



23

COMMUNITY MITIGATION FUND

2023 Transportation Planning Grant Application

Bid No. BD-23-1068-1068C-1068L-81256

All completed applications must be sent by January 31st to be considered for funding for the 2023 Grant Round. Please submit this completed form as well as any relevant attachments to MGCCMF@Massgaming.gov.

For more detailed instructions as well as the 2023 Application Guidelines please visit <https://massgaming.com/about/community-mitigation-fund/>

I. Project Summary
Legal Name of Applicant: City of Holyoke
Project Name (Please limit to 5 words): Main Street Project Development
Amount Requested: \$82,300
Brief Project Description (approx. 50 words): The City of Holyoke is proposing a complete streets redesign for Main Street from Jackson Street to Mosher Street. The City is requesting funding from the Community Mitigation Fund to perform the initial engineering design work to prepare documents in support of the project obtaining construction funding under the State’s Transportation Improvement Program (TIP).

II. Applicant Contact Information
Please provide below the manager for this grant and any other individuals you would like to be copied on all correspondence.
Grant Manager: Kris Baker, City Engineer
Email Address: bakerk@holyoke.org
Telephone Number: 413-322-5605
Address: 20 Koreans Veterans Plaza, Holyoke, MA 01040
Contact II: Dawn Nims, Senior Civil Engineer
Role: Assistant Project Manager
Email Address: nimsd@holyoke.org
Telephone Number: 413-322-5645
Address: 20 Koreans Veterans Plaza, Holyoke, MA 01040
Contact III:
Role:
Email Address:
Telephone Number:
Address:

III. Detailed Project Description & Mitigation
1) Please describe in detail the impact that is attributed to the operation of a gaming facility. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e. surveys, data, reports)
<p>PROJECT DESCRIPTION</p> <p>The proposed Main Street complete streets reconstruction from Jackson Street to Mosher Street is approximately 5,000 linear feet. The scope of the engineering work that is included in this application for funding includes existing project are data collection (parking, crashes, right of way investigation, etc.), field observations, roadway cross section evaluation, meetings and coordination, project development sketches, MassDOT Project Review Committee (PRC) coordination, and site survey. The objective of this first phase of the project is to submit documentation to the PRC to have the project included in the State’s Transportation Improvement Program (TIP).</p> <p>MITIGATION</p> <p>MGM Springfield is approximately 7.5 miles from Main Street in downtown Holyoke. Main Street is identified by Massachusetts Department of Transportation (MassDOT) a minor arterial within a large, urbanized area. Currently Main Street, Holyoke is a vehicular-centric roadway with little attention to multimodal transportation opportunities. All transportation modes are experiencing increased safety risks. Social and Economic Impacts of Gambling in Massachusetts (SEIGMA) reported that 41.5% of patrons are from communities surrounding the casino. It is highly probable that many residents living in and around the Main Street corridor, are visiting MGM for purposes of pleasure.</p> <p>Main Street connects directly to Route 391, a link to route 91 and the adjacent MGM. Vehicles and cyclists traveling to MGM from the downtown area may utilize the intersection of Jackson and Main which is identified as a Top 200 Crash Cluster 2017-2019 by the Massachusetts Department of Transportation. Approximately a third of Main Street between Hamilton and Appleton is identified as a Top 5% Pedestrian Crash Cluster of 2017-2019. Pedestrians commuting to transit are facing complications and undue safety issues.</p> <p>MassDOT also recognizes Main Street as an area of persistent poverty within Census tracts 8114 and 8115. The Census Bureau reports Holyoke’s diverse race and ethnicity includes 53.3% Hispanic and 17.1% two or more races. According to SEIGMA, in February, 2021: 75% of employees live in Massachusetts, 22% of which live in surrounding communities; 29% are Hispanic, 15% are black and 13% are foreign born. In a Mass Live article dated January 20, 2023 it was noted that MGM employs approximately 1,400 employees and currently has 279 openings These openings are likely to attract Holyoke residents.</p> <p>Cyclists wishing to commute from South Holyoke are traversing an approximate 10-mile ride with barriers including busy roadways and bridges that lack of bicycle infrastructure. Pioneer Valley Transit Authority (PVTA) bus routes from Springfield to Holyoke include 6 lines: P11, P20, P21, P21E, R29 and G73E. Pioneer Valley Planning Commission (PVPC) provided the City</p>

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with average daily ridership figures and average occupancy, see attached *PVTA Transit Details Summary*. Current ridership volumes indicate that Holyoke has a high demand for transit.

2) *(If applicable)* Please explain how this impact was not anticipated in the Applicant's Host or Surrounding Community Agreement.

N/A

3) Please describe what the Applicant is proposing and how the mitigation request will address the impact indicated.

The infrastructure on Main Street does not currently support a safe and healthy commute. Safety for cyclists commuting to and from Springfield face many challenges such as gaps in infrastructure network and lack of safety. Vehicles are experiencing high crash rates on Holyoke's Main Street corridor, a likely origin point for residents that may be commuting to Springfield for work at MGM or to participate in the casino gambling. Pedestrians wishing to utilize transit are experiencing higher than typical dangers to travel to Holyoke's Transit Station, located at Maple and Dwight Streets. Holyoke Transit Center is between 1/3 to 1 ¼ miles at its greatest distance along the Main Street corridor. Closing these 1st and last mile gaps of connection to transit remain an obstacle to many who utilize transit. Providing improved infrastructure will mitigate these dangers for travel to the transit facility.

This project's goal is focused on safety and equity will enable Holyoke's Main Street users greater opportunity. Improvement to Main Street would provide opportunity for Holyoke residents visiting MGM, residents currently employed, or those wishing to gain employment in the future. Providing a complete streets-focused transportation streetscape would enable the residents of Holyoke to close the last mile of connection to transit, enhance safety to major routes in and out of the City, promote equitable opportunities, and increase safety for all users.

4) Please provide details around any consultation with MassDOT, your RTA or MBTA, and or the regional planning agency serving your community as applicable.

This project is in alignment with MassDOT's focus on Completes Streets projects, the region's goals set forth by Pioneer Valley Planning Commission for safe and equitable transportation projects, and overall Federal goals to increase ridership of public transit to mitigate congestion and pollution and reduce degradation of existing roadway infrastructure. Providing safe access for community members can increase equitable balance and enhance the standards of living for all.

Throughout this project data collection and project initiation process, the City and the contracted Engineering firm will work diligently with PVPC, MassDOT, Holyoke's Biking & Pedestrian Committee, and any additional relevant local entities necessary to ensure a successful transition onto the State's Transportation Improvements Project Universe.

IV. Scope, Budget, and Timeline	
Applicant: City of Holyoke	Vendor Code:
Total Grant Amount Requested: \$82,300	Estimated Total Project Cost: \$5 to 7M

Scope of Work

Please include below a breakdown of the proposed work. The project scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

Task No.1 – Project Due Diligence

- Review and summarize in a tabular format existing crash data from the MassDOT database (for the most recent 5-years).
- Review existing traffic count data that is available within the project limits. Data from available contracted projects, city projects, and PVPC are the anticipated sources.
- Review the City’s Complete Streets Policy and parking regulations to assist in establishing goals for the project.
- Coordinate with the City on the availability of plans and other relevant information within the project limits (pavement information, right-of-way (ROW) plans, site plans, etc.). Existing 25% traffic plans for the signal at Appleton Street and the SRTS report prepared for this intersection.

Task No.2 – Field Observations

- Engineering team will visit the project location to observe and collect data on the following:
 - Parking, count the number of parking spaces and review if they are meeting the latest parking regulations. Illegal parking spaces observed will be noted.
 - Count the number of vehicles that are parked within the project limits. A parking turnover count will not be collected.
 - Review parking signs and other traffic control signage within the project limits.
 - Estimate lane widths, sidewalk widths, and distances from the existing curb to buildings and other obstructions such as fences, etc.

Task No. 3 –Roadway Cross Section Evaluation

- Prepare a typical cross-sections of potential proposed conditions within the project limits. If right-of-way is needed or there are other constraints such as building or other, this will be illustrated on the cross section and noted. Develop between four (4) and six (6) cross sections.
- Prepare a brief memorandum summarizing the existing conditions findings of Task No. 1 and 2 and the cross sections that were evaluated.

Task No. 4 – Meetings and Coordination

- Engineering team will meet with City Engineering Department and the Holyoke’s Biking and Pedestrian Committee to discuss improvement options for the project limits.
- Engineering team will attend one Public Outreach Meeting to discuss the project with the public and key stakeholders. Preparation will include:
 - An overall project location map.
 - Colored roadway cross sections/ renderings.

- A power point presentation will be provided.
- Two-dimensional sketches showing the project limits are not anticipated to be provided, unless the preferred cross section is selected prior to this meeting. Task No. 5 will be used to develop a two-dimensional sketch on an aerial.

Task No. 5 –Project Development Sketch

- Develop a two-dimensional sketch that will depict a high-level concept based on the preferred cross section(s) that is selected under previous tasks. This sketch will be prepared using aerial photography that is available from online sources.
- Develop an order of magnitude cost estimate for the high-level concept that is prepared.

Task No. 6 – MassDOT Project Review Committee (PRC) Coordination

- Prepare the MassDOT Intersection Control Evaluation (ICE) Stage 1 form for the project. It is anticipated that signalized intersection at the two locations noted above will be the only improvement option because of building locations constraining the ability to layout a roundabout. A summary accompanying this form is not anticipated to be needed.
- Using the information prepared above in this task and other tasks, Engineer will coordinate the development of the project initiation forms for MassDOT through the Massachusetts Project Intake Tool (MaPIT).
- Attend up to two (2) virtual meetings with MassDOT to finalize the MaPIT process.

Task No. 7 – Professional Site Survey

- Perform an electronic data survey by a prequalified MassDOT Professional Land Surveyor registered in Massachusetts for the preparation of base plans.
- Collection of field survey data shall be comprehensive. All ground features pertinent to the required end product shall be collected as part of the field effort.
- Surveys shall be made as necessary for the preparation and completion of preliminary and final designs, contract plans and layout plans for the project, including an investigation and survey of property boundaries and property owners' names as obtained from records filed at the Registry of Deeds.
- Plans shall be prepared in strict conformance to the current Massachusetts Highway Department Survey Manual (Survey Manual) or Specifications for Aerial Surveys and Mapping by Photogrammetric Methods for Highways, whichever applies.
- Delivery of survey files to the City in AutoCAD Civil 3D format.

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Proposed MGC Grant Budget			
Please use the following table to outline the budget of your project. Include any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation as an attachment. In determining the funding request, please round up to the nearest hundred dollars.			
Timeline	Description of Purchase/Work	QTY	Budget
2 weeks	Task No.1 – Project Due Diligence	1	\$1,700
2 weeks	Task No.2 – Field Observations	1	\$2,100
4 weeks	Task No. 3 –Roadway Cross Section Evaluation	1	\$5,000
6 months	Task No. 4 – Meetings and Coordination	1	\$5,200
4 weeks	Task No. 5 –Project Development Sketch	1	\$4,500
1 week	Task No. 6 – MassDOT Project Review Committee (PRC) Coordination	1	\$3,800
3 months	Task No. 7 – Professional Site Survey	1	\$60,000
Overall Schedule: 6 months to 1 year	TOTAL:		\$82,300
Funding Source	Description of Purchase/Work	QTY	
In Kind Services	City’s Engineering Department Project Management	80 Hours	\$7,200
Federal			
State			
Local Match			

V. Regional Incentive Award	
Are you applying for a Regional Incentive Award?	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Partner Community Contact-
Name:
Role:
Email Address:
Telephone Number:
Address:

VI. Waiver	
If you are applying for a waiver, please submit the Waiver Form with your application. The form can be found at www.massgaming.com/about/community-mitigation-fund/forms/	
Are you applying for a waiver?	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

VII. <input type="checkbox"/> Please provide a brief description of each attachment.
<i>PVTA Transit Details Summary:</i> summarizing Pioneer Valley Transit Authority (PVTA) bus routes between Holyoke, MA and Springfield, MA, average daily ridership, and average occupancy.

VIII. Applicant Certification

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Signature of Responsible Municipal
Official/Governmental Entity

Date:

Joshua A. Garcia

(print name)

Mayor

Title:

PVTA Transit Details – Holyoke, MA to Springfield, MA

The following was obtained as a request for information from Pioneer Valley Planning Commission (PVPC) in January 2023.

Recent ridership data for the routes that run between Springfield and Holyoke are included in this document.

Description of existing PVTA routes between Holyoke and Springfield:

NOTE: It is not confirmed whether riders ride full routes.

- P11: mostly nonstop between downtown Springfield and HCC, only operates during school year, no weekend service
- P20: local route serving many destinations between downtown Holyoke, the Holyoke Mall, Riverdale Street, and downtown Springfield
- P21: local route serving many destinations between downtown Holyoke, Willimansett, Chicopee Center, and downtown Springfield
- P21E: mostly nonstop between downtown Springfield and downtown Holyoke
- R29: nonstop between downtown Springfield and Holyoke Mall, continues north as local route to downtown Holyoke, South Hadley, Amherst, and UMass, very limited weekend service
- G73E: nonstop between downtown Springfield and Holyoke Mall, continues north as mostly nonstop route to downtown Northampton, no Sunday service

Average daily (based on September-December 2022) ridership figures for each route, along with a ballpark PVPC educated estimate, of what percentage of that ridership is going between Springfield and Holyoke, rather than part of the way or to/from another town:

- P11: 73 trips (100%)
- P20: 1,503 trips (60%)
- P21: 764 trips (75%)
- P21E: 209 trips (100%)
- R29: 98 trips (20%)
- G73E: 309 trips (50%)

Average occupancy (average number of people onboard the bus at any given time) over the last few months of 2022:

NOTE: Actual occupancy varies enormously. Peak occupancies may surpass the seating capacity of a bus (which is usually 30-40 people), while at other times the bus might run with no passengers on board at all. An average occupancy above 10 shows good ridership (though rare since the pandemic); an average occupancy above 20 is oppressively crowded and a likely sign that you should run more service. The PVTA system overall has an average occupancy of around 8 people per bus.

Route:	Sept.	Oct.	Nov.	Dec.
P11	4.2	4.5	4.2	2.8
P20	10.4	11.3	10.1	11.8
P21	10.8	8.5	7.9	8.8
P21E	9.7	9.2	9.1	11.1
R29	5.2	4.8	5.2	4.8
G73E	7.0	9.4	6.4	11.3