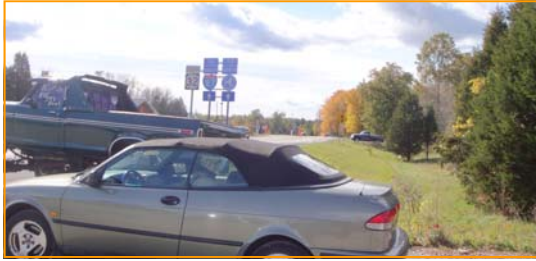


ULSTER COUNTY COMMUTER PARKING FACILITIES CAPACITY ANALYSIS AND NEEDS ASSESSMENT

2010



Ulster County Transportation Council

April 1, 2011

Ulster County Transportation Council

Policy Committee - 2010

Ulster County
Mike Hein
County Executive
UCTC Chairman

City of Kingston
James Sottile
Mayor

Town of Saugerties
Gregory Helmsmoortel
Supervisor

Town of Ulster
James Quigley
Supervisor

NYS Department of Transportation
Joan McDonald, Commissioner
UCTC Secretary

NYS Thruway Authority
Michael Fleischer
Executive Director

Village of Ellenville
Jeff Kaplan
Mayor

Town of Lloyd
Ray Constantino
Supervisor

Town of New Paltz
Toni Hokanson
Supervisor

Town of Plattekill
Bruce Loertscher
Supervisor

Town of Rosendale
Patrick McDonough
Supervisor

Village of Saugerties
Robert Yerick
Mayor

Town of Woodstock
Jeff Moran
Supervisor

Advisory Members - 2010

NYS Bridge Authority
John Bellucci
Planning Director

Federal Transit Administration
Nancy Danzig
Planning Director

Federal Highway Administration
Jeffery Kolbe
Division Administrator

Federal Railroad Administration
Randall Dickinson
NYS Rep

**NYS Department of Environmental
Conservation**
Joseph Martens
Commissioner

ULSTER COUNTY COMMUTER PARKING FACILITIES CAPACITY ANALYSIS AND NEEDS ASSESSMENT 2010

Kingston, Lloyd, New Paltz, Rosendale, Saugerties, Ulster



244 Fair Street
PO Box 1800
Kingston, NY 12401

Web Site: <http://www.co.ulster.ny.us/planning/tran.html>
E-Mail: planning@co.ulster.ny.us

T: 845.340.3340
F: 845.340.3429

BACKGROUND

Federal law requires that Metropolitan Planning Organizations (MPOs) within a designated Transportation Management Area (TMA) to implement and evaluate a Congestion Management Process (CMP). The Ulster County Transportation Council (UCTC) is the designated Metropolitan Planning Organization (MPO) for Ulster County and a portion of the Poughkeepsie-Newburgh Urbanized Area. UCTC shares a TMA with the Dutchess and Orange County MPOs and is responsible for planning and programming CMP improvements within the Ulster County portion of the TMA.

Commuter parking facilities promote carpooling and the use of public transit, which helps to reduce congestion on the Region's roadways. UCTC has conducted analyses for commuter parking facilities in the County since 2006 in order to measure traffic congestion and needs. Once capacity constraints and needs are identified, Federal funds can then be programmed on the Transportation Improvement Program (TIP) to address needs through facility expansion and/or improvement.

METHODOLOGY

The Ulster County Commuter Parking Facilities Capacity Analysis and Needs Assessment Study include a survey of the parking utilization and condition for ten parking facilities. Eight of the ten parking facilities were studied in 2008. The two new commuter parking facilities that were added to the Study in 2010 include the parking facilities at the Diner/Super Lodge in the Town of Ulster and the facility at State Route 32 in the Village of New Paltz.

Among the commuter parking facilities studied in 2008, the capacity of the State Route 32/199 parking facility (P2) increased by approximately 8 parking spaces in 2010. For the NYS Thruway Exit 20 Southbound parking facility (P1), the average occupancy number includes the cars parked on three unauthorized spaces along State Route 32.

Each parking facility was observed by UCTC staff over a period of five consecutive weekdays in mid-October between 9:00 AM and 4:00 PM, consistent with the previous years' analyses. Data was collected on the daily vehicle count, pedestrian and public transit activity, overall conditions and amenities at the lot. The ten facilities included in the analysis are:

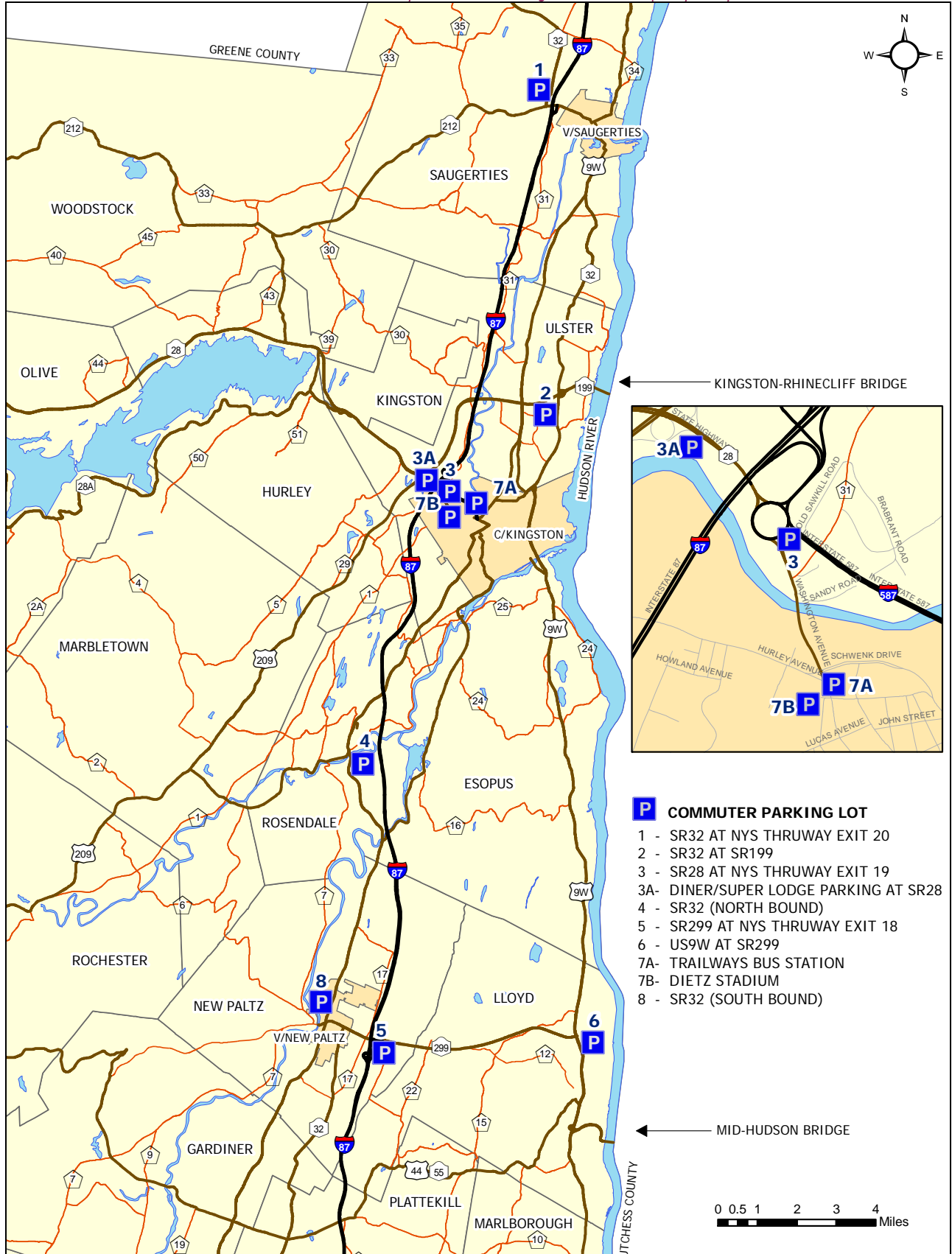
- P1 - State Route 32 at New York State Thruway Exit 20 Southbound, Town of Saugerties
- P2* - State Routes 32 and 199, Town of Ulster
- P3 - State Route 28, I-587 at New York State Thruway Exit 19, Town of Ulster
- P3A** - Diner/Super Lodge Parking Lot at State Route 28, Town of Ulster
- P4 - State Route 32 Northbound, Town of Rosendale
- P5 - State Route 299 at New York State Thruway Exit 18, Town of New Paltz
- P6 - US 9W at State Route 299, Town of Lloyd
- P7A - Adirondack/Pine Hill Trailways Bus Terminal, City of Kingston
- P7B - Dietz Stadium, Joys Lane & Grandma Brown Lane, City of Kingston
- P8** - State Route 32 Southbound, Village of New Paltz

Note:

* Capacity of the commuter parking facility increased in 2010.

** New commuter parking facility included in 2010.

Ulster County Commuter Parking Lots - 2010 Capacity Analysis and Needs Assessment



DATA ANALYSIS SUMMARY

A summary analysis of daily parking occupancy for Ulster County commuter parking facilities is shown in Table 1. The parking facilities observed as having the most congestion include the Thruway Exit 19 (P3) and the commuter parking facilities for Adirondack Trailways (P7A and P7B). The P3 is well over capacity with daily occupancy as high as 140%. The commuter parking facilities on State Route 32 in Rosendale (P4) and Thruway Exit 18 (P5) are at capacity. Congestion at the Thruway Exit 18 parking facility (P5) has eased with the expansion of the facility in 2008. The average occupancy of the two newly added commuter parking facilities is on the lower end with the occupancy at the Diner/Super Lodge (P3A) at 7% and that of State Route 32 in the Village of New Paltz (P2) at 25%. The average occupancy of the commuter parking facility in Lloyd (P6) stayed at 28% in 2010 consistent with the occupancy of the previous years.

Table 1: Daily Parking Occupancy in 2010

Commuter Parking Facility	% Occupancy					Average	Lot Capacity
	Mon	Tue	Wed	Thu	Fri		
P1: Thruway Exit 20 SB, Saugerties	67%	25%	58%	58%	75%	57%	12
P2: State Route 32 and 199, Ulster*	23%	27%	32%	23%	23%	25%	22
P3: Thruway Exit 19, Ulster	116%	158%	137%	153%	137%	140%	38
P3A: Diner/Super Lodge, Ulster**	9%	0%	20%	9%	0%	7%	35
P4: State Route 32, Rosendale	78%	97%	86%	88%	69%	83%	58
P5: Thruway Exit 18, New Paltz	72%	91%	90%	87%	82%	85%	151
P6: US 9W/SR 299, Lloyd	34%	29%	26%	28%	24%	28%	90
P7A: Trailways Bus Terminal, Kingston	96%	92%	100%	96%	94%	95%	48
P7B: Dietz Stadium, Kingston	70%	100%	120%	126%	86%	100%	50
P8: State Route 32, New Paltz**	25%	29%	30%	21%	19%	25%	63

Note:

* Capacity of the commuter parking facility increased in 2010.

** New commuter parking facility included in 2010.

Average occupancy for P1 (Exit 20) includes the cars parked on the unauthorized parking spaces adjacent to the commuter parking facility.

Table 2 compares the average occupancy of the commuter parking facility in 2006, 2007, 2008 and 2010. In general, there has been a decline in the average occupancy of commuter parking facilities in 2010 compared to 2008. The most significant decline in 2010 has been in the average occupancy of the commuter parking facility by Exit 20 in Saugerties (P1). The average occupancy of this lot declined by 53% in 2010 compared to 2008, while it had increased by 50% in 2008. This decline can be attributed to the use of unauthorized parking spaces off State Route 32 adjacent to the authorized commuter parking facility. The 38% decline in occupancy at the commuter parking facility at State Route 32/199 (P2) reflects the increase in the lot capacity by 8 parking spaces in 2010. The average occupancy of the commuter parking facility at Exit 19 in the Town of Ulster (P3) declined by 16% in 2010 compared to 2008. However, this parking facility is still over capacity with average occupancy of 140%. The average occupancy of the commuter parking facilities at Exit 18 (P5), and Adirondack Trailways (P7A and P7B) increased by 12-14% in 2010 compared to 2008. The new commuter parking facilities included in 2010 at the Diner/Super Lodge parking lot (P3A) is woefully underutilized and the State Route 32, New Paltz (P8) lot is also underutilized.



Table 2: Summary Comparison of Average Parking Occupancy

Commuter Parking Facility	Average Occupancy				Percent Change		
	2006	2007	2008	2010	2006-2007	2007-2008	2008-2010
P1: Exit 20 SB, Saugerties	60%	60%	110%	57%	0%	+50%	-53%
P2: SR 32/199, Ulster*	50%	71%	63%	25%	+21%	-8%	-38%
P3: Exit 19, Ulster	102%	108%	156%	140%	+6%	+48%	-16%
P3A: Diner/Super Lodge, Ulster**	-	-	-	7%	-	-	-
P4: SR 32, Rosendale	45%	96%	88%	83%	+51%	-8%	-5%
P5: Exit 18, New Paltz	104%	101%	71%	85%	-3%	-30%	+14%
P6: US 9W/SR 299, Lloyd	26%	26%	32%	28%	0%	+6%	-4%
P7A: Trailways Bus Terminal, Kingston	-	100%	83%	95%	-	-17%	+12%
P7B: Dietz Stadium, Kingston	-	25%	86%	100%	-	+61%	+14%
P8: State Route 32, New Paltz**	-	-	-	25%	-	-	-

Note:

* Capacity of the commuter parking facility increased in 2010.

** New commuter parking facility included in 2010.

Average occupancy for P1 (Exit 20) includes the cars parked on the unauthorized parking spaces adjacent to the commuter parking facility.

FACILITIES ASSESSMENT WITH RECOMMENDATIONS

P1: State Route 32 at NYS Thruway Exit 20 Southbound, Town of Saugerties: This commuter parking facility is located on State Route 32 directly opposite the NYS Thruway Southbound Exit 20 in the Town of Saugerties (see Figure 1). The facility has approximately 12 parking spaces that are neither striped nor paved. There has been no improvement in the condition of the facility since 2006. Lack of lighting, pavement, signage and maintenance has raised safety issues at the facility. Due to the poor condition of the facility, commuters prefer to park at the spaces which are not designated for parking. The three unauthorized spaces adjacent to the commuter parking facility are better paved than the authorized facility itself. The capacity analysis adds the cars parked at these spaces to the occupancy numbers of the commuter parking facility.

The average occupancy of the Exit 20 parking facility (P1) including the vehicle count at the three unauthorized lots is 7 cars or 57%. Breaking down the numbers further, more vehicles were observed to be parked at these unauthorized parking spaces than at the actual facility itself. The unauthorized parking 1 (as marked in Figure 1) can accommodate up to 6 cars and the unauthorized parking 2 and 3 can accommodate 3 cars each. The condition of the Thruway Exit 20 parking facility has remained unchanged since 2006 even though the demand has increased. The parking facility is still unpaved and there is no lighting. The potholes in the facility raise safety concerns. Visibility of the lot from the road remains an issue and there is no signage on the road or in the facility indicating its availability. The facility is served by Adirondack/Pine Hill Trailways; however, there is no bus shelter at the lot.

Figure 1: SR 32 at NYS Thruway Exit 20 SB Exit Area, Town of Saugerties



P1 Recommendation: The *Intermodal Opportunities Analysis Final Report* recommends a facility large enough to accommodate 40 to 50 parking spaces with a paved surface. The use of unauthorized parking highlights the need for maintenance at the facility. The current conditions impact both the safety of the commuters and other vehicles on State Route 32. There is a need for immediate improvement of the Thruway Exit 20 commuter parking facility. To accommodate expansion as recommended, a site adjacent to the entrance may be available from the NYS Thruway Authority. With careful location of the driveway it may be possible to provide for a left-hand turning lane into the facility using existing pavement. Transit access should be provided as well as a bus shelter, signage and appropriate lighting. Absent funding for these improvements, the existing facility should be upgraded immediately with new curb cuts and paved area as well as changes in pavement markings to allow for left-turn lanes. A new facility should be a high priority with leadership provided by NYSDOT, NYS Thruway Authority, and UCTC.

P2: State Route 32 at State Route 199, Town of Ulster: This unofficial commuter parking facility is located at the eastbound off-ramp intersection of State Route 32 and State Route 199 in the Town of Ulster (see Figure 2). This facility contains approximately 22 parking spaces. The facility was expanded by 8 parking spaces in 2010. The average occupancy of the parking facility was 25% in 2010. There was a 38% decline in the average occupancy of the facility in 2010 compared to 2008. The decline can be attributed to the increase in the capacity of the facility. The lot capacity was increased; however, there has been no improvement in the condition of the facility itself. The parking facility is still unpaved, is not served by public transit, and has no lighting. A traffic signal installed at this location in 2006 for access to State Route 199 improved access to the facility. The facility is owned by NYSDOT and is informally maintained by the Ulster County Department of Public Works. The overall condition of the facility still remains poor.

Figure 2: SR 32 at SR 199 Area, Town of Ulster



P2 Recommendation: The *Intermodal Opportunities Analysis Final Report* recommends a commuter parking facility with capacity for 50 cars. The location of the parking facility is ideal for regional carpoolers that use the Kingston/Rhinecliff Bridge. The lot capacity has been increased by 8 cars; however, the condition of the facility is still poor. Transit access is recommended as is a bus shelter, necessary signage and lighting. Security cameras may be needed to address illegal dumping issues if dumping continues to occur. These improvements are of moderate priority. Lead agencies are NYSDOT, Town of Ulster and UCTC.

P3 (NYS Thruway Exit 19) and P3A (Diner/Super Lodge Parking Lot), Town of Ulster: The NYS Thruway Exit 19 commuter facility contains 38 parking spaces and is located adjacent to I-587 near the roundabout (see Figure 3). The site is owned by NYSDOT and maintained by Ulster County. Access is one way from I-587 with a right-turn only exit onto Washington Avenue. The facility is highly visible and directional signage exits on I-587. The facility is well-lit. The site is not served by public transit. The site is located within a designated flood plain and was flooded at least once since its construction in 2003. The issue of congestion has intensified at the facility over the years. To ease congestion at the facility, NYSDOT through Metropool has leased 35 parking spaces at the parking lot of the Diner/Super Lodge in the Town of Ulster. The parking facility at the Diner/Super Lodge is in good condition with good paving, striping and lighting. This facility is underutilized and has not eased congestion at the Exit 19 facility which remained overcapacity with cars parked on the ramps. Commuters continue to park on the entrance and the exit ramps of the facility. One reason may be the lack of proper signages or directions to the available parking facility at the Diner/Super Lodge Parking Lot. The location of the commuter parking facility by the Diner/Super Lodge is also an issue. Located well away from the Thruway and behind the facility the facility is ill-suited to its park and ride purpose.

Figure 3: SR 28 at I-587 at NYS Thruway Exit 19 Area, Town of Ulster



P3 Recommendation: Expansion of the P3 commuter parking facility was recommended as a top priority by the studies conducted in the previous years. The capacity of this lot should be increased utilizing adjoining lands of the NYS Thruway and private land owners if needed to accommodate and additional 80-100 parking spaces. The Diner/Super Lodge lot should be abandoned as it as failed to ease congestion at P3. In the short term, consideration should be given to providing a satellite facility by renting private property adjoining P3 or along the Washington Avenue Corridor. Failing that parking spaces should be considered within the City of Kingston such as it Kingston Plaza.

The Intermodal Opportunities Analysis Final Report identifies a parking “annex” south and east of the Thruway Exit 19 interchange near the Esopus Creek behind the Kingston Tourist Information Center Caboose on Washington Avenue. This area is mostly owned by Ulster County. Access would be by right-of-way through a private parcel. The site is not without problems as it is highly susceptible to flooding and access is difficult. Provisions for short term parking at this location should be explored with the scheduled improvement of Washington Avenue. This improvement could provide safe access to the proposed parking annex site. Lead agencies are NYSDOT, Town of Ulster, and the UCTC.

P4: State Route 32 Parking Facility, Town of Rosendale: This official commuter parking facility comprising of 58 parking spaces is located opposite the Town of Rosendale Recreation Center (see Figure 4). This facility which was constructed in 2006 is in excellent condition. It is paved and has signage, lighting, landscaping and a bus stop shelter. The lot is visible from State Route 32 and way-finding signage is posted. UCAT and Trailways access the site. Ulster-Poughkeepsie Link operated by Ulster County Area Transit (UCAT) connects to the Poughkeepsie Train Station. Trailways has ticket counter as well as a waiting area. The location of the facility is ideal for regional carpoolers and Trailways users. The site is owned and maintained by a private land owner who has a lease arrangement with the Town of Rosendale. NYSDOT reimburses the Town for the lease using federal and state funds. In 2006, the UCTC approved a five-year commitment of funds under this

arrangement. The average occupancy of the parking facility in 2010 was 83% which was a 5% decrease from 2008. Overall, the facility is well used and maintained.

Figure 4: SR 32 Parking Facility, Town of Rosendale



P4 Recommendation: Despite the decline in the average occupancy of the parking facility in 2010, the facility still has a high occupancy rate. The study recommends expansion of the facility by 40-50 cars, although, it is not an immediate priority.

P5- State Route 299 at New York State Thruway Exit 18, Town of New Paltz:

The facility is located on the west side of the Thruway entrance near the toll booths in the Town of New Paltz (see Figure 5). This official commuter parking facility is comprised of 151 parking spaces. Due to the increased demand, 71 additional parking spaces were added to the facility in 2008. The expansion of the lot, funded by NYSDOT, has significantly eased congestion at the facility. The average occupancy of the commuter parking facility was 85% in 2010, which is an increase of 14% from 2008. The facility is in excellent condition with good paving, lighting, bus shelter, dedicated bus stop area, and is served by Trailways as well as the Ulster-Poughkeepsie Link. The New York State Thruway Authority (NYSTA) owns and maintains this facility. The location of the facility is ideal for regional carpoolers and Trailways customers.

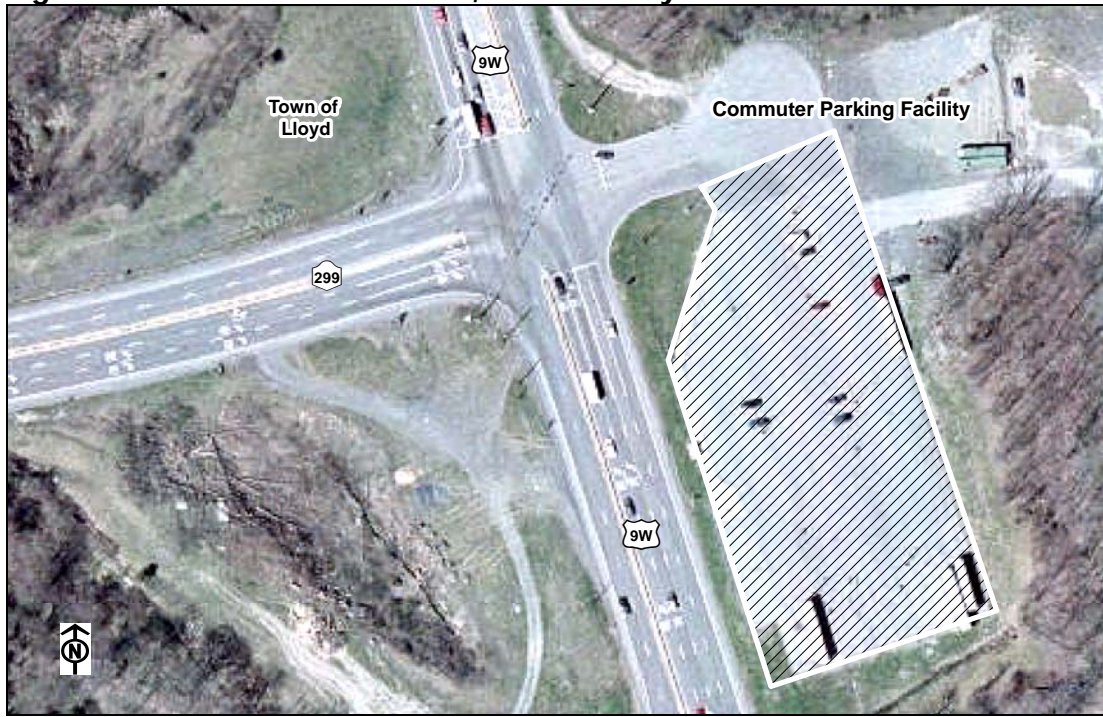
Figure 5: SR 299 at NYS Thruway Exit 18 Area, Town of New Paltz



P5 Recommendation: The latest expansion of the parking facility follows the recommendations from the *Intermodal Opportunities Analysis Final Report* and *New Paltz Transportation and Land Use Plan*. Expansion or improvement of the facility is not required at this time. The newly built commuter parking facility on State Route 32 Southbound in the Village of New Paltz should help ease congestion at this commuter parking facility.

P6: US 9W and State Route 299, Town of Lloyd: This official commuter parking facility has 90 parking spaces and is located on the east side of US 9W at the intersection of State Route 299 (see Figure 6). A four-way traffic signal enables safe and convenient access to the facility. The facility is easily visible from the US 9W/State Route 299 intersection and is equipped with proper signage as well. Despite the commuter parking facility being in good condition, the facility remains underutilized. The average occupancy of the commuter parking facility, which was 32% in 2008, further declined to 28% in 2010. The facility is equipped with a bus stop shelter and lighting, and is served by the Ulster-Poughkeepsie Link. This service runs from the Rosendale commuter parking facility to the Poughkeepsie Train Station, and operates even on the weekends as well. Trailways ceased its service to the facility in October 2007 due to low ridership. Several tractor trailers were observed to be parked at the facility consistent with previous years' observations. NYSDOT currently owns and maintains the facility.

Figure 6: US 9W at SR 299 Area, Town of Lloyd



P6 Recommendation: On-site, posted parking restrictions are needed as several tractor trailers are observed to be parked for long periods of time, and sometimes block reserved handicap parking spaces. Consideration should be given to allow retail use of a portion of the facility, such as a coffee shop/deli on a long term, rental basis. No future improvements needed at this time.

P7A: Trailways Bus Terminal, Washington Avenue, City of Kingston: The Trailways Bus Terminal offers its customers the opportunity to park on-site at the intersection of Washington Avenue and North Front Street in the City of Kingston (see Figure 7). The parking facility has a capacity of approximately 48 cars. The average occupancy of the commuter parking facility was 95% in 2010, an increase of 12% from 2008. The parking facility is privately owned and reserved for Trailways customers only. The Trailways customers can obtain a parking permit for the facility while purchasing the bus ticket. It was observed that 95% of the cars parked at the facility had parking permits issued by Trailways. The bus terminal is equipped with restrooms, vending machines and a waiting area.

P7B: Trailways Parking Annex, Dietz Stadium Parking Lot, City of Kingston: The Dietz Stadium Parking Facility serves as an overflow parking annex for the Trailways Bus Terminal and is located a block west of the Terminal (see Figure 7). Adirondack Trailways negotiated with the Dietz Stadium Commission in 2007 for the rights to reserve 32 parking spaces at the stadium parking lot for its customers. In 2008, the number of reserved parking spaces was increased to 50. Despite the increase in the reserved parking spaces, there was a significant rise in the average occupancy of the facility in 2008 and 2010. There was a 14% increase in the average occupancy of the commuter parking facility in 2010. Customers of Trailways receive parking permits when purchasing the bus tickets. Parking restrictions posted on-site delineate the parking boundary for Trailways customers and others. UCTC approved federal funding to support a portion of commuter parking expense for Trailways at this facility.

Figure 7: Washington Avenue at Dietz Stadium Area, City of Kingston



P7A and P7B Recommendation:

The congestion at the parking facilities for the Adirondack Trailways was observed to have increased in 2010. Increased parking capacity is needed for Trailways customers because the designated commuter parking facilities at the Trailways Bus Terminal as well as the Dietz Stadium are at capacity. The surface condition of the parking facility at the Adirondack Trailways bus terminal calls for need to improve paving and striping. Trailways should be encouraged to explore additional parking on lands adjoining its facility to provide a more permanent solution for transit oriented parking.

P8: State Route 32 Southbound, Village of New Paltz: The commuter parking facility is located on State Route 32 Southbound in the Village of New Paltz (see Figure 8). This is a new facility with capacity for 63 cars. The facility is well built with good parking, striping, lighting, landscaping and a bus shelter. The facility is served by the Ulster-Poughkeepsie Link to the Poughkeepsie Train Station. The facility is leased by the Village of New Paltz from a private landowner who provides maintenance. UCTC has provides funding for the facility. The average occupancy for the commuter parking facility in 2010 was only 25%. The average occupancy of the facility should grow in future due to its location, good condition and recent arrangements with Trailways to include it as a stop.

Figure 8: State Route 32 Southbound, Village of New Paltz



P8 Recommendation: Since this is a newly constructed commuter parking facility, the condition is excellent and has all the amenities needed.

CONCLUSION

The ten commuter parking facilities in Ulster County provide an important service for both transit access and congestion management. They are well utilized and well sited geographically. Continued maintenance is needed and some require immediate improvements and expansions. It is important to note that several municipalities have accepted responsibilities to act as hosts for the lots and this model should be utilized in the future as needs arise. The highest priority lot for expansion is the NYS Thruway Exit 19 (P3).

P3 - NYS Thruway Exit 19, Town of Ulster: The expansion of this parking facility is the top priority. It is well overcapacity and commuters continue to park on the entrance and exit ramps, raising safety concerns. The parking facility at the Diner/Super Lodge in the Town of Ulster has not helped ease congestion at the facility and this adjunct facility should be abandoned with consideration given to locate additional parking in the Washington Avenue corridor or the City of Kingston.

P1 - NYS Thruway Saugerties Exit 20 Southbound, Town of Saugerties: The improvement of this parking facility are the second highest priority. The use of the adjoining shoulders along the NYS Rt. 32 is an indication of the urgency for immediate improvement of this facility. The long-term preferred alternative is to construct a new facility to accommodate 40-50 cars. Absent this, the existing facility should be upgraded with pavement, curbing and lighting.

Ulster County Commuter Parking Lots - 2010 Capacity Analysis and Needs Assessment

P7A and P7B: Adirondack/Pine Hill Trailways Parking, City of Kingston: The two commuter parking facilities for Trailways customers are at capacity. There is a need to provide additional parking spaces for Trailways passengers as well as improve the paving condition of the commuter parking facility at the Terminal. Trailways should be encouraged to find additional parking on properties that adjoin its facility as a longer term solution to meeting its parking needs.

P2 - NYS Route 32 at Route 199, Town of Ulster: The facility has been expanded; however, the condition of the facility is still poor. The facility is in need of improvement such as paving and lighting consistent with the *Intermodal Opportunities Analysis Final Report*.

P4 - State Route 32 Parking Facility, Town of Rosendale: Expansion of the parking facility on adjoining lands to accommodate additional 40-50 cars is recommended.

APPENDIX

Table A1

P1: SR32 at Exit 20, T/Saugerties									
Days	Lot Capacity	2006		2007		2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	12	4	33%	6	50%	13	108%	8	67%
Tuesday	12	6	50%	7	58%	13	108%	3	25%
Wednesday	12	10	83%	11	92%	16	133%	7	58%
Thursday	12	8	67%	6	50%	11	92%	7	58%
Friday	12	8	67%	5	42%	13	108%	9	75%
Average Occupancy		7	60%	7	60%	13	110%	7	57%

Note: Occupancy includes the vehicles parked in the unauthorized adjacent properties along State Route 32.

Graphic A1

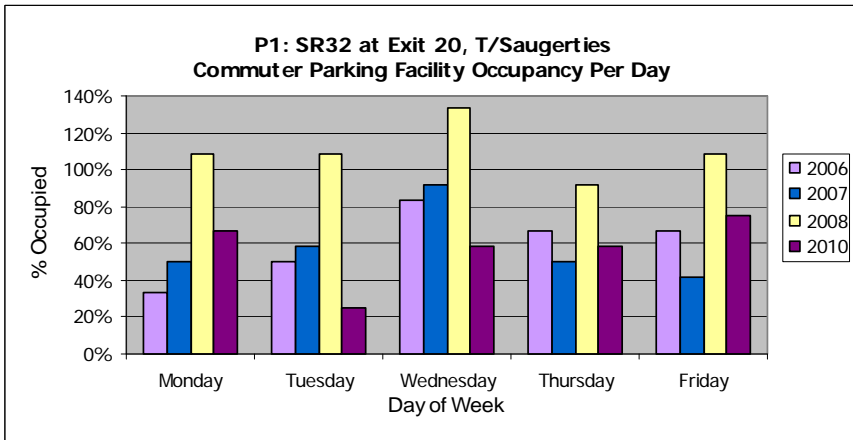


Table A2

P2: SR32 at SR199, T/Ulster										
Days	Lot Capacity	2006		2007		2008		2010		
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	Lot Capacity	No. of Cars	% Occupied
Monday	14	11	79%	10	71%	7	50%	22	5	23%
Tuesday	14	4	29%	9	64%	10	71%	22	6	27%
Wednesday	14	5	36%	9	64%	10	71%	22	7	32%
Thursday	14	7	50%	12	86%	10	71%	22	5	23%
Friday	14	8	57%	10	71%	7	50%	22	5	23%
Average Occupancy		7	50%	10	71%	9	63%		6	25%

Note: Lot expanded in 2010.

Graphic A2

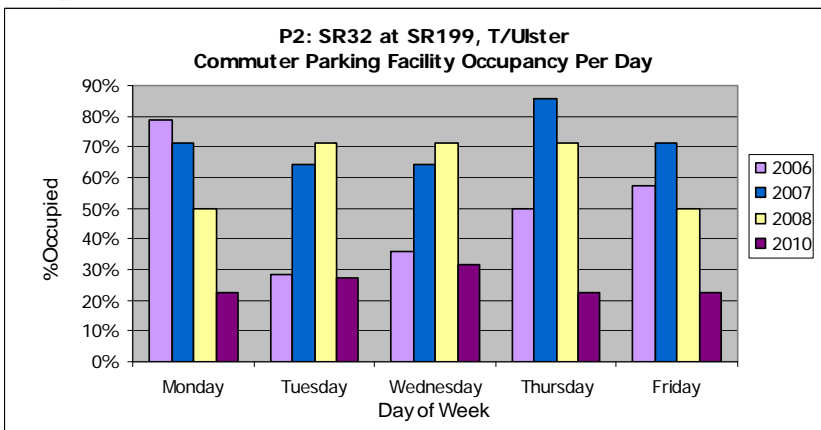


Table A3

P3: SR28 at Exit 19, T/Ulster									
Days	Lot Capacity	2006		2007		2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	38	40	105%	39	103%	49	129%	44	116%
Tuesday	38	42	111%	43	113%	65	171%	60	158%
Wednesday	38	41	108%	45	118%	57	150%	52	137%
Thursday	38	41	108%	37	97%	66	174%	58	153%
Friday	38	29	76%	41	108%	60	158%	52	137%
Average Occupancy		39	102%	41	108%	59	156%	53	140%

Graphic A3

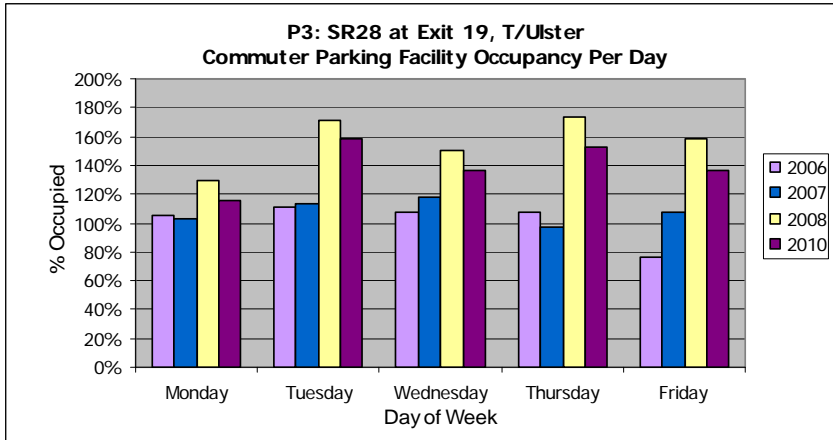


Table A3A

P3A: Super Lodge Motel Parking Lot/SR28, T/Ulster									
Days	Lot Capacity	2006		2007		2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	35	-	-	-	-	-	-	3	9%
Tuesday	35	-	-	-	-	-	-	0	0%
Wednesday	35	-	-	-	-	-	-	7	20%
Thursday	35	-	-	-	-	-	-	3	9%
Friday	35	-	-	-	-	-	-	0	0%
Average Occupancy								3	7%

Graphic A3A

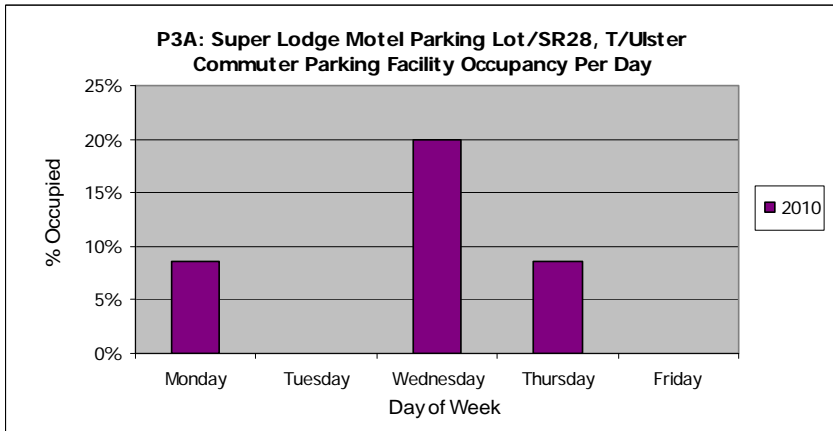


Table A4

P4: SR32 (North Bound), T/Rosendale									
Days	Lot Capacity	2006		2007		2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	58	23	40%	48	83%	45	78%	45	78%
Tuesday	58	35	60%	61	105%	53	91%	56	97%
Wednesday	58	31	53%	61	105%	55	95%	50	86%
Thursday	58	27	47%	58	100%	58	100%	51	88%
Friday	58	14	24%	50	86%	44	76%	40	69%
Average Occupancy		26	45%	56	96%	51	88%	48	83%

Graphic A4

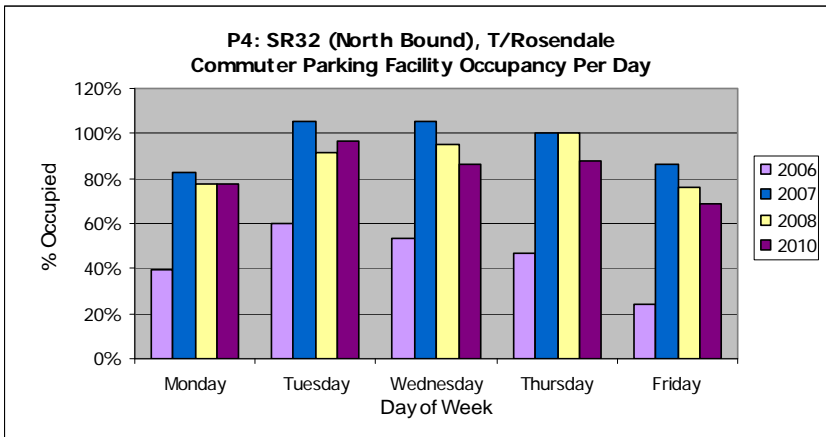


Table A5

P5: SR299 at Exit 18, T/New Paltz										
Days	Lot Capacity	2006		2007		Lot Capacity	2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied		No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	80	70	88%	82	103%	151	88.0	58%	109	72%
Tuesday	80	82	103%	86	108%	151	117.0	77%	138	91%
Wednesday	80	92	115%	81	101%	151	108.0	72%	136	90%
Thursday	80	92	115%	80	100%	151	119.0	79%	131	87%
Friday	80	79	99%	74	93%	151	103.0	68%	124	82%
Average Occupancy		83	104%	81	101%		107.0	71%	128	85%

Graphic A5

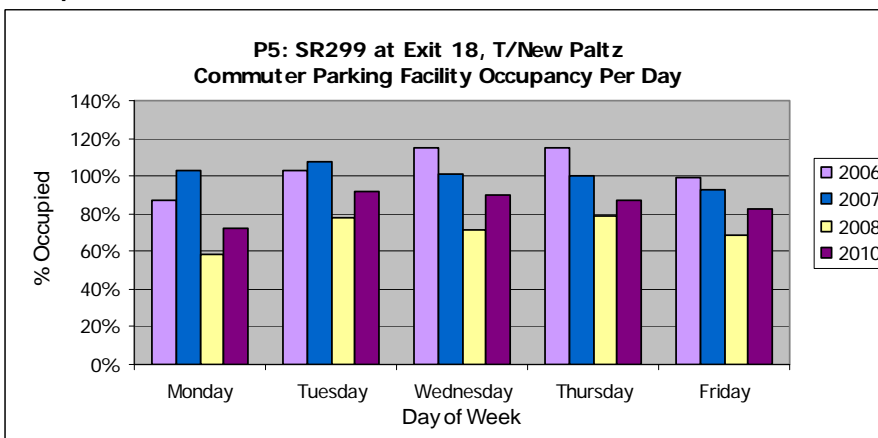


Table A6

P6: US9W at SR299, T/Lloyd									
Days	Lot Capacity	2006		2007		2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	90	21	23%	25	28%	25	28%	31	34%
Tuesday	90	22	24%	19	21%	31	34%	26	29%
Wednesday	90	27	30%	22	24%	29	32%	23	26%
Thursday	90	30	33%	25	28%	32	36%	25	28%
Friday	90	19	21%	25	28%	29	32%	22	24%
Average Occupancy		24	26%	24	26%	29	32%	25	28%

Graphic A6

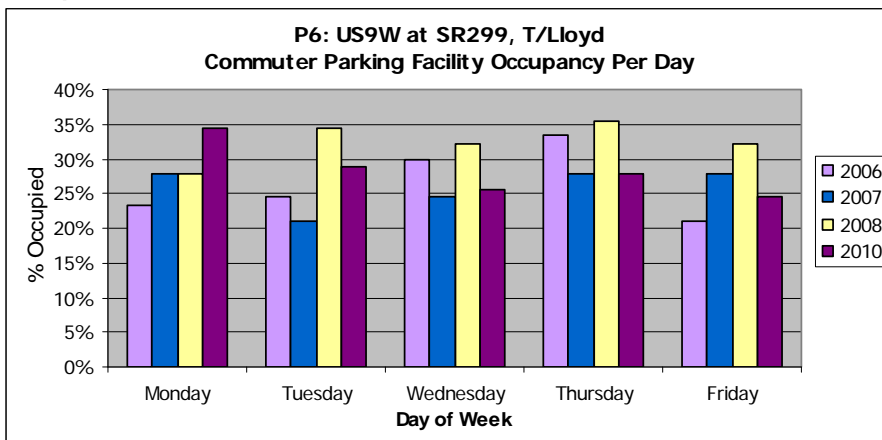


Table A7A

P7A: Trailways Bus Station, C/Kingston									
Days	Lot Capacity	2006		2007		2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	48	-	-	47	98%	39	81%	46	96%
Tuesday	48	-	-	50	104%	40	83%	44	92%
Wednesday	48	-	-	50	104%	41	85%	48	100%
Thursday	48	-	-	51	106%	41	85%	46	96%
Friday	48	-	-	43	90%	39	81%	45	94%
Average Occupancy		-	-	48	100%	40	83%	46	95%

Graphic A7A

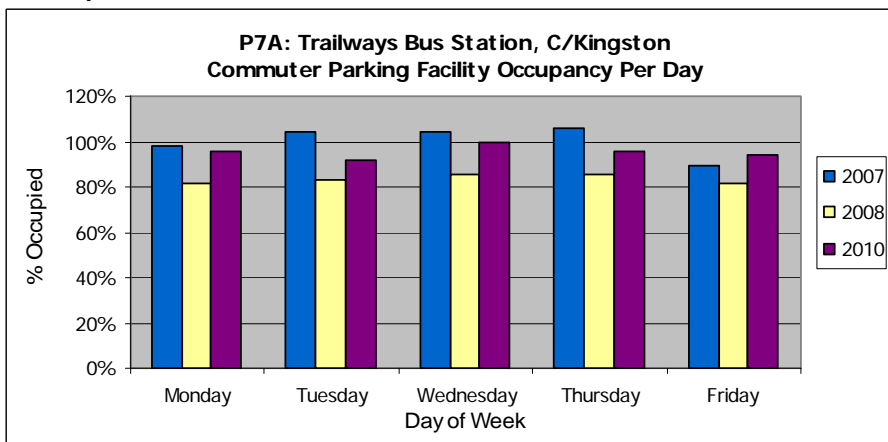


Table A7B

P7B: Dietz Stadium, C/Kingston										
Days	Lot Capacity	2006		2007		Lot Capacity	2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied		No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	32	-	-	5	16%	50	40	80%	35	70%
Tuesday	32	-	-	8	25%	50	42	84%	50	100%
Wednesday	32	-	-	9	28%	50	48	96%	60	120%
Thursday	32	-	-	10	31%	50	49	98%	63	126%
Friday	32	-	-	8	25%	50	36	72%	43	86%
Average Occupancy		-	-	8	25%		43	86%	50	100%

Note: Lot capacity increased in 2008

Graphic A7B

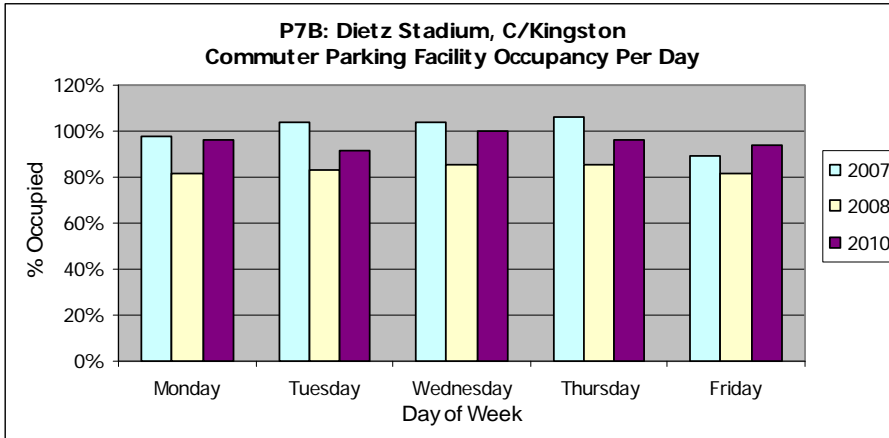


Table 8

P8: SR32 (SB), V/New Paltz									
Days	Lot Capacity	2006		2007		2008		2010	
		No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied	No. of Cars	% Occupied
Monday	63	-	-	-	-	-	-	16	25%
Tuesday	63	-	-	-	-	-	-	18	29%
Wednesday	63	-	-	-	-	-	-	19	30%
Thursday	63	-	-	-	-	-	-	13	21%
Friday	63	-	-	-	-	-	-	12	19%
Average Occupancy								16	25%

Graphic 8

