

**ULSTER COUNTY  
COMMUTER PARKING FACILITIES  
CAPACITY ANALYSIS AND NEEDS ASSESSMENT  
2013**



**Ulster County Transportation Council**

December 2013

**Ulster County Transportation Council**  

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**Ulster County Commuter Parking Facilities Capacity  
Analysis and Needs Assessment  
2013**

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## **Ulster County Transportation Council**

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## **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 monitor facility use. Once capacity constraints and needs are identified, Federal funds are then 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 includes a survey of the parking utilization and condition for nine parking facilities. The commuter parking facility located at the Diner/Super Lodge in the Town of Ulster was eliminated in 2012 as the existing State Route 28, I-587 at New York State Thruway Exit 19, also in the Town of Ulster, was expanded earlier in the year.

Among the commuter parking facilities studied in 2010, the capacity of the State Route 28, I-587 at New York State Thruway Exit 19 parking facility (P3) increased by approximately 38 parking spaces in 2012. 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 late September and early 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 nine 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
- 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 2012.

\*\* Capacity of the commuter parking facility decreased since 2010.





## **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 demand include the Thruway Exit 20 (P1) and the commuter parking facilities for Adirondack Trailways (P7A and P7B). The Adirondack Trailways commuter parking facilities are well over capacity with daily occupancy as high as 162%. The commuter parking facilities on State Route 32 in Rosendale (P4) and Thruway Exit 18 in New Paltz (P5) are at capacity. Expansion of the facility at Thruway Exit 19 in the Town of Ulster (P3) in 2012 has eased congestion and allowed for the closure of the underutilized lot at the Diner/Super Lodge location nearby. The commuter parking facilities in Lloyd (P6) and at State Route 32 in the Village of New Paltz (P2) remained under utilized.

**Table 1: Daily Parking Occupancy in 2013**

Commuter Parking Facility	% Occupancy					Average	Lot Capacity
	Mon	Tue	Wed	Thu	Fri		
P1: Thruway Exit 20 SB, Saugerties	125%	108%	125%	75%	92%	105%	12
P2: State Route 32 and 199, Ulster	50%	41%	36%	36%	27%	38%	22
P3: Thruway Exit 19, Ulster*	75%	80%	83%	88%	91%	83%	76
P4: State Route 32, Rosendale	103%	97%	100%	97%	62%	92%	58
P5: Thruway Exit 18, New Paltz	75%	93%	80%	82%	66%	79%	151
P6: US 9W/SR 299, Lloyd	24%	24%	26%	24%	17%	23%	90
P7A: Trailways Bus Terminal, Kingston **	100%	102%	102%	100%	98%	100%	41
P7B: Dietz Stadium, Kingston	96%	140%	162%	160%	112%	134%	50
P8: State Route 32, New Paltz**	16%	14%	10%	16%	13%	14%	63

Note:

\* Capacity of the commuter parking facility increased in 2012.

\*\* Capacity of the commuter parking facility decreased since 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 facilities in 2006, 2007, 2008, 2010 and 2013. Overall, there has been an increase in the average occupancy of commuter parking facilities in 2013 compared to 2010. The most significant increase in 2013 has been in the average occupancy of the commuter parking facility by Exit 20 in Saugerties (P1). The average occupancy of this lot increased by 48% in 2013 compared to 2010, while it had decreased by 53% from 2008 to 2010. This increase is a return to values previously seen in 2008. The 65% decline in occupancy in the commuter parking facility at Thruway Exit 19 (P3) reflects the increase in the lot capacity by 54 parking spaces in 2012. This decline indicates that the facility size has increased to an appropriate level. Facilities utilized by Adirondack Trailways customers in the City of Kingston (P7A and P7B) experienced an increase in usage and are now operating at or above capacity. The average occupancy of the commuter parking facilities in the Town New Paltz (P5), Town of Lloyd (P6), and Village of New Paltz (P8) decreased by 5-11% in 2013 compared to 2010. Facilities in the Town of Ulster (P2) and Town of Rosendale experienced a growth in average occupancy by 9-13%.

**Table 2: Summary Comparison of Average Parking Occupancy**

Commuter Parking Facility	Average Occupancy					Percent Change			
	2006	2007	2008	2010	2013	06-07	07-08	08-10	10-13
P1: Exit 20 SB, Saugerties	60%	60%	110%	57%	105%	0%	+50%	-53%	+48%
P2: SR 32/199, Ulster	50%	71%	63%	25%	38%	+21%	-8%	-38%	+13%
P3: Exit 19, Ulster*	102%	108%	156%	140%	83%	+6%	+48%	-16%	-57%
P4: SR 32, Rosendale	45%	96%	88%	83%	92%	+51%	-8%	-5%	+9%
P5: Exit 18, New Paltz	104%	101%	71%	85%	79%	-3%	-30%	+14%	-6%
P6: US 9W/SR 299, Lloyd	26%	26%	32%	28%	23%	0%	+6%	-4%	-5%
P7A: Trailways Terminal, Kingston**	-	100%	83%	95%	100%	-	-17%	+12%	+5%
P7B: Dietz Stadium, Kingston	-	25%	86%	100%	134%	-	+61%	+14%	+34%
P8: State Route 32, New Paltz**	-	-	-	25%	14%			-	-11%

Note:

\* Capacity of the commuter parking facility increased in 2012.

\*\* Capacity of the commuter parking facility decreased since 2010.

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

Table 3 provides a summary of trends in the overall availability and usage of commuter parking facilities within Ulster County. Since 2010 the total number of parking spots being used in Ulster County commuter parking facilities has increased by 4%. This figure follows a pattern of sustained growth in demand and is expected to continue. From 2008 to 2010 the average percent occupancy of all Ulster County parking facilities saw a decline due to the underutilization of the Super Lodge Motel parking lot in the Town of Ulster and the opening of the SR32 facility in the Village of New Paltz (P8). Since the closure of the Super Lodge Motel parking facility, the occupancy percentage has rebounded and grown by 3% from 2010 to 2013. These metrics provide evidence to the growth and need for commuter parking facilities within Ulster County.

**Table 3: Summary of Parking Availability and Use**

						Percent Change			
	2006	2007	2008	2010	2013	06-07	07-08	08-10	10-13
Total Parking Spots Available	292	372	461	567	563	+27%	+24%	+23%	-1%
Average Number of Spots Used	186	274	352	381	395	+48%	+28%	+8%	+4%
Average Percent Occupied	64%	74%	76%	67%	70%	+10%	+3%	-9%	+3%

## **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 have been no improvements to the condition of the facility since 2006. The lack of lighting, pavement, signage, visibility from the road, 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 condition of the pavement at the three unauthorized locations adjacent to the commuter parking facility is better than that of 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 13 cars or 105%. Nearly one third of all the vehicles at this location were observed to

be parked in unauthorized parking spaces, rather than using the actual facility. 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 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 current condition of the surface and the use of unauthorized parking highlight the need for maintenance at the facility. UCTC and NYSDOT have programmed funds in the 2014 UCTC Transportation Improvement Program (TIP) under PIN 8T0456 to address improvements at this and other park and ride locations in Ulster County. The preliminary design phase is anticipated to be underway during FFY 14 with construction to take place in FFY 17. Improvements such as, improved access, lighting, paving, a bus shelter, and signage should be considered during the anticipated expansion.



**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 average occupancy of the parking facility was 38% in 2013. There was a 13% increase in the average occupancy of the facility in 2013 compared to 2010. Although the facility was expanded by 8 spaces in 2010, no improvements have been made, leaving the facility unpaved, without lighting, and unserved by public transit. 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. Improvements are anticipated to occur as part of the funds programmed under PIN 8T0456 with construction anticipated in 2017. Future projects should consider providing: transit access, a bus shelter, signage, and lighting. Security cameras should also be considered to address illegal dumping issues which continue to be problem at the site. Lead agencies are NYSDOT, Town of Ulster and UCTC.

**P3 (NYS Thruway Exit 19), Town of Ulster:** The NYS Thruway Exit 19 commuter facility 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, paved, but 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. In 2012, NYSDOT expanded and paved the shoulders in the lot, providing an additional 38 parking spots. The new expansion has reduced congestion at the facility and allowed for the closure of an underutilized facility previously leased by NYSDOT through Metropool in the Super Lodge Motel Parking Lot along SR28 in the Town of Ulster.

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



**P3 Recommendation:** In 2012 the existing facility was expanded, consistent with recommendations from previous years. However, usage of the facility continues to grow, quickly utilizing additional spaces provided by the temporary expansion. As a temporary expansion, striping in the new area has quickly worn off, caused motorists to park improperly and thus reducing the effective amount of parking provided by the expansion.

A more permanent expansion, doubling the lot size, is anticipated to occur as part of PIN 8T0456 in 2017. 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 was constructed in 2006 and remains in excellent condition. It is paved, has signage, lighting, landscaping and a bus stop shelter. The lot is visible from State Route 32 and way-finding signage is posted. Both UCAT and Trailways access the site. Ulster-Poughkeepsie Link operated by Ulster County Area Transit (UCAT) connects to the Poughkeepsie Train Station. The location of the facility is ideal for regional carpoolers and Trailways users. The average occupancy of the parking facility in 2013 was 92% which was a 9% increase from 2010. Overall, the facility is well used and maintained.

**Figure 4: SR 32 Parking Facility, Town of Rosendale**



**P4 Recommendation:** This facility has had a consistently high occupancy rate since its opening in 2006, indicating a continuing need for parking capacity in the Rosendale area. Expansion of the existing facility by 40-50 cars is recommended to meet consistent demand and can be accomplished under the current terms of the lease.

**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 high 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 79% in 2013, which is a decrease of 6% from 2010. The facility is in excellent condition with good paving, lighting, bus shelter, covered bicycle racks, 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 followed 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. However, a long term parking option should be considered for the New Paltz area, such as at State Rt 32 Southbound (P8) which is underutilized.

**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 28% in 2010, further declined to 23% in 2013. The facility is equipped with a bus stop shelter and lighting, and is served by the Ulster-Poughkeepsie Link. 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 41 cars. The average occupancy of the commuter parking facility was 100% in 2013, an increase of 5% from 2010. Recent restriping of the facility added an ADA van accessible parking space and improved the flow and safety of the lot but reduced the total number of spaces available for commuters from 48 to 41. The parking facility is privately owned and reserved for Trailways customers only. 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 2008 for the rights to reserve 50 parking spaces at the stadium parking lot for its customers. The average occupancy of the commuter parking facility was 134% in 2013, an increase of 34% from 2010. Customers of Trailways receive parking permits when purchasing the bus tickets which must be displayed to park in the designated spots. Parking restrictions posted on-site delineate the parking boundary for Trailways customers and others.

**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 substantially increased in 2013. Increased parking capacity is needed for Trailways customers as the designated commuter parking facilities at the Bus Terminal and at Dietz Stadium are above capacity. Trailways should be encouraged to explore additional parking on lands adjoining its facility to provide a more permanent solution for transit oriented parking. Furthermore, access to the transit facility should be improved with better sidewalks and lighting.

**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 average occupancy for the commuter parking facility in 2013 further declined to 14% and appears to mainly be used as a trailhead to the Walkill Valley Rail Trail

**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. The lot could be better utilized if Trailways service could be provided at the location.

## **FINDINGS**

The nine commuter parking facilities in Ulster County provide an important service for both transit access and congestion management. The facilities are well utilized and are geographically balanced throughout the County. Continued maintenance is needed and some locations 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. A summary of significant findings is provided below:

P1 - NYS Thruway Saugerties Exit 20 Southbound, Town of Saugerties: Improvements to this lot continue to be a high priority due to consistent demand and utilization of adjoining shoulder lots along NYS Route 32 by the public. The long-term preferred alternative is to construct a new facility to accommodate 40-50 cars. If a new facility is not feasible, the existing facility should be upgraded with pavement, curbing and lighting.

P2 - NYS Route 32 at Route 199, Town of Ulster: The facility was expanded in 2010; however, the amenities at this location remain rudimentary. The facility is in need of improvement such as paving and lighting, consistent with guidance in the *Intermodal Opportunities Analysis Final Report*. Cameras and enforcement should be considered at this facility as illegal dumping continues to be an issue.

P3 - NYS Thruway Exit 19, Town of Ulster: The 2012 lot expansion has helped ease congestion, but the lot does not realize the full designed capacity as commuters continue to park improperly, thus reducing effective capacity. Restriping of this parking facility should be pursued to help ensure that the lot can be fully utilized.

P4 - State Route 32 Parking Facility, Town of Rosendale: This facility consistently experiences high occupancy. This high demand combined with excellent amenities suggests the need for further expansion of the facility.

P7A and P7B: Adirondack/Pine Hill Trailways Parking, City of Kingston: The two commuter parking facilities for Trailways customers are above capacity, indicating a clear need to provide additional parking spaces. Trailways should be encouraged to find additional parking on properties that adjoin its facility as a longer term solution to meeting its parking needs. The agreement between the Dietz Stadium Commission and Trailways should be revisited as Trailways customers use, on average, an additional 17 spots each day beyond the available spaces.

## **IMPLEMENTATION**

Continued high levels of use and demonstrated benefit of park and ride facilities have made funding of these facilities a priority for UCTC. In the Current 2014 – 2018 TIP, \$3.69 million in funds have been programmed to improve park and ride facilities in Ulster County. Additionally, the current lease between the Town of Rosendale and the site owner of P4 provides for expansion of the current facility. UCTC is currently working with the Town to expand this lot and provide additional spaces.



Table A1

P1: Thwy Ext 20, T/Saugerties									
		2006	2007	2008	2010	2011	2012	2013	
Days	Lot Capacity	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	No. of Cars	% Occupied
Monday	12	33%	50%	108%	67%	-	-	15	125%
Tuesday	12	50%	58%	108%	25%	-	-	13	108%
Wednesday	12	83%	92%	133%	58%	58%	42%	15	125%
Thursday	12	67%	50%	92%	58%	-	-	9	75%
Friday	12	67%	42%	108%	75%	-	-	11	92%
<b>Average Occupancy</b>		<b>60%</b>	<b>60%</b>	<b>110%</b>	<b>57%</b>	<b>58%</b>	<b>42%</b>	<b>13</b>	<b>105%</b>

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

Graphic A1

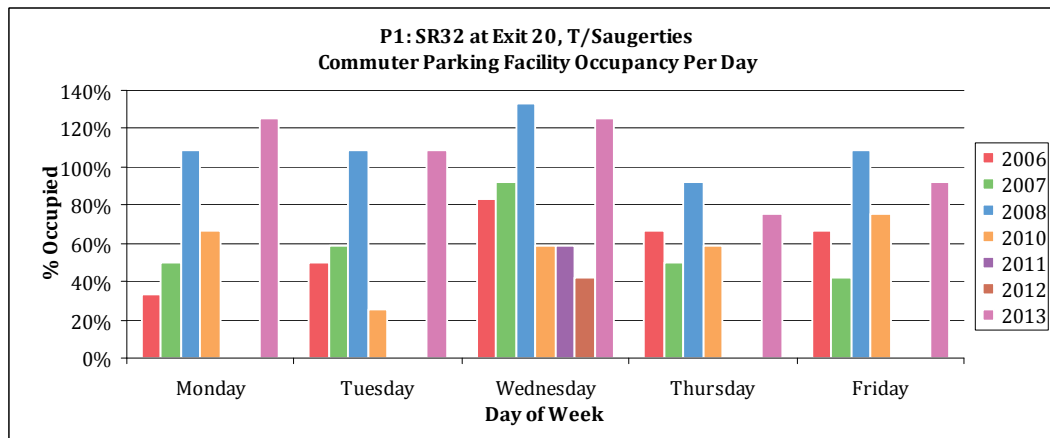
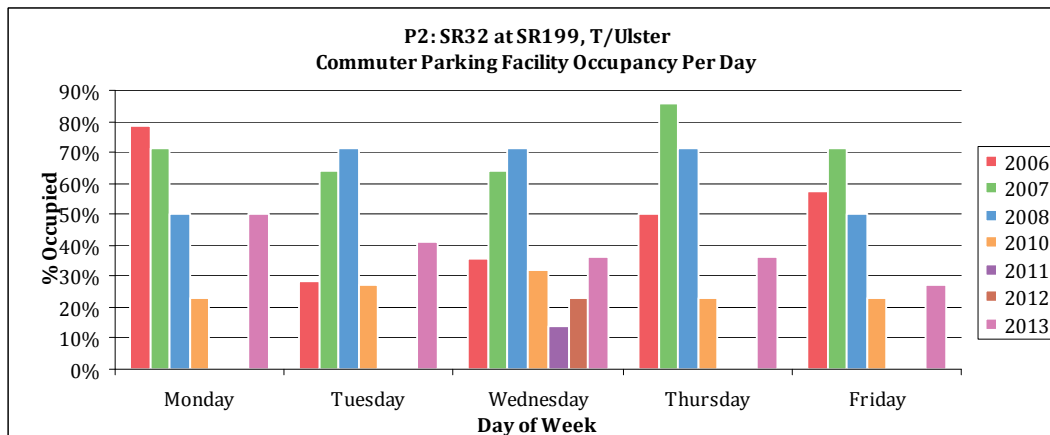


Table A2

P2: SR 32/199, T/Ulster										
		2006	2007	2008	2010		2011	2012	2013	
Days	Lot Capacity	% Occupied	% Occupied	% Occupied	Lot Capacity	% Occupied	% Occupied	% Occupied	No. of Cars	% Occupied
Monday	14	79%	71%	50%	22	23%	-	-	11	50%
Tuesday	14	29%	64%	71%	22	27%	-	-	9	41%
Wednesday	14	36%	64%	71%	22	32%	14%	23%	8	36%
Thursday	14	50%	86%	71%	22	23%	-	-	8	36%
Friday	14	57%	71%	50%	22	23%	-	-	6	27%
<b>Average Occupancy</b>		<b>50%</b>	<b>71%</b>	<b>63%</b>		<b>25%</b>	<b>14%</b>	<b>23%</b>	<b>8</b>	<b>38%</b>

Note: Lot expanded in 2010.

Graphic A2

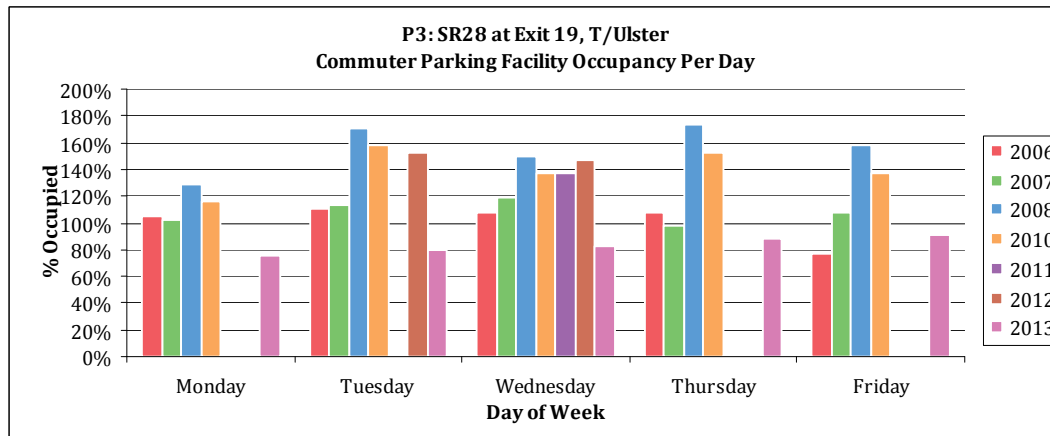


**Table A3**

P3: Thwy Ext 19, T/Ulster										
		2006	2007	2008	2010	2011	2012	2013		
Days	Lot Capacity	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	Lot Capacity	No. of Cars	% Occupied
Monday	38	105%	103%	129%	116%	-	-	76	57	68%
Tuesday	38	111%	113%	171%	158%	-	153%	76	61	73%
Wednesday	38	108%	118%	150%	137%	137%	147%	76	63	75%
Thursday	38	108%	97%	174%	153%	-	-	76	67	80%
Friday	38	76%	108%	158%	137%	-	-	76	69	82%
<b>Average Occupancy</b>		<b>102%</b>	<b>108%</b>	<b>156%</b>	<b>140%</b>	<b>137%</b>	<b>150%</b>		<b>63</b>	<b>75%</b>

Note: Lot expanded in 2012

**Graphic A3**



**Table A4**

P4: SR 32, T/Rosendale									
		2006	2007	2008	2010	2011	2012	2013	
Days	Lot Capacity	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	No. of Cars	% Occupied
Monday	58	40%	83%	78%	78%	-	-	60	103%
Tuesday	58	60%	105%	91%	97%	-	-	56	97%
Wednesday	58	53%	105%	95%	86%	83%	79%	58	100%
Thursday	58	47%	100%	100%	88%	-	-	56	97%
Friday	58	24%	86%	76%	69%	-	-	36	62%
<b>Average Occupancy</b>		<b>45%</b>	<b>96%</b>	<b>88%</b>	<b>83%</b>	<b>83%</b>	<b>79%</b>	<b>53</b>	<b>92%</b>

**Graphic A4**

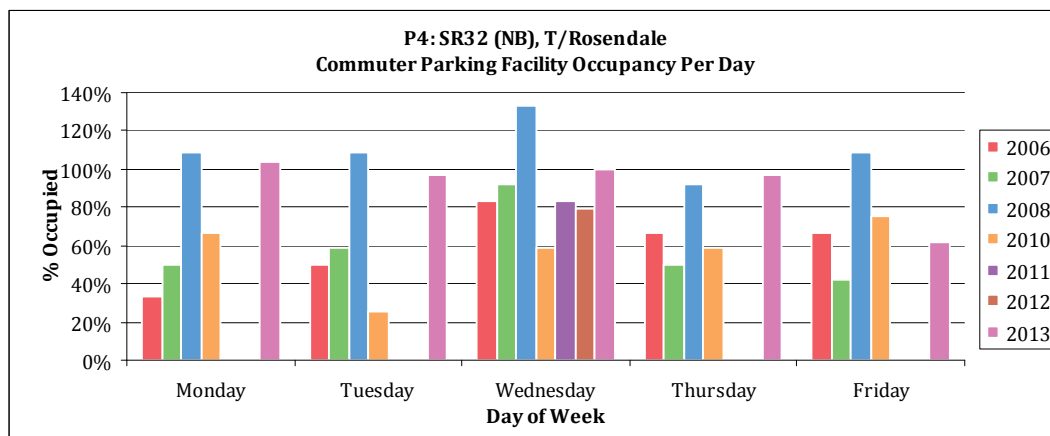


Table A5

		P5: Thwy Ext 18, T/New Paltz								
		2006	2007	2008	2010	2011	2012	2013		
Days	Lot Capacity	% Occupied	% Occupied	Lot Capacity	% Occupied	% Occupied	% Occupied	% Occupied	No. of Cars	% Occupied
Monday	80	88%	103%	151	58%	72%	-	-	113	75%
Tuesday	80	103%	108%	151	77%	91%	-	-	141	93%
Wednesday	80	115%	101%	151	72%	90%	83%	68%	121	80%
Thursday	80	115%	100%	151	79%	87%	-	-	124	82%
Friday	80	99%	93%	151	68%	82%	-	-	100	66%
<b>Average Occupancy</b>		<b>104%</b>	<b>101%</b>		<b>71%</b>	<b>85%</b>	<b>83%</b>	<b>68%</b>	<b>120</b>	<b>79%</b>

Graphic A5

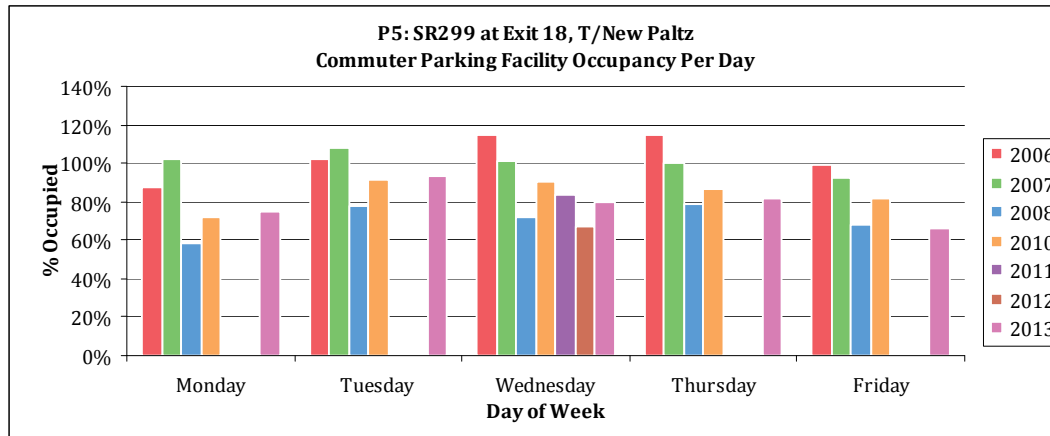
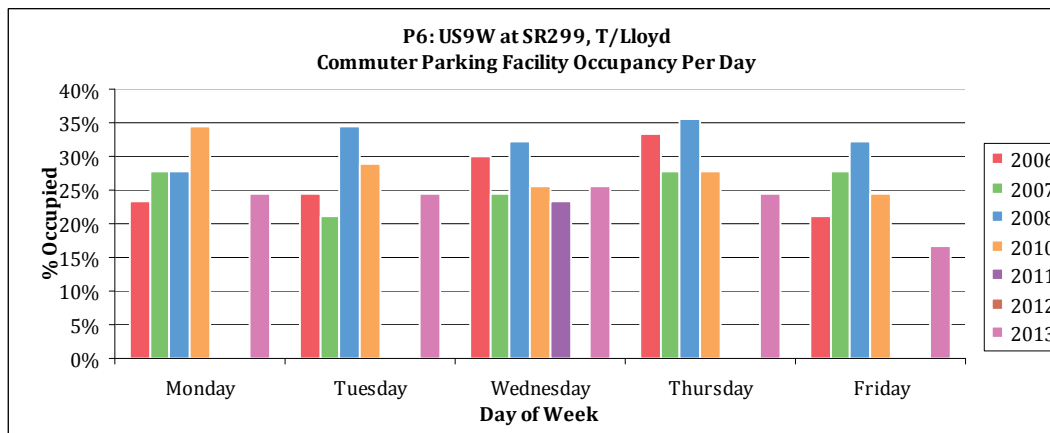


Table A6

		P6: U.S. Route 9W, T/Lloyd							
		2006	2007	2008	2010	2011	2012	2013	
Days	Lot Capacity	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	No. of Cars	% Occupied
Monday	90	23%	28%	28%	34%	-	-	22	24%
Tuesday	90	24%	21%	34%	29%	-	-	22	24%
Wednesday	90	30%	24%	32%	26%	23%	-	23	26%
Thursday	90	33%	28%	36%	28%	-	-	22	24%
Friday	90	21%	28%	32%	24%	-	-	15	17%
<b>Average Occupancy</b>		<b>26%</b>	<b>26%</b>	<b>32%</b>	<b>28%</b>	<b>23%</b>	<b>-</b>	<b>21</b>	<b>23%</b>

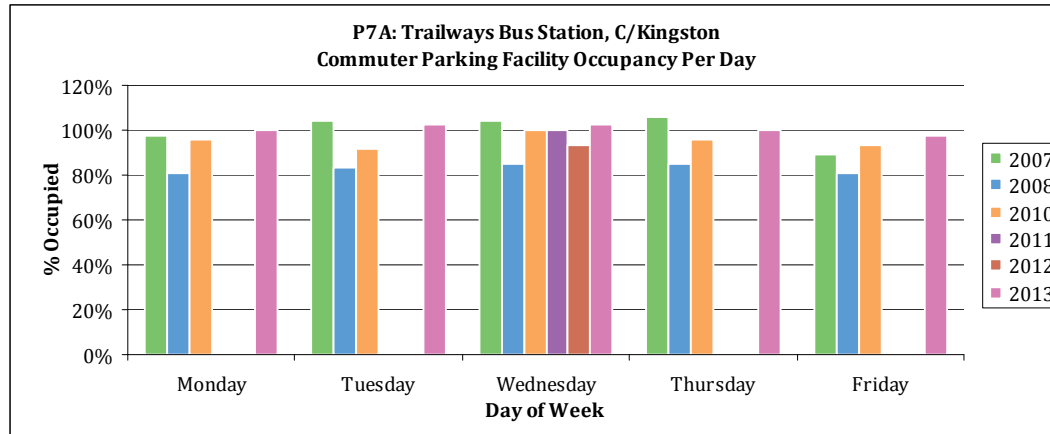
Graphic A6



**Table A7A**

P7A: Traillwys Stn, C/Kingston										
Days	Lot Capacity	2006	2007	2008	2010	2011	2012	Lot Capacity	2013	
		% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied		No. of Cars	% Occupied
Monday	48	-	98%	81%	96%	-	-	41	41	100%
Tuesday	48	-	104%	83%	92%	-	-	41	42	102%
Wednesday	48	-	104%	85%	100%	100%	94%	41	42	102%
Thursday	48	-	106%	85%	96%	-	-	41	41	100%
Friday	48	-	90%	81%	94%	-	-	41	40	98%
<b>Average Occupancy</b>		-	<b>100%</b>	<b>83%</b>	<b>95%</b>	<b>100%</b>	<b>94%</b>		<b>41</b>	<b>100%</b>

**Graphic A7A**

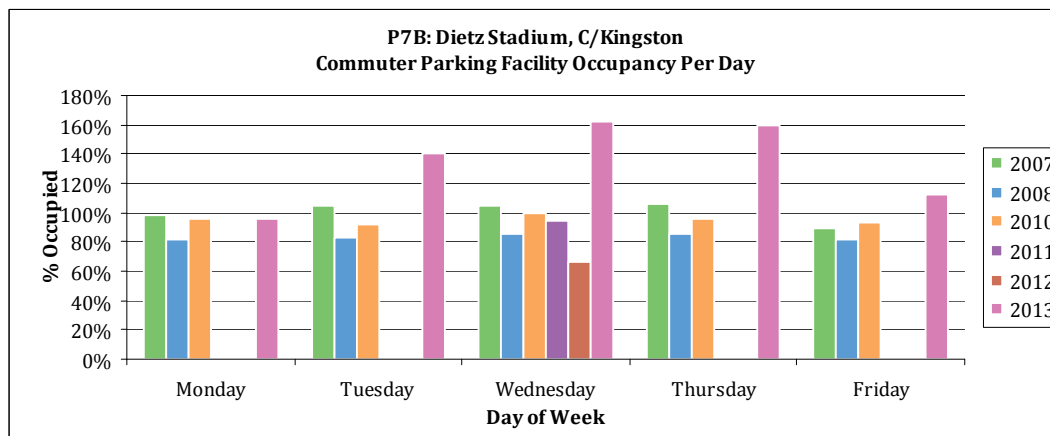


**Table A7B**

P7B: Dietz Stadium, C/Kingston										
Days	Lot Capacity	2006	2007	2008	2010	2011	2012	Lot Capacity	2013	
		% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied		No. of Cars	% Occupied
Monday	32	-	16%	50	80%	70%	-	-	48	96%
Tuesday	32	-	25%	50	84%	100%	-	-	70	140%
Wednesday	32	-	28%	50	96%	120%	94%	66%	81	162%
Thursday	32	-	31%	50	98%	126%	-	-	80	160%
Friday	32	-	25%	50	72%	86%	-	-	56	112%
<b>Average Occupancy</b>		-	<b>25%</b>		<b>86%</b>	<b>100%</b>	<b>94%</b>	<b>66%</b>	<b>67</b>	<b>134%</b>

Note: Lot capacity increased in 2008

**Graphic A7B**



**Table 8**

P8: SR 32,T/New Paltz									
Days	Lot Capacity	2006	2007	2008	2010	2011	2012	2013	
		% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	% Occupied	No. of Cars	% Occupied
Monday	63	-	-	-	25%	-	-	10	16%
Tuesday	63	-	-	-	29%	-	-	9	14%
Wednesday	63	-	-	-	30%	21%	16%	6	10%
Thursday	63	-	-	-	21%	-	-	10	16%
Friday	63	-	-	-	19%	-	-	8	13%
<b>Average Occupancy</b>					<b>25%</b>	<b>21%</b>	<b>16%</b>	<b>9</b>	<b>14%</b>

**Graphic 8**

