GAMING

# CHARLESTOWN

# CITY OF BOSTON PUBLIC MEETING ON THE PROPOSED WYNN CASINO

NEW DATE, TIME AND LOCATION

Tuesday, February 4th
6:00 PM-8:00 PM
CHARLESTOWN HIGH SCHOOL
240 MEDFORD STREET

For more information, please go to:

www.cityofboston.gov/gaming

(617) 635-4037

gaming@boston.gov

Materials also available at the BPL-Charlestown Branch

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# Wynn Everett-Transportation

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# Is it Feasible?

1. Is there adequate roadway capacity?

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# Is it Feasible?

1. Is there adequate roadway capacity?
2. If not, is there a solution?

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# Is it Feasible?

1. Is there adequate roadway capacity?
2. If not, is there a solution?
3. Can Wynn provide the solution?

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# Stantec's Findings

1. Is there adequate roadway capacity?
   **"No"**
2. If not, is there a solution?
   **"Don't Know"**
3. Can Wynn provide the solution?
   **"Don't Know"**

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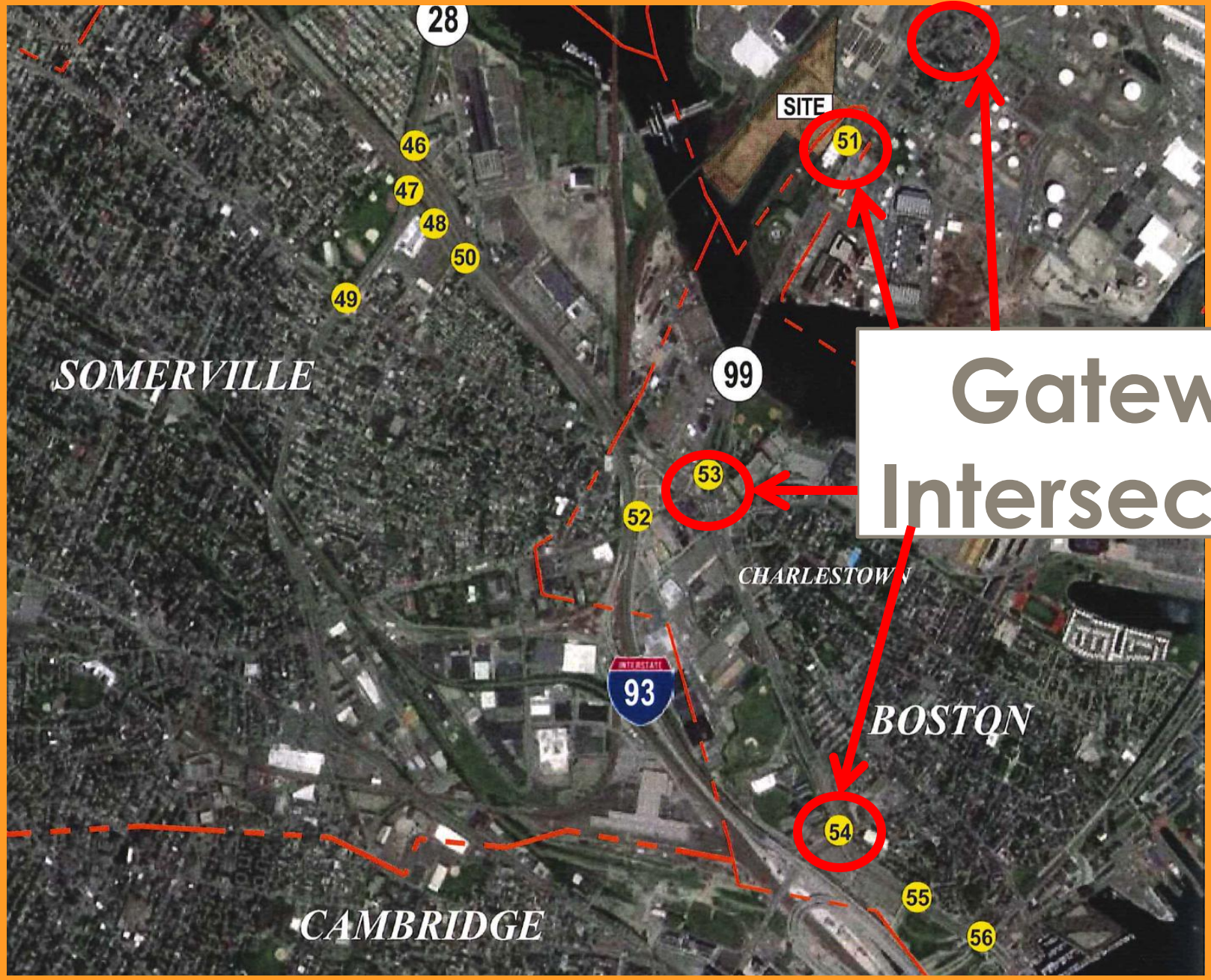


# Gateway Intersections

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# Adequate Capacity?

1. Overall Level of Service
2. Approach Level of Service
3. Vehicle queues
4. Volume-to-capacity ratio

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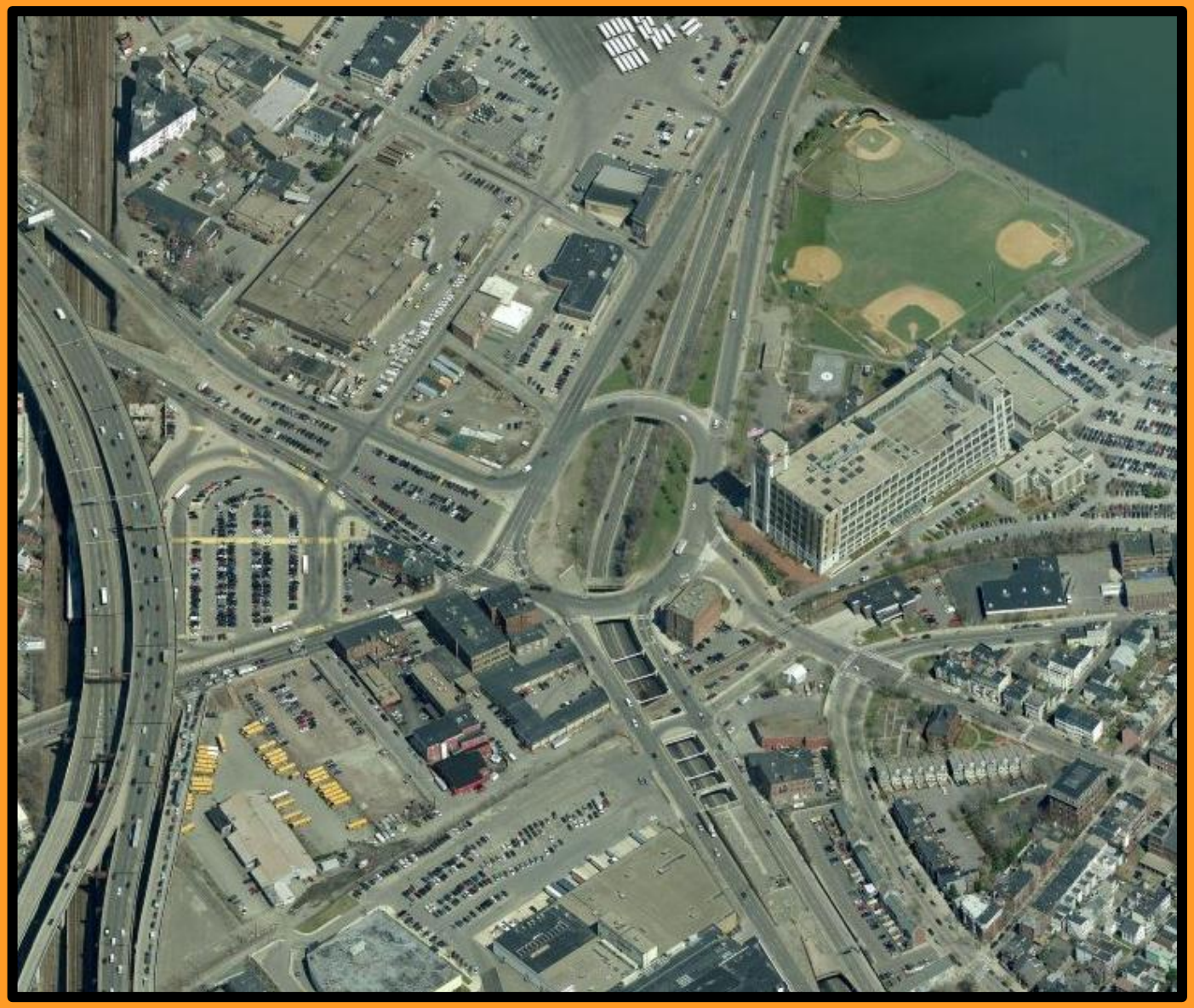
# Sullivan Square - Existing



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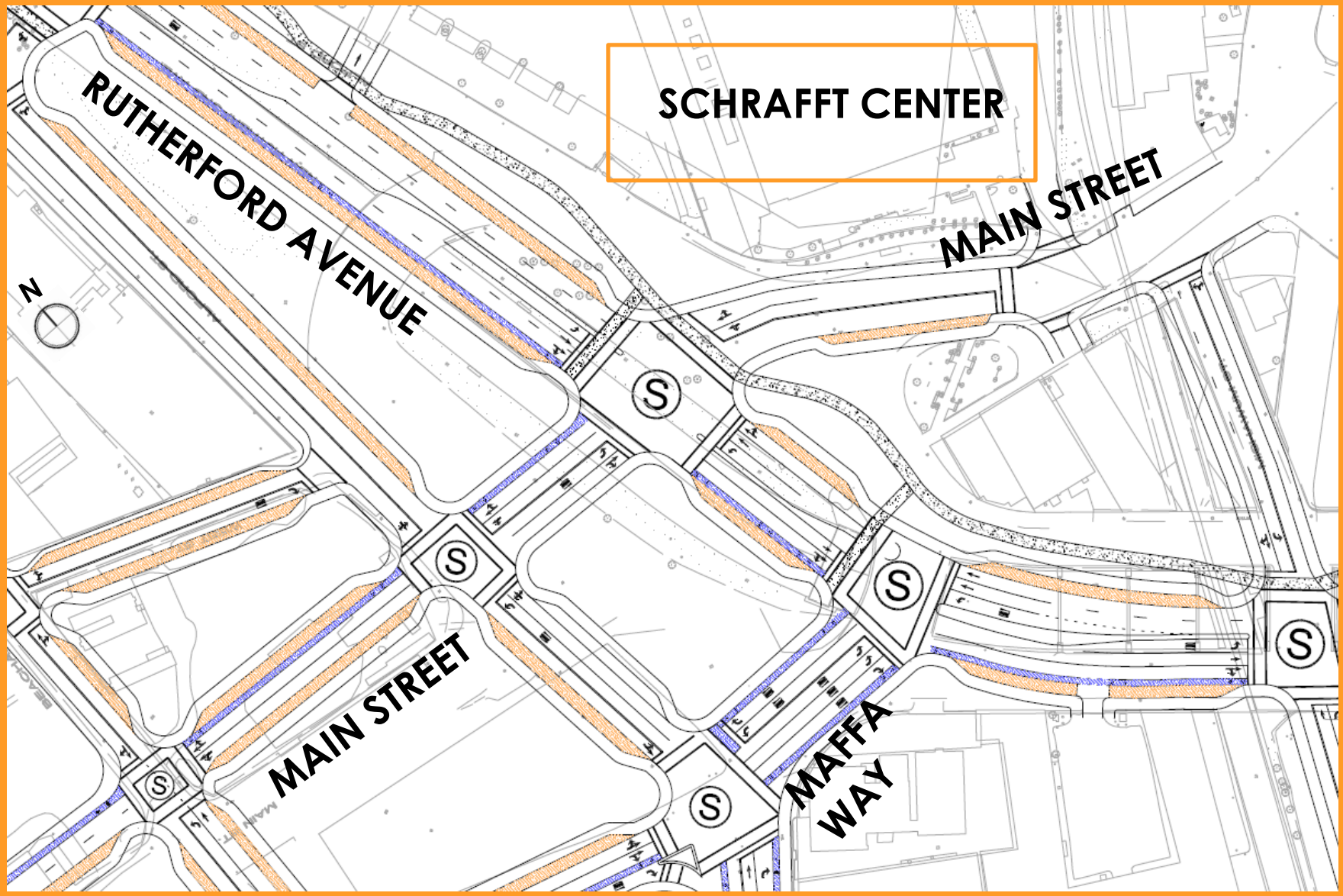
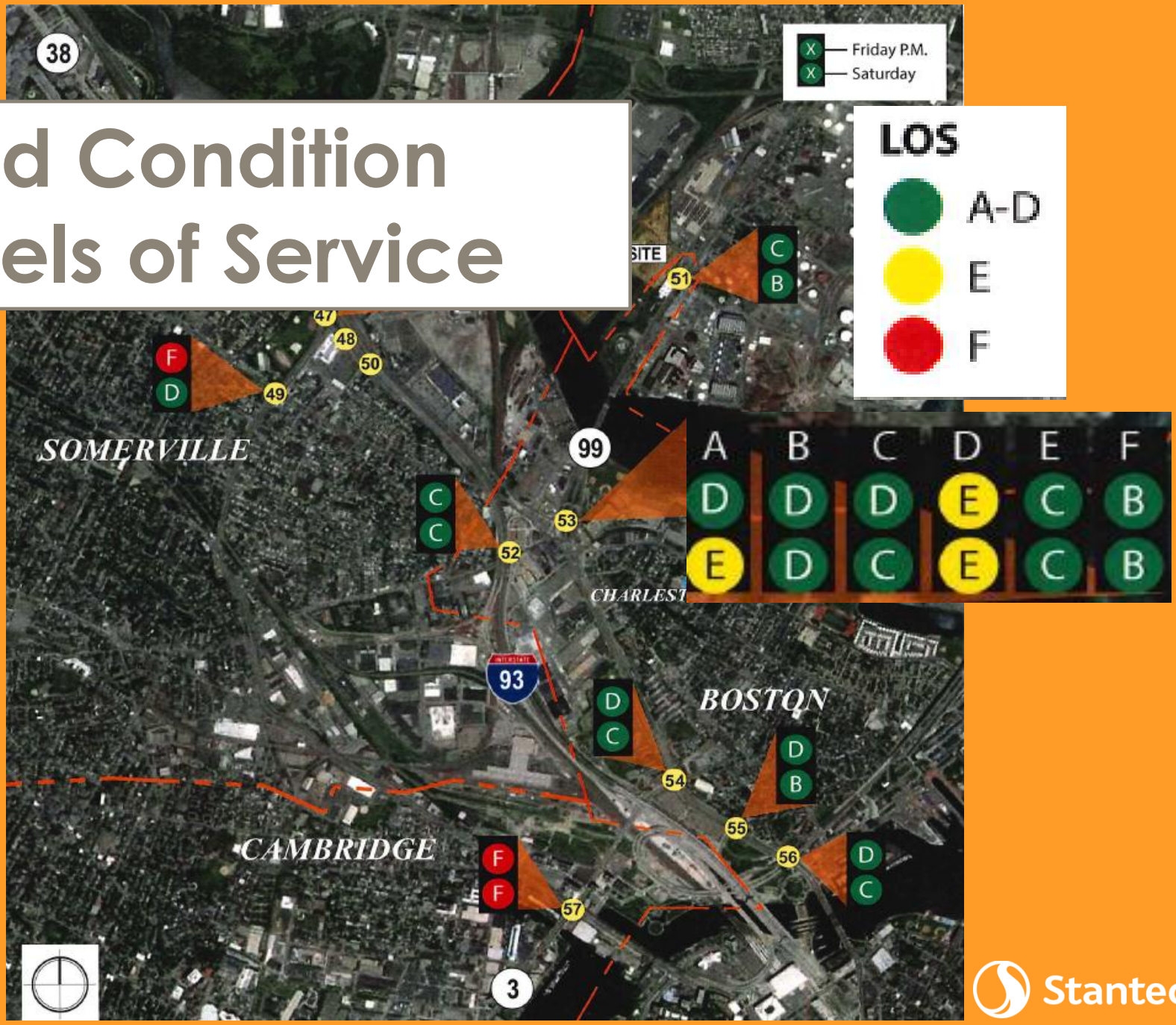
# Sullivan Square – Proposed



# Build Condition Levels of Service

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# Approach Level of Service

| | LOS | DELAY | QUEUES | |
|---|---|---|---|---|
| **53d. (S) Main Street/Rutherford Avenue (Route 99)** | E | **73.2** | | |
| Main EB left | F | 184.5 | ~185 | m#255 |
| Main EB thru/right | C | 23.9 | 8 | m9 |
| Main WB left/thru \| thru/right | F | 173.4 | ~303 | #424 |
| Rutherford (Route 99) NB left | F | 122.9 | ~378 | m#389 |
| Rutherford (Route 99) NB thru \| thru \| thru/right | C | 32.9 | 302 | m323 |
| Rutherford (Route 99) SB left | E | 57.5 | 139 | m0 |
| Rutherford (Route 99) SB thru \| thru \| thru/right | E | 60.5 | ~671 | #767 |

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# Vehicle Queues

| | LOS | DELAY | QUEUES | |
|---|---|---|---|---|
| **53d. (S) Main Street/Rutherford Avenue (Route 99)** | **E** | **73.2** | | |
| Main EB left | F | 184.5 | ~185 | m#255 |
| Main EB thru/right | C | 23.9 | 8 | m9 |
| Main WB left/thru \| thru/right | F | 173.4 | ~303 | #424 |
| Rutherford (Route 99) NB left | F | 122.9 | ~378 | m#389 |
| Rutherford (Route 99) NB thru \| thru \| thru/right | C | 32.9 | 302 | m323 |
| Rutherford (Route 99) SB left | E | 57.5 | 139 | m0 |
| Rutherford (Route 99) SB thru \| thru \| thru/right | E | 60.5 | ~671 | #767 |

**de facto left-turn lane
(S) signalized intersection
(U) unsignalized intersection
m Volume for 95th percentile queue is metered by upstream signal.
~ Volume exceeds capacity. Queue is theoretically infinite. Queue shown is maximum after 2 cycles.
# 95th percentile volume exceeds capacity. Queue may be longer. Queue shown is the maximum after 2 cycles.

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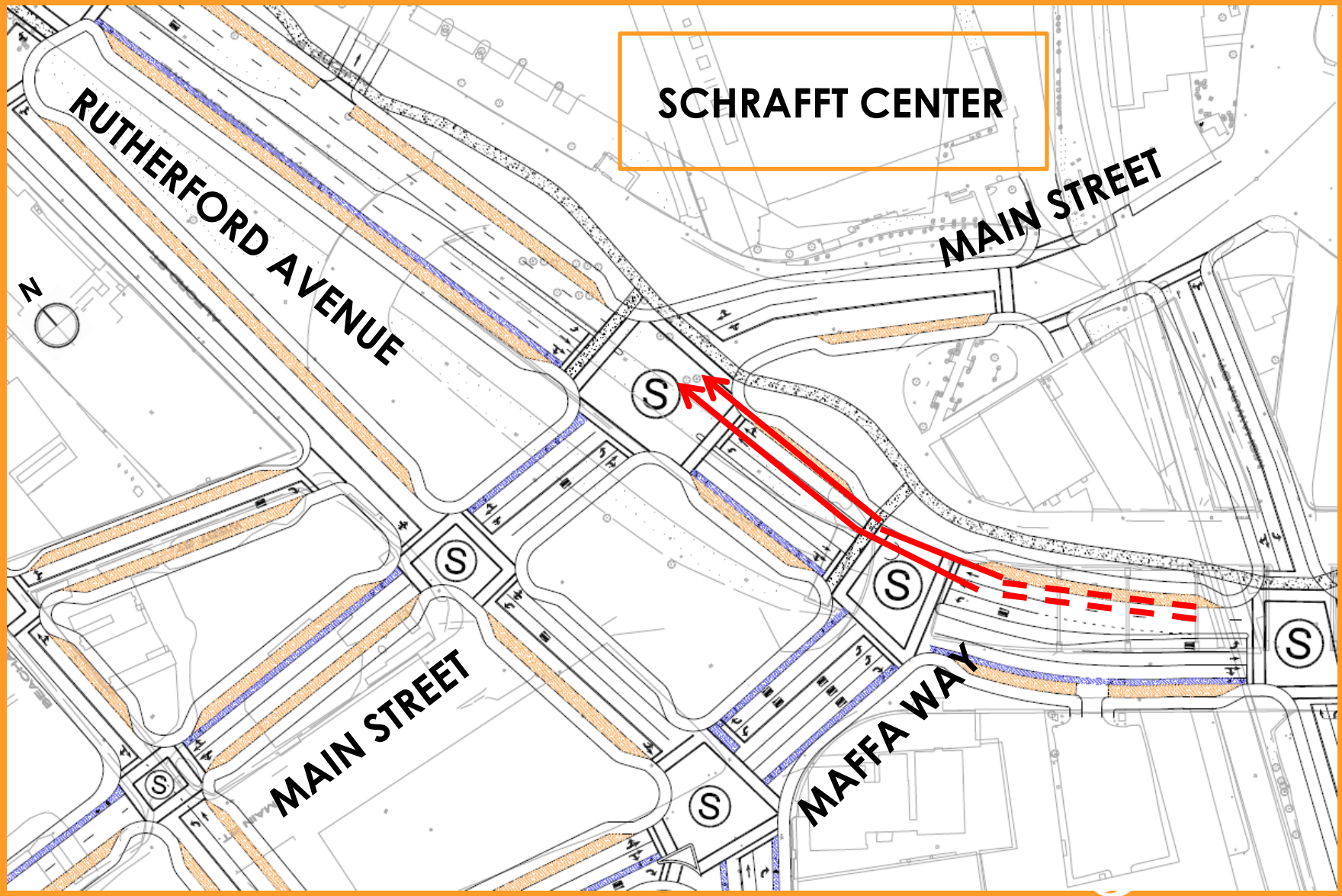
# Queues-Sullivan Square



# Capacity Analysis Worksheet

HCM Signalized Intersection Capacity Analysis
60: Rutherford Avenue & Main Street

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 167 | 7 | 5 | 0 | 413 | 173 | 370 | 1540 | 123 | 166 | 1 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1 | |
| Lane Width | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | | |
| Total Lost time (s) | 4.0 | 4.0 | | | 4.0 | | 4.0 | 4.0 | | 4.0 | | |
| Lane Util. Factor | 1.00 | 1.00 | | | 0.95 | | 1.00 | 0.91 | | 1.00 | 0 | |
| Frt | 1.00 | 0.94 | | | 0.96 | | 1.00 | 0.99 | | 1.00 | 0 | |
| Flt Protected | 0.95 | 1.00 | | | 1.00 | | 0.95 | 1.00 | | 0.95 | 1 | |
| Satd. Flow (prot) | 1711 | 1697 | | | 3238 | | 1678 | 4768 | | 1711 | 4 | |
| Flt Permitted | 0.95 | 1.00 | | | 1.00 | | 0.95 | 1.00 | | 0.95 | 1 | |
| Satd. Flow (perm) | 1711 | 1697 | | | 3238 | | 1678 | 4768 | | 1711 | 4 | |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0 | |
| Adj. Flow (vph) | 182 | 8 | 5 | 0 | 449 | 188 | 402 | 1674 | 134 | 180 | 1 | |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 38 | 0 | 0 | 7 | 0 | 0 | | |
| Lane Group Flow (vph) | 182 | 9 | 0 | 0 | 599 | 0 | 402 | 1801 | 0 | 180 | 2 | |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 3% | 3% | 4% | 4% | 4% | 2% | | |
| Turn Type | Prot | NA | | | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | 5 | 5 6 | | | 6 | | 7 | 1 | | 7 | 1 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 9.0 | 31.0 | | | 17.0 | | 24.0 | 50.0 | | 24.0 | 50.0 | |
| Effective Green, g (s) | 10.0 | 32.0 | | | 18.0 | | 25.0 | 51.0 | | 25.0 | 51.0 | |
| Actuated g/C Ratio | 0.08 | 0.27 | | | 0.15 | | 0.21 | 0.42 | | 0.21 | 0.42 | |
| Clearance Time (s) | 5.0 | | | | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Vehicle Extension (s) | 3.0 | | | | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 142 | 452 | | | 485 | | 349 | 2023 | | 356 | 2044 | |
| v/s Ratio Prot | c0.11 | 0.01 | | | c0.18 | | c0.24 | 0.38 | | 0.11 | c0.45 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 1.28 | 0.02 | | | 1.23 | | 1.15 | 0.89 | | 0.51 | 1.06 | |
| Uniform Delay, d1 | 55.0 | 32.4 | | | 51.0 | | 47.5 | 31.9 | | 42.0 | 34.5 | |
| Progression Factor | 0.55 | 0.73 | | | 1.00 | | 0.96 | 0.98 | | 1.36 | 0.79 | |
| Incremental Delay, d2 | 154.5 | 0.0 | | | 122.4 | | 77.1 | 1.7 | | 0.4 | 33.2 | |
| Delay (s) | 184.5 | 23.9 | | | 173.4 | | 122.9 | 32.9 | | 57.5 | 60.5 | |
| Level of Service | F | C | | | F | | F | C | | E | E | |
| Approach Delay (s) | | 173.8 | | | 173.4 | | | 49.3 | | | 60.2 | |
| Approach LOS | | F | | | F | | | D | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 73.2 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.13 | | |
| Actuated Cycle Length (s) | 120.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 99.6% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

**Volume-to-Capacity Ratio = 1.13**

# Is There a Solution?

Draft EIR Mitigation Plan –

"Provide funding for study…."

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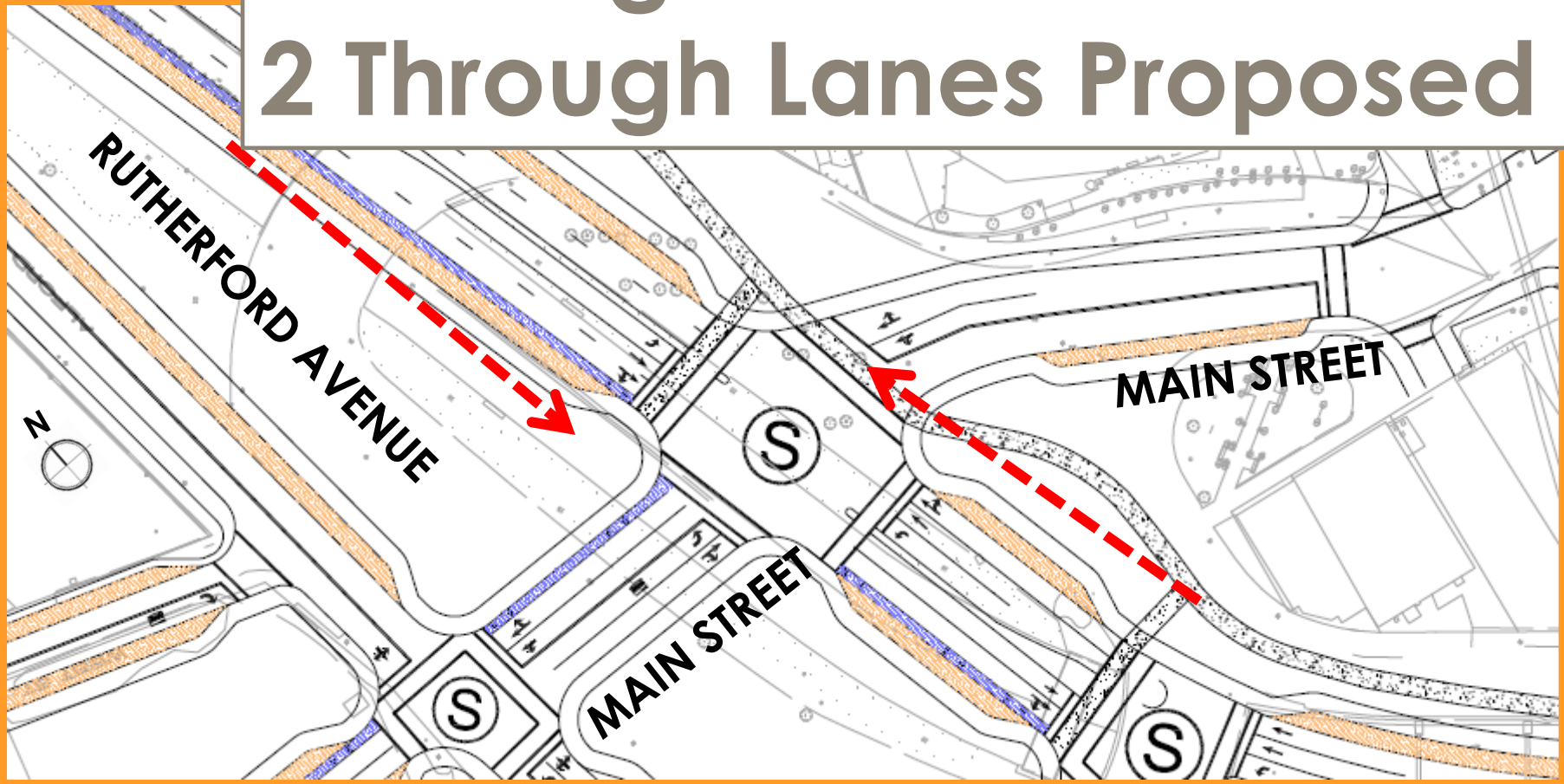
# Sullivan Square – City Plan

## 3 Through Lanes Assumed
## 2 Through Lanes Proposed

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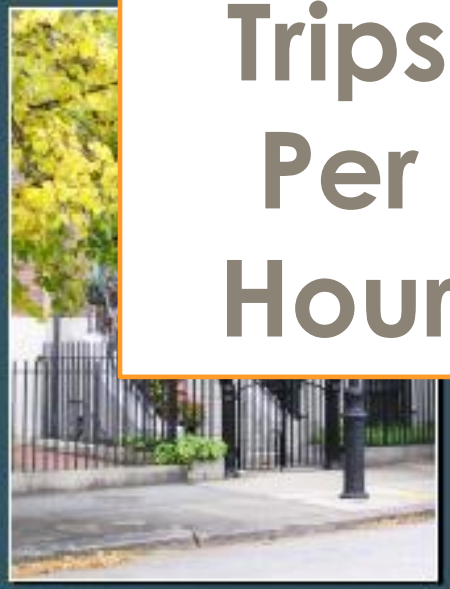
# Can Wynn Provide the Solution?

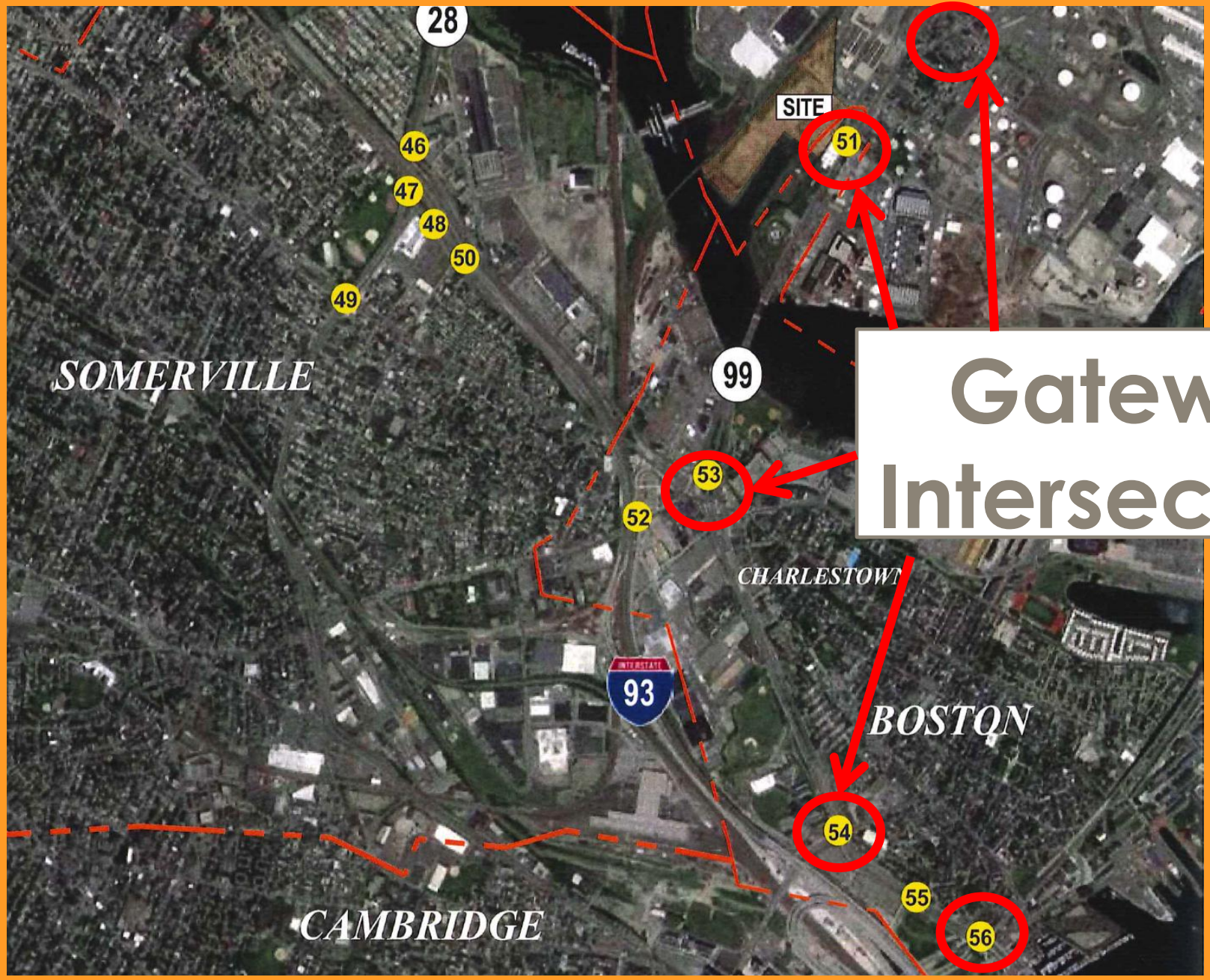
## Project Goals

- Enhance community connectivity
- Create improved pedestrian environment
- Create livable streets
- Create infrastructure network for private re-investment



**vs.**

**1000 New Trips Per Hour**




# Gateway Intersections

N

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# Stantec's Findings

The applicant has not demonstrated that this is a feasible project from a transportation perspective.

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