

Newark Riverfront Pedestrian and Bicycle Access CD Study
Public Information Center 2 (PIC)
July 29, 2025 | 6:00 – 8:00 PM
MEETING SUMMARY

ATTENDEES:

Name	Organization
Madelyn Artiles	Project Manager, City of Newark, Dept. of Eng., Div. of Traffic and Signals
Trevor Howard	Project Support, City of Newark, Dept. of Eng., Div. of Traffic and Signals
Shawn Savage	Principal Engineer, City of Newark, Dept. of Eng., Div. of Traffic and Signals
Thomas DiBiase	Michael Baker International (MBI, Project Consultant), Deputy Project Manager
Marty Wade	MBI, Project Manager
Marjoly DeLeon	MBI, Project Staff
Anthony Sytko	Stokes Creative Group (Project Consultant), Public Outreach Staff
Kieran Stratton	Stokes Creative Group (Project Consultant), Public Outreach Staff
Lisa Lee	EZ Ride
Erlea Maldonado	EZ Ride
Marcy DePina	Newark City Parks Foundation
Tawana Meck	Newark City Parks Foundation
Charles Kennedy	Brick City Run Club
	Kearny ACES
James Coughlin	Bird
Lindsay Gutierrez	Bird
Austin Spademan	Bird
Sixteen (16) members of the public	N/A

OPENING REMARKS:

Madelyn Artiles opened up the meeting, which was followed by a presentation about the study led by Thomas DiBiase, which included:

- Project Location
 - Project Purpose
 - Goals and Objectives
 - Project Need
 - Existing Conditions
 - Preliminary Preferred Alternative
 - Next Steps:
 - Finalize the Concept Development Report.
 - Advance to Preliminary and Final Design Engineering phases.
 - Continue collecting public feedback until August 29, 2025, via:
www.bikepedaccessnewark.com
- Email: bikepedaccessnewark@gmail.com



Newark Riverfront Pedestrian and Bicycle Access CD Study
Public Information Center 2 (PIC)
July 29, 2025 | 6:00 – 8:00 PM
MEETING SUMMARY

DISCUSSION:

1. A participant asked if there will be Leading Pedestrian Interval (LPI) signal phases at intersections to give pedestrians priority before turning cars?
 - T. DiBiase responded that LPIs are a central facet of the project. A traffic analysis confirmed their feasibility, and they will be included.
2. A participant asked if there is anything planned to make crossing McCarter Highway easier for bikes and pedestrians?
 - The project explored geometric solutions but was constrained by the light rail and lane geometry on NJ 21. However, other improvements will include:
 - Functional pedestrian push buttons
 - Countdown timers
 - High-visibility crosswalk striping
 - Appropriate timing to allow pedestrians to cross the intersection
 - Wayfinding signage for Riverfront Park
 - Lighting evaluation / enhancements for safety
3. A participant asked why the bike facilities are located on the southbound side of the road on Center Street, and whether the option to locate them on the northbound side was explored.
 - T. DiBiase responded that the southbound side was chosen due to stakeholder feedback. The northbound side of the road is used by NJPAC for bus pick-ups and drop-offs. A southbound side facility also allows better future connection to Mulberry Street and other potential bicycle facilities. The south side facility is currently selected as the PPA based on stakeholder input.
4. A participant asked why the bike facilities don't extend further along Ken A. Gibson Boulevard to connect to Broad Street Station or Bridge Street Bridge, which would also connect to the Town of Harrison.
 - The current project ends at Washington Place. Future extensions are under consideration but would have to be undertaken as part of a separate effort. The current PPA is compatible with such future extensions.
5. A participant asked if there are any plans to connect the bike facilities to Broad Street Station and Newark Penn Station?
 - T. DiBiase responded that this project is one portion of that connection. It links Central Avenue / Broad Street to the Riverfront via Park Place / Center Street. The facility can connect to a future facility on Mulberry Street that may extend as to Raymond Boulevard. Future planned facilities will help to complete the network.
6. A participant asked if the project falls in line with the Greenway Project.
 - T. DiBiase responded that this project is within the vicinity of the Greenway, but the goals are aligned – to expand biking and walking infrastructure.
7. A participant asked if the design will include bike parking?



Newark Riverfront Pedestrian and Bicycle Access CD Study

Public Information Center 2 (PIC)

July 29, 2025 | 6:00 – 8:00 PM

MEETING SUMMARY

- T. DiBiase responded that bicycle parking features were discussed with the Riverfront Park designers and others in the project area. Details will have to be finalized in future design phases.
- 8. A participant asked if the design would be compatible with further bus upgrades in the roadway. They expressed frustration with buses being stuck in traffic since the bus lanes are limited to signage and rush-hour schedules. They also asked if bus stops can be signed and striped to prevent parking interference.
 - T. DiBiase responded that the project considered transit improvements. Existing signage for peak-period bus lanes exists, but is not enforced. The new design, with the inclusion of a center median and protected bike lanes, limits the space that is dedicated to buses. Some possible improvements to bus operations could include Transit signal priority, which could be explored in a later project phase.
- 9. A participant expressed that the design has great improvements and asked if the city will provide infrastructure for cargo bikes (e.g., loading zones, battery swap stations, repair stations).
 - T. DiBiase responded that these features may be explored in future phases. Space could be repurposed from curb extensions or adjacent sidewalk where wide to make space for these amenities.
- 10. A participant asked if there are plans to include shade along the bike lanes.
 - T. DiBiase responded that future phases may include street shade trees or possibly green infrastructure elements. Areas shown in gray on the plans where new sidewalk or curb extensions are proposed could be space that is used for these features.
- 11. A participant asked if future proposals outside the project area will be included on the project website.
 - T. DiBiase noted that the project team will have to convene to discuss the possibility. But the potential interface of the proposed project with adjacent future proposals will be discussed in the CD Report.
- 12. A participant asked if two lanes on Rector Street are justified. The participant also asked if the curb extensions on Rector could be moved to the opposite side of the road to make the intersection more right-angled and safer.
 - T. DiBiase noted that two lanes on approach to Rector Street were maintained due to the short storage length between the adjacent traffic signals. However, future revisions of the plans may reduce lanes if feasible, potentially using one of the lanes for parking.
 - The curb extension could potentially be moved; this will be examined in the future.
- 13. A participant asked if a crosswalk could be added at the intersection of Park Place and Broad Street, opposite Central Avenue, where there is no sidewalk in the existing condition.
 - T. DiBiase responded that this crosswalk is under consideration, but adding it may affect the stop bar placement, which may widen the intersection, where the current design is attempting to tighten the intersection, slow approaching vehicles, and make it more pedestrian-scale. This area will be reexamined.



Newark Riverfront Pedestrian and Bicycle Access CD Study

Public Information Center 2 (PIC)

July 29, 2025 | 6:00 – 8:00 PM

MEETING SUMMARY

14. A participant asked how unauthorized car access to bike lanes will be prevented.
 - T. DiBiase responded that raised curbs and flexible delineators should prevent this from happening, but additional measures within the bicycle facilities may be considered based on guidance and safety standards.
15. A participant asked why the taxi stand is maintained when it is rarely used, while bus stops lack pavement markings. The participant also noted that acquiring transit ridership data may be helpful to compare how many people travel on the corridor by transit versus by car.
 - Stakeholders requested the taxi stand. The team will revisit this and consider improvements to bus stop visibility.
 - Ridership data has not been requested from NJ TRANSIT at this time; however, Census data shows that about 1/3 of the census tract residents use public transportation, and about 30 percent don't own a vehicle.
16. A participant asked why delineators were used near the YMCA rather than raised curbs to protect the bicycle facilities.
 - T. DiBiase responded that raised curbs are used where feasible, especially in places near bus stops. Cost and ADA considerations influence design choices. The team will revisit this area to determine whether the bicycle facility can be raised to sidewalk-level with curb, rather than installing flexible delineators.
17. A participant asked if the island at the Park Place intersection can be moved to serve as a pedestrian refuge.
 - T. DiBiase responded that the team will consider this suggestion.
18. A participant asked if, in the meantime, the City can adjust the signal timing at Broad and Rector Street and Park and Center. They expressed that they felt there wasn't enough time for pedestrians to clear the intersection with the current signal timing.
 - The team will examine this suggestion. These are good candidates for short-term improvements.
19. A participant also asked about the status of the Broad Street pedestrianization project near Audible. They also asked when the Riverfront Park will open.
 - S. Savage responded that the Broad Street pedestrianization project is ongoing. A new designer is updating the 70% design to 100%. Another City department is leading the project.
 - A representative from the Newark City Parks Foundation responded that the park should be opening within two weeks.



Newark Riverfront Pedestrian and Bicycle Access CD Study

Public Information Center 2 (PIC)

July 29, 2025 | 6:00 – 8:00 PM

MEETING SUMMARY

ACTION ITEMS:

1. Document the need for further investigation into the following elements in subsequent project design phases:
 - Bike-parking details
 - Cargo bike infrastructure, such as loading zones, battery swap stations, and repair stations
 - Shade elements (e.g., street trees) and green infrastructure elements within the project limits where feasible in future phases
 - Transit signal priority on Broad Street
2. Rector Street Improvements Confirmation
 - Reevaluate two-lane configuration on Rector Street, with potential lane reduction for parking.
 - Examine relocation of curb extensions on Rector Street to improve intersection geometry.
3. Assess feasibility of a new crosswalk across Park Place at Broad Street, opposite Central Avenue.
 - Evaluate repositioning of island at Park Place to serve as a pedestrian refuge.
4. Consider additional measures to prevent unauthorized car-access to bike lanes.
5. Revisit use of delineators near YMCA, and evaluate potential for raised curb or sidewalk-level bike facility.
6. Confirm taxi stand justification at Firemen's Insurance Building.
7. Interim Improvement suggestion for the City: Review and adjust signal timing at Broad & Rector and Park & Center for pedestrian clearance.

