

Traffic Memorandum
Mohawk Harbor
Casino Alternate
City of Schenectady, New York

TRJE Project No. 001-13-004

Prepared for:

Maxon Alco Holdings, LLC
695 Rotterdam Industrial Park
Schenectady, New York 12306

Prepared by:

T.R. JOHNSON ENGINEERING, PLLC 
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

595 New Loudon Road #215
Latham, New York 12110
(518) 339-5100

with:

Barton & Loguidice, P.C.
10 Airline Drive, Suite 200
Albany, New York 12205
(518) 218-1801

Memorandum Date: June 2014

The purpose of this Memorandum is to provide supporting material related to the Transportation-related topics contained in the Request For Application (RFA). Material is provided for:

- **Section VIII, C.14.a – Parking and Transportation Infrastructure – (Page 53 of RFA)**
 - **Section VIII, C.14.b – Parking and Transportation Infrastructure – (Page 53 of RFA)**
 - **Section VIII, C.17.d - Roadway and Traffic Improvements – (Page 54 of RFA)**
 - **Section X, C.1 - Traffic Mitigation - (Page 64 of RFA)**
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- **Section VIII, C.14.a – Parking and Transportation Infrastructure – (Page 53 of RFA)**

Submit as **Exhibit VIII.C.14.a**, a description of the approximate number, location, and accessibility of parking spaces and structures for employees, patrons, valet-parked vehicles, and buses. Substantiate (e.g. by inclusion of discussion in the independent traffic study to be provided pursuant to Item IX.A.2.b of this RFA) the adequacy of parking and site circulation plans to service the projected visitor and employee demand.

Exhibit VIII.C.14.a – According to the KJW site plan dated May 12, 2014, parking will be provided with surface parking and a parking structure. The surface parking will include 838 spaces and the structure will provide approximately 320 spaces on the ground floor and on each of three levels, with optional levels above, for a total number of spaces in the structure of 1,280, and a combined total of 2,118 spaces. Both the surface lot and the garage can be accessed from either ingress/egress location. The spaces in the surface lot are properly aligned at 90-degrees from the Gaming Facility so patrons and employees do not have walk in-between vehicles.

Assuming a demand of 0.7 spaces per gaming position (1,127 spaces), plus one space for every two hotel rooms (75 spaces), plus 1.8 people per vehicle for the 450-seat banquet facility (250 spaces) yields a patron demand of 1,452 spaces. This leaves plenty of spaces available for employees and others users of the project site. Additionally, with close access to alternative modes of transportation, it is expected that the actual demand for parking will be less.

- **Section VIII, C.14.b – Parking and Transportation Infrastructure – (Page 53 of RFA)**

Submit as **Exhibit VIII.C.14.b**, a description of traffic circulation plans for the Project Site including ingress and egress of casino patrons, employees and suppliers including plans for tour bus, limousines and valet drop-off areas, plans for service vehicle parking

satellite parking and other related transportation infrastructure, and plans to offer refueling, overnight bus parking, disabled vehicle assistance, and convenience store facilities on site.

Exhibit VIII.C.14.b. – The circulation paths of patrons, employees, and goods are important to delineate (refer to Circulation Exhibit in Exhibit VIII.C.5.a.8.) Direct and convenient access is available to guests entering the site and the casino, whether they choose to arrive at the porte cochere or to park in the garage or the parking lot. There are multiple access points to the property, which offers variety and helps balance the load of patrons entering the casino floor.

There is a bus drop-off and pick-up area planned to the east of the casino, nearest the entry roads, which will provide easy drop-off/pick-up without going too deep into the site. An interior Bus Waiting area is anticipated and located conveniently near the south entry doors.

Employees should also have convenient parking and is tentatively planned for the top levels of the parking garage. Employees will park and enter the property's back of house at a predetermined, secured area, which allows them access to many BOH areas. Their daily flow of checking in, going to a locker rooms or restrooms should all flow in an efficient order prior to them heading to their work area. Likewise, an employee lounge near the employee dining room should be easily accessed so as to maximize their break time.

Delivery trucks will enter the site at the most remote corner of the parking lot and drive around to get the dock area. Deliveries can be timed to conveniently load the warehouse with goods, or to pick up trash and recycle items.

- **Section VIII, C.17.d - Roadway and Traffic Improvements – (Page 54 of RFA)**

*Submit as **Exhibit VIII.C.17.d.** a description of the roadway and traffic improvements needed to ensure adequate access to the Gaming Facility Site to include: (i) the estimated cost of the improvements; (ii) the estimated date of completion; (iii) the names of the parties, whether public or private, initiating the improvements; (iv) the names of the parties responsible for the costs of the improvements; and (v) if more than one party is responsible for the costs, the proportionate distribution of the costs among the parties.*

Exhibit VIII.C.17.d. – The traffic improvements needed to ensure adequate access to the Gaming Facility Site are listed below. At this time, it is anticipated that Maxon Alco Holdings, LLC will construct the improvements by the opening of the project, and that Maxon Alco holdings, LLC and the Applicant will share the costs pursuant to their agreement.

1. Erie Boulevard/Maxon Road Extension – Restripe the westbound Maxon Road

Extension exclusive right-turn lane to a shared left-turn/right-turn lane to provide two left-turn lanes. Also included is widening the westbound approach for a short slip lane for right-turn traffic. The cost is estimated at \$120,000.

2. Erie Boulevard/Maxon Road/Mohawk Harbor Drive – The construction of a full access roadway to the project site directly from Erie Boulevard opposite Maxon Road. This new intersection will also be signalized. The cost is estimated at \$175,000.
3. Erie Boulevard/Nott Street – An additional lane on Nott Street for the westbound approach will be constructed. The cost is estimated at \$50,000.
4. Nott Street/Maxon Road – The Maxon Road southbound approach will be restriped for an exclusive left-turn lane and a shared thru/right-turn lane. The cost is estimated at \$7,500.
5. Freemans Bridge Road/Maple Avenue – Retiming the signal phase parameters. The cost is estimated at \$2,500.
6. Freemans Bridge Road/Sunnyside Road – Install a separate left-turn phase for the eastbound Sunnyside Road approach that includes traffic signal sections and vehicle detectors. The cost is estimated at \$20,000.
7. Erie Boulevard/State Street – Retime the signal phase parameters. This will also modify those at Union Street and Liberty Street in this coordinated signal network. Also, replace the full-time No Turn On Red (NTOR) restriction for the State Street westbound approach with an LED blankout sign for NTOR only during the pedestrian phase. The cost is estimated at \$15,000.
8. Work with appropriate governmental jurisdictions to develop an effective way-finding system.

- **Section X, C.1 - Traffic Mitigation - (Page 64 of RFA)**

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.

Exhibit X.C.1. – The Traffic Impact Study Casino Alternate of June 2014 identified the infrastructure improvements needed, refer to Exhibit VIII.C.17.d for the list of infrastructure improvements, to offset the traffic impacts of the project. The study will undergo a review from involved agencies through the SEQRA process and the agencies involved include the NYSDOT and the City of Schenectady.

The plans will be reviewed by the approval agencies at a series of design plan submittal stages to ensure that the plans are prepared in accordance with required standards.

There are numerous public and alternative transportation methods available to be incorporated into the project. These include local and regional bus service adjacent to the project area, passenger rail service also adjacent to the project area, as well as a regional multi-use path running through the project site, and the construction of a marina within the project for a truly alternative mode of transportation. The applicant will make known to their employees and visitors the availability of these alternative modes via mailings and brochures, their website, concierge services, etc.

The nature of the project as a mixed-use development with complimentary land uses in of itself provides transportation demand management (TDM) techniques. Trips can be made from one land use to another without having to leave the project site and downtown destinations are within walking distance. Also, the peak hours of the Casino and Banquet facility do not coincide with the peak hour of the adjacent roadway network which is an ideal TDM technique.