

## **TRAFFIC MITIGATION**

### **EXHIBIT X. C.1**

Workforce enhancement will be satisfied through a variety of means including how workers reach their new jobs at the Sterling Forest Resort. Utilization of non-traditional modes and methods of transportation will be highly encouraged. The existing commuter rail system, MTA-MetroNorth Railroad (MNR), is located approximately 5 miles from the facility. Additionally, proposed improvements include bicycle and pedestrian accommodations consisting of new bicycle and pedestrian trails, including a multiuse path along the proposed utility right-of-way on Route 17A from Indian Kill Reservoir leading to the Sterling Forest Resort site.

High-occupancy vehicles (buses, shuttles, and other livery vehicles) are accommodated at the site with both parking and drop-off and pick-up areas. The result of these measures will help to minimize vehicle trips and mitigate traffic flow along the surrounding transportation network.

There are several measures proposed to mitigate traffic impacts associated with the Sterling Forest Resort site as described below.

- New York State Thruway (I-87) interchange, referred to as 15B: A new, full-movement interchange will be designed and constructed. This will significantly mitigate traffic along Route 17. It is anticipated that a considerable amount of high-occupancy vehicles will take advantage of this new interchange transportation infrastructure.
- Route 17/Route 17A Roundabout: A new roundabout will be constructed at the point in which the north and south ramps from Route 17 connect to Route 17A.
- Intersections along Route 17A between the Route 17/17A Roundabout and the Sterling Forest Resort: As a result of the Traffic Impact Study (TIS), impacts as a result of Sterling Forest Resort to these intersections will be mitigated.
- Sterling Forest Resort Access from Route 17A: Access to the Resorts World Grand Hotel will be provided along Route 17A at two proposed locations.
  - The first location is a roundabout at the eastern end of the site connecting 17A to the Resorts World Grand Hotel.
  - The second location is an unsignalized intersection west of the first location at the existing unsignalized intersection, east of the Ski Village. This intersection currently provides access to a large surface parking area used during the New York Renaissance Faire. If warranted, a traffic signal will be installed at this intersection to control traffic.
- Route 17A Across from the World Fairgrounds and Ski Village areas of the Sterling Forest Resort: Along this existing two-lane section, access points to development and parking lots will be more clearly defined through access management techniques. Turn lanes will be added at the driveways accessing the surface parking lots.
- Route 17A Grade Separation of the Existing At-Grade Pedestrian Crossings: Along this section of Route 17A across from the World Fairgrounds and Ski Village, there are currently two marked at-grade pedestrian crossings; which will be removed and replaced with the construction of two grade-separated pedestrian bridges.
- Adequate Parking Facilities: Parking facilities will support the needs of the Sterling Forest Resort. This measure will ensure adequate parking and mitigate the existing condition that occurs during the New York Renaissance Faire when vehicles park along Route 17A.
- Proposed improvements include bicycle and pedestrian accommodations consisting of new bicycle and pedestrian trails, including a multiuse path along the proposed utility right-of-way on Route 17A from Indian Kill Reservoir leading to the Sterling Forest Resort Site.

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The transportation studies being conducted consider mode split and the use of alternate transportation means (trains, buses, park-and-rides, and shuttle services). These other means of transportation to mitigate transportation impact and reduce the travel demand are described below.

### **Trains**

The existing Port Jervis Line (PJL) parallels Route 17 through Tuxedo, NY. MNRR leases the single track territory from Norfolk Southern Railroad. In an agreement between New Jersey (NJ) Transit and MNRR, the New York stations west of the Hudson River are owned and maintained by MNRR, in conjunction with local municipalities. Rail service is operated by NJ Transit as an extension of the Main/Bergen County Line. Trains run from Hoboken, NJ, or New York via a transfer connection at Secaucus Junction.

The PJL has typical commuter patterns with peak hours in the morning and evening. The trains currently consist of an eight-car push-pull train; Comet V railcars have a capacity of 109 to 117 seats each, depending on the car model. Station platforms along the PJL have various lengths, but 680 feet is the standard and preferred platform length. Tuxedo station currently has a platform that allows for full usage of all train cars.

The closest MNRR station to serve the Sterling Forest Resort is the Tuxedo station. The station has an existing park-and-ride lot with approximately 245 spaces. The lot is maintained by the Village of Tuxedo Park. The next closest station on the line (Harriman) is 8 miles away and has a larger park-and-ride lot with 986 spaces. The train schedule and existing service levels of the commuter rail system currently is suited for commuters primarily but is capable of accommodating the workforce during normal business hours. The Sterling Forest Resort peak periods for ridership are expected to occur on Friday, Saturday, and Sunday during off-peak commuter times.

Based on the preliminary travel demand forecast of the project team, these stations have the capacity to handle the increased ridership generated by the Sterling Forest Resort. Proposed public transportation options include a combination of commuter rail and shuttle services. In order to reach the Resorts World Grand Hotel via rail, employees and guests would use the MNRR Tuxedo station. Passengers would then use the shuttle bus to and from the railway station in order to complete their trip. During peak hours, it is predicted that approximately 166 (85 inbound and 81 outbound) person-trips will occur on a Friday and approximately 214 (109 inbound and 105 outbound) will occur on a Saturday. These peak numbers will depend greatly on the train schedule. Since the arrival and departure times of the train will concentrate the number of riders during the peak times, the actual numbers could be slightly greater than the preliminary forecast predicts.

### **Buses**

Orange County does not have a single regional fixed route bus system; however, there are several independent carriers that provide service in the vicinity of the Sterling Forest Resort. The bus network includes commuter bus service and four local routes. Transit Orange is the county's first attempt at consolidation of bus systems. The local bus routes include the following:

- The Mainline (Middleton, Goshen, Chester, Monroe, Harriman, and Woodbury)
- Newburgh Beacon Bus Corporation (City and Town of Newburgh, and New Windsor)
- Village of Kiryas Joel (Kiryas Joel, Monroe, and Woodbury)
- Middleton Transit Corporation (only Middleton)

Overlaps between local bus routes and commuter bus service include connections with transit stations on Metro North's PJL and the Hudson Line. The developer will work with the county planning department to continue its efforts to coordinate the individual bus transit operators. The roadway improvements to Route 17A near the Sterling Forest Resort will enhance an important bus corridor and improve bus service for employees and the entire region.

# TRAFFIC MITIGATION

## Figure X. C.1-1. Orange County Transportation Map



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### **Park-and-Rides**

The use of off-site parking will allow for mitigation of vehicular traffic especially during critical times like special events/concerts. Employees will be encouraged to use the commuter park-and-ride lots located in and around Tuxedo, NY. As was mentioned for transit services, the peak demand for parking will be on Friday, Saturday, and Sunday during non-commuter times. Shuttle service to and from the Sterling Forest Resort to lots will be sequenced to allow for efficient and seamless transfers during normal work shifts.

In Orange County, there are two formal park-and-ride lot systems used primarily for connections to transit services. The systems are owned and maintained by the cooperative efforts of one or more public and private entities, including New York State, Orange County, Coach USA/ShortLine, and local municipalities. Existing park-and-ride lots near the Sterling Forest Resort include the Tuxedo rail station, Tuxedo commuter lot, and Harriman rail station. Parking is currently free on the weekend and holidays at these locations.

**Table X. C.1-1. Orange County Park-and-Ride Lots Nearby**

Location	Service	Location	Total Spaces	Owner
Tuxedo	Commuter Bus	Route 17A/Route 17	75	Private
Tuxedo	Rail Station	Route 17	245	Private
Harriman	Rail Station	Route 17	985	Private

### **Shuttle Service**

The Sterling Forest Resort shuttle service will not be limited to nearby park-and-ride lots; it potentially will include other area attractions such as Woodbury Commons. The developer will work with Orange County officials to study how a shuttle system that will seek to integrate key destination locations in the region will maximize transportation demand management. Although not yet fully studied it is conceivable that a shuttle system serving major destinations in eastern Orange County could better connect the existing transit systems. Using clean burning natural gas buses as shuttle vehicles will further expand the benefits of these traffic mitigation measures providing a secondary enhancement factor by minimizing air pollutants.