

MEMORANDUM

TRAFFIC COMPARISON ASSESSMENT OF iPARK 87 TO TECH CITY EAST CAMPUS

FROM: Thomas Johnson, PE, PTOE
TO: Lynne Ward, George Distefano, Lauren Calabria
CC: Stuart Mesinger, AICP; Walter Kubow, PE; Haley Bigando
DATE: April 5, 2023
RE: iPark 87, Ulster, NY

A. Introduction

The purpose of this assessment is to compare the trip generation and potential traffic impacts of the proposed iPark 87 project against the Transportation Findings of the previously approved Tech City East Campus project. The concept for iPark 87 is attached.

B. Trip Generation

The initial phase of iPark 87 includes the construction of 880 multifamily dwelling units in multiple buildings of three to five stories. It is envisioned that the remainder of the project will consist of about 1,369,000 square feet (SF) of commercial and retail uses. At this time, this portion of the project is speculative and may consist of uses such as office, industrial, film studio, small retail, and hotel.

Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE) was used to estimate the site trips. ITE land use codes (LUC) 220 and 221 – Multifamily Housing were used for the residential portion of the project, and LUC 770 – Business Park was used for the remainder. Business Park in *Trip Generation* is defined as: a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The space may include offices, retail and wholesale stores, restaurants, recreational uses and warehousing, manufacturing, light industrial, or scientific research functions.

Given the potential variety and speculative nature of the future uses of the project, Business Park is an appropriate land use to estimate trips.

The estimate of trips is shown in Table 1. The commercial portion of the project can be considered a multi-use development with trips being made between the various uses within the site and not using the external road network. Given that the Business Park definition already includes a variety of uses, these internal trips would already be included in the trip generation estimates; therefore, no additional internal trip credit was used in the estimate. However, it would be expected that internal trips would be made between the residential portion of the project and the commercial portion. Using National Cooperative Highway Research Program's (NCHRP) Report 684 *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, the trip credit was calculated to be 2%, or 30 total trips. This credit is accounted for in Table 1.

Table 1: Trip Generation for the iPark 87 Project

Land Use	Size	Land Use Code	PM Peak Hour		
			Enter	Exit	Total
Multifamily (Low Rise)	310 units	220	97	57	154
Multifamily (Mid Rise)	570 units	221	136	87	223
Business Park	1,369,000 SF	770	379	1,080	1,459
Subtotal Trips			612	1,224	1,836
Internal Multi-use Credit (2%)			-15	-15	-30
Total External Trips			597	1,209	1,806

Table 2 compares the trip generation estimates for the Tech City East Campus project to that of iPark 87. The table shows that iPark 87 will generate 48 more trips in the PM peak hour than the Tech City East Campus proposal. With nine different driveways to the project site, the 48 additional trips will be spread out and can be considered a negligible increase.

Table 2: Trip Generation Comparison

Project	PM Peak Hour		
	Enter	Exit	Total
Tech City East Campus	456	1,302	1,758
iPark 87	597	1,209	1,806
External Trip Difference	+141	-93	+48

C. Roadway Traffic Volumes

Traffic volumes on Enterprise Drive and Boices Lane used for the Tech City East Campus proposal were compared to recent traffic counts collected on those roads. The recent counts were collected in 2021 and 2022 for the Ulster County Transportation Council (UCTC) and they are being used for UCTC’s Route 9W corridor study. UCTC provided the counts to LaBella for use on this project. The UCTC traffic counts are attached.

Tables 3, 4, 5, and 6 show volumes that were used for the Tech City East Campus at four locations along Enterprise Drive and Boices Lane and compares them to volumes that would be used for the iPark 87 project. The volumes are 2009 and 2022 existing volumes, 5-year projected volumes, and 20-year projected volumes. It is noted that the volumes do not include trips from the Tech City East Campus or iPark 87. These are known as No-Build volumes. The 5-year and 20-year projections were estimated based on a growth rate of 1% per year. The Tech City East Campus volume figures are attached.

It is also noted that the 2022 traffic volumes were adjusted to account for the potential travel impacts associated with the COVID-19 pandemic. A comparison of counts taken in 2022 on Enterprise Drive, Boices Lane, and Route 9W near the site to pre-COVID counts taken in 2019 show that the 2022 counts were 6-8% lower than 2019 counts. Therefore, the 2022 counts were increased by 8% to reflect pre-COVID conditions. This adjustment procedure follows the guidelines developed by NYSDOT for COVID-19 travel-related impacts.

Table 3: Enterprise Drive South of Route 209 EB Ramps

Tech City East Campus		iPark 87	
Condition	Volume	Volume	Condition
2009 Existing	1,115	840	2022 Existing
5-yr Projection	1,185	885	5-yr Projection
20-yr Projection	1,375	1,025	20-yr Projection

Volume: 2-way (vehicles per hour)

Table 4: Enterprise Drive North of South Driveway

Tech City East Campus		iPark 87	
Condition	Volume	Volume	Condition
2009 Existing	1,390	1,145	2022 Existing
5-yr Projection	1,490	1,205	5-yr Projection
20-yr Projection	1,725	1,400	20-yr Projection

Volume: 2-way (vehicles per hour)

Table 5: Boices Lane West of Morton Boulevard

Tech City East Campus		iPark 87	
Condition	Volume	Volume	Condition
2009 Existing	1,305	1,115	2022 Existing
5-yr Projection	1,420	1,175	5-yr Projection
20-yr Projection	1,640	1,360	20-yr Projection

Volume: 2-way (vehicles per hour)

Table 6: Boices Lane Between Morton Boulevard and John Clark Road

Tech City East Campus		iPark 87	
Condition	Volume	Volume	Condition
2009 Existing	1,080	985	2022 Existing
5-yr Projection	1,185	1,035	5-yr Projection
20-yr Projection	1,370	1,200	20-yr Projection

Volume: 2-way (vehicles per hour)

As the tables show, the 2022 Existing volumes are 100 – 300 vehicles per hour lower than the 2009 Existing volumes from the Tech City East Campus study. The 5-year and 20-year projected volumes for iPark 87 are similarly lower than the Tech City projections.

D. Alternative Trip Generation Estimate

Rather than grouping the entire commercial and mixed-use components of the project and classifying them as a Business Park, alternative trip estimates were calculated for each individual use with the following assumptions:

1. Office space is General Office space
2. Industrial space is Manufacturing space
3. Film Studio is Warehousing space
4. Hotel is 100 Rooms
5. Mobility Hub is General Office space

Table 7 presents the alternative trip generation estimates. When estimating trips for each individual component the entire project can be considered a multi-use development with trips being made between the various uses within the site and not using the external road network. Using National Cooperative Highway Research Program’s (NCHRP) Report 684 *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, the trip credit was calculated to be 7%, or 128 total trips. This credit is accounted for in Table 7.

Table 7: Alternative Trip Generation for the iPark 87 Project

Land Use	Size	Land Use Code	PM Peak Hour		
			Enter	Exit	Total
Multifamily (Low Rise)	310 units	220	97	57	154
Multifamily (Mid Rise)	570 units	221	136	87	223
Office	495,000 SF	710	106	520	626
Retail	32,040 SF	822	89	89	178
Hotel	100 Rooms	310	24	22	46
Film Studio	160,000 SF	150	13	33	46
Industrial	663,000 SF	140	173	386	559
Subtotal Trips			638	1,194	1,832
Internal Multi-use Credit (7%)			-64	-64	-128
Total External Trips			574	1,130	1,704

The alternative trip estimate of 1,704 total trips is less than than trip estimate from Table 1 of 1,806 total trips when grouping the commercial uses as a Business Park, and the alternative trip estimate is less than the Tech City East Campus estimate of 1,758 total trips. Therefore, use of the Business Park trip estimates is conservative.

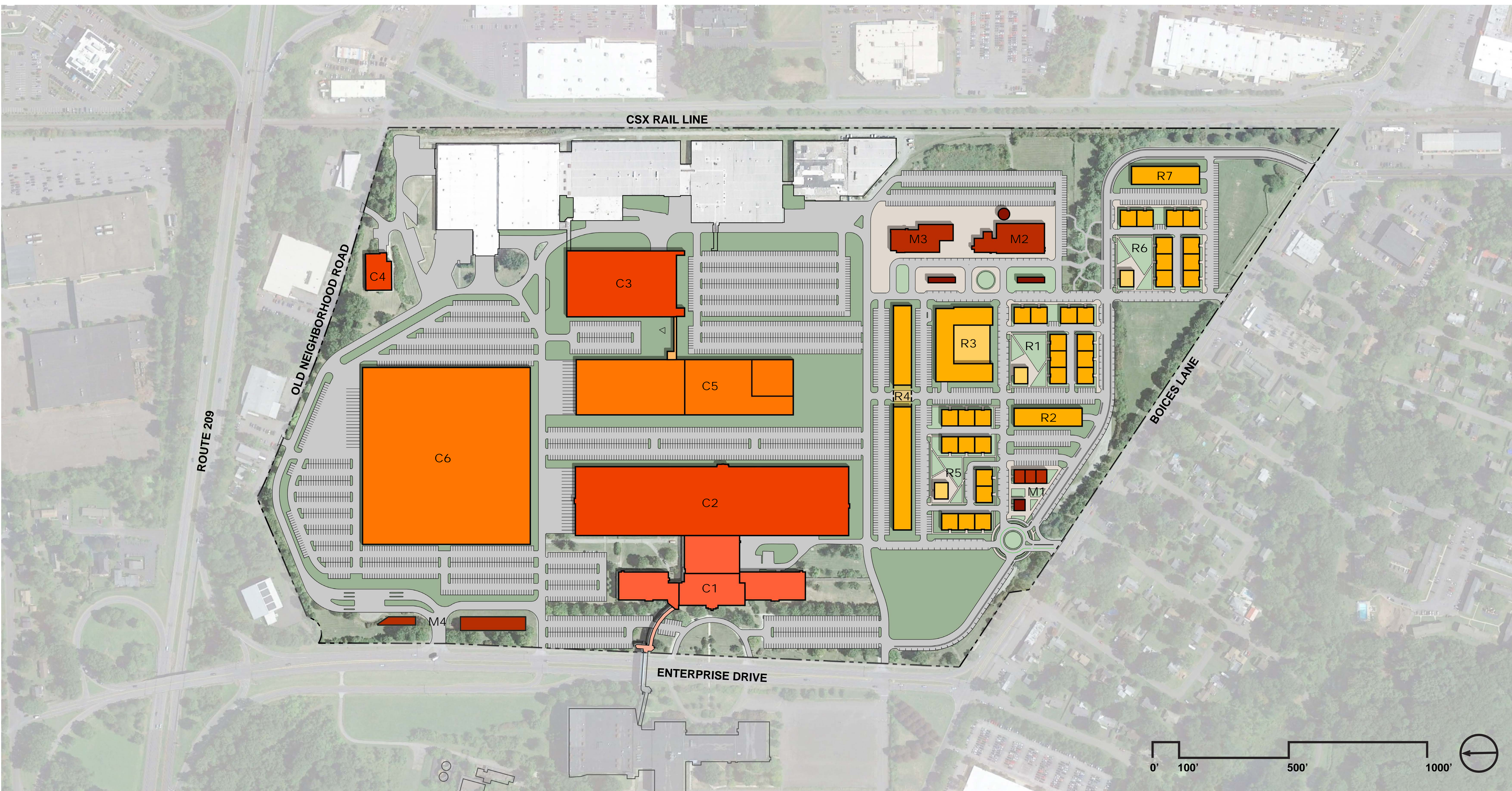
E. Conclusion

Given that the trip generation estimate for the iPark 87 proposal is similar to the estimates for the Tech City East Campus, and that the current traffic volumes and subsequent 5-year and 20-year volume projections are lower than the volumes used for the Tech City traffic analysis, it is concluded that the iPark 87 proposal will not induce additional traffic impacts that have not already been identified for the Tech City East Campus. The recommended improvements in the Findings Statement for the Tech City East Campus will be valid for the iPark 87 proposal. No further traffic analysis is needed.

Attachments

- iPark 87 Concept Plan
- Ulster County Traffic Counts
- Tech City East Campus Traffic Volume Figures

iPark 87 Concept Plan



iPARK 87

iPARK87 | EAST CAMPUS
COMPREHENSIVE DESIGN PLAN

NOTES:

1. BUILDING SQUARE FOOTAGE (S.F.) IS MEASURED TO THE EXTERIOR OF THE BUILDING, INCLUDES MECH. CLOSETS & PARKING GARAGES, EXCLUDES BALCONIES.
2. PROVIDED RESIDENTIAL PARKING ASSUMES A TARGET RATIO OF 1.5 SPACES PER UNIT INSTEAD OF THE CURRENT CODE REQUIREMENT OF 2.5 SPACES PER UNIT.
3. PROVIDED MIXED-USE PARKING ASSUMES A TARGET RATIO OF 1 SPACE PER 250 SF OF GROSS FLOOR AREA.
4. NEIGHBORING PROPERTY EASEMENT - 80 PARKING SPACES APPROVED
5. FINAL PARKING NUMBERS TO BE REFINED BASED ON FINAL USE-TYPE AND REQUIREMENTS OF FUTURE TENANTS.
6. CURRENT RESIDENTIAL BUILDINGS ASSUME GROUND FLOOR RESIDENTIAL.

CATEGORY	TAG	PRIMARY USE	PHASE	STORIES	TOTAL AREA (S.F.)	COMMERCIAL AREA (S.F.)			RESIDENTIAL AREA (S.F.)				# UNITS	PARKING			
						COMMERCIAL	RETAIL	HOTEL	RESIDENTIAL	AMENITY	UTILITY	GARAGE		REQUIRED	PROVIDED (TOTAL)	PROVIDED (SURFACE)	PROVIDED (GARAGE)
TOTAL					2,326,835								880	3,661	4,257		
COMMERCIAL					1,303,000								2,136	2,680	2,680	-	
C1		OFFICE	PHASE 1	2	180,000	180,000							360	450	450	0	0
C2		INDUSTRIAL	PHASE 1	1	250,000	250,000							357	490	490	0	0
C3		OFFICE	PHASE 1	3	300,000	300,000							600	650	650	0	0
C4		INDUSTRIAL	PHASE 1	1	13,000	13,000							19	25	25	0	0
C5		FILM STUDIOS	PHASE 2	1	160,000	160,000							229	265	265	0	0
C6		INDUSTRIAL	PHASE 2	1	400,000	400,000							571	800	800	0	0
RESIDENTIAL					957,440								880	1,320*	1,320	825	495
R1		RESIDENTIAL	PHASE 2A	3	111,300				86,950	6,200	3,000	15,150	100	150	150	90	60
R2		RESIDENTIAL	PHASE 2A	5	82,500				66,000	3,500	2,500	10,500	80	120	120	87	33
R3		RESIDENTIAL	PHASE 2B	5	202,035		6,500		140,520	10,000	3,000	42,015	158	237	237	106	131
R4		RESIDENTIAL	PHASE 2C	5	245,675				196,540	10,000	4,000	35,135	252	378	378	268	110
R5		RESIDENTIAL	PHASE 2D	3	122,450				95,965	6,520	3,000	16,965	110	165	165	99	66
R6		RESIDENTIAL	PHASE 2E	3	110,980				86,950	5,880	3,000	15,150	100	150	150	90	60
R7		RESIDENTIAL	PHASE 2E	5	82,500				66,000	3,500	2,500	10,500	80	120	120	85	35
MIXED-USE					66,395								206	257	257	0	
M1		RETAIL ENTRY PLAZA	PHASE 2A	1	7,600		7,600						30	38	38	0	0
M2		RETAIL/AMENITY	PHASE 2A	1	24,440		22,940				1,500		98	122	122	0	0
M3		HOTEL/ARTS CENTER	PHASE 2C	2	19,355			19,355					77	97	97	0	0
M4		MOBILITY HUB	PHASE 3	1	15,000	15,000							N/A	0	0	0	0

UCTC Traffic Counts

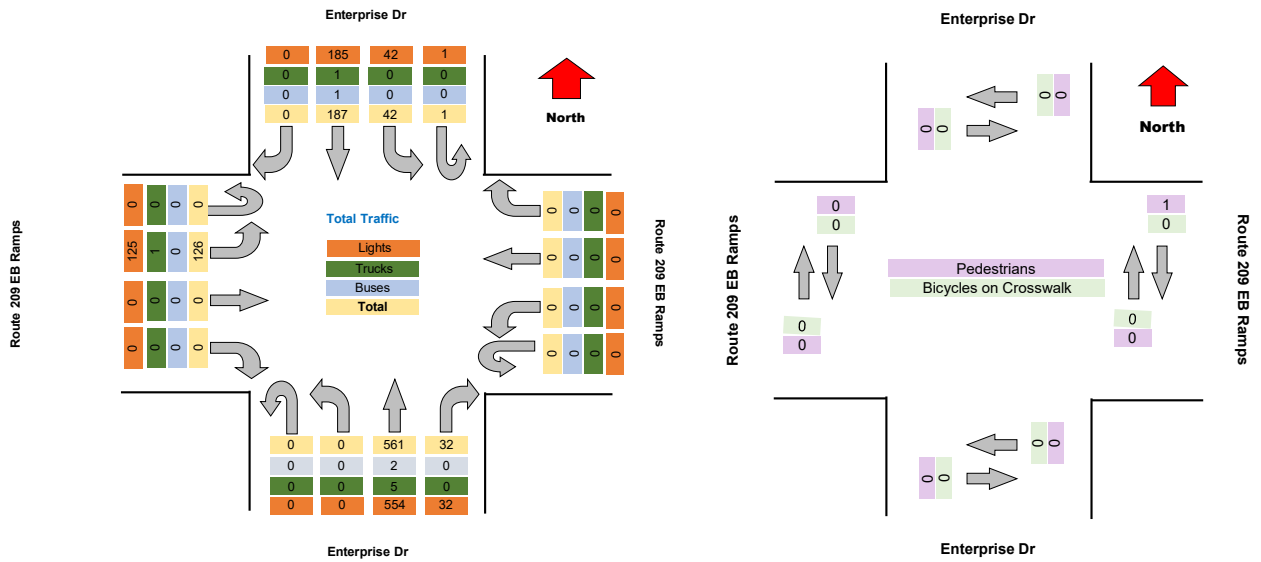
Project	Creighton Manning
Project Code	10651
Site Name	10651-12 Enterprise Dr & R
Legs and Movements	All Processed Legs & Mov
Bin Size	15 minutes
Survey Date	2022-10-04, Tuesday
Location	10651-12 Enterprise Dr & R
Latitude and Longitude	41.975046, -73.999362

	Start	End	PHF
AM Peak	2022/10/04 07:15:00	2022/10/04 08:15:00	0.77
PM Peak	2022/10/04 16:30:00	2022/10/04 17:30:00	0.93

Turning Movement Peak Hour Data (PM)

4:30:00 PM

Leg Direction	Enterprise Dr						Route 209 EB Ramps						Enterprise Dr						Route 209 EB Ramps						Total									
	Southbound						Westbound						Northbound						Eastbound															
	Right	Thru	Left	U-Turn	App Total	Peds/CW	Right	Thru	Left	U-Turn	App Total	Peds/CW	Right	Thru	Left	U-Turn	App Total	Peds/CW	Right	Thru	Left	U-Turn	App Total	Peds/CW										
4:30:00 PM	0	54	6	0	60	0	0	0	0	0	0	0	0	0	0	0	0	12	152	0	0	164	0	0	0	0	0	0	0	0	0	0	0	255
4:45:00 PM	0	41	16	0	57	0	0	0	0	0	0	0	0	0	0	0	0	7	119	0	0	126	0	0	0	0	0	0	0	0	0	0	218	
5:00:00 PM	0	50	8	0	58	0	0	0	0	0	0	0	0	0	0	0	0	9	154	0	0	163	0	0	0	0	0	0	0	0	0	250		
5:15:00 PM	0	42	12	1	55	0	0	0	0	0	1	0	0	0	0	0	0	4	136	0	0	140	0	0	0	0	0	0	0	0	0	226		
Grand Total	0	187	42	1	230	0	0	0	0	0	1	0	0	0	0	0	0	32	561	0	0	593	0	0	0	0	0	0	0	0	0	949		
% Approach	0.0%	81.3%	18.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	96.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% Total	0.0%	19.7%	4.4%	0.1%	24.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	59.1%	0.0%	0.0%	62.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
PHF	0.000	0.866	0.656	0.250	0.955	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.911	0.000	0.000	0.904	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.930		
Lights	0	185	42	1	228	0	0	0	0	0	0	0	0	0	0	0	0	32	554	0	0	586	0	0	0	0	0	0	0	0	0	938		
% Lights	0.0%	98.5%	100.0%	100.0%	99.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	98.8%	0.0%	0.0%	98.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.2%	0.0%	0.0%	98.9%		
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	7		
% Trucks	0.0%	0.5%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.7%			
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	3		
% Buses	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%			
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		



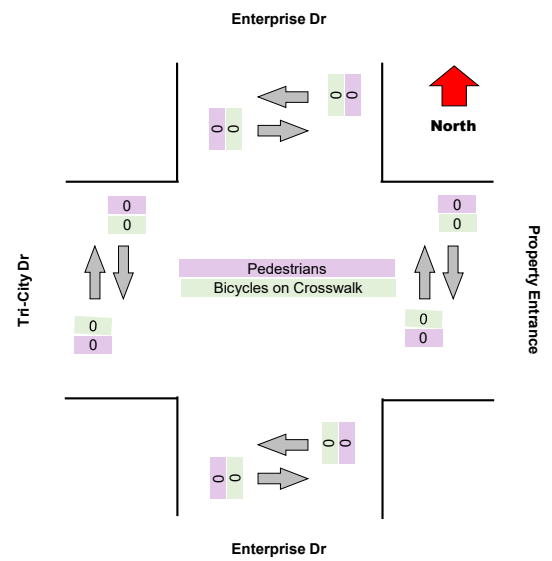
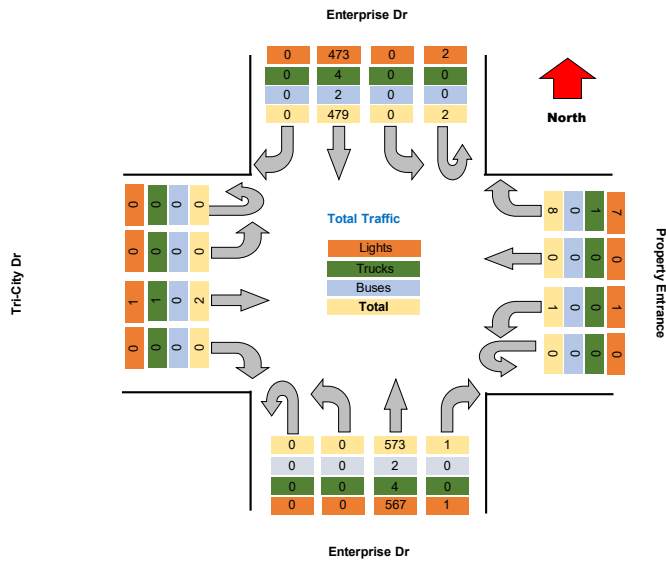
Project	Creighton Manning
Project Code	10651
Site Name	10651-11 Enterprise Dr & Tr
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022-10-04, Tuesday
Location	10651-11 Enterprise Dr & Tr
Latitude and Longitude	41.968608, -73.999383

	Start	End	PHF
AM Peak	2022/10/04 07:15:00	2022/10/04 08:15:00	0.79
PM Peak	2022/10/04 16:30:00	2022/10/04 17:30:00	0.87

Turning Movement Peak Hour Data (PM)

4:30:00 PM

Lag Direction	Enterprise Dr						Property Entrance						Enterprise Dr						Tri-City Dr						Total				
	Southbound			Northbound			Westbound			Eastbound			Northbound			Eastbound													
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:30:00 PM	0	123	0	1	124	0	0	1	0	0	0	1	0	0	1	162	0	0	163	0	0	0	2	0	0	2	0	0	290
4:45:00 PM	0	115	0	0	115	0	0	1	0	0	0	1	0	0	0	123	0	0	123	0	0	0	0	0	0	0	0	0	239
5:00:00 PM	0	129	0	1	130	0	0	3	0	0	0	3	0	0	0	172	0	0	172	0	0	0	0	0	0	0	0	0	305
5:15:00 PM	0	112	0	0	112	0	0	3	0	1	0	4	0	0	0	116	0	0	116	0	0	0	0	0	0	0	0	0	232
Grand Total	0	479	0	2	481	0	0	8	0	1	0	9	0	0	1	573	0	0	574	0	0	0	2	0	0	2	0	0	1066
% Approach	0.0%	99.6%	0.0%	0.4%	0.0%	0.0%	0.0%	88.9%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.2%	99.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Total	0.0%	44.9%	0.0%	0.2%	45.1%	0.0%	0.0%	0.8%	0.0%	0.1%	0.0%	0.8%	0.0%	0.0%	0.1%	53.8%	0.0%	0.0%	53.8%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	
PHF	0.000	0.928	0.000	0.500	0.925	0.000	0.000	0.667	0.000	0.250	0.000	0.563	0.000	0.000	0.250	0.833	0.000	0.000	0.834	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.874
Lights	0	473	0	2	475	0	0	7	0	1	0	8	0	0	1	567	0	0	568	0	0	0	1	0	0	1	0	0	1052
% Lights	0.0%	98.7%	0.0%	100.0%	98.8%	0.0%	0.0%	87.5%	0.0%	100.0%	0.0%	88.9%	0.0%	0.0%	100.0%	99.0%	0.0%	0.0%	99.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	98.7%
Trucks	0	4	0	0	4	0	0	1	0	0	0	1	0	0	0	4	0	0	4	0	0	0	1	0	0	1	0	0	10
% Trucks	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.9%
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
% Buses	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



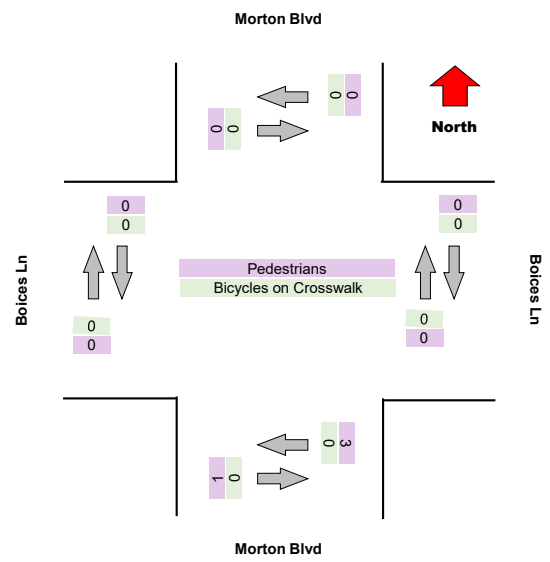
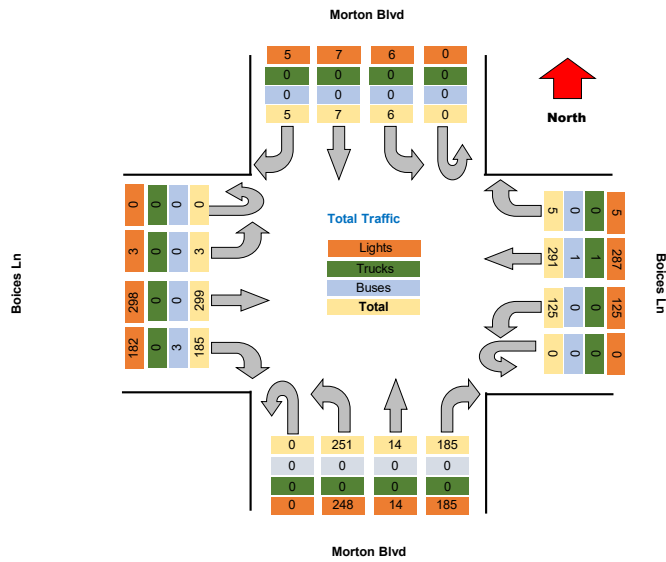
Project	Creighton Manning
Project Code	#10699
Site Name	Boices Ln & Morton Blvd
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2022/03/08, Tuesday
Location	Boices Ln & Morton Blvd
Latitude and Longitude	41.963945, -73.992846

	Start	End	PHF
AM Peak	2022/03/08 07:30:00	2022/03/08 08:30:00	0.87
PM Peak	2022/03/08 16:15:00	2022/03/08 17:15:00	0.93

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg Direction	Morton Blvd						Boices Ln						Morton Blvd						Boices Ln						Total
	Southbound						Westbound						Northbound						Eastbound						
	Right	Thru	Left	U-Turn	App Total	Peds/CW	Right	Thru	Left	U-Turn	App Total	Peds/CW	Right	Thru	Left	U-Turn	App Total	Peds/CW	Right	Thru	Left	U-Turn	App Total	Peds/CW	
4:15:00 PM	0	2	2	0	4	0	0	61	36	0	97	0	50	0	68	0	118	1	43	76	1	0	120	0	339
4:30:00 PM	2	0	0	0	2	0	3	61	27	0	91	0	43	3	60	0	106	1	56	79	2	0	137	0	333
4:45:00 PM	0	2	1	0	3	0	2	80	28	0	110	0	35	7	59	0	101	0	40	79	0	0	119	0	368
5:00:00 PM	3	3	3	0	9	0	0	89	34	0	123	0	57	4	64	0	125	1	46	65	0	0	111	0	368
Grand Total	5	7	6	0	18	0	5	291	125	0	421	0	185	14	251	0	450	3	185	299	3	0	487	0	1376
% Approach	27.8%	38.9%	33.3%	0.0%	0.0%	0.0%	1.2%	69.1%	29.7%	0.0%	0.0%	0.0%	41.1%	3.1%	55.8%	0.0%	0.0%	0.0%	38.0%	61.4%	0.6%	0.0%	0.0%	0.0%	0.0%
% Total	0.4%	0.5%	0.4%	0.0%	1.3%	0.0%	0.4%	21.1%	9.1%	0.0%	30.6%	0.0%	13.4%	1.0%	18.2%	0.0%	32.7%	0.0%	13.4%	21.7%	0.2%	0.0%	35.4%	0.0%	0.0%
PHF	0.417	0.583	0.500	0.000	0.500	0.000	0.417	0.817	0.868	0.000	0.856	0.000	0.811	0.500	0.923	0.000	0.900	0.000	0.826	0.948	0.375	0.000	0.889	0.000	0.935
Lights	5	7	6	0	18	0	5	287	125	0	417	0	185	14	248	0	447	0	182	298	3	0	483	0	1368
% Lights	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	98.6%	100.0%	0.0%	99.0%	0.0%	100.0%	100.0%	98.8%	0.0%	99.3%	0.0%	98.4%	99.7%	100.0%	0.0%	99.2%	0.0%	99.2%
Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Buses	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	0	3	0	0	0	3	0	7
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



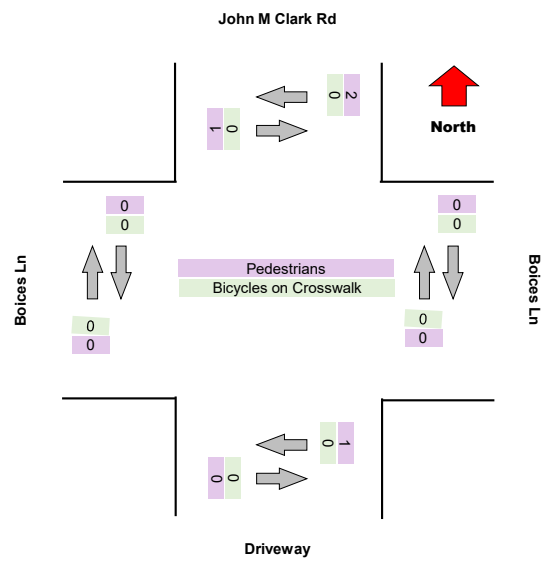
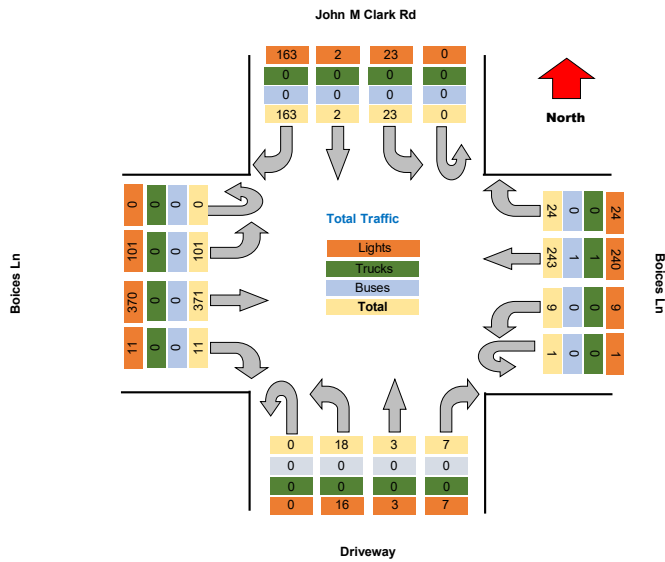
Project	Creighton Manning
Project Code	#10699
Site Name	Boices Ln & John M Clark Rd
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/03/08, Tuesday
Location	Boices Ln & John M Clark Rd
Latitude and Longitude	41.963480, -73.991834

	Start	End	PHF
AM Peak	2022/03/08 07:30:00	2022/03/08 08:30:00	0.81
PM Peak	2022/03/08 16:15:00	2022/03/08 17:15:00	0.93

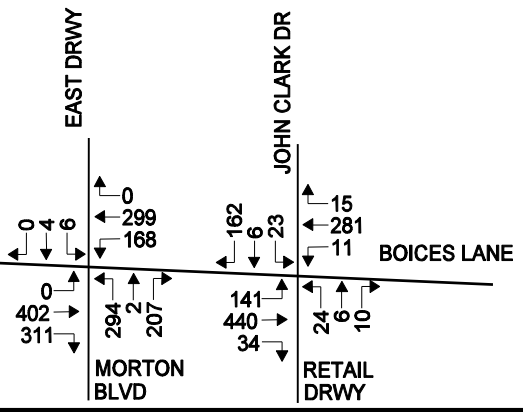
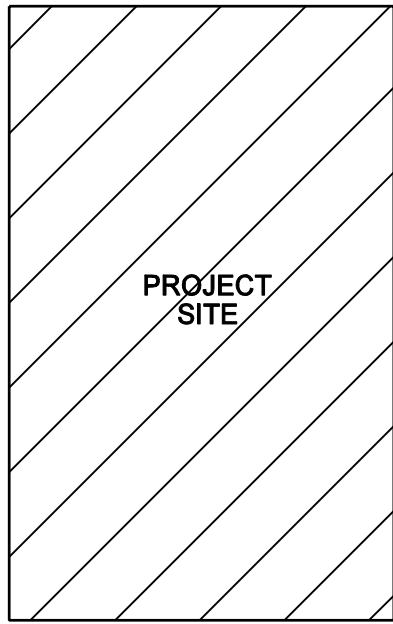
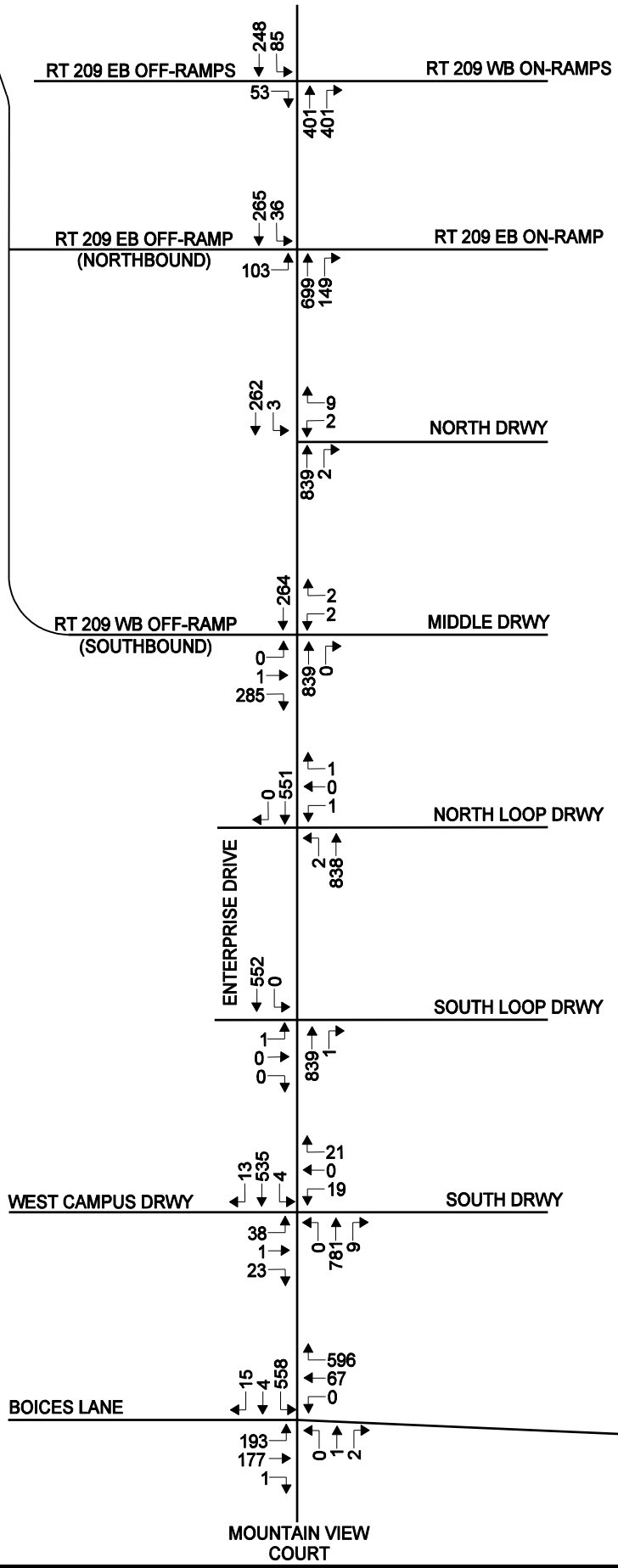
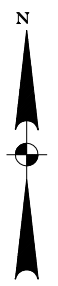
Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	John M Clark Rd						Boices Ln						Driveway						Boices Ln						Total				
	Southbound						Westbound						Northbound						Eastbound										
Direction	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	40	0	5	0	45	0	1	6	53	2	0	61	0	0	2	0	4	0	6	1	0	3	94	26	0	123	0	0	238
4:30:00 PM	40	0	8	0	48	0	0	8	48	1	1	58	0	0	4	2	5	0	11	0	0	4	86	30	0	120	0	0	237
4:45:00 PM	44	2	5	0	51	1	0	4	65	3	0	72	0	0	0	0	3	0	3	0	0	3	90	23	0	116	0	0	242
5:00:00 PM	39	0	5	0	44	0	1	6	77	3	0	86	0	0	1	1	6	0	8	0	0	1	101	22	0	124	0	0	262
Grand Total	163	2	23	0	188	1	2	24	243	9	1	277	0	0	7	3	15	0	25	1	0	11	371	101	0	483	0	0	976
% Approach	86.7%	1.1%	12.2%	0.0%	0.0%	0.0%	0.0%	6.7%	87.7%	3.2%	0.4%	0.0%	0.0%	0.0%	29.0%	10.7%	64.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.9%	0.0%	0.0%	0.0%	
% Total	16.7%	0.2%	2.4%	0.0%	19.3%	0.0%	0.0%	2.5%	24.9%	0.9%	0.1%	23.4%	0.0%	0.0%	0.7%	0.3%	1.8%	0.0%	2.9%	0.0%	0.0%	1.1%	38.0%	10.3%	0.0%	49.5%	0.0%	0.0%	0.931
PHF	0.928	0.250	0.719	0.000	0.922	0.000	0.000	0.750	0.789	0.750	0.250	0.805	0.000	0.000	0.438	0.375	0.750	0.000	0.638	0.000	0.000	0.688	0.918	0.842	0.000	0.974	0.000	0.000	0.931
Lights	163	2	23	0	188	0	0	24	240	9	1	274	0	0	7	3	15	0	25	0	0	11	370	101	0	482	0	0	970
% Lights	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	98.8%	100.0%	100.0%	98.9%	0.0%	0.0%	100.0%	100.0%	88.9%	0.0%	92.9%	0.0%	0.0%	100.0%	99.7%	100.0%	0.0%	99.8%	0.0%	0.0%	99.4%
Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Pedestrians	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



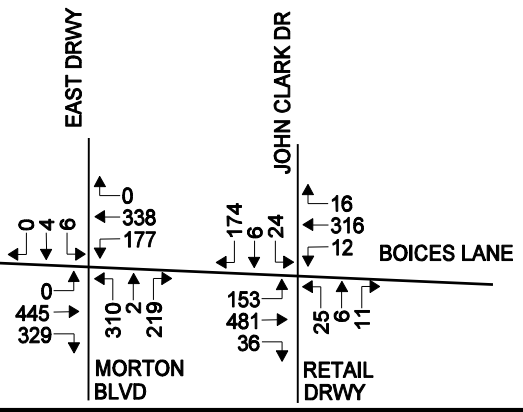
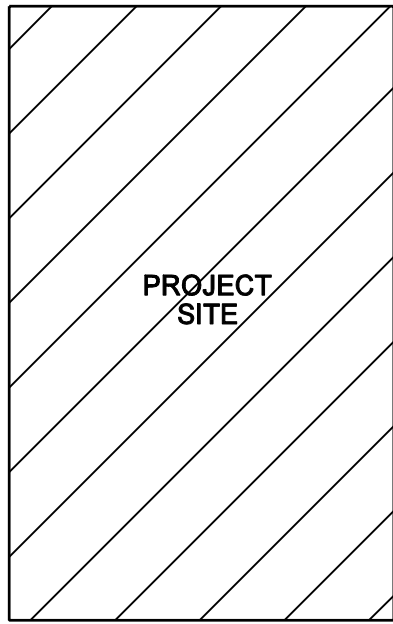
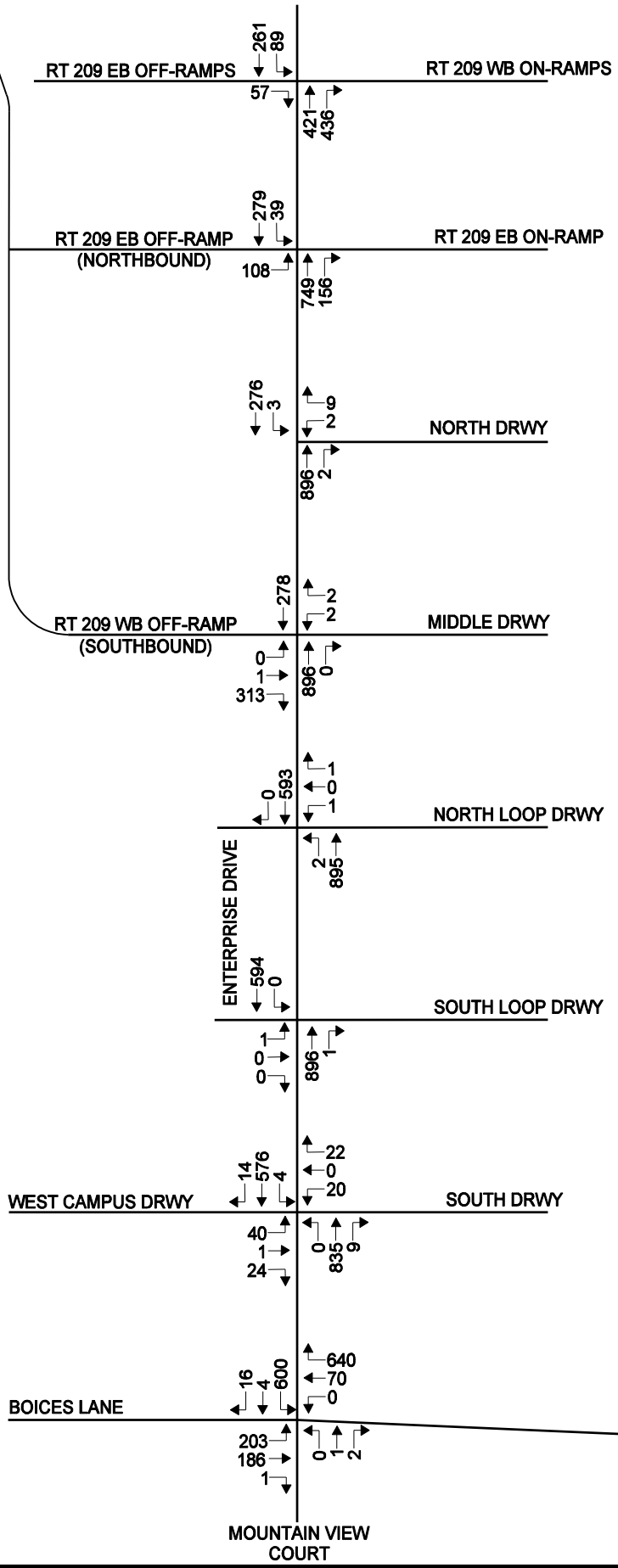
Tech City East Campus Volume Figures



2009 EXISTING
TRAFFIC VOLUMES
PM PEAK HOUR

ULSTER TECH CITY GEIS
TOWN OF ULSTER,
ULSTER COUNTY, NEW YORK



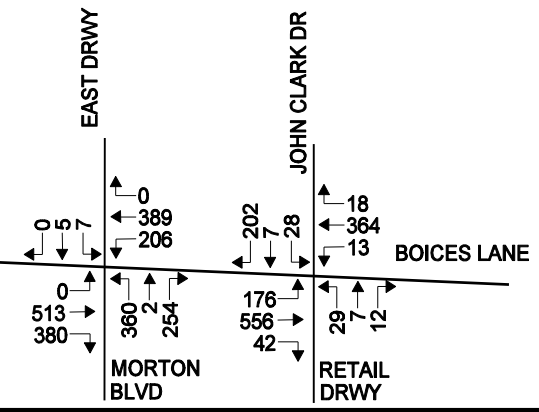
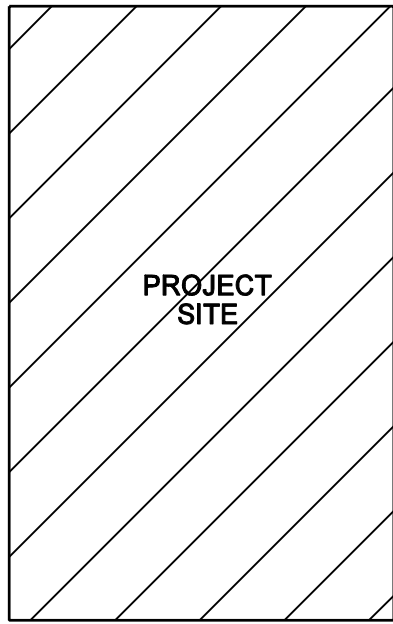
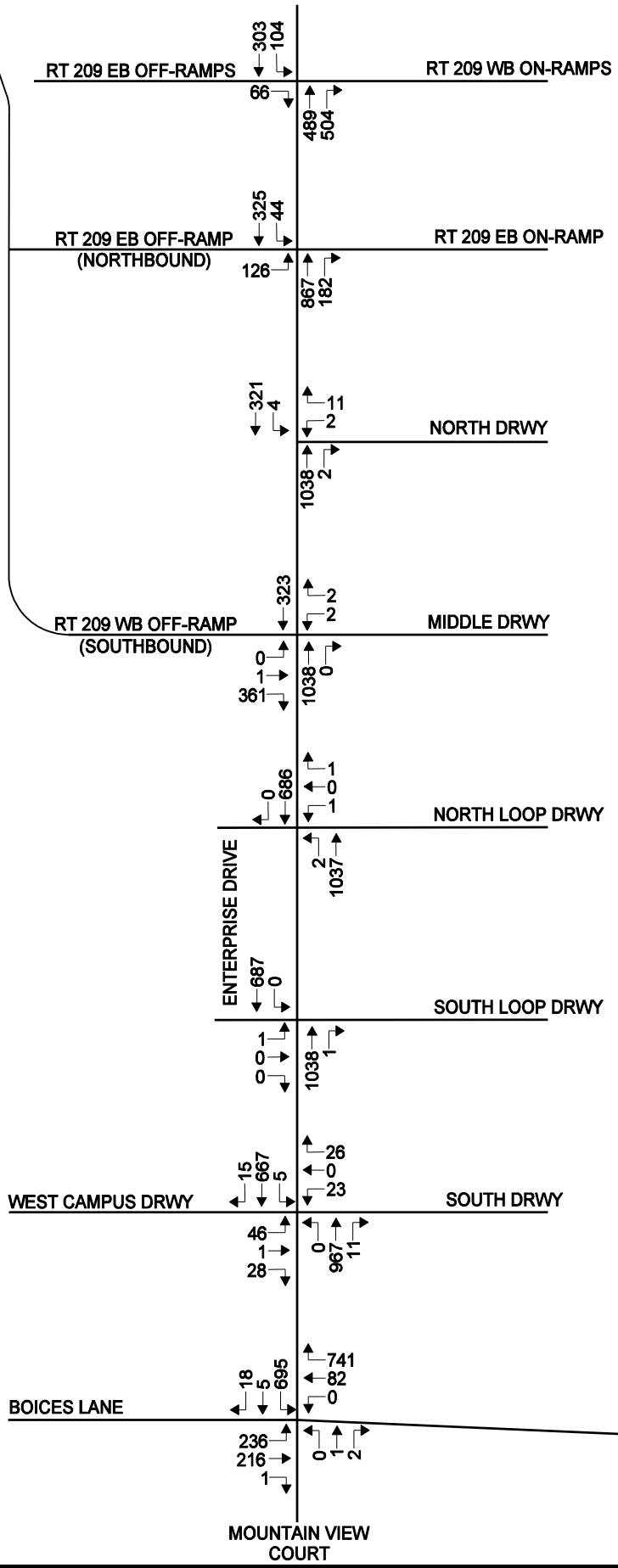
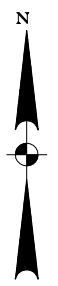


2014 NO-BUILD
TRAFFIC VOLUMES
PM PEAK HOUR

ULSTER TECH CITY GEIS
TOWN OF ULSTER,
ULSTER COUNTY, NEW YORK



ddoran Fig:Project:09-024d Ulster GEIS\cccd\fig\traf_fig.dgn



2029 NO-BUILD
TRAFFIC VOLUMES
PM PEAK HOUR

ULSTER TECH CITY GEIS
TOWN OF ULSTER,
ULSTER COUNTY, NEW YORK



ddoran F:\Projects\2009\09-024d Ulster GEIS\cccd\dm\traf_fig.dgn