



# EXHIBIT X.C.1. TRAFFIC MITIGATION

**Submit as Exhibit X.C.1. a description of the steps, plans and measures, including infrastructure improvements, to mitigate traffic flow and vehicle trips in the vicinity of the Gaming Facility. Include a description of plans to use public or alternate transportation methods and transportation demand management.**

In order to mitigate traffic and vehicular flow in the vicinity of the Gaming Facility, infrastructure improvements and alternative transportation mode improvements have been identified. These improvements are described below.

## **Montreign Resort Casino**

### **Traffic Flow and Infrastructure**

As described in Exhibit VIII.C.17.d., a new four-lane Resort Entry Road will be built roughly parallel to the existing Joyland Road to facilitate vehicular traffic between Montreign Resort Casino and NYS Route 17. As a result, the NYS Route 17 (Future I-86) Interchange 106 would also need to be reconstructed. As discussed, the interchange redesign (Attachment X.C.1.-1) would allow continued use of the recently constructed overpass by providing a roundabout to serve County Route (CR) 173 and the NYS Route 17 Eastbound ramps.



Based on the results of a detailed Traffic Impact Study (“TIS”), which served as a partial basis for the Town of Thompson approving the site plan for Montreign, four potentially significant traffic impacts associated with the projected trips generated by Montreign were identified. Those intersections included: NYS Route 42 and Concord Road; Joyland Road and Cimarron Road; NYS Route 17 Westbound Ramps at Towner and Cimarron Road; and NYS Route 17 Eastbound Ramps at Cimarron Road. The mitigation measures include adjusting the signal timings at the intersection of NYS Route 42 and Concord Road, and the reconstruction of the Exit 106 Interchange at NYS Route 17. The proposed mitigation has been approved by the Town of Thompson, Sullivan County Department of Public Works, and New York State Department of Transportation (“NYSDOT”) with detailed engineering designs currently being reviewed by the relevant agencies.

Two additional intersections, NYS Route 42/Pleasant Street at Broadway and NYS Route 42 at Anawana Lake Road, were identified for traffic signal retiming and optimization to maintain their No-build Levels of Service.

In addition, in consultation with and approval from NYSDOT and other involved agencies, an innovative approach towards addressing proposed mitigation, Intelligent Transportation Systems (“ITS”), will also be considered. ITS measures could include installation of adaptive traffic control systems to improve vehicle detection/operations such as the addition of wireless system detectors and traffic count stations (pucks) and video monitoring for data collection and tracking, as well as back of queue detectors on NYS Route 17 to ensure queues on the exit ramps do not extend to the highway.

### **Transit**

Approximately 10 to 15 private buses, shuttles and tour buses per day will service the Casino and Hotel, with a bus drop-off and pick-up area located on-site. The average number of passengers per bus will be forty (40) guests, and the majority of them will be arriving from no more than 100 miles from Montreign. The internal circulation of these buses is detailed in Exhibit VIII.C.14.b.



### **Pedestrian and Bicycle**

A hierarchy of pedestrian trails will flow throughout Adelaar, linking Montreign to the remainder of the uses and bringing guests into a close connection with the landscape. The primary spine will run north-south from the NYS Route 17 interchange to Kiamesha Lake Road. In addition, loop spurs will link off of the main spine, expanding the recreation options for guests and allowing guests to travel to and from the Gaming Facility without their car. These trails and paths are further illustrated by Attachment VIII.C.10.a.-3 to Exhibit VIII.C.10.a.



As part of the infrastructure improvements discussed above at the NYS Route 17 Interchange 106, the shoulder widths on the overpass will remain unchanged, thereby still accommodating pedestrian and bicycle traffic. A signal and crosswalk will also be installed at the NYS Route 17 eastbound off-ramp to enhance the pedestrian crossing at this location. In addition, the construction of the Resort Entry Road

will decrease the number of vehicles on Joyland Road, thus improving pedestrian safety on this section of roadway. Finally, wide shoulders and adequate lighting will be incorporated into the final design of the new roundabout to facilitate pedestrian activities.

### **Entertainment Village, Indoor Waterpark Lodge, Monster Golf Course, Infrastructure Improvements**

Based on the qualitative traffic assessment performed as part of the 2012/2013 Generic Environmental Impact Statement, which resulted in the approval of the Comprehensive Development Plan for Adelaar by the Town of Thompson, construction of the Entertainment Village, Indoor Waterpark Lodge, and Monster Golf Course may require roadway improvements at the intersection of Thompsonville Road and Joyland Road/Chalet Road. The improvements could include installation of a new signal as well as additional turn-lanes on the northbound and southbound approaches. The precise improvements necessary will be determined after consultation with the Town of Thompson, and in conjunction with site plan approval for these components of the Gaming Facility.

#### **Pedestrian Improvements**



A hierarchy of pedestrian trails will flow throughout Adelaar, linking different districts and bringing guests into a close connection with the natural pristine beauty of the Catskills. A paved, multiuse/ bike path will link the major districts of Adelaar. The primary spine will run north-south from the NYS Route 17 interchange to Kiamesha Lake Road. In addition, loop spurs will link off of the main spine,

expanding the recreation options for guests. These trails will typically be wide enough for two people to walk side-by-side and may be composed from a variety of pavement surfaces. They will blend with the natural terrain and may incorporate stairs when steep grades are encountered. These trails and paths are further illustrated by Attachment VIII.C.10.a.-3 to Exhibit VIII.C.10.a.