

**Newark Riverfront Pedestrian and Bicycle Access CD Study**  
**Stakeholder Meeting No. 1**  
**Feb. 28, 2024 | 10:00 to 11:00 AM**  
**MEETING SUMMARY**

**ATTENDEES:**

Name	Organization
Madelyn Artilles	Project Manager, City of Newark, Dept. of Eng., Div. of Traffic and Signals
Raymundo Concepcion	City of Newark, Asst. Director, Dept. of Eng.
Trevor Howard	City of Newark, Dept. of Eng., Div. of Traffic and signals
Dolores Martinez Wooden	City of Newark, Director of Engineering (Traffic Division)
Pallavi Shinde	City of Newark, Director of Planning & Zoning
Trevor Phillips	City of Newark, Economic & Housing Development
Richard Fernandez	City of Newark, Principal Engineer, Traffic
Shawn Savage	City of Newark, Supervising Engineering
Fernanda Santana	City of Newark, Council Member Staff - Chief of Staff - CM Michael Silva
Alfredo Ruiz	Council President LaMonica Mclver Office
Pallavi Shinde	City of Newark, Planning Officer
Niambi McCoy	NJDOT, Local Aid and Community Development
Elmira Buongiorno	NJ TRANSIT, Director Bus Safety
Peter Zambito	NJTPA, Principal Planner of Corridor Studies
Lisa Lee	EZ Ride, Director of Sustainability Programs
Chad Spies	NJPAC, Vice President
Steve Tettamanti	New Jersey Historical Society, Executive Director
Tawana Meck	Newark City Parks Foundation
Maya Curry	Newark Regional Business Partnership
Karen Tamir	Newark Riverfront Park Project – Landscape Architect
Avraham Minsky	Chabad Jewish Newark
Marjoly DeLeon	Michael Baker International (MBI, Project Consultant), Project Staff
Thomas DiBiase	MBI, Deputy Project Manager
Marty Wade	MBI, Project Manager
Prateeksha Sehgal	MBI, Project Staff
Sophia Fox	Stokes Creative Group (Project Consultant), Public Outreach Staff

**OPENING REMARKS:**

Mr. Thomas DiBiase, the City of Newark’s Design Consult Deputy Project Manager 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



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**DISCUSSION:**

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

**Dolores Martinez Wooden, City of Newark, Director of Engineering (Traffic Division):**

- The roadways within NJPAC's new development area adjacent to the Theater will be private roadways.
- This Safety and Mobility CD Study should be exploring the south side of Center Street for bike facilities because of private access roads in NJPAC.
  - Team Response: We will incorporate these recommendations in our upcoming alternatives development and analysis.

**Chad Spies, NJPAC, Vice President:**

- The northbound side of Center Street in the NJPAC frontage is utilized by buses and passenger drop-off and pick-up.
- An NJPAC-owned private roadway will be constructed within the NJPAC Development Area, from Mulberry Street/Center Street extending north to meet Rector Street. The roadway is proposed to be under NJPAC-ownership to allow NJPAC to close the roadway during special events.
  - Team Response: We will take these comments under consideration in our upcoming alternatives development and analysis.

**Trevor Phillips, City of Newark, Economic & Housing Development:**

- Consider bicycle lanes on both sides of the roadway where possible within the downtown area. Space constraints on Center Street for example may mean that locating a two-way bicycle track on one side of the roadway could be challenging, and it may behoove us to establish one lane going in one direction on both sides.
  - Team Response: We will take these comments under consideration in our upcoming alternatives development and analysis.

**Trevor Howard, City of Newark:**

- The Newark Bike Plan is intended to determine which Newark roads are best for what bike facility.

**Lisa Lee, EZ Ride, Director of Sustainability Programs:**

- Leading Pedestrian Interval signal phases are a great idea - especially at no cost. They have been used in Boston and helped to reduce many crashes between pedestrians and cyclists.
  - Team Response: We concur, and will take these comments under consideration in our upcoming alternatives development and analysis.



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**Maya Curry, Newark Regional Business Partnership:**

- Are we including the taxicab commission and/or the major ride share companies (Lyft/uber) in these stakeholder meetings?
  - Team Response: The Taxi Cab Commission and Rideshare companies will be invited to the Project Public Meeting and/or the 2<sup>nd</sup> round of Outreach meetings.

**Chad Spies, NJPAC, Vice President:**

- What has been considered as far as gas and electric powered scooters and bikes? Driving on the wrong way and on the sidewalk - we should talk to Bird/Veo or the other e-micromobility vehicle providers.
  - Team Response: An invite to Bicycle-Share operators will be made to our upcoming Public Meeting.

**Peter Zambito, NJTPA, Principal Planner of Corridor Studies:**

- The Newark Downtown Circulation Improvement Study has several pedestrian recommendations near the intersection of Broad Street and Park Place.
  - Team Response: We concur and plan to include those recommendations in our upcoming alternatives development and analysis.

**Karen Tamir, Newark Riverfront Park, Landscape Architect:**

- We should have a sidebar meeting because the park is currently being designed for pedestrians and not bike lanes. The esplanade is only 12 feet wide, there are no ramps only ADA facilities for the elevation changes.
  - Team Response: Agreed, we will schedule a supplemental meeting to discuss our project interface with the Newark Riverfront Park.

**Lisa Lee, EZ Ride, Director of Sustainability Programs:**

- You can also split the bike lanes and let scooters and e-bikes go left and keep pedal powered bikes to the right. Also, it is a good idea to add the green spaces to prevent flooding and pollutants washing off into the water systems. Also, good idea to implement No Right Turns on Red in Newark, especially heavy traffic areas and it needs to be enforced - originally NRTOR began in the 70s to save gas and allow more traffic flow. It is not needed anymore and if anything, we need to reduce traffic speeds on turns to prevent ped crashes.
  - Team Response: We concur and plan and will consider these recommendations in our upcoming alternatives development and analysis.



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**Chad Spies, NJPAC, Vice President:**

- School buses drop offs during matinees.
- Concerns that drop-offs will get pushed even further into the travel lane if we add a bike lane.
  - Team Response: Maintaining space for picks ups and drop offs will be necessary will be a priority consideration during alternatives development and analysis.
- Spies suggested discussing with the NJPAC developers who worked on traffic impact study for further coordination. The Chambers Plaza (arrival court) is the first area being rebuilt, beginning April 1, 2024, continuing to approximate December 1, 2024. Chambers Place construction is divided into three phases to maintain NJPAC access during construction.
- Residential high-rise construction is planned for late summer 2024, and the new private roadways will be under construction during that period. Once constructed, these roadways will be open to the public, and will provide connection from Center Street / Mulberry Street to Rector Street.
- NJPAC development will be under construction before the Newark Riverfront CD Study project.
  - Team Response: Thank you, this information will inform our upcoming alternatives development and analysis.

**Tawana Mack, Newark City Parks Foundation:**

- The Parks Foundation offered to advertise upcoming meeting information with the Friends of the Park volunteer groups.
  - Team Response: Thank you, coordination for meeting advertisement is forthcoming.

