survey report Table 15.