



NEWARK RIVERFRONT

Pedestrian & Bicycle Access Concept Development Study

▪ Broad Street &
Park Place/Center Street
in the NJPAC/Military Park Area

PUBLIC INFORMATION CENTER NO. 2

July 29, 2025 6:00 PM

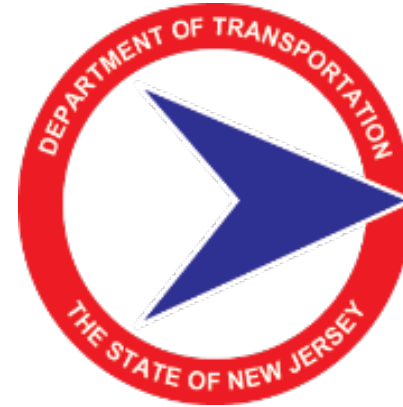
City of Newark
Madelyn Artiles

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Consultant Team

www.bikepedaccessnewark.com

Project Team



Michael Baker
INTERNATIONAL



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INTERNATIONAL



NEWARK RIVERFRONT

PEDESTRIAN AND BICYCLE ACCESS CONCEPT DEVELOPMENT STUDY

New Riverfront Path Connection to Downtown Newark, New Jersey

[HOME](#)[ABOUT THE PROJECT ▾](#)[COMMUNITY OUTREACH ▾](#)[FAQS](#)[GLOSSARY](#)[CONTACT](#)

Public meeting will review proposed improvements.

Please join us virtually to provide your input.

Date: Tuesday, July 29, 2025

Time: 6:00 – 8:00 p.m.

Location: Online (Microsoft Teams), at the link below.

[View Meeting Flyer](#)[Access Meeting](#)[Give Us Your Comments](#)

bikepedaccessnewark.com

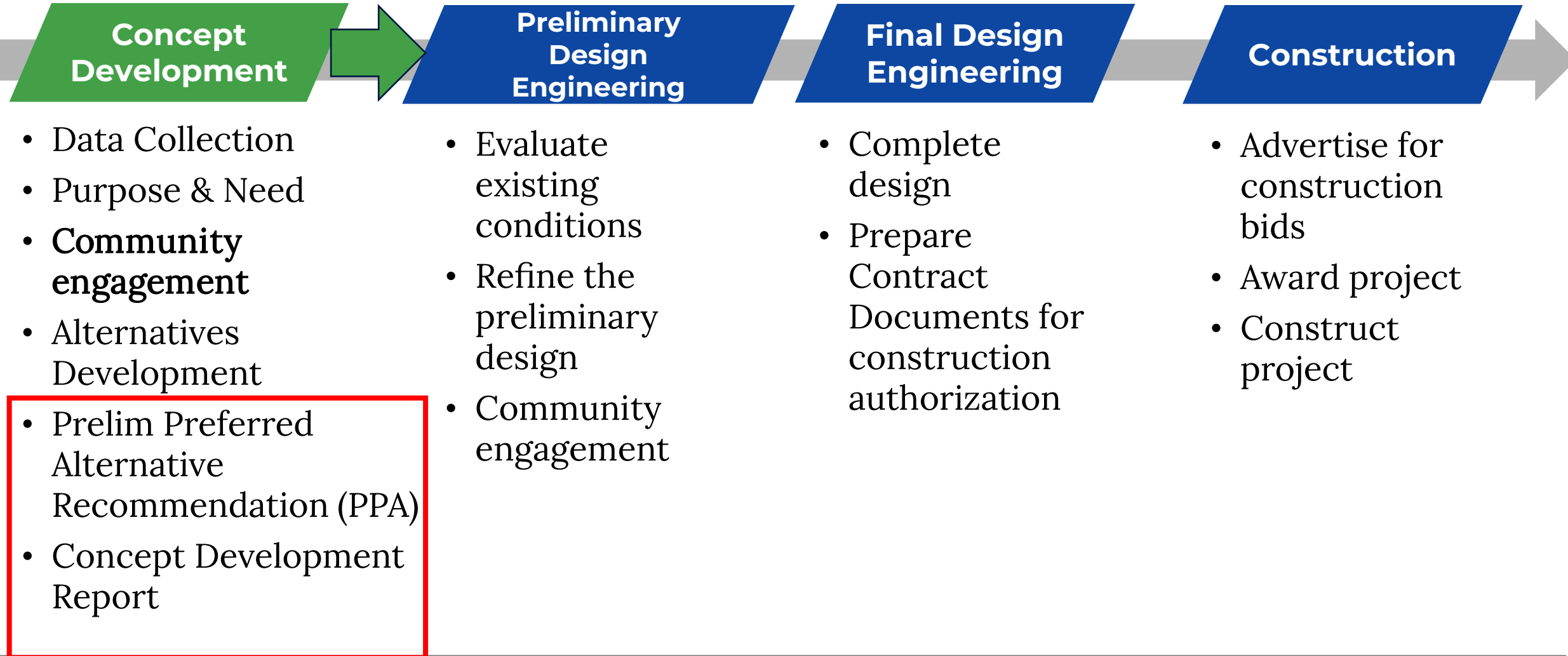
- This meeting is being recorded for posting on the project website: bikepedaccessnewark.com
- Please keep all phones/microphones muted and cameras off during the presentation.
- If you have questions during the presentation, please type them into the Q&A box. A Chat feature is also available.
- After the presentation, questions in the Q&A box will be read aloud in order of receipt, and a Project Team member will respond.
- After the Q&A questions are read, attendees may use the Raise Hand feature and un-mute to ask questions. By phone: *6 = mute/un-mute and *5 = raise/lower hand
- If any questions remain after the meeting has ended, they are best submitted via bikepedaccessnewark.com, or email bikepedaccessnewark@gmail.com



Agenda

- ➔ Project Location
- ➔ Project Purpose
- ➔ Goals and Objectives
- ➔ Project Need
 - ➔ Existing Conditions
- ➔ **Preliminary Preferred Alternative**
- ➔ Next Steps + Questions/Comments

Project Phasing



Project Location



Meeting Purpose

**Review the developed alternatives
and the Preliminary Preferred Alternative (PPA)
for advancement to the next project phase,

and collect feedback from Stakeholders
and the Public**

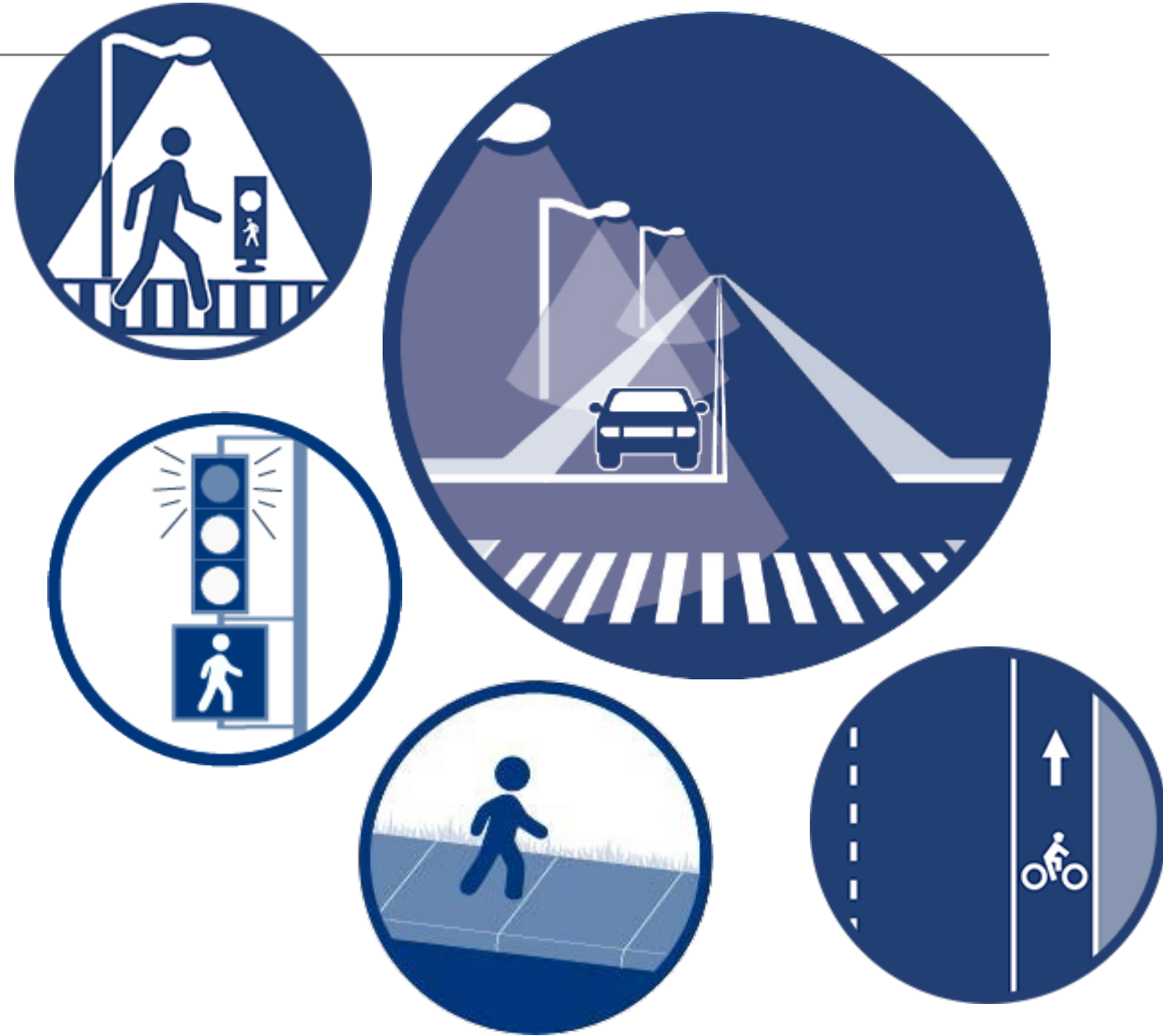
Project Purpose

The purpose of the project is to address safety deficiencies for all users and modes of transportation and establish better pedestrian and bicycle connections between Broad Street and the newly developed Passaic waterfront area, east of the NJ 21 McCarter Highway intersection with Center Street.

More broadly, the project will complete a piece of bicycle network and connect Newark's Broad Street Station to Penn Station and expand the active transportation network within the City.

Goals and Objectives

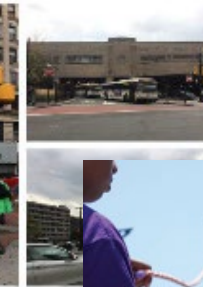
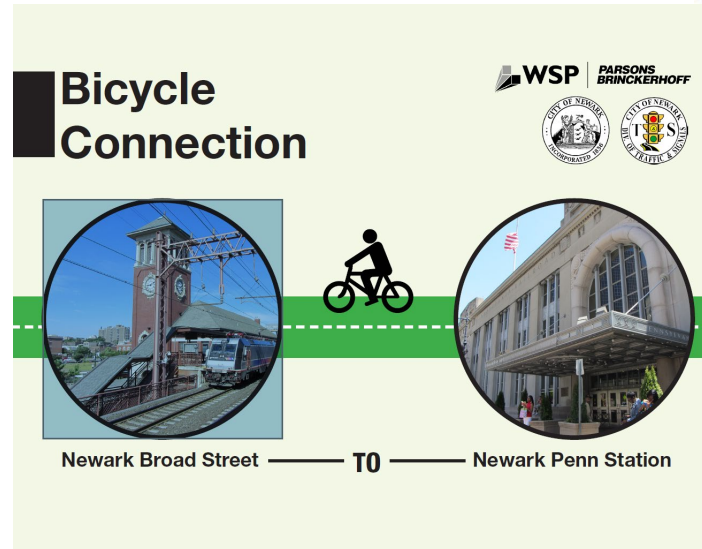
- Address roadway deficiencies
- Improve safety
- Improve mobility
- **Pedestrian, bicyclist, transit user focus**
 - Reduce ped exposure
 - Safe pedestrian crossing
 - FHWA Proven Safety Countermeasures and more



Goals and Objectives

- Support City goals to create:
Multi-Modal Network
- Supporting:
 - Complete Streets Policy
 - Newark 360 Master Plan
 - BIKE Newark Bicycle Master Plan
 - Bicycle Connection Study (Station to Station)
 - Newark Downtown Circulation Improvement Study

Newark Downtown Circulation Improvement Study



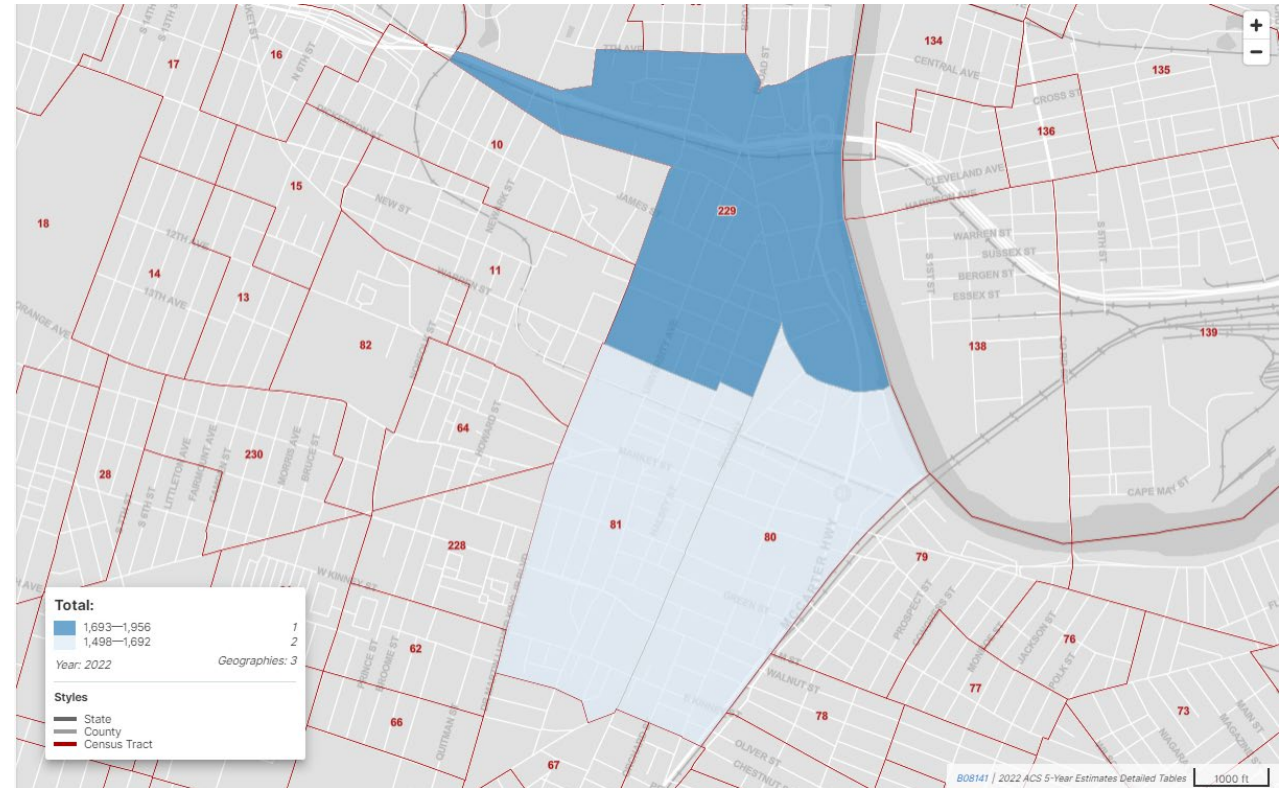
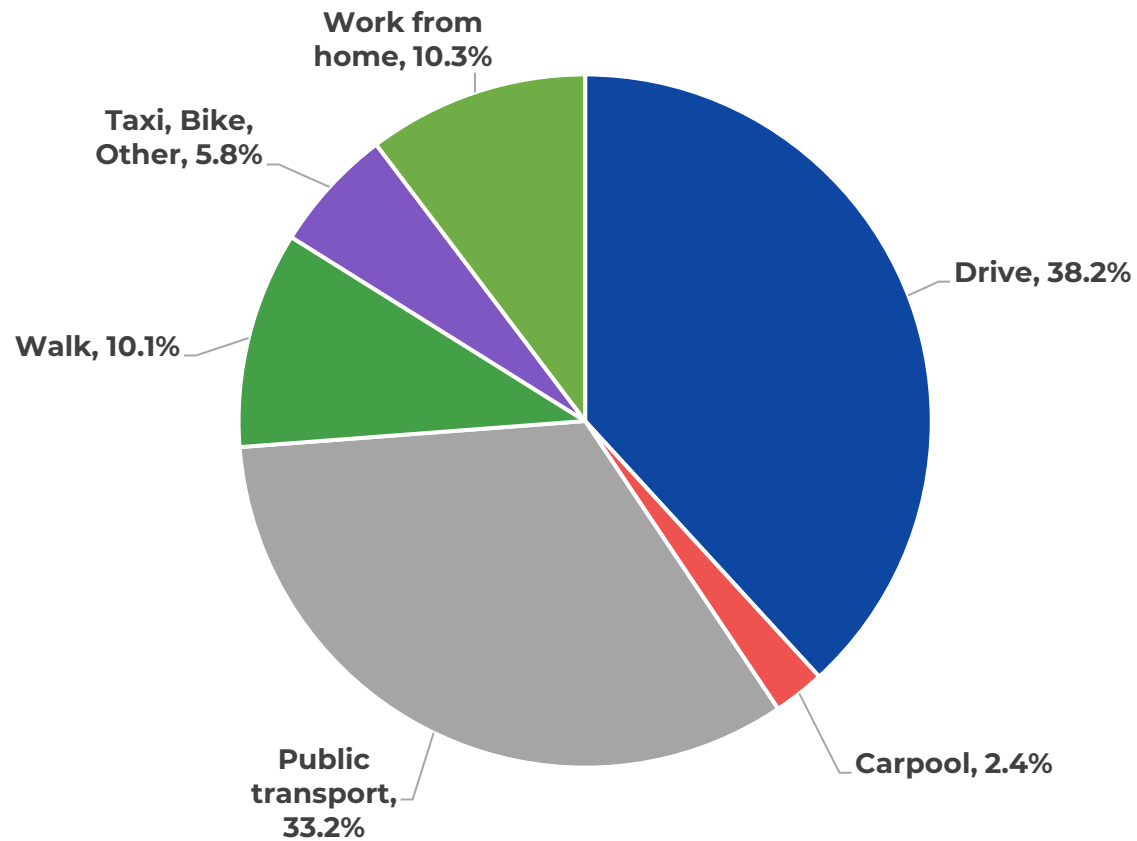
June 2019



Project Need



Existing Conditions: Commuting Patterns*



Nearly 1,900 of 5,500 surveyed (34.5%) do not own a car

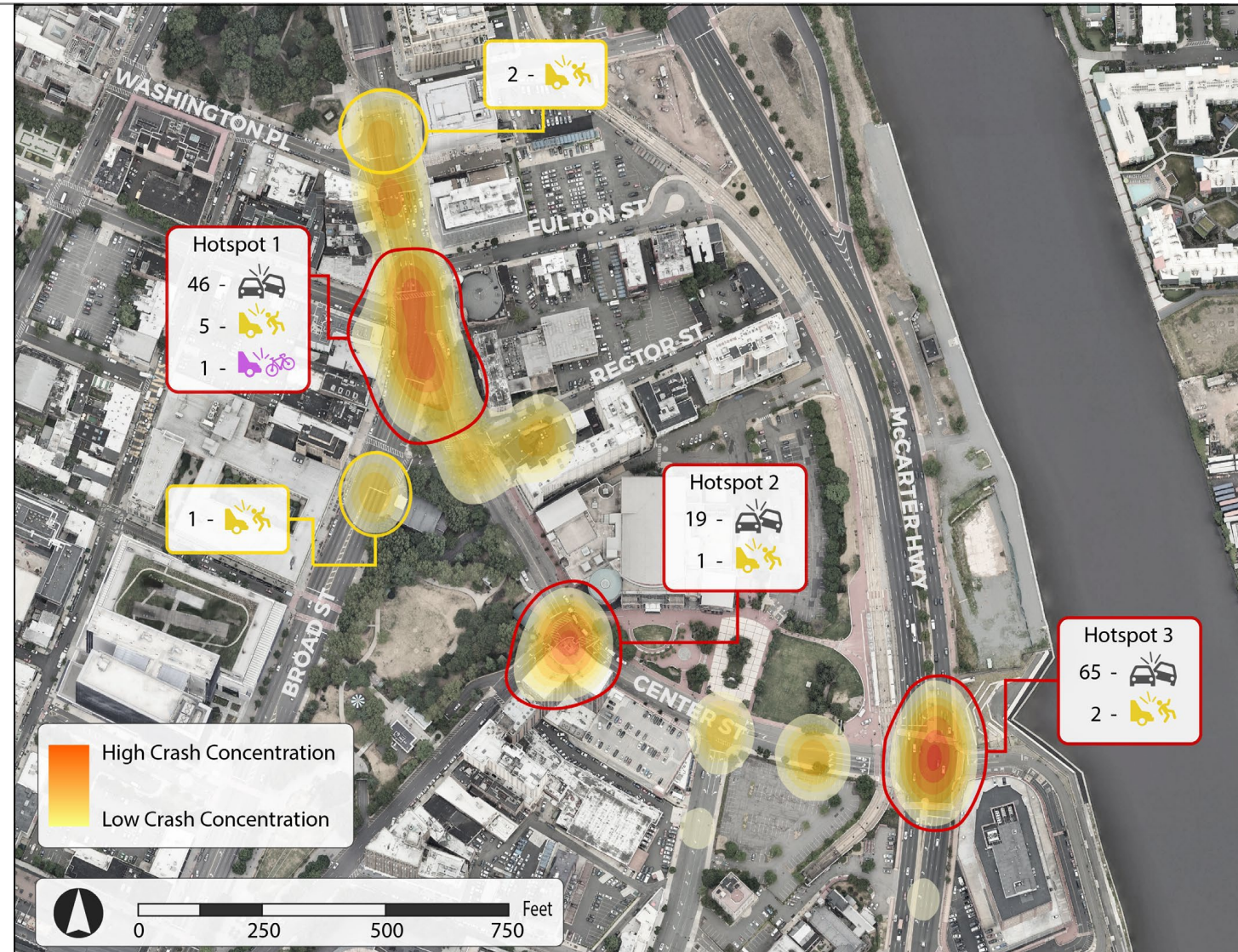
*Census blocks adjacent to study area

Source: American Community Survey 5-Year Data (2022)

Existing Conditions: Crash Data (2017-2019)

Crash Summary

Injury Crashes	60
Fatalities	0
Pedestrian Crashes	11
Cyclist Crashes	1
Total Crashes	200



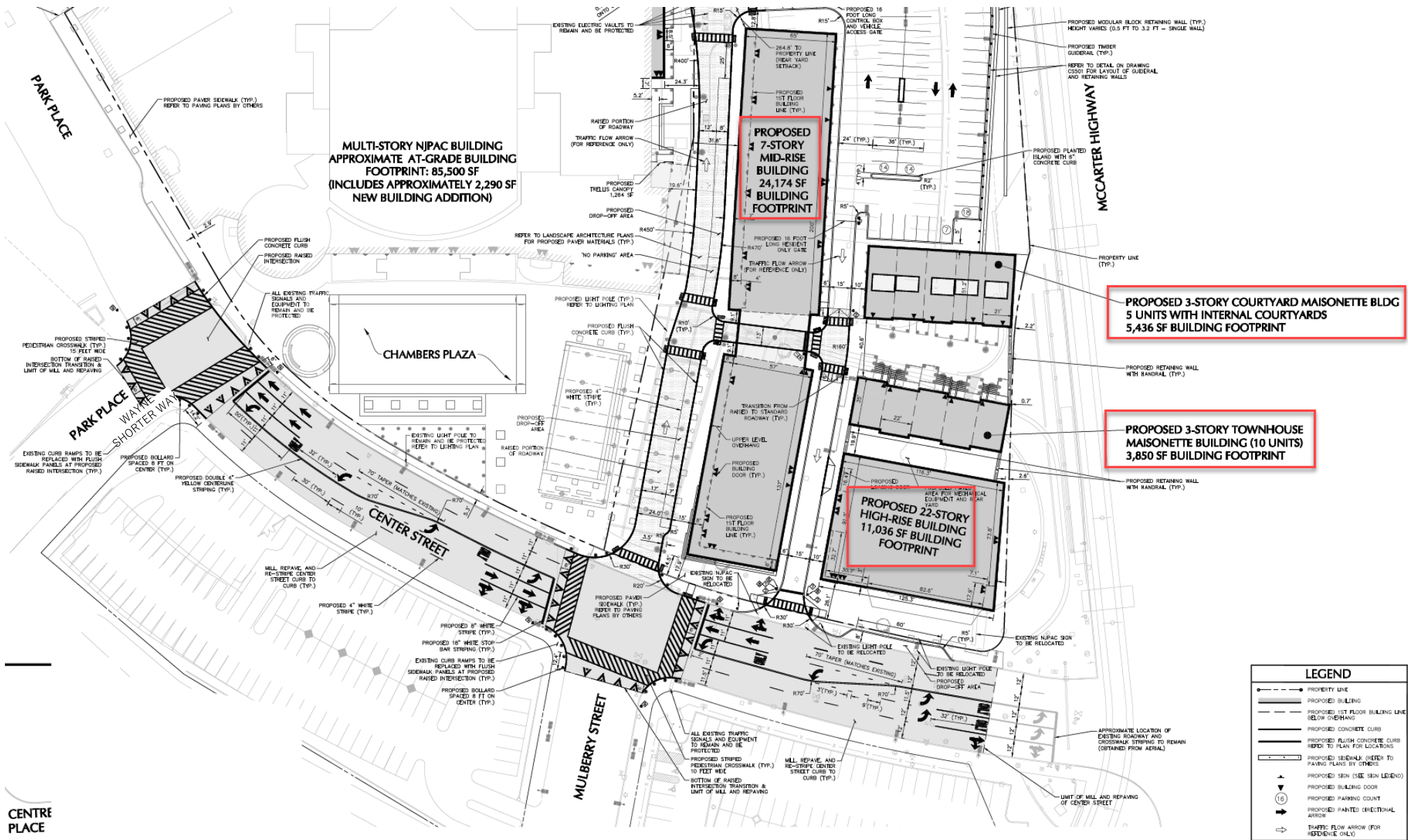
Source: NJDOT Safety Voyager

Project Need (Existing Deficiencies)

- Vulnerable Road Users
(Peds, Bike, Transit Users)
 - Long ped crossing distances
 - 8-lane cross section of Broad Street
 - Missing and incomplete crosswalks
 - Faded striping and markings
 - Long distance between crossings
(no mid-block)
- Vehicles:
 - Speeding
 - Complex / long turns
 - Significant peak-hour traffic congestion
 - Long traffic signal cycles



Area Developments – NJPAC Site



Preliminary Preferred Alternative (PPA)



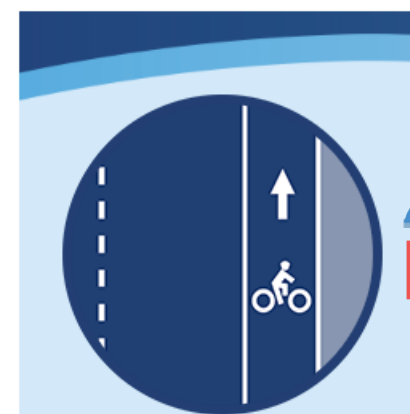
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Mobility and Safety Improvements

- **Bicycle Facility addition (cross-section reconfiguration)**
- Sidewalk reconstruction / expansion
 - New crosswalks; ADA curb ramps; High-visibility crosswalks
- Intersection geometry updates for safety
 - Raised intersections; curb extensions, radii reduction; curb medians
 - High-friction surface treatment (reduce stopping distance)
- Traffic calming: Raised elements
 - Gateway treatment on/off NJ 21
- Streetscaping / placemaking
- Transit stop improve: Shelters, benches, lighting, route info
- Pedestrian-scale lighting / crosswalk lighting / general lighting improvements
- Signal equipment and timing updates
 - Leading pedestrian intervals; shorter cycle lengths
 - Ped signals, push-buttons, countdown timers, automatic detection
 - Examine protected left-turn phasing (where needed); Examine No Turn on Red restriction



Bicycle Mobility and Safety



Safety Benefits:

Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to:

53%

for bicycle/vehicle crashes.³



Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁷

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁷



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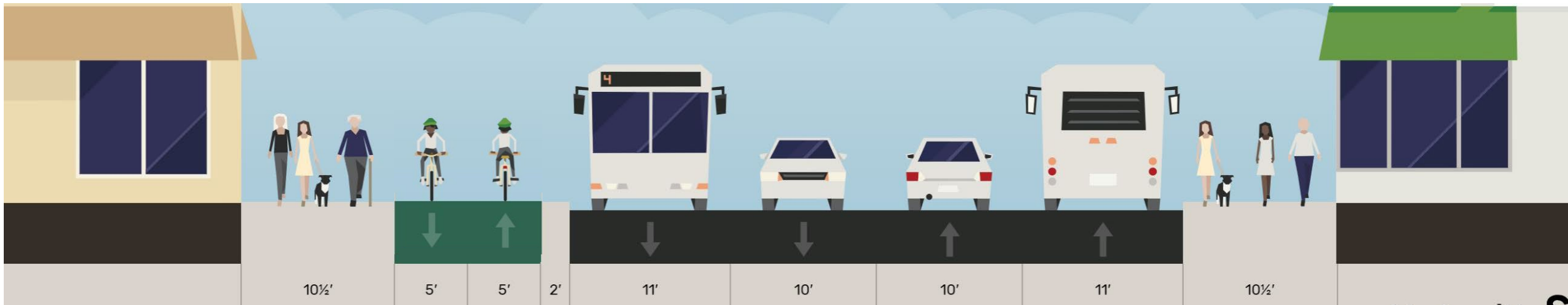
Bike Facility Options – Two-Way Cycle Track



Source: Alta – Separated Bike Lanes

Cross Section showing Bicycle Facility (Looking North)

Proposed Two-Way Cycle Track SB Side

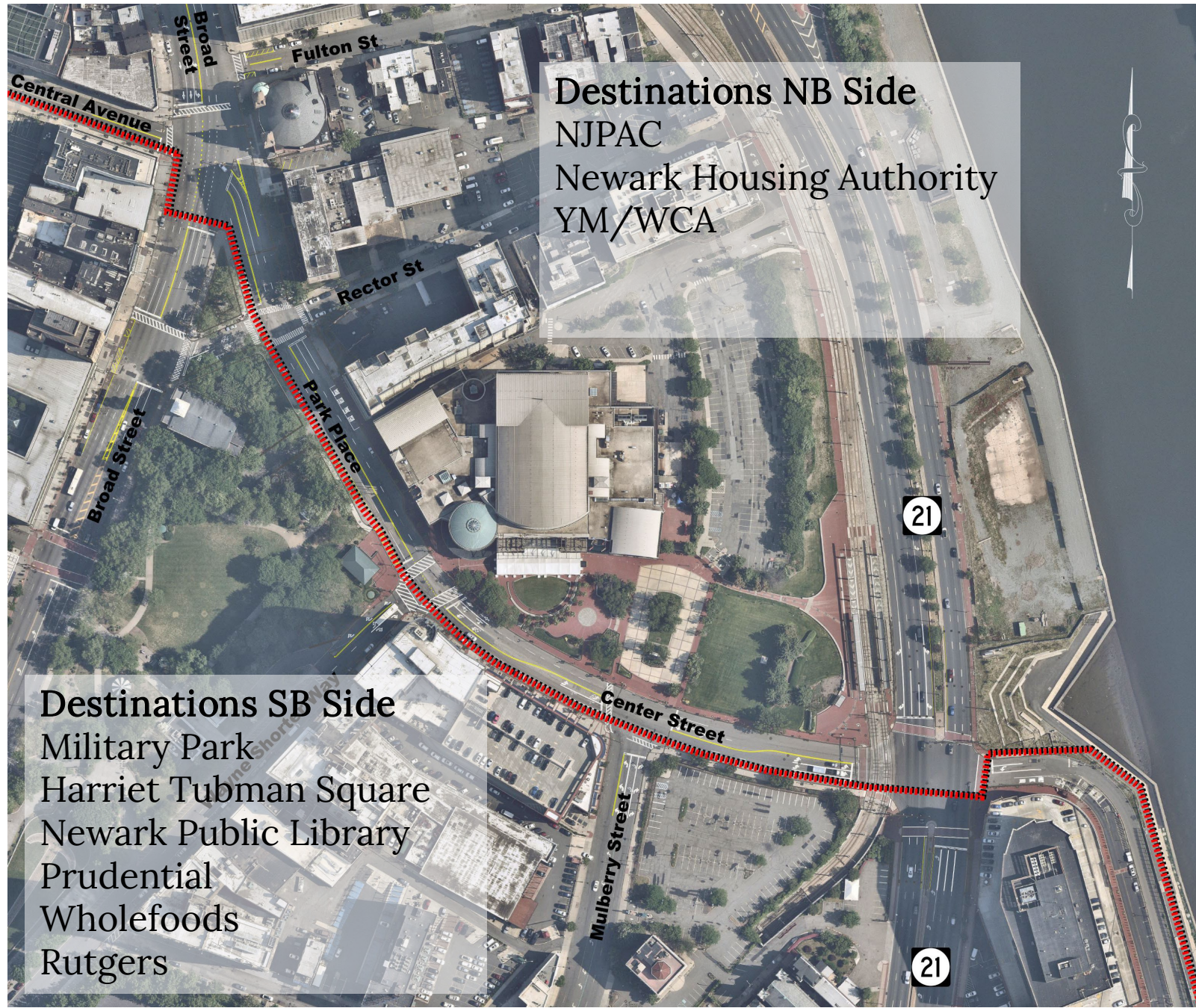


Bike Facility Options - Delineators



Source: NYC DOT Street Design Manual

Potential Proposed Two-Way Cycle Track SB Side



Preliminary Preferred Alternative – Concept Plans



Project Location





WASHINGTON PLACE

BLVD

LOMBARDY STREET

CENTRAL AVENUE

RECTOR STREET

PARK PLACE

WAYNE SHORTER
KENNETH

CENTER STREET

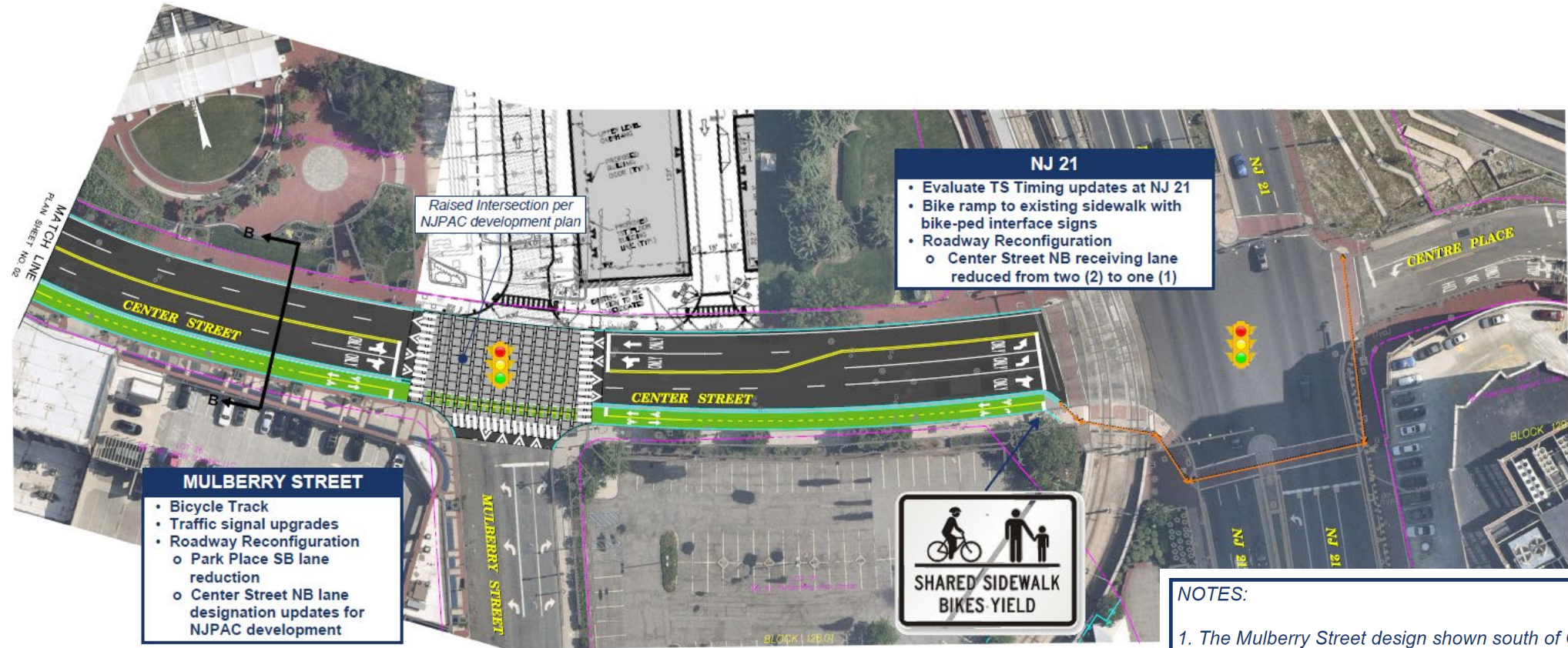
MULBERRY STREET

NJ 21

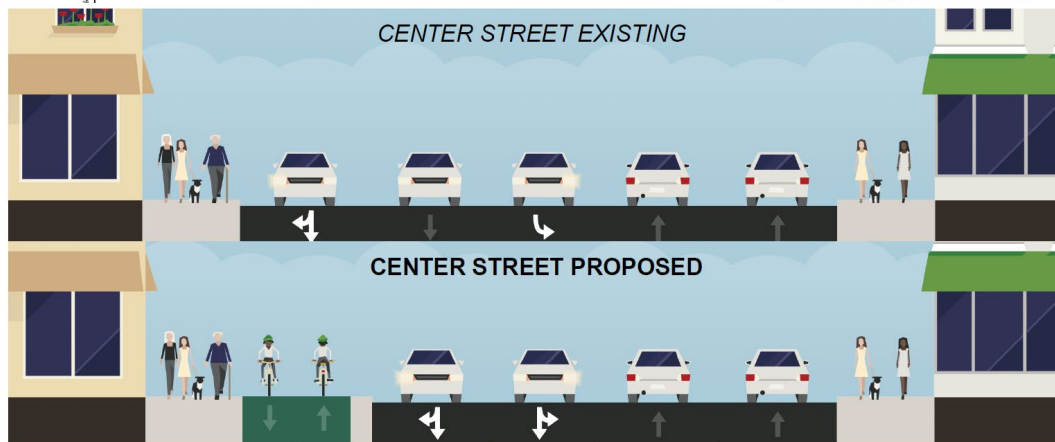
NJ 21

PLAN SHEET 02

PLAN SHEET 03

**NOTES:**

1. The Mulberry Street design shown south of Center Street is a Sample Design Concept that was developed to be compatible with the work performed within the Concept Development Study limits [CD Limits end on Mulberry Street beyond the intersection with Center Street].



SECTION B-B
LOOKING NORTH

LEGEND

RAISED INTERSECTION



SEPERATED TWO-WAY CYCLE TRACK



CONCRETE



RAISED LANDSCAPED MEDIAN



PROPOSED CURB LINE



PROPOSED DEPRESSED CURB



FLEXIBLE DELINEATOR



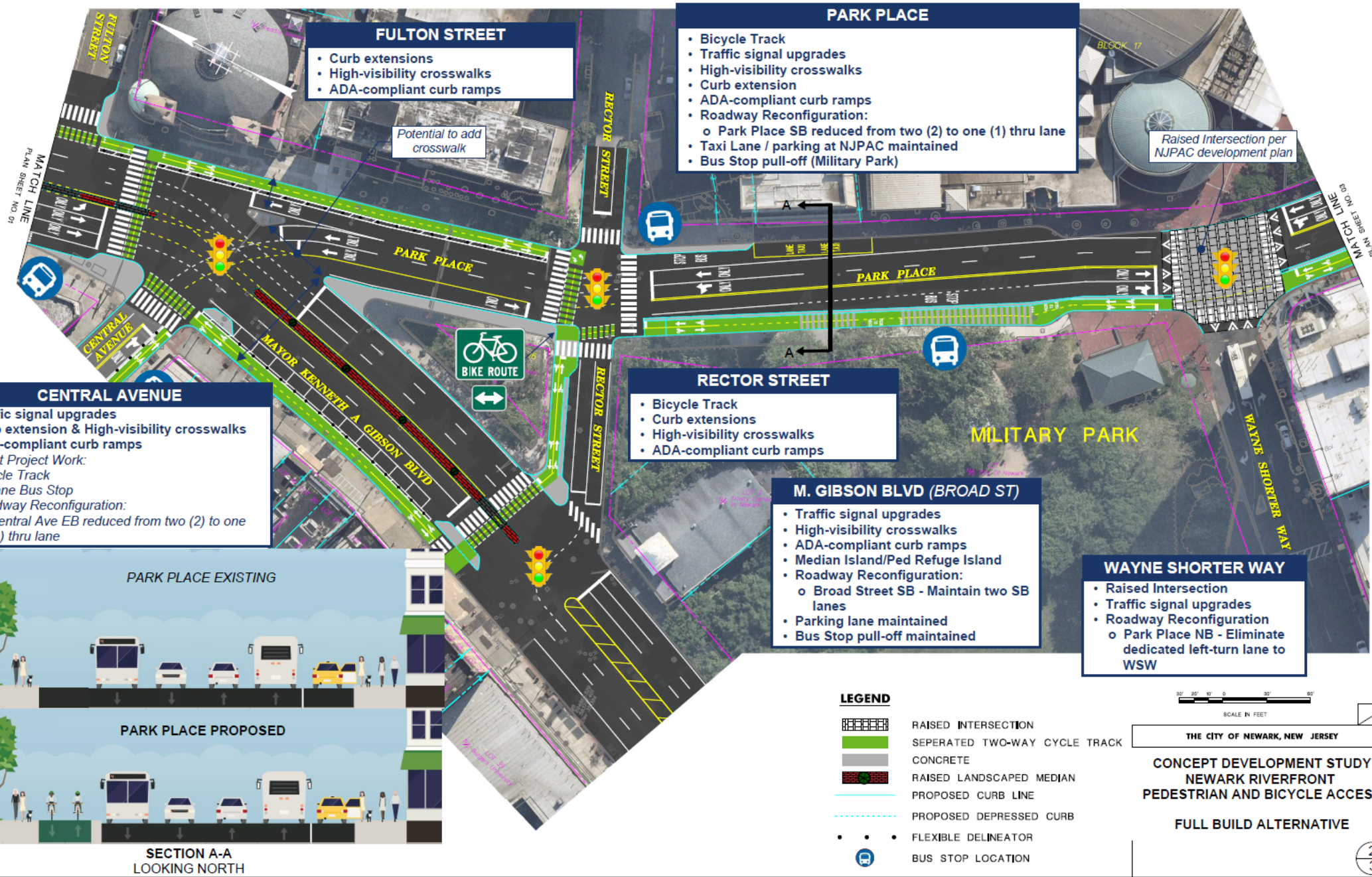
BUS STOP LOCATION

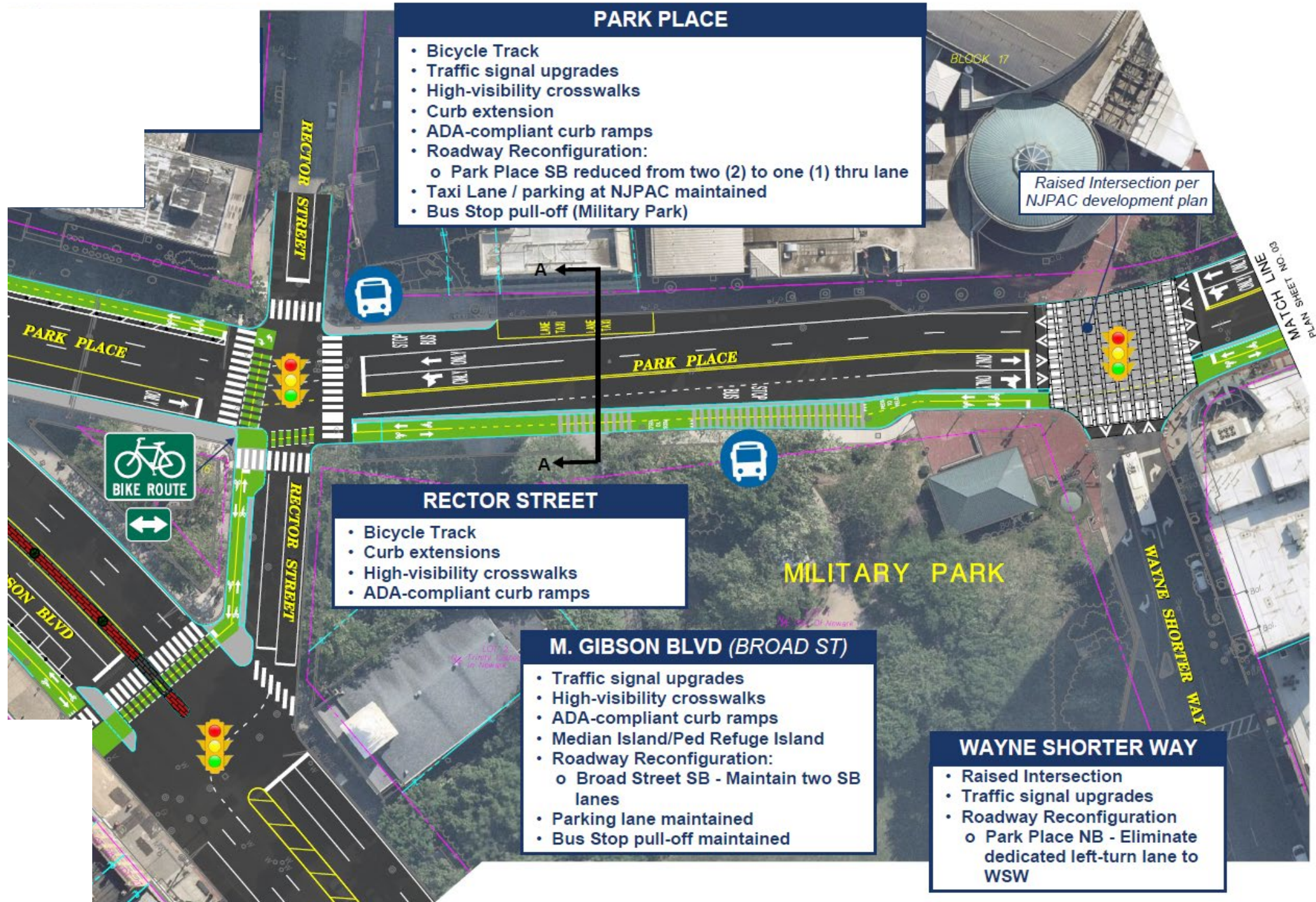


THE CITY OF NEWARK, NEW JERSEY

CONCEPT DEVELOPMENT STUDY
NEWARK RIVERFRONT
PEDESTRIAN AND BICYCLE ACCESS

FULL BUILD ALTERNATIVE





Bike Facility Options – At Transit Stop



Source: ITE Photo Exchange, Dongho Chang

PARK PLACE

- Bicycle Track
- Traffic signal upgrades
- High-visibility crosswalks
- Curb extension
- ADA-compliant curb ramps
- Roadway Reconfiguration:
 - Park Place SB reduced from two (2) to one (1) thru lane
- Taxi Lane / parking at NJPAC maintained
- Bus Stop pull-off (Military Park)

FULTON STREET

- Curb extensions
- High-visibility crosswalks
- ADA-compliant curb ramps

Potential to add crosswalk

CENTRAL AVENUE

- Traffic signal upgrades
- Curb extension & High-visibility crosswalks
- ADA-compliant curb ramps

Adjacent Project Work:

- Bicycle Track
- In-Lane Bus Stop
- Roadway Reconfiguration:
 - Central Ave EB reduced from two (2) to one (1) thru lane

RECTOR STREET

- Bicycle Track
- Curb extensions
- High-visibility crosswalks
- ADA-compliant curb ramps

M. GIBSON BLVD (BROAD ST)

- Traffic signal upgrades
- High-visibility crosswalks
- ADA-compliant curb ramps
- Median Island/Ped Refuge Island
- Roadway Reconfiguration:
 - Broad Street SB - Maintain two SB lanes
- Parking lane maintained
- Bus Stop pull-off maintained

MILITARY

Proposed Median extension on Broad Street (Mayor Ken A. Gibson Blvd.)



Preliminary Preferred Alternative – List of Proposed Improvements



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Next Steps

Activity	Timeframe
Collect existing conditions information	Winter 2023-2024
Develop project Purpose & Need	Winter 2023-2024
Community Stakeholders Meeting #1	February 2024
Public Information Center #1	April 2024
Develop and analyze Improvements (Alternatives Analysis)	Summer & Fall 2024
Local Officials Briefing	Winter 2025
Community Stakeholders & Public Meeting # 2	Summer 2025
Preferred Alternative Recommendation	Summer 2025
Concept Development Report	Summer 2025



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Q&A

Additional questions / comments requested by:
Friday, August 29, 2025

Madelyn Artiles, Principal Engineer, Traffic
Department of Engineering, Division of Traffic and Signals

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