



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 Malden
Project Name (Please limit to 5 words): Broadway 25% Design
Amount Requested: \$481,500
Brief Project Description (approx. 50 words): The City of Malden will advance the Broadway corridor to a 25% design phase that will transform the roadway into a Complete Street, create accommodations for all transportation modes, and spur economic development.

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: John Alessi
Email Address: jalessi@cityofmalden.org
Telephone Number: 781-324-5720 EXT 5740
Address: 215 Pleasant St, Malden, MA 02148
Contact II:
Role:
Email Address:
Telephone Number:
Address:
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)

Impacts Attributed to Encore Casino

The City of Malden has witnessed two overarching impacts upon the Broadway corridor (Route 99) that are attributed to the operation of the Casino: 1) increased traffic congestion and 2) decreased economic competitiveness with the Casino and businesses on the Everett side of the corridor. To mitigate these two impacts, the City of Malden is seeking funding to complete 25% design plans for redesigning the roadway. This will allow the City to compete on the Boston MPO’s Transportation Improvement Program for construction funding. This work is critical for improving the safety of the roadway for Malden residents and Encore’s visitors and ensuring it can accommodate sustainable modes of transportation.

The proposed improvements are projected to reduce vehicle trips on the corridor and lessen the City’s traffic congestion. Furthermore, reimagining the roadway to accommodate all roadway users will entice new multi-use developments that are vital towards ensuring the economic vitality of the Broadway corridor and its competition with businesses at the Casino. The funding requested in this grant application will directly build upon the City’s Broadway Corridor Framework Plan, Broadway Improvements Plan, and Broadway Zoning Plans, all of which the Gaming Commission has funded. This grant will bring the City of Malden one step closer to reconstructing the corridor and realizing the vision of a reimagined Broadway.

1. Increased Traffic Congestion

The City of Malden continues to witness an increase in vehicular traffic caused in part by the Casino’s visitors, workers, and vendors travelling through the City. Broadway is one of the City’s major thoroughfares that connects from Everett up to Melrose. The corridor has experienced increased traffic congestion contributed in part by the Casino’s operations, which the Gaming Commission has acknowledged in the past. This roadway is a critical access corridor that connects residents to the City’s neighborhoods, economic districts, and other city services, but as noted the Broadway corridor also leads directly to the Casino. It is reasonable to conclude that the increase in traffic congestion and reduction in roadway safety is caused in part by the operations of the Casino.

2. Decreased Competitiveness for Economic Development

Travelers crossing from Everett into Malden on South Broadway cannot fail to notice Malden’s decreased competitiveness for economic development, compared to the enhanced streetscapes of Everett. The typology and economic situation differ considerably from the

built-out urban mixed-use nature of Broadway in Everett to the mostly industrial, pedestrian-unfriendly nature of the current corridor in Malden. Here the arterial road is predominately surrounded by large parcels of strip commercial uses, light manufacturing, and some residential uses with portions of the corridor are underutilized or in decline. The physical roadway itself is also run down and contributes to the degrading feeling of the corridor. Information from the City Planner for Malden also indicates that there are no multi-use developments planned for Broadway, a significant difference from the numerous completed and ongoing developments in Everett. In short, the positive impact of the Casino on the Everett side of Broadway has caused the Malden side to suffer by comparison.

What is holding back the Malden side of the corridor from realizing the benefits of its proximity to the Casino is the need to fully reconstruct the corridor's physical roadway. For decades, the corridor has prioritized cut-through vehicle trips with no considerations for pedestrians, bicyclists, or transit users. It is also currently consisting of a mix of five different zoning designations that have a myriad of conflicting uses. The prioritization of vehicle trips, including those to and from the Casino, and the lack of cohesive zoning and mix of permissible uses has prevented this main artery from achieving relevancy as an approach to the Casino. Economic development has therefore suffered on the Malden side of the Broadway corridor.

Evidence of Impact

1. Draft Environmental Impact Report

The Draft Environmental Impact Report (DEIR) Review of the Wynn Resort includes Table 4-21: Vehicle Trip Distribution by Travel Corridor. The report projected that 2% of the Casino traffic would travel along Route 99 North (the Broadway corridor). With this corridor already experiencing congestion, traffic spills over onto ancillary arterials and connectors throughout the City as drivers seek alternate routes. Although 2% of trips is low compared to some of the major routes taken by the Casino patrons and employees, increased roadway volumes on local streets carry a disproportionately higher burden on our transportation system than larger-scale highways like I-93 or Route 1.

Table 4-15 (Patrons and Employee *Daily Trips* by Travel Mode) and Table 4-17 (Patrons and Employee *Peak Hour Trips* by Travel Mode) also predicted that at least 20,000 daily single-occupancy-vehicle/taxi trips would take place on Fridays and Saturdays. Today, it can be assumed that this value is higher now that Encore offers free valet and self-parking daily. It is widely accepted amongst transportation professionals that when parking availability increases, so does the demand for single occupancy vehicle (SOV) usage. In addition to the existing negative impacts to traffic and congestion on Malden's roadways, it can be assumed that an operational change to parking like this is inducing more vehicle trips to the Casino, and therefore worsening impacts on local roadways. Excerpts from the DEIR including Tables 4-15, 4-17, and 4-21 are attached to this application.

2. Broadway INRIX Data

The City of Malden used INRIX data to assess the changes in travel times along the corridor before and after the Casino opened in 2019. INRIX collects anonymized data from mobile devices and other technology and aggregates it to understand traffic volumes and congestion on roadways. The results indicate that in 2019, after the Casino opened and before the COVID-19 pandemic began, the northbound and southbound directions of Broadway witnessed overall increases in travel times compared to 2018 values in nearly every scenario. These findings indicate that the Casino has most likely caused increase traffic congestion along the corridor since it first opened.

The geographical study area included the entirety of Route 99 between Ferry St in Everett to Route 1 in Saugus (2.26 miles total) for both the northbound and southbound directions. INRIX pre-programs roadway segments into its software, so editing the study area to encompass only Malden's portion of Route 99 was not possible. INRIX analyzed the average travel times along the study corridor at hourly intervals. The study periods include the months of June, August, and September in 2018, 2019, and 2022. The purpose was to compare travel times before the Casino opened in 2018, after the Casino opened in 2019, and in 2022 during the COVID-19 pandemic. The analysis broke down the study periods into average travel times on the month's Fridays, Saturdays, Sundays, and then the monthly averages as well.

After collecting the average travel times for each of the aforementioned study periods, the values for 2019 and 2022 were compared to those in 2018. Attached separately to this application is an Excel document that includes the raw INRIX data collected in the study under the 'June', 'August', and 'September' tabs, and further analyses were performed by the City in the 'Analysis' tab. Analyses including subtracting the average travel time at each hour interval for values in 2019 and 2022 from those in 2018. These values were converted from minutes into seconds as a way to better gauge changes in travel times. These positive and negative values were then added together to show the net change in travel time. Please note that all values in red on the 'Analysis' tab show an increase in travel time as seconds, and every value in black shows a reduction in travel time as seconds.

When looking at the net change in travel time for each study period, it is clear that after the Casino opened in 2019, the average travel times along the Broadway corridor increased in comparison to 2018 values. In fact, in 2019 there was a net increase in travel times for every study period (11 in total) except for Fridays in June. This is an indication that the Casino's operations, when in normal traffic conditions not affected by the COVID-19 pandemic, results in increased traffic congestion on the Broadway corridor.

3. Broadway Level of Service Analysis

Level of Service (LOS) analyses are employed by traffic engineers to understand how vehicles flow at intersections. They are graded from A (the most free flowing) to F (the most congested). As part of the City of Malden's 2021 Transportation Planning Grant for Broadway, the City's consultants analyzed the LOS of the corridor's three main intersections to

determine the flow of traffic today and in the future using an assumed growth in vehicle volumes. Future LOS scenarios take into consideration whether the roadway will be reconstructed with improvements ('Build Conditions'), or if it will remain the same ('No-Build Conditions') by 2029. The results of the LOS analyses are attached to this application. The Salem/Hunting St and Eastern Ave intersections are projected to have worsened LOS in 2029.

The Salem/Hunting currently has a PM peak hour LOS of C. A no-build condition would worsen the LOS to an E, but a build condition would keep the intersection at a C. For the Eastern Ave intersection, the AM/PM peak hour LOS today is a D. A no-build condition would keep it at D, but a build condition would improve it to C.

These findings illustrate that the corridor's traffic congestion is projected to worsen if improvements to the corridor are not implemented. Since the LOS analysis used traffic counts from 2022, it is possible that the no-build conditions could be worse if they are based on data collected during the COVID-19 pandemic. The findings from the INRIX data analysis show that after the Casino opened, travel times along the corridor increased across the board. This indicates that increased traffic volumes, due in part to the Casino's operations, will have a direct negative impact on the LOS of traffic signals along the corridor.

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

None of the funds listed in the Surrounding Community Agreement are adequate or appropriate for this project's scope of work. The \$225,000 transitional roads payment is listed in the Surrounding Communities Agreement (SCA) as being for roadway improvements. The proposed project seeks to redesign the roadway, not re-construct it. The City of Malden believes the roadway improvement funds are not adequate to address immediate roadway infrastructure needs in addition to supporting the proposed design work.

The \$250,000 payment for public safety impacts is similarly oversubscribed as a consequence of the COVID-19 pandemic. Malden is not able to divert funds from public safety needs to study long-term safety planning, particularly when there are other potential funding options.

When contemplating the final \$325,000 fund, Malden is faced with a choice between doing concrete roadway improvements to address the degradation caused by additional vehicles on its roadways and performing studies to inform future construction projects. The City cannot spare the funds until there is a plan in place and evidence as to the benefits these improvements will bring. Once we have redesigned the roadway, it will be possible to seek federal construction funding to bring the project to fruition.

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

Funding Proposal

The City of Malden proposes using the same consultant (BSC) who has worked on the Broadway Corridor Framework Plan, the Broadway Improvement Plan, and Broadway Zoning Plan to turn the Broadway corridor into a Complete Street and bring the corridor to a 25% design level. This is an incredibly important step towards securing federal construction funding through the Boston Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP). As of 2021, the Boston MPO requires proposed projects to be at a 25% design level, which was not the case prior. This means that the Broadway Improvement Plan needed to be advanced in design to lock in federal construction funding. This project will design Broadway as a Complete Street that will create new multi-modal transportation options and spur economic development along the corridor.

Mitigation Impacts

Complete Streets improvements can make the corridor safe for bicyclists, pedestrians, and transit-users, therefore reducing vehicle congestion. Malden's roadway system is not equipped to accommodate the increase in vehicular traffic brought on by the Casino. The City's high-density layout and lack of additional roadway space means that the public right-of-way cannot be expanded to accommodate more vehicles lanes. Increases in traffic congestion are also known to create unsafe roadway conditions for all modes, as the risk of potential conflicts between pedestrians, bicyclists, and drivers increases with greater vehicle volumes. Existing casino-related traffic contributing to congestion on Broadway and future traffic threats projected from Wynn's planned developments indicate that the City must consider solutions that do not involve expanding the physical roadway.

This is why it is necessary to explore how the enhancement of alternative modes of transportation can encourage less SOVs on Malden's roadways. By designing Broadway as a Complete Street, the City of Malden can make walking, biking, and transit use a safe and convenient alternative to single-occupancy vehicle use. This will reduce traffic congestion for its residents while continuing to accommodate the 2% of vehicle trips on Broadway going to and from the Casino. The City needs to make sustainable modes of transportation more safe, comfortable, and convenient so that people can move freely between businesses, housing, and other destinations. This will alleviate congestion issues, reduce carbon emissions, improve residents' health, and provide an overall increase in livability to our community.

Complete Streets improvements can also make the corridor more appealing to future economic developments. A report from [Smart Growth America](#) found that Complete Streets projects stimulate the local economy, spur private investment, and raise property values, all of which will enhance economic development and support housing. The Broadway corridor needs to be a Complete Street to support future economic developments and become a competitor to the Casino's operations. The City of Malden envisions Broadway as a place where individuals can shop, dine, and entertain themselves. The corridor can be a destination itself, or it can be a leg on one's journey going to and from the Casino.

Today, Broadway struggles to compete with Encore and businesses on the Everett side of the corridor because it doesn't have the same inviting roadway facilities or resulting development. The existing roadway has also continued to support the same types of outdated developments: strip malls, industrial uses, and parking lots. Reconstructing the roadway is not only a transportation improvement, but an aesthetic improvement that can spur economic development. Businesses like restaurants, shops, and entertainment venues cannot be supported on the corridor today with its current design because it prioritizes cut through traffic. Redesigning the roadway will implement the multi-modal, traffic calming improvements that residents have advocated for over many years, including through the Broadway Zoning Study. Bringing the corridor to a 25% design level is therefore needed step to support multi-use development along the corridor and increase Malden's economic competitiveness with the Casino.

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

The City of Malden has directly consulted with MassDOT District 4 regarding this project. In August 2022, the City shared conceptual designs of the corridor and representatives from MassDOT found no qualms with the project in its current state. They felt that it is a feasible, promising project for the corridor. The City and its consultants are preparing to submit Project Initiation (PIF) and Project Need (PNF) forms so that the project can receive an official project number from MassDOT. Afterward, the City will work directly with a MassDOT project manager to advance it into future design stages and eventually construction.

The Boston MPO also knows about this project and is anticipating it for consideration on the TIP for FFYs 2025-2029. After receiving an official project number from MassDOT, the City will meet with the Boston MPO to discuss the project, what changes can be implemented to make it a more competitive application, and next steps.

The City has also briefed the MBTA on this project. Since Broadway will be a key corridor for the new high frequency T109 route (every 15 minutes or better from 5am to 1am seven days a week), both entities are exploring ways for this project to enhance transit operations and support riders. The City will work with the MBTA's Traffic Signal Priority Engineer to ensure that traffic signal technologies are implemented as part of this project that can move buses efficiently through the corridor. The City will also identify key locations for bus shelters, benches, and other transit amenities.

IV. Scope, Budget, and Timeline

Applicant: City of Malden

Vendor Code: VC6000192110

Total Grant Amount Requested: \$481,500

Estimated Total Project Cost: \$481,500

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.

The following is a high-level overview of the consulting services that BSC will perform. The complete project scope and estimate is not included because it is lengthy and highly technical; this documentation is available upon request.

Project Overview:

This project will include the preparation of a 25% design package for the reconstruction of Broadway from the Everett City Line to the Melrose City Line in the City of Malden. The design will be submitted to MassDOT for review and approval and include wetland delineation, supplemental topographic survey and updates to the existing conditions plan already prepared; traffic analysis and preparation of a Functional Design Report; analysis and preparation of a Design Exception Report; early environmental coordination; preparation of preliminary right-of-way plans; 25% highway plans; preliminary cost estimate and attendance at the 25% Design Public Hearing.

Tasks Include:

- *Project Development Engineering* - The topographic survey of the project corridor has been previously completed. However, this task will include supplemental survey and field investigation of existing drainage/sanitary sewer structures that could not be opened during preliminary investigation phase and updates to the existing conditions plan so it will comply with the latest MassDOT survey standards.
- *Environmental* - BSC will complete the Early Environmental Coordination Design Submission Checklist. This involves ensuring that coordination with local, regional, state, and federal resource agencies. Documentation that an adequate level of consideration has been made to avoid and minimize impacts to identified environmental resources shall be presented. Written responses will be provided for each item and supporting documentation will be included.
- *Functional Design Report* - BSC will develop a purpose and needs statement of the project.
- *Design Justification Workbook* - BSC will prepare a Design Exception Report including a narrative, traffic analysis, typical sections, photographs, and summary of impacts.
- *25% Highway Design Submission* - BSC will compile and review all available documents of existing features and planned projects in the vicinity of the proposed work. Included, as part of this task, is the investigation of utility installations, previous subsurface explorations, traffic data, and right of way research.
- *Design Public Hearing* - A formal MassDOT Design Public Hearing will not be performed at the 25% design stage. BSC will prepare the graphics and other visual aids per the negotiated scope of services to display at a public informational meeting. BSC will also

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- prepare meeting handout and coordinate with the City Officials to schedule the public informational meeting.
- *Right-of-Way* - BSC will review the relationship between the limits of work necessary to satisfactorily construct the proposed improvements and the existing layout. Determine appropriate limits of alterations to existing layouts, takings, permanent easements, temporary easements, etc. BSC will also prepare Preliminary Right of Way Plans in accordance with Chapter 18 of the Guidebook to assist the City in securing the necessary Right of Way for the project. The Right of Way Plans will include Title Sheet, Typical Sections, Parcel Summary Sheet, Location Maps and Property Plan Sheets.
 - *Geotechnical Design* - BSC will coordinate with our Geotechnical sub-consultant to prepare and finalize geotechnical related details and items for the traffic signal plans and estimates.

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
Fall 2023 – Winter 2025	Project Development Engineering	1	\$46,000
	Environmental	1	\$28,000
	Functional Design Report	1	\$40,500
	Design Justification Workbook	1	\$22,500
	25% Highway Design Submission	1	\$234,500
	Design Public Hearing	1	\$22,000
	Right-of-Way	1	\$18,500
	Geotechnical Design	1	\$19,500
	Direct Expenses (Allowances)	1	\$50,000
	TOTAL:		\$481,500
Funding Source	Description of Purchase/Work	QTY	
In Kind Services			
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

VII. <input type="checkbox"/> Please provide a brief description of each attachment.
<ul style="list-style-type: none"> • <i>Broadway INRIX Data</i> – Excel document summarizing INRIX data for the Broadway corridor. Average travel times for different hourly intervals and travel directions are included under the ‘June’, ‘August’, and ‘September’ tabs. An analysis performed by the City to understand net differences in travel times (seconds) for all the study periods is included under the ‘Analysis’ tab. This document was unavailable at the time of submission due to the City of Malden’s servers being shut down. The City of Malden will share this attachment as soon as the server where it is stored is back online. • <i>Broadway Level of Service Analysis</i> – Level of Service analysis results for the Broadway corridor’s three main intersections. The results shed light on congestion at the intersections today vs. future conditions using an assumed growth in vehicle volumes based on 2022 vehicle counts. • <i>Wynn Casino Draft Environmental Impact Report (DEIR) Evidence</i> – Includes Table 4-15: Patrons and Employee Daily Trips by Travel Mode, Table 4-17: Patrons and Employees Peak Hour Trips by Travel Mode, and Table 4-21: Vehicle Trip Distribution by Travel Corridor • <i>Letters of Support</i> <ul style="list-style-type: none"> ○ City of Malden - Gary Christenson, Mayor of Malden ○ Malden Legislative Delegation – State Representative Paul Donato, State Senator Jason Lewis, State Representative Steven Ultrino, State Representative Kate Lipper-Garabedian

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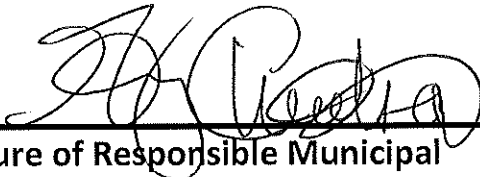
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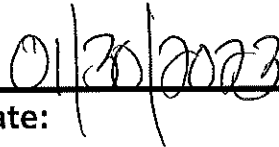
- *Waiver Letter* – Request to waive the funding cap for the City of Malden’s applications under the Transportation Planning category: Broadway 25% Design and Spot Pond Brook Greenway Final Design.

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:

Gary Christenson

(print name)

Mayor of Malden

Title:

Broadway Level of Service Analysis

2022 Existing Conditions

Broadway at Elwell Street and Central Avenue						
Existing Lane Configuration						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Elwell Street EB LTR	30.2	C	118	25.7	C	94
Central Avenue WB LTR	26.0	C	116	29.0	C	140
Broadway NB L	5.2	A	14	4.6	A	16
Broadway NB TR	8.8	A	293	8.8	A	360
Broadway SB LTR	11.7	B	365	10.0	A	405
Overall	14.1	B	-	12.6	B	-

Broadway at Salem Street and Hunting Street						
Existing Lane Configuration						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Salem Street EB L	22.0	C	144	25.5	C	193
Salem Street EB TR	21.5	C	265	17.8	B	228
Hunting Street WB LTR	16.3	B	105	15.8	B	112
Broadway NB L	13.5	B	26	14.8	B	34
Broadway NB LTR	24.1	C	508	40.7	D	637
Broadway SB LTR	30.0	C	381	27.9	C	354
Broadway SB LT	-	-	-	-	-	-
Broadway SB R	-	-	-	-	-	-
Overall	26.7	C	-	29.5	C	-

Broadway at Eastern Avenue						
Existing Lane Configuration						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Eastern Avenue EB L	33.5	C	235	42.9	D	362
Eastern Avenue EB TR	22.2	C	308	19.6	B	382
Eastern Avenue WB LTR	48.3	D	355	59.4	E	539
Broadway NB L	21.2	C	84	24.6	C	98
Broadway NB TR	22.3	C	285	28.5	C	322
Broadway SB LTR	41.2	D	377	40.1	D	235
Broadway SB LT	-	-	-	-	-	-
Broadway SB R	-	-	-	-	-	-
Overall	33.5	D	-	37.0	D	-

2029 No-Build Conditions

Broadway at Elwell Street and Central Avenue						
Existing Lane Configuration						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Elwell Street EB LTR	29.2	C	132	25.5	C	100
Central Avenue WB LTR	26.7	C	127	29.8	C	153
Broadway NB L	4.7	A	14	4.9	A	18
Broadway NB TR	8.4	B	319	10.5	B	413
Broadway SB LTR	10.8	B	411	13.6	B	577
Overall	13.2	B	-	14.8	B	-

Broadway at Salem Street and Hunting Street						
Existing Lane Configuration						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Salem Street EB L	22.1	C	158	23.1	C	214
Salem Street EB TR	21.2	C	286	16.4	B	246
Hunting Street WB LTR	16.3	B	113	14.6	B	119
Broadway NB L	13.4	B	27	18.5	B	36
Broadway NB LTR	24.8	C	547	90.5	F	706
Broadway SB LTR	28.8	C	417	142.5	F	456
Broadway SB LT	-	-	-	-	-	-
Broadway SB R	-	-	-	-	-	-
Overall	23.5	C	-	73.4	E	-

Broadway at Eastern Avenue						
Existing Lane Configuration						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Eastern Avenue EB L	30.3	C	263	53.4	D	420
Eastern Avenue EB TR	20.9	C	333	21.0	C	415
Eastern Avenue WB LTR	45.7	D	425	69.4	E	589
Broadway NB L	24.3	C	89	24.6	C	102
Broadway NB TR	25.0	C	307	28.1	C	346
Broadway SB LTR	52.8	D	418	41.2	D	268
Broadway SB LT	-	-	-	-	-	-
Broadway SB R	-	-	-	-	-	-
Overall	37.2	D	-	38.5	D	-

2029 Build Conditions

Broadway at Elwell Street and Central Avenue						
Existing Lane Configuration						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Elwell Street EB LTR	Same as No-Build			Same as No-Build		
Central Avenue WB LTR	Same as No-Build			Same as No-Build		
Broadway NB L	Same as No-Build			Same as No-Build		
Broadway NB TR	Same as No-Build			Same as No-Build		
Broadway SB LTR	Same as No-Build			Same as No-Build		
Overall	13.2	B	-	14.8	B	-

Broadway at Salem Street and Hunting Street						
Alternative Lane Configuration - SB Right-Turn Lane						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Salem Street EB L	21.9	C	127	41.2	D	189
Salem Street EB TR	22.6	C	336	20.4	C	253
Hunting Street WB LTR	39.3	D	183	38.6	D	190
Broadway NB L	12.8	B	16	10.9	B	21
Broadway NB LTR	13.5	B	233	15.8	B	306
Broadway SB LTR	-	-	-	-	-	-
Broadway SB LT	50.4	D	509	23.7	C	370
Broadway SB R	8.4	A	49	9.1	A	29
Overall	30.1	C	-	23.9	C	-

Broadway at Eastern Avenue						
Alternative Lane Configuration - SB Right-Turn Lane						
AM Peak Hour			PM Peak Hour			
Delay	LOS	95th Queue	Delay	LOS	95th Queue	
Eastern Avenue EB L	32.5	C	232	34.0	C	331
Eastern Avenue EB TR	20.1	C	289	15.9	B	359
Eastern Avenue WB LTR	49.2	D	397	69.8	E	522
Broadway NB L	17.6	B	65	18.0	B	75
Broadway NB TR	17.3	B	229	20.4	C	255
Broadway SB LTR	-	-	-	-	-	-
Broadway SB LT	36.1	D	441	35.3	D	289
Broadway SB R	13.1	B	36	14.3	B	35
Overall	28.3	C	-	31.9	C	-

Wynn Casino Draft Environmental Impact Report (DEIR) Evidence

Table 4-15, Patrons and Employee Daily Trips by Travel Mode

Trip Type/ Direction	Autos/ Taxis	Transit Shuttles	Tour Buses	Employee Shuttles	Transit	Walk/ Bicycle
	Vehicle trips	Vehicle trips	Vehicle trips	Vehicle trips	Person trips	Person trips
<i>Friday</i>						
Patrons In	8,756	Both patrons and employee will use transit shuttles.	83	-	3,017	-
Out	<u>8,756</u>		<u>83</u>	-	<u>3,017</u>	-
Total	17,512		166	-	6,033	-
Employees In	1,361	↓	-	288	1,153	105
Out	<u>1,361</u>		-	<u>288</u>	<u>1,153</u>	<u>105</u>
Total	2,722		-	576	2,306	210
Total In	10,117	288	83	288	4,169	105
Out	<u>10,117</u>	<u>288</u>	<u>83</u>	<u>288</u>	<u>4,169</u>	<u>105</u>
Total	20,234	576	166	576	8,338	210
<i>Saturday</i>						
Patrons In	10,415	Both patrons and employee will use transit shuttles.	97	-	3,594	-
Out	<u>10,415</u>		<u>97</u>	-	<u>3,594</u>	-
Total	20,830		194	-	7,188	-
Employees In	1,640	↓	-	288	1,387	126
Out	<u>1,640</u>		-	<u>288</u>	<u>1,387</u>	<u>126</u>
Total	3,280		-	576	2,778	252
Total In	12,055	288	97	288	4,982	126
Out	<u>12,055</u>	<u>288</u>	<u>97</u>	<u>288</u>	<u>4,982</u>	<u>126</u>
Total	24,110	576	194	576	9,964	252

Table 4-17, Patrons and Employee Peak Hour Trips by Travel Mode

Trip Type/ Direction	Autos/ Taxis	Transit Shuttles	Tour Buses	Employee Shuttles	Transit	Walk/ Bicycle
	Vehicle trips	Vehicle trips	Vehicle trips	Vehicle trips	Person trips	Person trips
<i>Friday</i>						
Patrons		Both patrons and employee will use transit shuttles. ↓				
In	732		7	-	252	-
Out	<u>690</u>		<u>7</u>	-	<u>237</u>	-
Total	1,422		14	-	489	-
Employees						
In	108		-	12	90	8
Out	<u>151</u>		-	<u>12</u>	<u>126</u>	<u>11</u>
Total	259		-	24	216	19
Total						
In	840	12	7	12	342	8
Out	<u>841</u>	<u>12</u>	<u>7</u>	<u>12</u>	<u>363</u>	<u>11</u>
Total	1,681	24	14	24	705	19
<i>Saturday</i>						
Patrons		Both patrons and employee will use transit shuttles. ↓				
In	866		8	-	299	-
Out	<u>822</u>		<u>8</u>	-	<u>283</u>	-
Total	1,688		16	-	632	-
Employees						
In	130		-	12	109	10
Out	<u>159</u>		-	<u>12</u>	<u>133</u>	<u>12</u>
Total	289		-	24	242	22
Total						
In	966	12	8	12	408	10
Out	<u>981</u>	<u>12</u>	<u>8</u>	<u>12</u>	<u>416</u>	<u>12</u>
Total	1,977	24	16	24	824	22

Table 4-21, Vehicle Trip Distribution by Travel Corridor

Travel Corridor	Patron Percent	Employee Percent	Composite Percent
I-93 North	15%	12%	15%
Route 16 West	5%	3%	5%
Route 38 West	1%	1%	1%
Broadway West	1%	1%	1%
Washington Street West	4%	3%	4%
I-93 South	38%	29%	37%
Rutherford Avenue	15%	9%	14%
Beacham Street East	2%	4%	2%
Route 16 East	3%	6%	3%
Route 1 North	9%	7%	9%
Route 99 North	2%	5%	2%
Main St (Everett Malden)	2%	3%	2%
Route 28 North	1%	1%	1%
Other Local	2%	16%	4%
Total	100%	100%	100%



www.cityofmalden.org

Gary Christenson, Mayor

January 24th, 2023

Joseph E. Delaney
Massachusetts Gaming Commission
101 Federal Street, 12th Floor
Boston, MA 02110

Dear Mr. Delaney,

I write today in strong support of the City of Malden's grant application to reach 25% design on the Broadway corridor. We are hopeful that the Commission will look favorably upon this opportunity to mitigate the traffic impacts the Casino has had on the Broadway corridor, impacts forecasted as far back as the Draft Environmental Impact Report in 2013.

The current configuration and condition of Broadway is not sufficient to handle the volume of traffic the roadway sees. The road surface itself is in poor condition, a state exacerbated by the increased Casino traffic the roadway has seen in recent years. Additionally, the layout of the road is at least a decade old at this point and does not meet the needs of current traffic patterns or non-vehicular users of the roadway. Surrounding infrastructure, such as overhead wires and stormwater management systems under the road, are similarly in need of replacement.

Thank you for your consideration of this application. With any questions, please contact John Alessi in the Office of Strategic Planning and Community Development.

Sincerely,

GARY CHRISTENSON
Mayor, City of Malden



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON, MA 02133

January 24th 2023

Joseph E. Delaney
Chief of Community Affairs
Massachusetts Gaming Commission
101 Federal St, 12th Floor
Boston, MA 02110

Dear Mr. Delaney,

We write today to share our support as Malden's legislative delegation for the City of Malden's application to the Gaming Commission to fund 25% design on the Broadway corridor.

Problems with the Broadway corridor are numerous, particularly because it has been years since the roadway was reconfigured or even repaved. The flow of traffic is impeded both by the degradation of the road surface and by the outdated design, which was made for the traffic patterns of a decade ago and does not serve current users. Utilities around the roadway, including overhead wiring and stormwater infrastructure, are also in need of replacement.

We understand that one out of every fifty trips to the Encore Casino is made using this corridor, and we are hopeful that the Commission will support Malden in mitigating the impacts this has on the City and on this area in particular.

Please reach out to Sarah Zeiberg in Senator Lewis's office at Sarah.Zeiberg@masenate.gov if you have any questions or if we can provide any further information.

Yours sincerely,

Handwritten signature of Jason Lewis in blue ink.

Jason Lewis
State Senator
5th Middlesex

Handwritten signature of Steven Ultrino in black ink.

Steven Ultrino
State Representative
33rd Middlesex

Handwritten signature of Paul Donato in black ink.

Paul Donato
State Representative
35th Middlesex

Handwritten signature of Kate Lipper-Garabedian in black ink.

Kate Lipper-Garabedian
State Representative
32nd Middlesex



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Appendix D
WAIVER REQUEST FORM
BD-23-1068-1068C-1068L-81256

Any project which proposes to exceed the funding limit for a category or requires a variance from any other provision contained in the Guidelines must submit a waiver request with its application. The Waiver Request Form must set forth the specific provision of the Guidelines to which a waiver or variance is sought and shall state the basis for the proposed waiver or variance. The Waiver should be signed by a municipal official or other government official that has the authority to enter into a contract on behalf of that community or governmental entity.

Name of Applicant:	City of Malden		
Project Name:	Spot Pond Brook Greenway Final Design & Broadway 25% Design		
Type of Grant:	Transportation Planning		
Name and Title of Contact:	John Alessi, Transportation Planner		
Email Address:	jalessi@cityofmalden.org	Telephone:	781-324-5720 EXT 5740

Waiver Request:

The City of Malden requests that the Gaming Commission waive the funding cap for its applications to the Transportation Planning category. These include our requests to fund Spot Pond Brook Greenway's Final Design and the Broadway Corridor's 25% Design. The rationale for this waiver is that the City lacks financial resources to complete these planning projects, and funding requested in our applications can be reasonably described as 'seed money,' where a relatively small investment on the part of the Gaming Commission can enable the City to seek millions of dollars in federal construction funding to make the projects a reality.

Gateway cities like Malden are often underserved when it comes to long-term planning and design work. Often the needs of the immediate moment are pressing enough that there is neither money nor staff capacity to do the kind of advanced planning projects which can take years to design, let alone construct. Malden brings in the least revenue per capita of any gateway city, and after accounting for State-required education spending, Malden also has the lowest amount left per resident to pay for all other City services as compared to other gateway cities. Simply put, Malden does not have the capacity to complete these projects without outside funding to complete design work.

The proposed projects, if funded, will also enable the City to better pursue more competitive grant funding. This includes the significant funding available to projects on the Boston MPO's Transportation Improvement Program (TIP) or other new federal grant programs from the Bipartisan Infrastructure Law. Spot Pond Brook Greenway is currently being reviewed by the Boston MPO for the TIP, and once Broadway reaches a 25% design the City can formally submit it for consideration as well. Advancing the design of both these projects, with financial assistance from the Gaming Commission, will create a clear pathway for these projects to be at a construction-ready phase. These



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investments will therefore help the City mitigate the negative transportation and economic related impacts attributed to the operation of the Casino.

Thank you for your consideration of these applications and waiver request.

Signed by: _____

Title: _____


Mayor