



MEMORANDUM

To: Chris Gordon
Steve Tocco

Date: September 26, 2013

From: Keri Pyke, P.E., PTOE
Principal, HSH
Jeffrey S. Dirk, P.E., PTOE, FITE
Principal, VAI

Subject: Wynn Everett
City of Boston Request for Information,
Transportation Analysis

As requested, Howard/Stein-Hudson Associates, Inc. (HSH) and Vanasse & Associates, Inc. (VAI) have jointly prepared this memorandum to outline our scope of work relative to transportation impacts for the City of Boston, which will be disseminated via the MEPA process. Much of this work is in progress, and as it is not complete, we are not in a position to share the results yet. This memorandum has been prepared to provide a summary of the planned scope of work for the Transportation component of the Draft EIR as it relates to the City of Boston and information that is required from the City to assist in our assessment.

Scope of Work in Boston

The scope of transportation analysis in the City of Boston includes the following intersections:

- Dexter Street/Alford Street;
- Cambridge Street/I-93 Northbound off-ramp;
- Sullivan Square;
- Rutherford Avenue/Austin Street;
- New Rutherford Avenue/Route 1 Ramps; and
- New Rutherford Avenue/Chelsea Street.

VAI collected traffic count data for these intersections in May, June, and July 2013. The traffic volume networks are attached.

The scope of the transportation analysis includes analysis of existing roadway and intersection conditions using Synchro 8. The team is also reviewing crash data for these locations to assess safety. HSH will also be preparing a VISSIM simulation model of Sullivan Square.

Memorandum

Wynn Everett, Memo to City of Boston, Transportation Analysis
September 26, 2013

Similarly, we will be analyzing the same set of intersections under two No-Build scenarios. One No-Build scenario will project traffic volumes to a 10-year horizon (2023). The 10-year horizon will include other development projects as well as a nominal background growth on through volumes. The projects that are located in Boston that will be incorporated in the No-Build conditions include the following:

- Hood, 480 Rutherford Avenue, Charlestown;
- Bridgeview Center, Charlestown;
- North Point, Charlestown/Cambridge;
- CANA Parcel 6A – City Square Place, Charlestown;
- 40 Warren Street, Charlestown;
- CANA Parcel 3, Charlestown;
- 30 Polk Street, Charlestown;
- Parcel X-46, Charlestown;
- Ropewalk Complex, Charlestown;
- Parcel 39A, Charlestown; and
- Pier 5 – Charlestown Navy Yard, Charlestown.

In addition to these development projects located in Boston, a number of other projects from other surrounding communities will be added to the No-Build scenarios, such as the continuation of development at Assembly Square and Somerville's plans for the Brickbottom/Inner Belt area.

The second No-Build Scenario will project traffic volumes to a 20-year horizon (2033). We anticipate that this scenario would also include the potential changes in land use around Sullivan Square upon completion of the Rutherford Avenue project, the current proposal for which will create new parcels for development.

The No-Build scenarios will also include planned changes to the roadway and transit networks. These will include the new Orange Line station at Assembly Square, the Green Line Extension, as well as the City of Boston's plans for Rutherford Avenue and Sullivan Square.

We will also analyze two Build scenarios. These will include the 10-year Build conditions, under which the casino will be open and operational. For large infrastructure improvements, we will also analyze a 20-year horizon for Build conditions to demonstrate to MassDOT that the infrastructure improvements will stand the test of time and mitigate the impacts in the longer-term.

In addition to the roadway and intersection analysis, the team will analyze the transit services surrounding the site for existing, No-Build, and Build conditions. We will also look at the proposed mitigation with an eye toward improving pedestrian and bicycling conditions and connecting to existing and planned pedestrian and bicycle facilities in Everett, Medford, Somerville, and Charlestown.

Memorandum

Wynn Everett, Memo to City of Boston, Transportation Analysis
September 26, 2013

On-going Coordination Activities

The development team has been coordinating with the MassDOT establish the methodology that will be used to develop the trip estimates for the project. These discussions are on-going; however, there is general consensus on the representative gaming facilities that will be used to develop the trip projections for the gaming component of the project. These locations are as follows:

- Sugarhouse Casino – Philadelphia, Pennsylvania
- Resort World Casino at Aqueduct – Queens, New York
- Casino de Montreal – Montreal, Quebec, Canada

These three (3) facilities were selected after an initial screening of six (6) gaming facilities located in urban areas and were determined to be most representative of facilities with: i) comparable market area and demographic base; ii) number of gaming positions and resort amenities; and iii) similar access to public transportation services; to that of the Project. Trip projections for the balance of the project (hotel and restaurant/retail space) will be developed using standard trip-generation methodologies established by the Institute of Transportation Engineers (ITE) with appropriate adjustments for public transportation use, pedestrian and bicycle trips, and both pass-by and internal trips. We expect to have final trip estimates for the project within the next week which will be presented to MassDOT.

The project team has also been coordinating with the Department of Conservation and Recreation (DCR), the Massachusetts Port Authority, and the cities of Everett, Medford, Malden, and Somerville to ensure that the transportation analysis includes an assessment of critical infrastructure needs and is reflective of planning and development efforts that have been undertaken by others. We anticipate a similar effort with the City of Boston to ensure that the analysis contemplates the extensive planning efforts that the City has undertaken in Charlestown, the North End, and the Bulfinch Triangle areas of the City.

Data Needs

In order to assist in the transportation assessment for the project, it would be helpful if the following information could be made available from the City of Boston with respect to their planning efforts:

1. Synchro files, traffic volume networks, plans, and information regarding transportation assumptions such as background growth relative to the redevelopment of Sullivan Square.
2. Land use assumptions for the new parcels that will be created through the redevelopment of Sullivan Square. We understand that the BRA is currently undergoing a planning process for these parcels.