Newburyport Bicycle & Pedestrian Network Plan

Newburyport Livable Streets • April 2023

Introduction

In 2018 the Newburyport City Council adopted a *Complete Streets Policy* to guide planning, design, review and construction of all transportation projects within the City. "Complete Streets" are streets that are designed and operated to provide safe and accessible options for all users and travel modes. Complete Streets enable pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities to safely move along and across a street.

This *Bicycle & Pedestrian Network Plan* supports the City's Complete Streets Policy by identifying the major links, nodes and gaps in Newburyport's bicycle and pedestrian network and proposing measures to eliminate the gaps, improve safety and comfort, and complete the network. By looking beyond individual streets and projects to the entire community we can create a *complete network* that will allow residents to travel through the City using the modes, routes and facilities that best meet their needs.

In 2019 the City adopted a *Complete Streets Prioritization Plan* in order to qualify for funding under MassDOT's Complete Streets Funding Program. In the four years since that Plan was created progress has been made on several projects, and the new City administration is focusing on street paving and improvements. It is time to take a fresh look at how to make Newburyport's street networks safer and more convenient for pedestrians, bicyclists and transit riders.

A Network Plan vs. A Project List

Newburyport's Complete Streets Prioritization Plan is a list of 44 individual Complete Street projects. However, a collection of projects does not constitute a complete network. This *Bicycle & Pedestrian Network Plan* takes a broad look at Newburyport's street and sidewalk networks. It is intended to be used as a guide for determining what improvements need to be made and where.

The Network Plan can help inform projects already identified in the City's Capital Improvement Plan as well as the annual street paving plan. It can also be used as a foundation for identifying new projects for which outside grant funding may be available.

Importantly, this Network Plan is organized not only by priorities but also geographically, so that City officials and residents can consider project priorities within neighborhoods and districts and as components in the overall transportation network.

This Plan was developed by Newburyport Livable Streets (NLS), a citizen organization that seeks to support and improve the health and well-being of our community through education and advocacy related to transportation infra-structure and policies. Information about NLS, including links, is provided at the end of this document.

Goals & Priorities

In developing this plan, NLS was guided by four goals:

1. Provide **convenient connections** to daily destinations
2. Improve **safety and comfort** for all users
3. Provide **equitable access** for all neighborhoods
4. Support city **climate resiliency** goals

These goals lead to the following priorities:

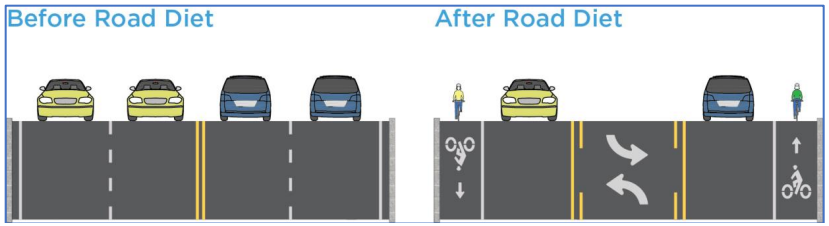
- Close gaps
  - in the sidewalk network
  - in the bicycle network
- Provide safe crossings
  - add more crosswalks
  - update pedestrian signals
  - add lighting
  - improve visibility and safety of existing crosswalks
- Calm traffic and improve safety
  - slow vehicular speeds
  - increase safety for all travelers
- Separate bicycles and motor vehicles
  - increase bicycle lane widths
  - add vertical separators
  - create side paths
- Support walking and biking to school
  - improve safety and comfort of bike facilities, sidewalks, and crossings within 1 mile of schools
- Support public transit riders
  - provide comfortable and sheltered bus stops along transit routes
- Enhance sustainability
  - incorporate best management practices in street design to increase green infrastructure and improve stormwater management

Bicycle and Pedestrian Network Strategies

This plan identifies a number of strategies and techniques for making Newburyport's streets safer for all users. Some of the terms that are used in the plan – "sidewalk", "crosswalk", "bike lane", etc. – are familiar to all of us because we see them and use them daily. Others may be less familiar, so this section defines and illustrates some of the more important terms and concepts.

Road Diets and Lane Diets

The existing paved space in a roadway can be reclaimed to provide room for pedestrians and/or bicyclists, in two ways.



Source: MassDOT

A *road diet* is a roadway configuration that involves eliminating travel lanes – for example, converting a road from 4 lanes to 3 lanes and using the space gained for bike lanes or wider sidewalks.

A *lane diet* involves narrowing the travel lanes – for example, from 12 or 13 feet (which is more suitable for highway speeds and heavy truck volumes) to 11 feet (which is perfectly adequate for city and town streets).

Multi-Use Path (Shared Use Path, Sidepath)

A multi-use path, shared use path or sidepath is a two-way (bi-directional) path open to bicycles, pedestrians, and most other non-motorized uses. Typical dimensions are 10-14 feet wide depending on expected user volume plus 2 feet of clearance on either side.

Protected Bike Lane

A protected bike lane is a one-way or two-way bicycle facility with vertical separation from motor vehicle traffic. Vertical separation may be provided by parked motor vehicles, flexible bollards, plantings, or curbs. The protected bike lane may be located on a roadway or raised to sidewalk level.

Buffered Bike Lane

A buffered bike lane is bicycle lane with additional lateral separation from other roadway users. The buffer is typically painted and may be located between the bike lane and motor vehicle travel lane, between the bike lane and parked cars (to reduce the danger of the bicyclist colliding with an opening car door), or both.

Shared Lane Marking ("Sharrow")

A shared lane marking or "sharrow" is a painted stencil, combining a chevron and a bicycle, that indicates that motorists must share the travel lane with bicyclists. The location of the chevron indicates where bicyclists should position themselves in the travel lane to avoid open car doors where on-street parking is present. For motorists, the sharrow provides a visual cue of where to expect bicyclists.

Shared lane markings are not recommended for streets with motor vehicle volumes greater than 3,000 vehicles per day or travel speeds of more than 25 miles per hour; however, many communities (including Newburyport on High Street) use sharrows in order to retain on-street parking spaces.

Median Island / Pedestrian Refuge Island

Also referred to as pedestrian safety islands, these are placed in the center of vehicular travel lanes to reduce the exposure time experienced by a pedestrian crossing a street, and to allow the pedestrian to cross only one direction of vehicular traffic at a time. Median islands are typically applied either where the street has a high volume or high speed of traffic or where there is more than one lane of traffic in one or both directions.

Curb Extension ("Bump-Out")

Curb extensions or "bump-outs" are expansions of the sidewalk at pedestrian crossing locations to visually and physically narrow the roadway, creating crossings for pedestrians that are safer, more visible, and shorter. Depending on the location, a curb extension can be a simple widening of the paved sidewalk, or can incorporate trees, other plantings, or stormwater management elements.

Bike Box

Source: nacto.org

A bike box is a reserved space at a traffic signal where bicyclists can wait for the light in front of other vehicles. This design places the cyclist in view of turning cars and gives the cyclist a head start when the signal changes to green.

Some More Useful Terms

ADA – Americans with Disabilities Act

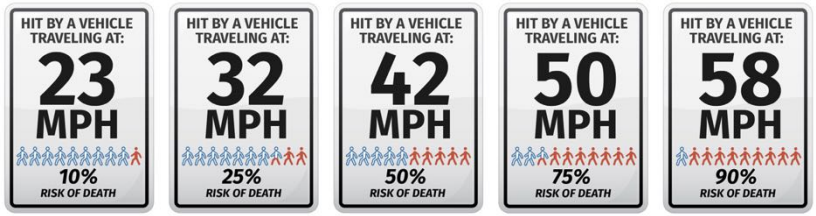
Stands for Americans with Disabilities Act and is often used as a general reference for any standards for accessible design of pedestrian facilities to make them physically accessible for people with disabilities.

SRTS – Safe Routes to School

Safe Routes to School is a national and state level program focused on supporting walking and biking to school. It includes both educational components and funding for infrastructure. The improvements to High Street near the High School (curb extensions, crosswalks, bike lanes, etc.) were paid for with SRTS grant funds.

Safe Speeds

Pedestrians' and bicyclists' vulnerability to injury from collisions is based on the mass and speed of the larger vehicle. As the graphic illustrates, the risk of death based on vehicular travel speed increases with increasing speed.



Source: AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, September 2011

In 2017, the Newburyport City Council established a uniform speed limit of 25 mph. This applies to all streets in the City except for Low Street and the roads under State jurisdiction (Route 1 and Storey Avenue).

Wayfinding

The term "wayfinding" encompasses a range of tools that help people orient themselves and navigate through a location or larger area. This typically includes signage but may also include web and app-based navigation programs. Wayfinding oriented to walking and cycling helps make people confident about directions, distances and travel times, and thereby encourages them to use these active travel modes to reach shopping, services and recreation destinations.

The Network Plan

The Bicycle & Pedestrian Network Improvement Plan is depicted in the map on page 9 and in the detailed table beginning on page 11. The elements of the plan are ranked into three "tiers" representing relative priority,

Tier 1 improvements are street segments and intersection improvements that close gaps in the primary circulation network, connecting Newburyport's neighborhoods to the downtown, the schools, major recreation facilities, and the Storey Avenue shopping area. This includes making continuous routes along the city's arterials and major collectors — Storey Avenue, High Street, Merrimac Street, Low Street, and Route 1. Hale Street and Ferry Road are also included in Tier 1 because they provide vital links to West End including the Turkey Hill Road neighborhoods and Maudslay State Park. Several intersections along these routes are called out as Tier 1 projects, most notably Three Roads at the intersection of High St, Storey Ave, Ferry Rd and Moseley Ave.

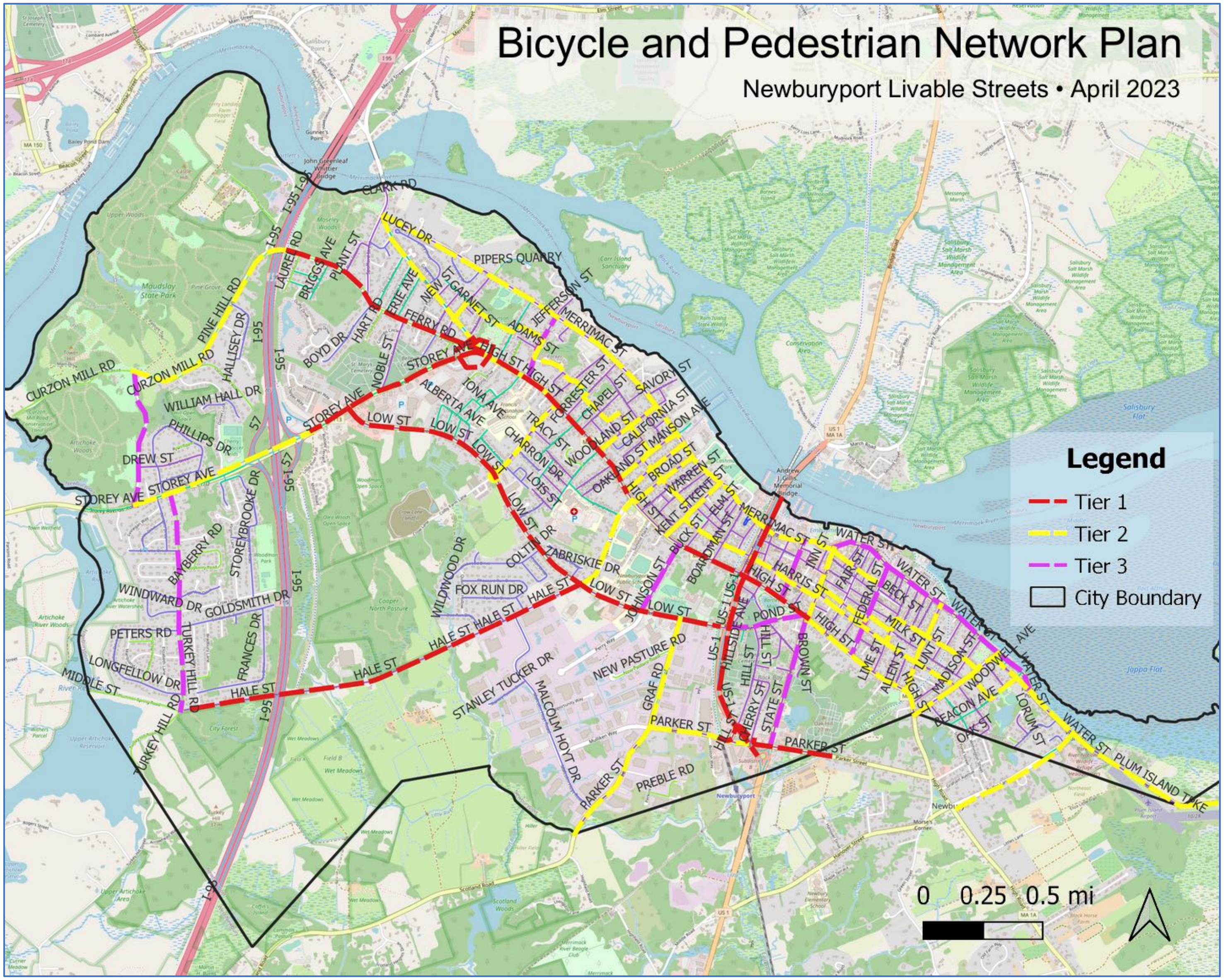
Tier 2 includes many of the cross streets and secondary routes. These streets feed into the primary network. Tier 2 also includes the "Middle Way", the series of streets that parallel to, and provide a low-stress alternative route to, High and Merrimac/Water Streets.

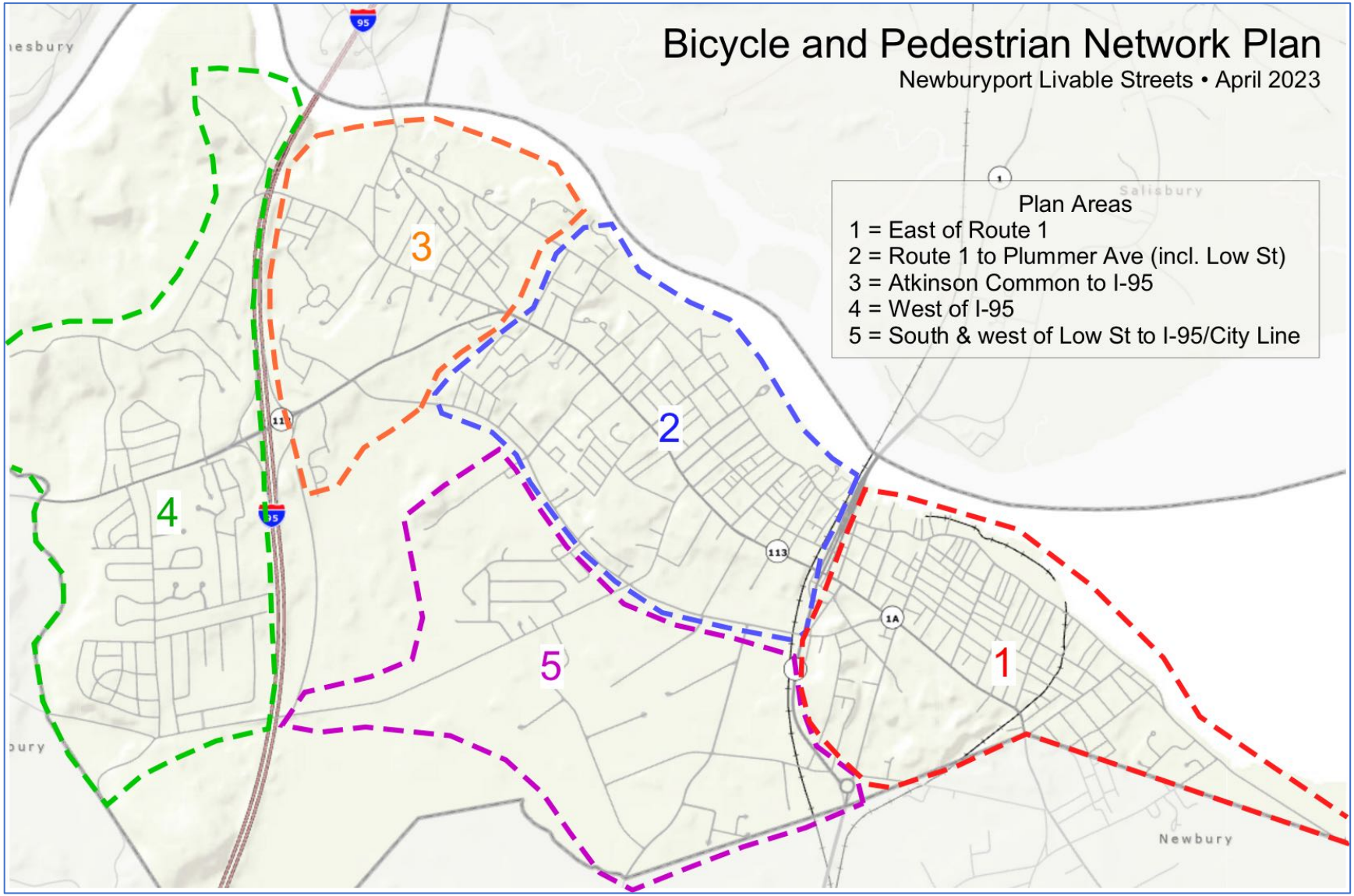
Tier 3 improvements are those which address minor gaps in the overall network, or where alternative routes can be used.

Organization of the Plan

In addition to sorting by priority, the recommended improvements in this Plan are grouped into five general areas of the City as shown on the map on page 10. The plan is organized geographically so that residents can more easily see the types of projects and priorities in their area of the City. Instead of using the City's political wards, we created groupings based on the street network. The map on the next page shows the groupings that are used in the plan, as follows:

- Area 1 is the portion of the City to the east of Route 1.
- Area 2 extends from Route 1 west to Plummer Avenue, and from the Merrimack River south to and including Low Street.
- Area 3 extends from Atkinson Common to Interstate 95.
- Area 4 is the portion of the City to the west of I-95.
- Area 5 extends south & west of Low Street to I-95 and the City Line.


Bicycle and Pedestrian Network Plan
Newburyport Livable Streets • April 2023
Legend
Tier 1
Tier 2
Tier 3
City Boundary
0 0.25 0.5 mi


Bicycle and Pedestrian Network Plan
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Plan Areas
1 = East of Route 1
2 = Route 1 to Plummer Ave (incl. Low St)
3 = Atkinson Common to I-95
4 = West of I-95
5 = South & west of Low St to I-95/City Line
1
2
3
4
5
Salisbury
Newbury
95
113
1A

AREA	TIER	STREET / FACILITY	DESCRIPTION

1&2	1	HIGH ST
		Buck St to State St
			• LANE DIET
			• Increase BIKE LANE width to 5' min, add buffers and vertical separation where possible
			• Extend BIKE LANEs (instead of shared lane markings (sharrows) where possible to remove on-street parking
			• CROSSWALKS
			  • Evaluate existing CROSSWALK locations for pedestrian safety and convenience; relocate or add where appropriate
			  • Add bump outs or median islands at existing CROSSWALKs to reduce crossing distances
			  • Add pedestrian lighting at CROSSWALKs
			  • Add signalized stop control pedestrian CROSSWALK at access to Clipper City Rail Trail
			• Prohibit and enforce no parking in the BIKE LANE
			• Consider providing off-road two-way MULTI-USE PATH along Bartlett Mall to replace existing SHARED LANE MARKINGs (SHARROWs); transitions will be needed at either end
			• Include provisions for street trees and pedestrian amenities/street furniture at key locations in conjunction with SIDEWALK improvements/reconstruction
			• Add BIKE BOXes at signalized INTERSECTIONs.

1&2	2	MERRIMAC ST
		Strong St to Market Square
			• Add SHARED LANE MARKINGs
			• Consider eliminating on-street parking where road is too narrow (e.g., at Nick's Pizza) to improve overall safety
			• Widen SIDEWALKs, re-surface, and re-grade to be ADA compliant
			• CROSSWALKS
			  • Evaluate existing CROSSWALK locations for pedestrian safety and convenience; relocate or add where appropriate
			  • Add pedestrian lighting at CROSSWALKs.

1&2	2	MERRIMAC ST / ROUTE 1 INTERSECTIONS	• Redesign INTERSECTION at Route 1 on and off-ramps to improve safety for all modes
			  • Consider adding traffic SIGNALs and/or ROUNDABOUT
			  • Add lighting to increase visibility for pedestrians and bicyclists under bridge.

Areas:
1 = East of Route 1 • 2 = Route 1 to Plummer (incl. Low St) • 3 = Atkinson Common to I-95 • 4 = West of I-95 • 5 = South & west of Low St to I-95/City Line

AREA	TIER	STREET / FACILITY	DESCRIPTION

1&2&3	2	MIDDLE WAY
		Various streets, Moseley Woods to Perkins Playground
			• Improve key intersections for bike/ped safety on existing slow speed route paralleling High St and Merrimac/Water St (see Middle Way plan)
			• Add CROSSWALKS (with BUMP-OUTs and GREEN INFRASTRUCTURE where appropriate) at:
			  • Plummer Ave / Atkinson Common / Christopher St (upgrade)
			  • Jefferson St / Christopher St
			  • Jefferson St / Parker Ridge Way
			  • Ashland St / Coolidge St / Stanley Ave
			  • Forrester St / Stanley Ave / Maple St
			  • Woodland St / Dexter St / Jackson St
			  • Oakland St / Jackson St / Munroe St
			  • Kent St / Munroe St (upgrade)
			  • Kent St / Washington St
			  • Marlboro St / Chestnut St / Oak St
			  • Marlboro St / Purchase St

1	2	HIGH ST
		State St to Allen St
			• LANE DIET corridor-wide
			• ROAD DIET where excessive widths exist; convert road to SIDEWALK/green space
			• Increase BIKE LANE width to 5'; add buffers and vertical separation where possible
			• Remove on-street parking where necessary to provide room for BIKE LANEs where SHARED LANEs exist
			• Prohibit and enforce no parking in the BIKE LANE
			• CROSSWALKS
			  • Evaluate existing CROSSWALK locations for pedestrian safety and convenience; relocate or add where appropriate
			  • Add CROSSWALK at Parsons St / Coffin Court
			  • Add BUMP-OUTs or MEDIAN ISLANDs at existing CROSSWALKs to reduce crossing distances
			  • Add pedestrian lighting at CROSSWALKs
			• Include provisions for street trees and pedestrian amenities/street furniture at key locations in conjunction with SIDEWALK improvements/reconstruction

1	2	CROSS STREETS – HIGH ST TO WATER ST Bromfield, Marlboro — from High St to Water St	• BIKE LANEs • SHARED LANE MARKINGs • WAYFINDING • Stormwater improvements

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AREA	TIER	STREET / FACILITY	DESCRIPTION
1	2	PLUM ISLAND TURNPIKE Ocean Ave to Plum Island	• Separated MULTI-USE PATHs or PROTECTED BIKE LANEs; potential off-road connections via Parker River NWR Visitors Center and Plum Island Airport

1	2	WATER ST / OCEAN AVE	• Construct new 5-foot SIDEWALK with curbing along the south side of Water St between the current terminus at Shandel Drive to Ocean Ave.
			• Construct new 5-foot SIDEWALKs with curbing along the east side of Ocean Ave between Newbury Village and Water St.
			• Tighten the radius of the southwest corner of the intersection of Ocean Ave with Water St to minimize crossing distance.
			• Stripe new CROSSWALKs with ADA-compliant wheelchair ramps across:
			  • Shandel Dr at Water St
			  • Ocean Ave at Water St
			  • Newbury Village driveway at Ocean Ave

1	2	LIBERTY ST / FAIR ST INTERSECTION Liberty St at Fair St	• Construct raised INTERSECTION
1	3	WATER ST Market Square to Union St	• Add BIKE LANEs both sides or SHARED LANE MARKINGs and signs where road width is too narrow • Better stripe/delineate existing on-street parking east of Federal St • Add wayfinding to rail trail access points • Review location of existing CROSSWALKs to evaluate for safety and convenience for pedestrian traffic (relocate or add where appropriate) • Implement safety measures at Federal St INTERSECTION (poor sight lines) • Continue SIDEWALK and/or two-way multi-use PATH on one side after Goodwin Ave
1	3	STATE ST High St to Route 1	• Add BIKE LANEs where possible; otherwise, add shared LANE markings
1	3	POND ST High St to Route 1	• Mark bike route • Add BIKE LANEs where feasible

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AREA	TIER	STREET / FACILITY	DESCRIPTION
1	3	GREEN ST High St to Merrimac St	• BIKE LANEs • SHARED LANE MARKINGs • WAYFINDING
1	3	FEDERAL ST High St to Water St	• BIKE LANEs • SHARED LANE MARKINGs • WAYFINDING
2	1	LOW ST Storey Ave to Route 1	• Add continuous BIKE LANEs (buffered or separated where possible) • Add CROSSWALK at Hodgie's/Port Plaza driveway • Reduce crossing distance at North Atkinson St/Colby Farm Ln INTERSECTION and improve/add pedestrian SIGNALs • Add pedestrian SIGNAL at Coltin Dr • Reduce crossing distance at Toppans Ln/Hale St INTERSECTION and improve/add pedestrian SIGNALs • Widen SIDEWALK, re-surface, and re-grade to be ADA compliant • Extend existing SIDEWALK on south side of road

2	1	HIGH ST
		Plummer Ave to Tyng St
			• LANE DIET
			• Increase BIKE LANE width to 5' min, add buffers and vertical separation where possible
			• Prohibit and enforce no parking in the BIKE LANE
			• CROSSWALKS
			  • Evaluate existing CROSSWALK locations for pedestrian safety and convenience; relocate or add where appropriate
			  • Add BUMP-OUTs or MEDIAN ISLANDs at existing CROSSWALKs to reduce crossing distances
			  • Restore North Atkinson St CROSSWALK and add pedestrian SIGNAL
			  • Add CROSSWALK at Woodland St
			• Include provisions for street trees and pedestrian amenities/street furniture at key locations in conjunction with SIDEWALK improvements/reconstruction

2	1	STATE ST Market Square to High St	• Add CURB EXTENSIONs where possible to increase pedestrian visibility and manage stormwater with rain gardens/green infrastructure • Raised INTERSECTION at State St / Liberty St

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AREA	TIER	STREET / FACILITY	DESCRIPTION
2&5	1	ROUTE 1 Rotary to Gillis Bridge	• ROAD DIET to two travel LANEs, with left turn LANEs at Hill St and Low St/Pond St • Separated BIKE LANEs and SIDEWALKS, or MULTI-USE PATHs • Landscaped median

2&3	2	MERRIMAC ST
		Roundabout to Ashland St
			• Implement traffic calming measures to slow traffic speeds
			• Mark shoulders as BIKE LANEs (signs and stencils)
			• Widen existing SIDEWALKs, re-surface, and re-grade to be ADA compliant
			• Add new SIDEWALK on south side, especially at Pioneer Field
			• Add BUMP-OUTs or MEDIAN ISLANDs to reduce pedestrian crossing distance and increase visibility of CROSSWALKs
			• Pioneer Field pedestrian safety
			  • Consider pedestrian SIGNALs
			  • Add new SIDEWALK or pedestrian PATH separated from parking
			  • Explore reconfiguration of parking

2	2	MERRIMAC ST Ashland St to Kent St	• LANE DIET to provide room for on-street parking and/or BIKE LANEs • Add BIKE LANEs both sides where design speeds are more than 20 mph, or SHARED LANE MARKINGs where target speeds are 20 mph or less • Evaluate existing CROSSWALK locations for pedestrian safety and convenience; relocate or add where appropriate • Improve pedestrian access to Towle Building / Harborwalk (Tyng St, Broad St); add pedestrian SIGNALs as appropriate • Widen existing SIDEWALKs, re-surface, and re-grade to be ADA compliant.
2	2	MERRIMAC ST / KENT ST INTERSECTION	• Redesign INTERSECTION of Merrimac St and Kent St to improve safety for cyclists and pedestrians
2	2	MERRIMAC ST KENT ST TO STRONG St	• Add SHARED LANE MARKINGs • Evaluate existing CROSSWALK locations for pedestrian safety and convenience; relocate or add where appropriate • Improve pedestrian access to Cashman Park; add pedestrian SIGNALs as appropriate • Widen existing SIDEWALKs, re-surface, and re-grade to be ADA compliant.

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AREA	TIER	STREET / FACILITY	DESCRIPTION
2	2	TOPPANS LN High St to Low St	• Repair SIDEWALK and curb reveal • Move centerline and reduce travel LANEs to 10' to provide room for parking on one side of street without blocking SIDEWALK • See SRTS infrastructure report
2	2	CROSS STREETS – HIGH ST TO MERRIMAC ST Tyng, Broad, Kent, Oakland, Woodland, Jefferson — from High St to Merrimac St	• BIKE LANEs • SHARED LANE MARKINGs • WAYFINDING • Stormwater improvements
2	2	LOW ST / N. ATKINSON ST / COLBY FARM LANE INTERSECTION	• Improve INTERSECTION by reducing crossing distances (e.g., MEDIAN ISLANDs, MINI ROUNDABOUT), improving sight distances (for exiting Colby Farm Road) and adding pedestrian SIGNALs • Consider narrowing Low Street west of N. Atkinson / Colby Farm
2	2	N. ATKINSON ST High St to Low St	• Add BIKE LANEs where road width is adequate, SHARED LANE MARKINGs on High St end
2	3	JOHNSON ST High St to Low St	• Repair and widen existing SIDEWALK to ADA compliance • Traffic calming measures to slow traffic speeds • See SRTS Infrastructure Report.
3	1	THREE ROADS Intersection of High St, Storey Ave, Moseley Ave, Ferry Rd & Harnch's Way	• Redesign of major INTERSECTION of 4 primary roads • Safety improvements for motor vehicle traffic – improve sight lines and add traffic control • Reduce crossing distances for pedestrians • Increase protection for bicycles and pedestrians • Separate bicycle traffic from motor vehicle traffic where possible; otherwise delineate bicycle paths through INTERSECTION • Increase visibility for pedestrians • Overall aesthetic improvements for historic gateway to city • Consider ROUNDABOUT and/or consolidation of Ferry/Moseley legs.

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AREA	TIER	STREET / FACILITY	DESCRIPTION
3	1	NOBLE ST Ferry Rd to Storey Ave	• Add BIKE LANEs • Add safe CROSSING (median island) at Storey Ave • Rehab SIDEWALKs • See Storey Ave • Planned for 2023
3	1	FERRY RD High St to Garrison Trail	• LANE DIET • Add BIKE LANEs (buffered or separated where possible) both sides or MULTI-USE PATH along north side of road • Widen SIDEWALK, re-surface, and re-grade to be ADA compliant • Continue SIDEWALKs from Lawton Dr and Hardy St to Spofford St • Redesign INTERSECTION with Spofford St

3	1	STOREY AVE
		Ferry Rd to Park & Ride
			• Create safe bicycle accommodation through combination of on-street LANEs and off-road MULTIUSE PATH
			  • ROAD/LANE DIET where possible to create space for BIKE LANEs on both sides
			  • Sidewalk widening, resurfacing, and re-grading to make ADA compliant
			• Improve pedestrian CROSSINGs to access shopping and services:
			  • Add MEDIAN/REFUGE ISLANDs to reduce crossing distances and protect pedestrians
			  • Add protected CROSSWALK at Noble St
			  • Restore CROSSWALK at Famous Pizza
			  • Increase visibility of CROSSWALKs
			• Clearly delineate bike/ped crossing between Park & Ride (for Garrison Trail access) and Little River Nature Trail/Gloria Braunhardt Bike Trail
			• Stripe on-street parking LANE between Famous Pizza and cemetery and enforce illegal parking on SIDEWALK.

3	2	MOSELEY AVE Atkinson Common to Roundabout	• Upgrade existing SIDEWALK • Add BIKE LANEs both sides and add SIDEWALK on south side, OR convert existing SIDEWALK to MULTI-USE PATH

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4&5	1	HALE ST Low St to Turkey Hill Rd	• Improve existing SIDEWALK and add BIKE LANEs OR add separated two-way MULTI-USE PATH on one side • See SRTS Infrastructure Report.
4	2	PINE HILL RD TO MAUDSLAY STATE PARK Garrison Trail to Hoyt's Lane	• Add BIKE LANEs from Garrison Trail to Spring Ln • Add two-way bike/ped SIDE PATH along Maudslay frontage. • Consider advisory BIKE LANEs layout
4	2	STOREY AVE Park & Ride to Hoyt's Lane	• Continue BIKE LANEs with clear delineation of CROSSINGs at I-95 ramps.
4	3	TURKEY HILL RD Hale St to Storey Ave	• BIKE LANEs on both sides and improve SIDEWALK on west side OR convert SIDEWALK to two-way MULTI-USE PATH.
4	3	HOYT'S LANE Storey Ave to Pine Hill Rd (Maudslay State Park)	• WAYFINDING – Signed route to Maudslay State Park.
5	1	PARKER ST / ROTARY (Public segment) State St / Courthouse to Courthouse / Cherry St	• Provide bike/ped connection through District Court parking area.
5	1	PARKER ST / ROTARY (Private segment) Courthouse / Cherry St to Route 1 / Hill St	• Add two-way MULTI-USE SIDE PATH from District Court parking area, across Cherry St, through existing parking area, to existing signalized CROSSWALK at Route 1, to Hill St and rail trail access point.
5	1	HILL ST Route 1 to Parker St	• Add SIDEWALK on west side
5	2	GRAF RD Low St to Parker St	• LANE DIET to reflect 25 mph speed limit • Add BIKE LANEs and SIDEWALK, or MULTI-USE PATH
5	2	PARKER ST Graf Rd to Route 1	• Add BIKE LANEs and SIDEWALK, or MULTI-USE PATH

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AREA	TIER	STREET / FACILITY	DESCRIPTION
5	2	PARKER ST Graf Rd to City Line	• Add BIKE LANEs and SIDEWALK, or MULTI-USE PATH • Consider ROUNDABOUT
5	2	MALCOLM HOYT RD Parker St to Hale St	• Add BIKE LANEs and SIDEWALK, or MULTI-USE PATH
5	2	MULLIKEN WAY	• Add BIKE LANEs and SIDEWALK, or MULTI-USE PATH

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Newburyport Livable Streets

Formed in the winter of 2017-2018, Newburyport Livable Streets is a citizen-led organization that seeks to support and improve the health and well-being of our community through education and advocacy related to transportation infrastructure and policies. Our goal is to make it easier for people to bike and walk throughout Newburyport by providing a network of streets, sidewalks and trails that are accessible and comfortable to everyone regardless of age, ability, or mode of travel. We support safe sidewalks, bike routes and neighborhood streets; off-road paths and trails; local transit; and other policies and investments that respect Newburyport's intimate scale and historic character.

Newburyport Livable Streets meets monthly. Our meeting information is posted on Facebook and in our email newsletter.

Follow us on social media:

- Facebook: @newburyportlivablestreets
- Mastodon: @NbptStreets@better.boston
- Instagram: @nbptstreets

Go to our website, http://newburyportlivablestreets.org for resources, project updates, and other information. While you are there, you can subscribe to our email newsletter for updates on projects, meetings and events.

Newburyport Livable Streets is a nonprofit corporation with tax exempt status under Chapter 501(c)(3) of the Internal Revenue Code.

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