

**LIZ LEVIN**  
**& COMPANY** MANAGEMENT CONSULTING

April 10, 2014

Stephen Crosby, Chair  
Gayle Cameron, Commissioner  
James McHugh, Commissioner  
Bruce Stebbins, Commissioner  
Enrique Zuniga, Commissioner

Massachusetts Gaming Commission  
84 State Street, 10<sup>th</sup> Floor  
Boston MA 02109

Re: Wynn Casino Suitability

Dear Chair Crosby and Massachusetts Gaming Commissioners,

This month there were several bad accidents in the Sullivan Square area, including the death of a bicyclist. These accidents were not surprising. The streets in Sullivan Square are treacherous for walkers, bikers and cars and access to the MBTA Transit and Bus Station is unsafe.

For the past four years many of my Charlestown neighbors and I have devoted countless volunteer hours to help the City of Boston develop a plan for Rutherford Ave./Sullivan Square that makes our community more transit, pedestrian and bicycle friendly and that improves the traffic flow. The plan will create a vibrant transit-oriented mixed-use development in Sullivan Square and far safer and more attractive access to the MBTA.

I appreciate that the Wynn proposal will create jobs, generate tax revenues, remediate this contaminated site and activate the Mystic River waterfront. Nevertheless, the proposed development will generate a high volume of traffic that poses a potentially significant adverse impact to our Charlestown community, particularly at Sullivan Square and along Rutherford Ave. The traffic plan proposed by Wynn Casino does not mitigate sufficiently the impact and greater mitigation is required. Specific suggestions for that mitigation are:

- 1) **Better community engagement** by Wynn Casino and the City so that the community has a clearer understanding of the traffic impacts and the mitigation. As there are changes to the plan and to the mitigation the community should be informed. .
2. **Agreement on the trip generation.** The trip generation for the casino should be carefully reviewed with respect to the similarity/or dissimilarity of the two casinos used as the "prototype" and to the appropriateness for excluding the Sugarhouse Casino. Trip generation numbers agreed to by Wynn Casino, the City and State should be developed

3) **A second access to the site and better distribution of the traffic.** The mitigation should include consideration of a roadway that connects to Gateway Plaza and Mystic View Road. This would redistribute some of the traffic that now solely enters and exits to Lower Broadway, reduce congestion at the entrance and could reduce the traffic through Charlestown. The City of Boston's traffic consultant for this project should be involved in that analysis. There should also be a congestion management plan that provides for real time management of traffic at the access points and on the nearby roads.

4) **More car sharing, alternative modes and less parking.** The mitigation should include a far more robust program to serve the site by sustainable alternative transportation modes. The Wynn team indicated that Wynn runs a first class resort/casino. Today a first class resort/casino in a city location requires a first class transportation plan that includes an emphasis on alternative transportation modes. Wynn Casino, working with MAPC, the State and Cities of Boston and Everett, can develop a far more imaginative plan. Elements of that plan should include a) goals that the Wynn Casino agrees to achieve, b) a Transportation Management Association that has representation not only from Wynn and Everett but from Boston, the other affected communities and the State, c) a pricing policy, appropriate parking garage sizing and management policies for the patron garage and the employee garages that encourages public transportation, discourages single-occupancy vehicles and encourages carpooling and d) a commitment to bus and subway service and efficiency improvements by the State. There should also be annual monitoring and an annual public report for a 10-year period with the option for extension. In addition the City of Everett should commit to a traffic management plan in Everett that reduces the traffic going to Sullivan Square.

5). **Funding for RA/SS Redesign construction.** The mitigation should include that Wynn Casino and the State both agree to fund the RA/SS construction. It also should include that the design and subsequent construction start as soon as possible so that the roadway(s) will be in place close to the opening date of the Wynn Casino. It is unacceptable to have the new Wynn Casino built with the existing roadway configuration in Charlestown.

6) **Co-operation between Wynn Casino, the Cities of Boston and Everett, the State and the affected communities.** Projects of this magnitude can only serve well all their stakeholders if there is trust and co-operation. Our Charlestown community will only get a traffic plan that works in our neighborhood if that trust and co-operation happens.

I hope someday to be able to walk safely with my grandchildren to Sullivan Square, ride the orange line train easily downtown and back, have lunch at Sullivan Square and watch my grandsons play along the Mystic River. Your thoughtful decisions on this project will protect our citizens and the environment and help make our dreams happen. Thank you!

Sincerely,  
Elizabeth K. Levin  
Elizabeth Levin

Cc:

Mayor Marty Walsh, City of Boston  
City Councilor Ayanna Pressley  
City Councilor Sal LaMattina  
State Representative Dan Ryan  
Secretary of Transportation Richard Davey  
Beverly Scott, CEO/General Manager MBTA  
Rick Day Gaming Commission  
John Ziemba, Gaming Commission  
Marc Draisen, MAPC  
Elizabeth DelloRusso, City of Boston  
Anthony Gallager, City of Boston  
Vineet Gupta, City of Boston  
Allison Felix, MAPC  
Keri Pyke, HSH  
Chris Gordon, Dirigo Group  
Jamie Fay, Fort Point Associates  
Rick Bryant, Stantec

