

STONEFIELD

March 5, 2020

Planning Board
Borough of Madison
50 Kings Road, Room 206
Madison, NJ 07940

**RE: Traffic and Parking Assessment Letter Report
Proposed Baseball Facility Improvements – Fairleigh Dickinson Baseball
285 Madison Avenue
Block 101, Lot 6
Borough of Madison, Morris County, New Jersey
SE&D Job No. RUT-200054**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed baseball facility improvements on the adjacent roadway network. The subject property is located along the northerly side of Madison Avenue between South Oak Court and Shadylawn Drive in the Borough of Madison, Morris County, New Jersey. The subject property is designated as Block 101, Lot 6 as depicted on the Borough of Madison Tax Map. The site has approximately 1,530 feet of frontage along Madison Avenue and approximately 661 feet of frontage along South Oak Court. The existing site contains a forested area on the southeasterly portion of the property, a lacrosse/soccer grass field with associated parking lot on the southwesterly portion of the property, a field hockey grass area on the northeasterly portion of the property, and a baseball grass field with batting cages on the northwesterly portion of the property. It is noted that the lacrosse/soccer field, associated parking lot, and field hockey area are currently under construction per the recently approved application to upgrade these areas with a multi-purpose synthetic turf field, various athletic equipment, and an expanded parking lot.

Existing access to the property is provided via one (1) ingress-only driveway (a.k.a. Gatehouse Road) and two (2) egress-only driveways along Madison Avenue. A cross-access interconnection is provided between the subject property and the Fairleigh Dickinson University (FDU), Florham Campus via Gatehouse Road.

Under the proposed development program, the existing baseball grass field and surrounding area would be upgraded with a new synthetic turf surface and ball stopper netting for the baseball field, relocated and improved batting cages, and new bullpens, bleachers, dugouts, and press box. Additionally, a network of sidewalks and a crosswalk would be constructed to facilitate pedestrian connectivity with the other portions of the property, and the adjacent drive aisle would be widened to provide a total of 28 right-angle parking spaces with a 24-foot-wide one-way drive aisle proximate to the parking spaces. The existing three (3) ADA-accessible stalls located at the westerly corner of the baseball field would be removed. Access to the property would remain as-is.

Existing Conditions

The subject property is located along the northerly side of Madison Avenue between South Oak Court and Shadylawn Drive in the Borough of Madison, Morris County, New Jersey. The subject property is designated as Block 101, Lot 6 as depicted on the Borough of Madison Tax Map. The site has approximately 1,530 feet of frontage along Madison Avenue and approximately 661 feet of frontage along South Oak Court. Land uses in the area are a mix of residential, educational, retail, office, medical, and religious uses.

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Madison Avenue (NJ State Highway Route 124) is classified as an Urban Minor Arterial roadway with a general east-west orientation and is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 40 mph. Curb is generally not provided, sidewalk is partially provided along both sides of the roadway, eight (8)-foot shoulders serving as bike lanes are provided along both sides of the roadway, and on-street parking is not permitted. Madison Avenue provides east-west mobility within the Borough of Madison and surrounding municipalities for a mix of residential, educational, retail, office, medical, and religious uses along its length, and provides access to NJ State Highway Route 24 to the southeast and Interstate 287 and NJ State Highway Route 202 to the northwest.

South Oak Court is a local roadway with a variable orientation and is under the jurisdiction of the Borough of Madison. Along the site frontage, the roadway provides one (1) lane of travel in each direction and does not have a posted speed limit. Curb is provided along both sides of the roadway, sidewalks and shoulders are not provided, and on-street parking is not permitted. South Oak Court provides access to a number of residential dwellings along its length and access to Madison Avenue.

Madison Avenue and South Oak Court intersect to form an unsignalized T-intersection with the southbound approach of South Oak Court operating under stop control. The eastbound approach of Madison Avenue provides one (1) shared left-turn/through lane, the westbound approach of Madison Avenue provides one (1) shared through/right-turn lane, and the southbound approach of South Oak Court provides one (1) shared left-turn/right-turn lane. A crosswalk is provided across the westerly leg of the intersection.

Proposed Improvement Program and Trip Generation

As the proposed improvements would not include new uses or expansion of athletic facilities, the number of trips entering and exiting the site during the peak hours would be expected to remain the same. As such, the proposed improvements would not result in significant traffic impacts on the adjacent roadway system. The proposed improvements would enhance vehicular and pedestrian circulation, provide more parking, and promote FDU's baseball facility with additional spectator and training areas. The purpose of the overall development program, which encompasses the adjacent lacrosse/soccer field and field hockey area, is to provide modern athletic facilities for FDU and the public and to provide effective pedestrian and vehicular circulation and parking management. The site trip generation would be expected to remain generally the same during baseball games and events.

Vehicle/Pedestrian Circulation Review

A review was conducted of the proposed baseball facility improvements using the Layout Plan prepared by Derek and Edson, dated March 5, 2020. In completing this review, particular attention was focused on the vehicular and pedestrian circulation and safety.

Access to the site would remain to be provided via the existing one (1) ingress-only driveway and two (2) egress-only driveways along Madison Avenue. These driveways connect to an internal roadway, Gatehouse Road, that runs across the property and provides access to the Florham Park portion of the Campus. It is noted that Gatehouse Road slightly narrows at two locations, a small bridge and a small tunnel underneath the NJ Transit train tracks.

Gatehouse Road generally provides one (1) lane of travel in each direction and does not provide curb, sidewalks, shoulders, or on-street parking. Per the recently approved application to upgrade the lacrosse/soccer field, associated parking lot, and field hockey area, it was discussed that Gatehouse Road would be restriped to provide a five (5)-foot-wide pedestrian walkway along its northerly side to facilitate walkability between the Florham Park and Madison portions of the Campus and the athletic facilities. Under the future condition, Gatehouse Road would generally provide one (1) lane of travel in each direction with a minimum width of nine

(9) feet. Further, Gatehouse Road would provide one (1) 14-foot-wide alternating one-way travel lane at the narrow bridge location, with appropriate signage and pavement markings to guide traffic.

Under the proposed baseball facility improvement program, modifications would be made to the existing drive aisle adjacent to the baseball field. Specifically, the drive aisle would be widened to provide 28 right-angle parking spaces along the easterly side with a 24-foot-wide one-way drive aisle proximate to the parking spaces. The parking spaces would include three (3) ADA-accessible stalls and would typically be nine (9) feet wide by 18 feet deep. Additionally, the existing roadway geometry at the connection of this drive aisle and Gatehouse Road would be modified to permit left-turn movements from Gatehouse Road into the site. The proposed roadway and parking layout would provide adequate circulation, facilitate parking maneuvers and pickup/drop-off operations, and accommodate large wheel-base vehicles.

Regarding pedestrian circulation, the proposed improvements would provide a minimum of 8-foot-wide concrete sidewalks around the southwesterly and southeasterly sides of the baseball field. The proposed sidewalk network would provide connections to the parking area, multiple baseball field entrances, spectator areas, and the field hockey area to the east which is under construction to provide various athletic facilities. Additionally, the sidewalk network would connect to the lacrosse/soccer field area which is under construction to provide a multi-purpose synthetic turf field via a new proposed crosswalk across Gatehouse Road. The proposed pedestrian accommodations and site layout would provide efficient pedestrian circulation.

Parking Management Plan

During baseball events, attendees would utilize the adjacent 28 parking spaces as well as various parking lots located on the FDU Florham Campus within a reasonable walking distance. Appended **Figure 1** shows the typical parking lots (Lots 2, 4 & 8) utilized to support athletic event parking demand. Baseball events would follow the same parking management plan as outlined in the attached Florham Campus Athletic Facilities Parking Management Plan and Procedure, prepared by FDU. The FDU parking management plan would utilize the FDU Florham Campus parking lots, as needed, to support the associated parking demand during games, as well as shuttle vehicles to transport passengers to and from the subject event as needed. The FDU Director of Athletics would review each scheduled athletic event to determine the anticipated number of attendees, then coordinate with the FDU Director of Public Safety regarding the required parking management procedure. Event attendees would be prohibited from utilizing on-street parking along the adjacent public roadways.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed baseball facility improvements. The analysis findings, which have been based a review of the improvement program and the on-site facilities and parking policies/procedures, indicate that the proposed improvements would not have a significant impact on the traffic operations of the adjacent roadway network. The existing site driveways and proposed on-site layout would provide for effective access to and from the subject facility. The proposed pedestrian accommodations have been designed to provide efficient circulation and connectivity with other athletic facilities. In addition to the proposed adjacent parking supply, baseball events would utilize the FDU parking management plan with an associated procedure that would provide additional parking within the FDU Florham Campus lots with shuttle service to and from the baseball facility. On-street parking along the adjacent public roadways would not be utilized during baseball events.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Charles D. Olivo, PE, PP, PTOE
Stonefield Engineering and Design, LLC



Matthew J. Seckler, PE, PP, PTOE
Stonefield Engineering and Design, LLC



<p>STONEFIELD</p>	<p>Proposed Baseball Facility Improvements 285 Madison Avenue Borough of Madison, Morris County, New Jersey Traffic and Parking Assessment Letter Report</p>	<p>FIGURE I Parking Locations</p>
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Fairleigh Dickinson University

Florham Campus Athletic Facilities Parking Management Plan and Procedure

Responsible Office: Athletic Department—Florham Campus

Responsible Official: Director of Athletics—Florham Campus

Effective Date: February 15, 2019

Last Revised:

Purpose:

Fairleigh Dickinson University is committed to providing orderly environment at its athletic facilities, including, but not limited to, the baseball field, the multipurpose field and future track in Madison, NJ, including parking management.

Plan and Procedure:

1. Director of Athletics—Florham Campus (“Director of Athletics”) oversees all scheduling of the athletic facility including internal University use as well as external use.
2. Director of Athletics will review each scheduled athletic facility use.
3. Each potential user of an athletic facility shall provide the Director of Athletics with the anticipated attendance for each scheduled athletic facility use, including the number of vehicles. The Director of Athletics shall review same, using, as available, user group estimates and past historical information for completeness and feasibility.
4. Director of Athletics will review concurrent athletic facility usage and estimate the aggregate number of vehicles.
5. In the event that the anticipated parking need exceeds available athletic facility parking spaces for any period of time, the Director of Athletics will:
 - a. relocate one of the athletic facility uses to another facility (e.g., from a Madison field to Shields Field in Florham Park) so that the number of anticipated parking spaces no longer exceeds available spaces; or
 - b. initiate the Athletic Facility Overflow Parking Procedure as follows:
 - i. Director of Athletics will inform the Director of Public Safety—Florham Campus (“Director of Public Safety”) of the date, beginning time and end time when the Athletic Facility Overflow Parking Procedure is required, in advance.
 - ii. Director of Public Safety will determine which alternate parking lot will to be used as well as the location in that lot for a shuttle pick up and drop off location for each overflow parking occurrence.
 - iii. Director of Public Safety will determine the number of Public Safety staff required to direct vehicles in excess of the athletic facility parking spaces to the designated overflow parking lot as well as the shuttle location within said parking lot for each overflow parking occurrence.

- iv. Director of Athletics will make a van or vans available for Public Safety utilization to shuttle overflow parking participants to and from the respective athletic facility use. Shuttle service will commence no later than 30 minutes prior to the athletic facility use and end no earlier than 30 minutes following conclusion of the athletic facility use requiring overflow parking.
6. In the event that the actual parking need exceeds available athletic facility parking spaces for any period of time, the Director of Athletics will initiate the Immediate Athletic Facility Overflow Parking Procedure as follows:
- i. Director of Athletics will inform the Director of Public Safety of the immediate athletic facility parking need and that the Immediate Athletic Facility Overflow Parking Procedure is required.
 - ii. Until, items 6.iii through 6.vi below, as applicable, are completed and proceeding to the satisfaction of Director of Public Safety, the Director of Athletics will not allow any athletic facility use, not previously in progress, to commence.
 - iii. Director of Public Safety will determine the parking lot in to be used as well as the location in that lot for a shuttle pick up and drop off location for each overflow parking occurrence.
 - iv. Director of Public Safety will determine and promptly deploy the number of Public Safety staff required to direct vehicles in excess of the athletic facility parking spaces to the designated overflow parking lot as well as the shuttle location within said parking lot for each overflow parking occurrence.
 - v. Director of Athletics will make a van or vans available for Public Safety utilization to shuttle overflow parking participants to and from the respective athletic facility use. Shuttle service will promptly commence and will end no earlier than 30 minutes following conclusion of the athletic facility use requiring overflow parking.
 - vi. In the event that Director of Public Safety determines that the number of required Public Safety personnel to perform ongoing Public Safety requirements as well as items 6.iii and 6.iv above are not promptly available:
 - 1. Director of Public Safety will immediately notify Director of Athletics of the lack of available Public Safety resources.
 - 2. Director of Public Safety and Director of Athletics will work collaboratively to provide ample University employees or subcontractors, regardless of Athletic Department or Public Safety designation, to fulfill items 6.iii through 6.iv above to the satisfaction of the Director of Public Safety and will notify Director of Athletics of same.
 - 3. 15 minutes after the shuttle service commences, Director of Athletics will allow athletic facility use, not previously in progress per 6.ii above, to commence.

General:

1. Director of Public Safety may elect to enhance the above, as deemed appropriate, including deploying signage and/or temporary traffic control devices in consultation with the Director of Athletics.
2. All references in this plan and procedure to Director of Athletics or Director of Public Safety is not intended to preclude either from delegating any of the foregoing tasks to another staff member in their respective departments. Notwithstanding any such delegation, the respective Directors shall retain overall responsibility for matters or personnel under their supervision, their available next in line will assume all respective responsibilities and authorities herein.