



COUNTY OF HUDSON / COUNTY OF ESSEX
Local Concept Development Study for the Clay Street Bridge
over the Passaic River in the Borough of East Newark, Hudson County, NJ
and the City of Newark, Essex County, NJ
COMMUNITY STAKEHOLDERS MEETING NO. 2
CITY OF NEWARK
MEETING REPORT

DATE: Wednesday, October 22, 2014
 TIME: 10:00 a.m.
 LOCATION: Studebaker Lofts Apartment Bldg., Community Room
 38 Spring Street, Newark, NJ
 ATTENDEES:

First Name	Last Name	Representing
Faith	Baum	Newark Regional Business Partnership
Tony	Bianchini	H&G Public Affairs, L.L.C.
Elaine	Davis	8 th Avenue Block Association
Ellie	Ferrer	EZ Ride
John R.	Gray	8 th Avenue Association
James M.	Moore	U.S. Coast Guard
Jack M.	Nata	City of Newark Div. of Traffic & Signals
Jeffrey	Peck	MONOC, New Jersey's Hospital Service
Chris	Sandiford	NJ Transit
Jenn	Stuart	Rutgers Univ., Public Safety & Transportation
Richard	Tully	ShopRite of Kearny, Inc.
Luisa	Valentine	Resident
Alice	Yeh	U.S. EPA, Region 2
Project Team		
Lauren	Adams	Stokes Creative Group
Martine	Culbertson	M. A. Culbertson, LLC
Anthony	DiMaggio	McCormick Taylor, Inc.
Pamela	Garrett	NJDOT, Environmental
Joseph	Glembocki	County of Hudson Engineering
Sarbjit	Kahlon	NJTPA
Marie	Limage	NJDOT Environmental
Paul	Miranda	NJDOT, District 2 Local Aid
Rob	Piel	Amy S. Greene Environmental
Bruce	Riegel	Hardesty & Hanover, LLC
Jakub	Rowinski	NJTPA
Khalid	Shaikh	NJDOT Bicycle & Pedestrian
Amy	Sokalski	McCormick Taylor, Inc.
Bob	Supino	Hardesty & Hanover, LLC
Matthew	Touhey	Stokes Creative Group

PURPOSE OF MEETING

The purpose of this meeting is to review the project status, present the Purpose and Need Statement, discuss conceptual alternatives for proposed improvements to the Hudson County / Essex County Clay Street Bridge over the Passaic River, and obtain community input on the benefits and impacts associated with each option. (See attached Agenda)

MEETING SUMMARY

1. Project Overview & Background

After introductions from the Project Team and Attendees, Joseph Glembocki, Hudson County Project Manager, provided an overview of the project. He reminded everyone of the need to study the bridge is due to structural deficiencies that will require either a major rehabilitation or replacement. The purpose of the study is to identify how to rehabilitate or replace the existing bridge. The North Jersey Transportation Planning Authority (NJTPA) is overseeing this phase of the project. The bridge is under both Hudson County and Essex County jurisdiction. Comments from the public at the prior meetings has contributed to developing the alternatives the will be discuss at this meeting. Bruce Riegel will present the status and schedule for the study with information on the alternative.

2. Project Status

Bruce Riegel, Hardesty & Hanover Project Manager, provided the project status and schedule as listed on the Project Information handout distributed to attendees.

- (a) Currently, the project is on schedule. The Purpose and Need Statement has been approved and is included in the handouts (yellow page).
- (b) The Concept Development Flow Chart shows the steps to be completed for the Concept Development Phase. The project team has completed the Purpose and Need Statement, developed conceptual alternatives and the blank conceptual alternatives matrix will be filled in over the coming month to analyze the options and recommend a preliminary preferred alternative (PPA) to move forward to the design phase.

3. Community Stakeholders Update

Martine Culbertson, Community Involvement Facilitator, provided an update of the Community and Agency Stakeholders List using the blue handout that has been updated as of the meeting. She asked attendees to review the list and inform the project team if any changes or new names or organizations should be considered. Martine explained the remainder of the handouts distributed to attendees, that can be placed or replaced in their Project Portfolio that had been distributed at the Community Stakeholders Meeting No. 1.

4. Purpose and Need Statement

Bruce Riegel presented information on the Purpose and Need Statement as described on the yellow handout. It is based upon the input received from the community at the prior Community Stakeholders Meeting No. 1 and Public Meeting No. 1 and has been approved by the agencies. It is from these goals and objectives that the conceptual alternatives were developed.

5. Conceptual Alternatives Overview

Amy Sokalski, Project Engineer from McCormick Taylor, provided an overview of each of the Conceptual Alternatives as listed on the blank matrix and as detailed in the Description of Alternatives Handout distributed to attendees.

- (a) Conceptual drawings and profiles of the bridge replacement alternatives were on display boards during the presentation and for viewing by attendees.
- (b) Amy explained for each of the bridge alternatives, the section would be six foot sidewalks, 5 foot shoulders, two 12 foot lanes eastbound and one 12 foot lane westbound. One of the handouts distributed at the meeting indicates the existing and proposed bridge section.

Bob Supino, Bridge Engineer from Hardesty & Hanover, provided information on the various types of movable bridges that could be constructed. The existing bridge is a swing bridge and could be replaced with a single leaf bascule bridge that uses a counter weight to move up and down. A twin tower system to open the bridge would be like the Stickel bridge. A display board of the different types of movable bridges was available for viewing and consideration during the group discussions.

The following comments and questions were noted during the alternatives overview:

• *Question/Comment:* The minimal vertical clearance proposed would be 15 feet. What would the horizontal be?

Response: It would be a 75' channel; currently there are two 75' channels separated by the swing span pier, however some of the concepts propose maintaining 15' clearance over only one of the channels.

Additional Comment: The U.S. Army Corps of Engineers is responsible for any changes to the channel.

6. Group Discussion on Alternatives – Pros & Cons

Attendees divided into three table discussion groups to review each of the concepts in detail and discuss the benefits and impacts to each alternative. Each table had a presenter and a recorder for the group.

The following notes were taken at each table during their group discussion of the conceptual alternatives and questions from the questionnaire handout:

TABLE NO. 1

Can Clay Street Bridge be rehabbed?
What is rehab cost?
What is cost of new fixed bridge?

Concept 1:

- Lots of impacts to hazardous areas and buildings
- Moving bridge which is historic
- Time frame is long with ROW acquisition and environmental issues – detour needed

Concept 2A:

- Will bridge look the same as it does now?
- May result in ROW take for Thread Works Factory
- High environmental disturbance – detour needed

Concept 2B:

- Less impacts to Passaic / Central
- Detour needed
- Better than 2A
- Sliver ROW acquisition of hazardous site

Concept 3A:

- Are two channels needed?
- No profile issues

Concept 3B:

- No profile issues
- Less expensive than Concept 3A
- Was bus stop addressed? (Passaic Avenue NB just north of Central Avenue)
- No, same as existing condition. Still no shoulder
- Bike/Ped improvements on Passaic Avenue?

Concept 4:

- Major rehab of existing bridge
- Major benefit → no detour. Bridge used.
- Old bridge → What would it be used for? Vehicles or pedestrians
- Drawback – maintain two bridges
- Major Cost impacts
- Major ROW

Concept 5:

- Major impacts

No Build:

- Not desirable to eliminate a crossing
- If other bridges need work and Clay Street is demolished, you lose the Clay Street bridge as an alternate route

Major Rehab:

- Still substandard shoulders, etc.
- Bridge will be old at end of useful life

TABLE NO. 2

No Build Alternative

- Do nothing. Once bridge is no longer able to operate, the bridge will remain open.
- Not a preferable option. Something needs to be done.

- Would like bridge replaced.
- No-build is not the right option.

Major Rehabilitation:

- Fix to allow to function for another 75 years (\$30 Million to repair). Additional costs for operation and maintenance.
- Would like the bridge to be wider to allow bicycle access, therefore this is not a good option.
- Not a good option because it costs too much money and will not add access or safety improvements.

Concept 1:

- North alignment – existing bridge lost.
- Low level fixed – 15’ over mean high water.
- Alignment is Jack’s favorite – allows intersections to function better – good bicycle access. Two people supported this alignment.

Concept 2:

- \$15 Million to construct.

First Alternative (A):

- Maintain 2 channels – fixed bridge is higher in the center.

Second Alternative (B):

- Maintain only one channel.
- Less impacts on Passaic Avenue intersection.

Comments: - B is preferable over A.
 - City likes Northern Alignment over Concept No. 2.

Concept 3:

- Moveable bridge
- Stays at same grade
- (A) Moveable bridge in center – maintain 2 channels - (\$63 - \$70 Million)
- (B) Moveable bridge over one channel (\$45 - \$50 Million)

Comments: - Like the idea of same elevation.
 - Fixed span is better.

Concept 4:

- New bridge along Presidents Street plus rehab existing bridge

Comments: Too costly...don’t like it. Throw it out. No go...no one likes it.

Concept 5:

- High level fixed bridge

Comments: Too high. Take it away. No good. Would ruin the neighborhoods.

Questionnaire:

- 1) Want two sidewalks. Everyone prefers two sidewalks.
- 2) City prefers 8' wide shoulder. Better for emergency vehicles. Elaine prefers 8' wide. One person wants 3' wide shoulder.
- 3) Parking along Clay Street, is it a major issue.
8th Avenue Neighborhood Representative prefers that vehicles use the road rather than provide parking.
- 4) Vessels along Passaic, do you know of any?
No one knows of any vessels.

Concept Group Notes (Table 2):

No Build Concept:

- Consensus No-Build not feasible
- Maintenance cost an issue
- Ultimately became stuck in open position
- All – No-build not an option

Major Rehabilitation:

- Replace bridge deck
- Truss sections
- Supports/beams – very bad condition
- Replace electrical system
- Historic structure to be kept in restored/rehab
- Lane width unchanged / no bike compatibility option

Replacement Options:

- Maintain 2 east bound lanes and 1 lane west
- Include sidewalks 6 feet and bike lane 5 feet

North-side Alignment:

- City of Newark okay
- Provide at least 75-foot channel

Pros: Fixed bridge and bike lanes added.

Safety better (buffer area from bike lanes).

On Same Alignment (fixed bridge):

- (A) - 3.5' higher at intersection (with 2 channels)
- (B) - No height impact at intersection with 1 channel
 - All agree / prefer concept (B) 1 channel

Moveable Bridge (at existing location):

- (A) - Maintain 2 channels (more costly) (\$63-70mil)
- (B) - Maintain only 1 channel (less costly) (\$45-50mil)
- Maintenance and operations cost associated with moveable.
- All agree additional cost for maintenance and operations is a negative factor.

Low-level Fixed at South Side:

- ROW impacts
- Also rehab costs and maintenance cost of the historical (existing bridge)
- Dislike by group

High-level Fixed Bridge:

- \$56 million cost
- Would be 25 feet higher
- Would impact both intersections
- Length would be 1500 feet
- No good; bad choice
- Extremely disliked by all

Survey:

1. Six foot
2. 8, 3, 8
3. Have parking
4. None

TABLE NO. 3

- If we don't know the true vertical clearance then we should go with the moveable.
- Is one alternative more disruptive than the other? No-build would be the most disruptive then the one with the most ROW taking.
- Bike/ped needs need included in the new structure
- 5 feet is tight, is the minimum
- 8 feet is preferable
- Concept 1 not preferred – not bike/ped friendly
- Transit would want a curb cut on Passaic Avenue
- From the navigation point of view, moveable would be best if tug boats are greater than 15 feet.

7. Group Discussion on Alternatives – Improvements

During the group discussion time, Martine Culbertson distributed four colored dots to each attendee. She explained that after each table had finished reviewing and discussing each option, they had the opportunity to indicate the alternative they most supported (green dot) and least favored (red dot) as well as two other dots for options that with some adjustments might accept (blue) or not likely to accept (yellow). One may choose to use all four dots or not and may place any or all next to alternatives which they support or not. Stakeholders placed their dots privately on newsprint.

The dots assist the project team in identifying which alternatives have preferred support and more importantly, which alternatives with some adjustments may have improvements, which the community could support or those not favored.

After each table presented their findings during the closing comments, the newsprint containing the dots was displayed for everyone to view (Image attached to report).

While each table was placing their dots on newsprint, the other tables continued discussions on possible improvements. A pink questionnaire was distributed with the other handouts for discussion of other improvements associated with the bridge. The form could be completed and handed in at the meeting or attendees could send in later if they wished to discuss with their constituents. Attached is a summary of completed questionnaires received at the meeting as a Report Attachment.

8. Group Results – Key Points

A presenter from each table then provided a brief overview of the key points discussed at their table:

Table #1- Amy Sokalski - noted the Table 1 group concerned about building on the superfund site, big environmental issue, maintain access to waterways, look at growth for harbor, preference for movable bridge.

Table #2 – Bruce Riegel - noted the Table 2 group agreed that the No Build was not an option nor the Major Rehabilitation alternative. The Group favors Concept 1 and 2B, and was not in support of Concepts 3, 4 or 5. In addition, EPA noted that any clean-up Passaic River projects would work around any proposed bridge replacement alternative.

Table #3 – Bob Supino – noted the Table 3 group preferred the movable bridge options (3A & 3B),. Bike pedestrian mobility is important, so is transit important and there are 2 bus stops on Passaic Avenue to look at for possible curb cuts. The group would like on-going communication of any disruption shared with the communities and Rutgers so they can inform their constituents.

9. Next Steps – Feedback

Martine Culbertson reminded attendees that the project has a website and twitter for sharing of information on the bridge project. The website includes project information such as the handouts, project information sheet, meeting announcements and reports, photos, contact information, and opportunity to submit comments and questions. The following comments and action items were noted:

Feedback / Action Items

- Project team to review input from the meeting and work on filling in the alternatives matrix.
- Look at what impacts are associated with the No Build and Major Rehabilitation, although neither were supported by stakeholders.
- Possibility of keeping bridge open and building beside bridge; keep traffic flowing - cars and pedestrians, and bikes.
- Enhance pedestrian and bike access to / from local neighborhoods – minimize point of conflicts.
- Consider a free flow right turn for traffic flow and better ability to safely make left turns.

10. Next Steps - Closing Comments

Bruce Riegel thanked attendees for their comments. The next steps will be for the project team to fill in the information needed to complete the Conceptual Alternatives Matrix, to coordinate with the agencies to review the matrix; to meet with local officials in January to present the matrix information and recommendation of a preliminary preferred alternative (PPA) and then hold a public

meeting to present the matrix information and a PPA for additional input in January or February 2015.

Any questions, please contact Joe Glembocki, Hudson County Project Manager or Luis Rodriguez, Essex County Project Manager or Bruce Riegel, the H&H Project Manager. Meeting minutes will be provided and distributed by Martine Culbertson upon Project Team and County approval. The meeting reports and information handouts will be posted to the web site, however to view the conceptual alternative maps, an appointment can be made at the office of the City of Newark, Hudson County, Essex County, NJTPA, and Hardesty & Hanover.

In closing, the project team thanked stakeholders for their input. It is important in helping to find the right solution for the Clay Street Bridge. Martine Culbertson will inform stakeholders of the public meeting date to be held in January or February. Meeting adjourned at noon.

KEY ACTION ITEMS

1. H&H project team will study the input provided at the meeting and will fill in the Conceptual Alternatives Matrix information from bridge, roadway and traffic analysis in coordination with Borough of East Newark, Hudson County and City of Newark, Essex County.
2. Attendees to review Community Stakeholders List, Written Description of Alternatives and other Handouts; and provide any comments and updated contact information; attend Public Meeting in January/February 2015.
3. Martine Culbertson will provide meeting minutes, update Community Stakeholders List, notify Stakeholders in scheduling the Public Information Center (PIC) Meeting in the January or February 2015.

NEXT MEETING

Local Officials Meetings and Public Information Center (PIC) Meetings

(2 Sessions- separate locations)

Date: Spring 2015 *(date to be determined - TBD)*

Time: 2:00 p.m. – 4:00 p.m. *(brief presentation at 2:30pm)*

Location: Council Chambers, Borough Hall, 34 Sherman Avenue, East Newark, NJ *(TBD)*

Time: 6:00 p.m. – 8:00 p.m. *(brief presentation at 6:30pm)*

Location: Community Room, Studebaker Lofts, 23 Spring Street entrance, Newark, NJ *(TBD)*

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, these minutes will be considered to be record of fact.

Martine Culbertson

Community Involvement Facilitator

NJTPA Hudson County/Essex County Clay Street Bridge Project



COUNTY OF HUDSON / COUNTY OF ESSEX
Local Concept Development Study for the Clay Street Bridge
over the Passaic River in the Borough of East Newark, Hudson County, NJ
and the City of Newark, Essex County, NJ

Community Stakeholders Meeting No. 2

Wednesday, October 22, 2014

Studebaker Lofts Apartment Bldg., Community Room
38 Spring St, Newark, NJ, 10:00 a.m. - Noon

AGENDA

The purpose of this meeting is to review the project status, present the Purpose and Need Statement, discuss conceptual alternatives for proposed improvements to the Hudson County / Essex County Clay Street Bridge over the Passaic River, and obtain community input on the benefits and impacts associated with each option.

I. *WELCOME AND INTRODUCTION*

- Project Overview
- Project Status
- Community Stakeholders Update

II. *HUDSON COUNTY / ESSEX COUNTY CLAY STREET BRIDGE OVER THE PASSAIC RIVER*

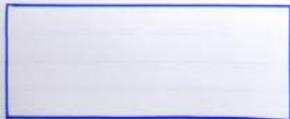
- Purpose and Need Statement
- Conceptual Alternatives Overview
- Group Discussion on Alternatives - Pros & Cons
- Group Discussion on Alternatives – Improvements
- Group Results - Key Points

III. *DISCUSSION AND NEXT STEPS*

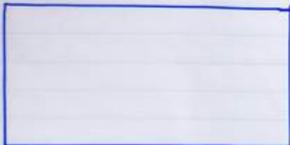
- Community Feedback
- Action Items – Local Officials Mtgs & Public Meetings
- Closing Comments

CLAY ST BRIDGE

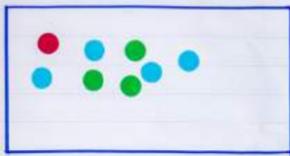
NO BUILD



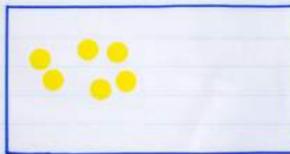
MAJOR REHAB



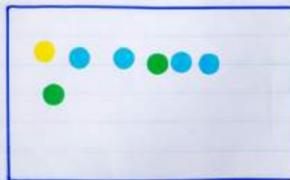
CONCEPT 1
1 NORTH ALIGNMENT WITH
LOW LEVEL FIXED BRIDGE
15' OVER MHW



CONCEPT 2A
2A EXISTING ALIGNMENT WITH
LOW LEVEL FIXED BRIDGE
15' OVER MHW
2 WATERWAY CHANNELS



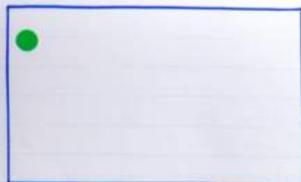
CONCEPT 2B
2B EXISTING ALIGNMENT WITH
LOW LEVEL FIXED BRIDGE
15' OVER MHW
1 WATERWAY CHANNEL



Sketch by Mkg 2. 10-22-14

CLAY ST BRIDGE

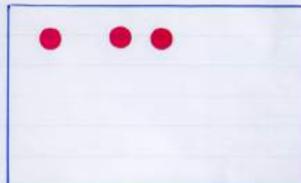
CONCEPT 3A EXISTING ALIGNMENT WITH
IN KIND MOVABLE BRIDGE
REPLACEMENT
2 WATERWAY CHANNELS



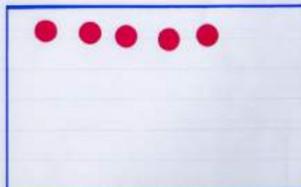
CONCEPT 3B EXISTING ALIGNMENT WITH
MOVABLE BRIDGE
REPLACEMENT
1 WATERWAY CHANNEL



CONCEPT 4 SOUTH ALIGNMENT WITH
LOW LEVEL FIXED
BRIDGE
15' OVER MHW



CONCEPT 5 EXISTING ALIGNMENT WITH
HIGH LEVEL FIXED
BRIDGE
35' OVER MHW



Sketch by Mkg 2. 10-22-14

Clay Street Bridge over Passaic River
Questions for Stakeholders' Meeting No. 2 – City of Newark

QUESTIONNAIRE SUMMARY - 10/22/14

1. There are two sidewalks on the existing bridge. Is there any reason to change the number or widths of the sidewalks on the bridge for the future? Please comment.

Yes: 1

No: 2

Comments:

- Two sidewalks.
- The new bridge should have two sidewalks, six (6) ft wide.
- Should still have separate bike paths like in the plan.

2. Should outside shoulders be provided on the Clay Street Bridge to accommodate bicyclists? Please comment.

Yes: 6

No: 0

Comments:

- Yes, to decrease traffic congestion by suggesting biking.

3. How wide should the outside shoulders be on each side of the bridge to accommodate bicyclists?

3 feet: 0

5 feet: 4

8 feet: 2

Comments:

- Five feet, minimum.

4. How important is the on-street parking along Clay Street/Central Avenue or Passaic Avenue? Could it be eliminated near the intersection with the bridge? If not, could it be limited so that during peak travel hours (weekdays 7-9am and 4-6pm) parking would not be allowed?

Comments:

- Parking.
- Parking is not needed (Newark side).
- Not very important.
- Probably only street parking.

Clay Street Bridge over Passaic River
Questions for Stakeholders' Meeting No. 2 – City of Newark

5. Do you know of any commercial users of the Passaic River or any planned developments along the Passaic River that may generate marine commercial boat traffic on the river? Please comment.

Comments:

- None.
- 13 - 14 crew teams use river in Kearney, Belleville, Rutherford (Passaic River Rowing Association, Nereid Boat Club).
- Parking.
- None.
- No.