



WILLIAM PATERSON UNIVERSITY

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Parking Sub-Committee Meeting Summary: February 2, 2012

Committee Members in Attendance:

Bob Fulleman, Police and Public Safety
Rosemarie Genco, Finance and Administration
Richard Stomber, Administration
John Urinyi, Capital Planning, Design and Construction
Steve Bolyai, Administration and Finance
Gordon Meth, RBA Group
Allen Williams, Commuter Student Services

Distribution

Facility Advisory Committee
Rajender Kaur, English Department
William Mattison, Climate Action Committee
Pam Fueshko, Telecommunications

1. Traffic and Transportation Planning – Passaic County

Gordon Meth of RBA Group, the University's traffic consultant, presented and reviewed the draft recommendations developed since the last Parking Subcommittee meeting and the meeting with the Passaic County Engineering Office. Recommendations are to improve or maintain to a level of service for all turning movements at Level D or better.

The county plans to install dedicated left turn lanes at Entry 5 on Hamburg Turnpike in the next five years. Once implemented, this area will be within an acceptable level of service, including after completion of the garage. The University should not expect to incur any cost with this improvement.

The county's plans to reduce Valley Road to one lane in each direction will create a level of service E for left turning traffic exiting 1600 Valley road. Installing a new traffic signal should be incorporated into the county's plan. Cost (\$300,000) would most likely be the burden of WPU. A follow-up discussion with the county is required.

Passaic County advised that it intends to pave Pompton Road this Spring and there may be a need for the University to quickly confirm and coordinate its plans for replacing the sidewalk and reconfiguring Entry 1. While a signal is perceived to be the best solution the cost of creating a dedicated left turn lane on Pompton Road and acquiring the necessary right of way

are prohibitive in the short-term. RBA's concept for Entry 1, without a signal, was well received. It would allow only right turns leaving Entry 1, and will create an island to restrict left turns. Those currently making left turns (80 per hour at peak times) out of Entry 1 would be redirected to West Overlook. RBA projects that after the garage is complete the number will increase to 100 cars per hour at peak times, and this may not be sufficient to justify a signal at Entry 1. The University will enter into discussions with the County on how to best coordinate efforts.

2. Traffic and Transportation Planning – On Campus

The RBA concept was reviewed for revising Entry 4 and Lot 4 to improve the level of service and create a new transit bus stop, which would replace the existing stop by Speert Hall. The concept as presented didn't appear to eliminate bus traffic in Lot 5 and results in a net loss of 110 parking spaces. There was also concern of idling buses so close the Atrium entrance. RBA was asked to consider a similar solution between Entry 2 and the exits from Lots 3 and 4.

RBA proposed parking meters at the most desirable spaces in Lot 5 to discourage "crusing". Despite the availability of smart technology there are enforcement and cultural issues. The ring road concept as presented seemed too costly financially and in terms of lost parking spaces. It did not seem to fully address concerns about accidents.

A concept was presented for adding a dedicated west-bound left-turn lane from West Overlook to East Road. The Committee agreed with RBA's proposal. This work will be needed after the garage is complete. The intersection will remain an all-way stop.

RBA reviewed the Shuttle Service RFP and has no comments.

RBA recommends an all-way stop at Headquarters and East Road and eliminating stops by the Lot 6 entrance. Both require further discussion.

3. Lot 2 Trailers and Site Restoration

The trailers have been removed and the lower aisle of student parking has been restored along with half of the upper aisle. CPDC is meeting with the contractor, Mod Space, to determine the amount of site restoration necessary to restore parking. Asphalt, which is weather dependent, will be required to reopen the area. Lot 2 may be subject to some closure for approximately a two month period over the summer for PSEG to run feeder cables from Lot 1 to the Athletic Locker Facility.

4. P3 Executive Summaries:

Executive summaries of the three proposals were reviewed and are attached at the end of this document. Note: This section has not been included on the website since evaluations of the proposals are ongoing.

