

**Newark Riverfront Pedestrian and Bicycle Access CD Study**  
**Public Information Center (PIC)**  
**April 11, 2024 | 6:00 – 7:30 PM**  
**MEETING SUMMARY**

**ATTENDEES:**

Name	Organization
<b>Madelyn Artiles</b>	Project Manager, City of Newark, Dept. of Eng., Div. of Traffic and Signals
<b>Trevor Howard</b>	Project Support, City of Newark, Dept. of Eng., Div. of Traffic and Signals
<b>Shawn Savage</b>	Supervising Engineer, City of Newark, Dept. of Eng., Div. of Traffic and Signals
<b>Marjoly DeLeon</b>	Michael Baker International (MBI, Project Consultant), Project Staff
<b>Thomas DiBiase</b>	MBI, Deputy Project Manager
<b>Marty Wade</b>	MBI, Project Manager
<b>Sophia Fox</b>	Stokes Creative Group (Project Consultant), Public Outreach Staff
<b>Chad Spies</b>	NJPAC, Vice President
<b>Five (5) members of the public</b>	N/A

**OPENING REMARKS:**

Thomas DiBiase opened up the meeting and led a presentation about the study, which included:

- Project Location
- Project Purpose
- Goals and Objectives
- Project Need
  - Existing Conditions
- Potential Proposed Improvements
- Next Steps

**DISCUSSION:**

The following summarizes the discussion and questions from participants throughout the stakeholder meeting:

- A participant asked how the Study will treat the bicycle and pedestrian crossing where Center St. meets McCarter Highway, considering the location was identified as a crash hotspot. Will bicycle signals be considered at McCarter Highway?
  - T. DiBiase responded that bike signals have not been deployed in New Jersey, but they could be investigated for this particular location, in coordination with NJDOT. Signal-timing changes at the signalized crossing may also be investigated as part of the Study, and/or Leading Pedestrian Intervals. Another residential development along the Passaic



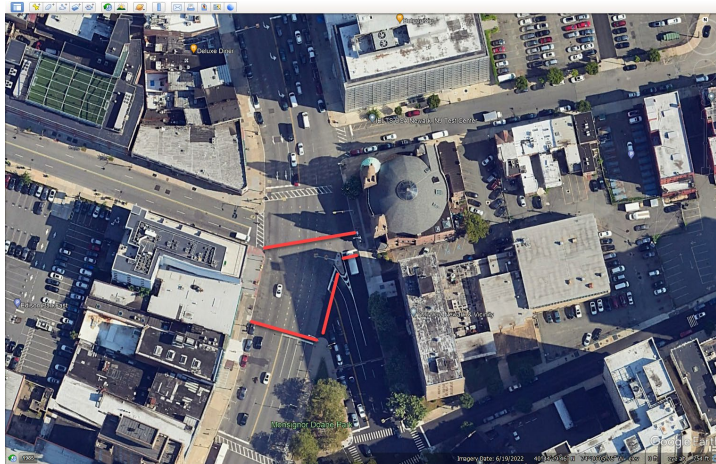
**Newark Riverfront Pedestrian and Bicycle Access CD Study**  
**Public Information Center (PIC)**  
**April 11, 2024 | 6:00 – 7:30 PM**  
**MEETING SUMMARY**

River is proposed, where the only pedestrian access to the building will be at the signalized intersection in question, which further supports the necessity to improve the signalized crossing for pedestrians, bicyclists, VRUs.

- A participant asked if the project would consider dedicated bus lanes.
  - T. DiBiase responded that the project is investigating the existing curbside bus lanes on Broad Street, and if/how NJ TRANSIT uses the lanes. T. DiBiase indicated that City ordinances suggest that there may have been plans for automated enforcement within the curbside bus lanes that never materialized. T. DiBiase reminded everyone that the project limits on Broad St. only extend from Washington Place to Rector Street, and therefore, the project would only perform investigation and make cursory recommendations with respect to the curbside bus lanes.
  - Another participant commented that they would not recommend bus and bike lane combinations similar to what NYC has implemented in some locations.
- A Participant commented that there is a lack of street trees within the corridor, and they would be beneficial in traffic calming.
- A Participant asked who chooses storm tree types.
  - T. DiBiase responded that the project is currently in the CD phase, selecting tree varieties occurs in future phases and would be performed by a landscape architect.
- A Participant asked about the ownership status of the new road planned within the NJPAC development, the new road from Mulberry Street to Rector Street.
  - T. DiBiase responded that the new road will be open to the public, but will be under NJPAC jurisdiction such that it may be closed during NJPAC special events.
- A participant asked if crash data includes people using E-bikes, scooters, and wheelchairs.
  - T. DiBiase responded that e-bike, scooter, and people in wheelchairs involved in crashes are tabulated, but distinct categories for these travel modes are not available in the crash metadata. A review of individual crash reports can provide details on mobility device when documented by the responding police officer.
- A participant asked if there was a better way to connect from Military Park to Harriet Tubman Square for bicyclists and pedestrians. There are a number of missing crosswalks at the intersection of Broad St. and Park PL. / Center St.
  - Existing Condition with red lines denoting missing crosswalks:



Newark Riverfront Pedestrian and Bicycle Access CD Study  
Public Information Center (PIC)  
April 11, 2024 | 6:00 – 7:30 PM  
**MEETING SUMMARY**



- T. DiBiase responded that after the project is completed the preferred path for bicyclists would be to utilize bicycle facilities on Central Avenue to University Place. Pedestrian mobility at the intersection is a priority for improvement to be examined as part of the project. The project limits on Broad Street, from Washington Place to Rector Street will limit the extent any proposed bicycle lane on Broad Street. However, the Study may propose cursory bicycle recommendations for Broad Street for further inquiry as part of separate future Studies.
- A participant asked if the project selects an on-street bike facility, how would they deter double parking on the bicycle lanes.
  - T. DiBiase responded that on-road bike facilities would be separated from adjacent travel or parking lanes using some vertical element, e.g. delineators, curb-stops, or other suitable separator.
- A transportation professional and public participant commented that they would prefer raised bicycle facilities and that since NJPAC is already developing the area, they should add the facility during their project phasing rather than having the City install one after the sidewalks have already been newly built.
  - The group inquired whether a raised bicycle facilities would introduce pedestrian and bicycle conflicts (pedestrians walking on the designated raised bicycle space).
  - And the group concluded that providing color, material, or signage to designate the bicycle space from sidewalk is an ideal solution. T. DiBiase added that the existing appurtenances should stay in place to help define those spaces.
- A Participant inquired about bicycle parking.
  - T. DiBiase responded that the project is exploring locations to add parking and that the City is also looking to add bicycle parking at Riverfront Park.
- A Participant asked if the Monsignor Doane Park could be integrated into the adjacent Military Park; bicycle parking or programmable space was suggested.



**Newark Riverfront Pedestrian and Bicycle Access CD Study**  
**Public Information Center (PIC)**  
**April 11, 2024 | 6:00 – 7:30 PM**  
**MEETING SUMMARY**

- T. DiBiase responded that the team may brainstorm on ways to incorporate the space, but it is currently not listed as a project Goal/Objective.
- A participant commented that two left-turn lanes are not needed on Rector to Broad between park Place and Broad Street.
  - T. DiBiase responded that traffic analysis will be performed during Alternatives Analysis and that lane configuration changes at the Rector / Broad St. intersection.
- A participant commented that the turn signal from Wayne Shorter Way (making a left onto Park) is lengthy and it takes a long time as a pedestrian to be able to cross. They have not seen the traffic volume there to warrant the length of the signal.
  - T. DiBiase responded that there may be opportunities to change that signal timing during the NJPAC project (NJPAC rep present at the meeting). If that signal phasing change does not correct the issue, then the City may examine at a future date.
- A Participant asked if there will be another public meeting for the project.
  - T. DiBiase responded that the next public meeting will be held at the end of summer 2024 after alternatives have been developed; the purpose of that meeting will be to review the alternatives analysis and preliminary preferred alternative.
- A Participant asked if the project website will include links to the studies and plans that the presentation mentioned were the sources for this study.
  - T. DiBiase responded that the team can link them on the website since they are publicly available plans.
- A Participant asked if the proposed facilities and changes would cause congestion on Park and Center.
  - T. DiBiase responded that a traffic study would have to be conducted to show the impacts, and that safety and mobility for vulnerable road users is a project priority.
- A Participant commented that a pedestrian refuge island should be added on Broad Street in the project area.
  - T. DiBiase responded that there may be an opportunity to extend the existing medians seen on Broad and Raymond Boulevard to the north, but that the space required may come with tradeoffs with street-parking or a travel lane. Exploration of these alternatives would involve a larger conversation with stakeholders including local business owners that will be performed during alternatives analysis.

