

Employee Commuters

Measure 5.7-2: The Tribe shall create an employee Commuter Program that will provide a shuttle service for employee commuters from the Santa Rosa/Rohnert Park area. In addition, incentives (such as partial or full reimbursement) would be provided for commuting employees.

5.8 Transportation

It is recommended that the Tribe pay a full share or fair share for implementation of the following improvements. In cases where improvements would require an environmental study and design, the full share or fair share contribution shall also apply to the environmental study. A summary table of mitigation measures is provided as **Table 5-1**. The table summarizes the mitigation measures required for each alternative and the residual significance after mitigation which are discussed in detail below.

The following measures are recommended to mitigate project impacts under 2015 short-term conditions and/or cumulative conditions, as described in **Sections 4.8 and 4.16**, respectively:

Measure 5.8-1: (Alternatives A and B for near term and cumulative, Alternative C for cumulative scenario only). The project sponsor would pay 100% of the costs to install traffic signals at one central main entrance to the project site on Asti Road, and to construct a northbound right-turn lane and southbound left-turn lane on Asti Road at the site entrance. Supplementary driveways to the north and south of this signalized access would be configured to limit access to right-turn in/right-turn out only. The Tribe shall enter into an agreement with the County regarding maintenance of the traffic signal.

Implementation of Mitigation Measure 5.8-1 would result in acceptable levels of service at the intersection of Asti Road / Project Access.

Measure 5.8-2: (All Project Alternatives for near term and cumulative). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / South Interchange.

Implementation of Mitigation Measure 5.8-2 would result in acceptable levels of service at the intersection of U.S. 101 Northbound Ramps / South Interchange in the near-term, but associated queuing between the U.S. 101 northbound ramps and Asti Road, and between the northbound and southbound ramps, would exceed storage capacity. Road widening to incorporate additional turn lanes would be infeasible because it would require widening of the overpass structure over U.S. 101. In the cumulative scenario, Mitigation Measure 5.8-2 would not result in acceptable levels of service at this intersection. For acceptable traffic LOS and/or no excessive queuing, construction of a dual-lane roundabout with a 160-foot diameter is recommended instead of installation of traffic signals (see Mitigation Measure 5.8-4). The proximity of the intersection of U.S. 101 Northbound Ramps / South Interchange to the Asti Road / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.

**TABLE 5-1
SUMMARY OF TRAFFIC MITIGATION MEASURES**

Mitigation Measure	Near-Term (and Cumulative)	Cumulative Only	Significance after Mitigation	
Measure 5.8-1: The project sponsor would pay 100% of the costs to install traffic signals at one central main entrance to the project site on Asti Road, and to construct a northbound right-turn lane and southbound left-turn lane on Asti Road at the site entrance. Supplementary driveways to the north and south of this signalized access would be configured to limit access to right-turn in/right-turn out only.	A, B	C	LTS	
Measure 5.8-2: The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / South Interchange.	A, B, C, D, E		LTS (near-term) / SU (cumulative)	If Mitigation Measure 5.8-2 and 5.8-3 are selected, then Mitigation Measure 5.8-4 would not be required and vice versa. Either signalization of both intersections or a roundabout would be implemented.
Measure 5.8-3: The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Asti Road / South Interchange.	A, B, C	D,E	LTS (near-term) / SU (cumulative)	
Measure 5.8-4: The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of U.S. 101 Northbound Ramps / South Interchange and Asti Road / South Interchange. A Conceptual Approval Report would need to be completed as the first step of Caltrans' Project Initiation Document process.	A, B, C, D, E		LTS	
Measure 5.8-5: The project would install either an off-street path or sidewalk along Asti Road between the SMART track/multi-use trail crossing of Asti Road and the project site entrance.	A, B, C, D, E		LTS	
Measure 5.8-6: Prior to construction, the project applicant shall redesign the parking plan to provide an additional 135 parking spaces. These additional spaces shall be added so as not to substantially change the proposed site layout.	D		LTS	
Measure 5.8-7: The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Cloverdale Boulevard / South Interchange.		A, B, C, D, E	SU	If Mitigation Measure 5.8-7 and 5.8-8 are selected, then Mitigation Measure 5.8-9 would not be required and vice versa. Either signalization of both intersections or a roundabout would be implemented.
Measure 5.8-8: The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Southbound Ramps / South Interchange.		A, B, C, D, E	LTS	
Measure 5.8-9: The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of Cloverdale Boulevard / South Interchange and the U.S. 101 Southbound Ramps / South Interchange.		A, B, C, D, E	LTS	
Measure 5.8-10: The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / Citrus Fair Drive.		E	LTS	

Measure 5.8-3: (Alternatives A, B and C in near term and cumulative, Alternatives D and E in cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Asti Road / South Interchange.

Implementation of Mitigation Measure 5.8-3 would result in acceptable levels of service at the intersection of Asti Road / South Interchange in the near term, but associated queuing between the U.S. 101 northbound ramps and Asti Road, and between the northbound and southbound ramps, would exceed storage capacity. Road widening to incorporate additional turn lanes would be infeasible because it would require widening of the overpass structure over U.S. 101. In the cumulative scenario, Mitigation Measure 5.8-3 would not result in acceptable levels of service at this intersection. For acceptable traffic LOS and/or no excessive queuing, construction of a dual-lane roundabout with a 160-foot diameter is recommended instead of installation of traffic signals (see Mitigation Measure 5.8-4). The proximity of the intersection of U.S. 101 Northbound Ramps / South Interchange to the Asti Road / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.

Measure 5.8-4: (All Project Alternatives for near term and cumulative). The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of U.S. 101 Northbound Ramps / South Interchange and Asti Road / South Interchange. A Conceptual Approval Report would need to be completed as the first step of Caltrans' Project Initiation Document process.

Implementation of Mitigation Measure 5.8-4 (roundabout) instead of Mitigation Measures 5.8-2 and 5.8-3 (traffic signals) would eliminate excessive queuing between adjacent intersections, and also would result in acceptable levels of service.

Measure 5.8-5: (All Project Alternatives in near term and cumulative). The project would install either an off-street path or sidewalk along Asti Road between the SMART track/multi-use trail crossing of Asti Road and the project site entrance.

Measure 5.8-6: (Alternative D in near term and cumulative). Prior to construction, the project applicant shall redesign the parking plan to provide an additional 135 parking spaces. These additional spaces shall be added so as not to substantially change the proposed site layout.

Measure 5.8-7: (All Project Alternatives in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of Cloverdale Boulevard / South Interchange.

Implementation of Mitigation Measure 5.8-7, by itself, would not result in acceptable levels of service at the intersection of Cloverdale Boulevard / South Interchange, and in addition, queuing between this intersection and the U.S. 101 Southbound Ramps would exceed storage capacity. For acceptable traffic LOS and no excessive queuing, a partial multi-lane roundabout with a 160-foot diameter is recommended (see Mitigation Measure 5.8-9). The proximity of the intersection of Cloverdale Boulevard / South Interchange to the U.S. 101 Southbound Ramps / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.