



**Notes from 08/04/2014 Meeting at Bunker Hill Community College
with representatives of Charlestown Citizen Groups and Residents**

Commentator stated

Underpass:

There is too much traffic without underpass; Charlestown people want to be able to leave and come; people who want the underpass gone don't use them; they want to beautify the area.

Another Commentator stated

FEIR makes a different assumption than the DEIR; the FEIR goes back to the rotary.

Doesn't consider FEIR sufficient; Rutherford Avenue is a problem; traffic flow – Cambridge Street and Alford Street system as proposed will not work.

The end of Rutherford Avenue and Main Street is very dangerous to people walking, wheelchairs.

Mentioned public safety needs and difficulties emergency vehicles have because of Sullivan Square related traffic.

There was no documentation as to whether signals include pedestrian lights allowing time for pedestrians to cross; traffic movement would be impacted.

Charlestown needs a place at the table when traffic and design discussions take place.

Regardless of what happens, Charlestown should be given credit – for losing its plans.

Wynn owes the community; Wynn should fund Sullivan Square part of the plan then see what the state and federal government kicks in; impression is that Wynn now stopping his contribution at Phase 1.

Another Commentator stated

Would like to be able to walk through Sullivan Square to access transit; can't get through as a pedestrian; it's also hard to drive safely through the rotary; there have been several recent accidents; shouldn't put more development in the area until the traffic issue is fixed.

Most recent version of transportation filing is silent on how the Casino Project fits within the planned RA/SS improvements.

In favor of the surface option plan; good traffic flow and access to transit; Wynn FEIR silent on fitting with the plan; Sullivan Square needs to move forward; person understands Wynn not wanting to pay for whole thing but wants Wynn to jump start the plan. Sees no reason why Wynn is not paying for infrastructure.

Is a proponent to reduce parking garage increase: cut back to 2900 parking spaces. Instead of adding 800 parking spaces; let them build that (2900), then expand when needed if impacts are okay.

For guidance on reducing the need for on-site parking, one could look at Cambridge's regulations and the Longwood Medical Center TMA.

There should be a careful review of the transportation monitoring plan; a real look on enforcement - it has to have teeth - strong data collection and analysis.

Orange line: Wynn should fund study; MBTA is buying new cars, study should evaluate what needs to be done for better service, review should include Assembly Row and North Station.

No full analysis has been done in the FEIR yet which would help mitigate problems, this has languished too long.

Wynn is not taking care of the problem by keeping the rotary; lipstick on a pig.

Mystic River clean-up - collectively we could make things happen.

Underpass/Overpass controversy is done – Underpass is to be filled in.

Another Commentator stated

No one wants rotary to stay – it is impractical.

A Traffic Plan that has vehicles going past the facility into Everett and make casino traffic come back south on 99 should be considered.

Route 99 should not have a left hand turn into the facility.

Person not concerned with how patrons get to casino; just how the Charlestown community is impacted; wants plan to work for Charlestown.

There should be an earmark of funds for Charlestown upon signature of documents; funds promised should go directly to Charlestown; public agencies can monitor payments.

There is a ball field near the site which may be impacted by the clean-up; the site is too contaminated and will take 5-7 years to clean up; there is no way to guarantee that contamination will not get on the ball field.

Increase public safety needs; there needs to be a guaranty that ambulance, police, and fire can move freely during the construction phase.

Boston is not a host so it will have limited power; lean on goodness of winner; some new businesses won't open due to casino; Charlestown should be given a guarantee that a percentage of jobs will be given to people with Charlestown addresses; opportunities for occupations.

*These notes may be revised to correct any inaccuracies.

Charlestown needs to be informed on a regular basis by city and state as to what is going on. The casino will dramatically impact Charlestown more than other communities. Whenever decisions are made whether it is for snow removal or what have you, Charlestown must be represented.

Concern about increase public safety; when is the actual start date? When will Wynn hit the ground? How is Wynn going to remove the dirt?

Another Commentator stated

Another Commentator said that they are a big supporter of surface option and removal of the rotary.

The FEIR does not contain a construction mitigation plan; where is the dirt going? It will come through Sullivan Square and 93N. Would like a Supplemental EIR remediation plan and a licensed site professional on the job; is concerned about prevailing wind blowing contaminated particulates into Charlestown. Wynn had rejected a public review process. Rutherford Ave/Sullivan Square Group requested that Wynn build the redesign of Sullivan Square.

Wynn's plan of having three lanes turn right coming into Sullivan Square increases the dysfunctionality of the Sullivan Square circle where RA and Main Street enter; Wynn's plan off of 93 will bring more traffic within the rotary but the above corner of the rotary is not addressed.

Wynn should provide funding for the redesign build.

The RCIC worked with Charlestown residents on the plan and has an expanded list of approximately 600 people who signed in support of the RA/SS Surface Design.

Another Commentator stated

Not everyone wants to get rid of the underpass; Transportation Department has another plan that includes underpass.

Commentator notes that they collected signatures of 600 people in 5 hours concerned about that surface option.

Another Commentator stated

Modal Distribution – What if Wynn is wrong on how many people use public transportation?

Wynn has not shared whether modal shares make sense.

Water transportation is not used heavily in this area.

Modal share of 29% - not sure when it would be reached.

A full-scale survey should be done to determine allotment mode use.

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Question how Wynn will get us the information – report should be public, objectives of TDM program measured and given to the communities. Wynn should pay for any increase if modal share of 29% not reached.

Hazardous materials: will there be safeguards in place for protecting gardens from contamination?

Another Commentator stated

Is supportive of Wynn's comments on a more sustainable transportation plan but it should be enforced.

Wynn must give public reports on marketing and trip generation

Another Commentator stated

Was critical of the process City of Boston used when deciding to get rid of underpasses

There were no reports on signalization – Boston did not supply information

Issues such as development options and maintenance costs of underpasses lead to decision on the underpass

Mentioned concerns about traffic that would be sent through Mishawam Street, under the City's Sullivan Square plan.

Mitigation – must be about jobs, businesses, public safety – ambulances cannot get to the hospital because of bottlenecks in Sullivan Square.

Mitigation: money not going where it should; should follow a process in Charlestown such as what happens with the non-profits currently:

21 member committee: 7 elected by the precincts, 7 at-large and 7 non-profits – the community is represented; no one non-profit benefits more than others, distributions published in newspapers. Bottom-line is that Charlestown should determine where money goes in an open, public and fair process.

Neighborhood community – open above board, understandable process.

Advocated for local control of funding.

Another Commentator stated

Approve design and rework of Rutherford Avenue – should be funded by Wynn.

Do not need a highway cutting apart the town; casino will bring development, jobs and cars but will harm; need to find alternative transportation; business and restaurants can't get people to their locations if highway running through.

The biggest impact being in Charlestown.

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Seamless continuation of Sullivan Square brings community together.

Wynn upped the number of boats, there needs to be shuttles from Logan Airport in addition to those from Rowes Wharf – boat traffic needs to come from more places.

One business should not be allowed to cut off growth of 16,000 people.

Another Commentator stated

A coordinated transportation plan has not been received. MEPA is a pyramid.

There are public safety concerns – there is pressure to come up with bicycle paths and they are not safe, the current path runs out; skyway for bicycles proposed.

Assembly Square outlet not discussed in traffic plans;

Not fair to make decision by September 12; wants comprehensive plans for Sullivan Square.

Commentator will vote on November 4.

Another Commentator stated

Has the MBTA signed a deal with Wynn?

Another Commentator stated

Commentator stated that the Wynn Development would cause a paradigm shift.

Charlestown wants something better than Wynn has offered; concerned Wynn has a carte blanche.

Likened to ostrich with head in the sand; Wynn praying on the weak; Everett ill equipped to handle.

Commentator suggested that Wynn should follow Article 80 process.

Aesthetics: wants Wynn to provide Charlestown with plan and Charlestown to provide input.

Commentator is against height of Wynn facility view from Bunker Hill – elephant in the room.

Disappointed in final documents; how much can Wynn get away with while saying so little; concerned that promises won't last.

Another Commentator stated

There is a need to get recent accurate traffic counts; the counts were from 2007.

Other Comments

There is one model that has worked in having 1 hired company as intermediary – company gave answers to questions; remained neutral; and coordinated through all agencies.

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Cambridge has a good program regarding traffic and parking requirements of spaces.

Left hand turn to the facility from Route 99 should not be allowed as it will back up traffic on Route 99 into Sullivan Square.

Two lanes without a light won't work as Edison is required to have a traffic light. Two sets of lights would be very proximate.

Heard Wynn is proposing a 5-star casino but Wynn is not providing 5-star documentation.

Wynn has noted that there is a need to remove a parking lane off of Rutherford Avenue near Sullivan Square.

Wynn has not shown a 2023 build option with a 29%; these is no way to determine it is real.

29% offload is a critical issue for traffic.

Wynn has reports showing that both the surface option and the underpass option can provide the same capacity; Wynn references removing parking lane on Rutherford Avenue near Sullivan Square and making it a turning lane.

The surface option disburses traffic over many avenues instead of just one; distribution of traffic is an important part of the plan.

Underpass cuts off some options of access to some parcels, such as Ryan Playground, fill in tunnel joins the parcels. Boston has guaranteed a developer the surface option.

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