



**NEWBURYPORT LIVABLE STREETS**

# Who We Are

- Community group formed in 2018
- Incorporated in 2022 | 501(c)(3) in 2023
- Open to anyone who wants to support safe streets
- Monthly meetings
- Monthly e-newsletter

# Mission Statement

Newburyport Livable Streets 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 will nurture a healthy, vibrant city that people want to live in, businesses want to invest in, and tourists want to visit.

# What We Do

Advocate for safe streets and sidewalks

Provide education about walking and cycling safety

Plan and sponsor community events

Document safety issues – and recommend solutions

Plan and support local programs and projects



# NEWBURYPORT LIVABLE STREETS

Making Walking & Biking In Newburyport Easier!

- [Home](#)
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- [Events](#) ▾
- [Topics](#) ▾
- [Posts](#)
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**Bicycle & Pedestrian  
Network Plan**

**Bike Buses**

**Bicycle Parking**

**Bike Share**

**Crosswalks**

**Hale Street**

**Storey Avenue**

**Traffic Calming**

**Walk Audits and Bike Audits**

**Winter Sidewalk Clearing**

## HOME

Welcome to the Newburyport Livable Streets website. If you are interested in the design, characterization, and implementation of projects about our projects, activities, and materials to help you address the City; and materials to help you address the strategies that might address the

Here's an overview of the site and what you can find on this page:

### **About**

Our mission statement, list of board members and officers, and links to contact us, subscribe to our e-newsletter, and support our work

source for residents. The site includes pages for projects and proposals in the City, innovative street design projects, and projects identified.

Items at the top of each

# Advocating for safe streets and sidewalks

- High Street Safe Routes to School (2018)
- Complete Streets Policy (2018)
- Complete Streets Prioritization Plan (2019)
- Hale Street public meeting (2020)
- Bicycle & Pedestrian Network Plan (2023)
- Storey Avenue bike accommodations (2023)
- Safe speed limits (2024)
- Plaza Landings pedestrian and bicycle safety (2025)

# Documenting safety issues & recommending solutions

- Walk audits
  - Toppans Lane
  - Low Street east
  - Low Street west
  - Merrimac St at Kent St
  - Storey Ave west
  - Ferry Road
- Bike audits
  - Low Street
  - High Street
- Winter sidewalk conditions
- Crosswalk inventory

# Education

## Bike Rodeos for Middle Schoolers



## Adult Cycling Skills Clinics



# Bike Buses



# Moonlight Ride on the Refuge



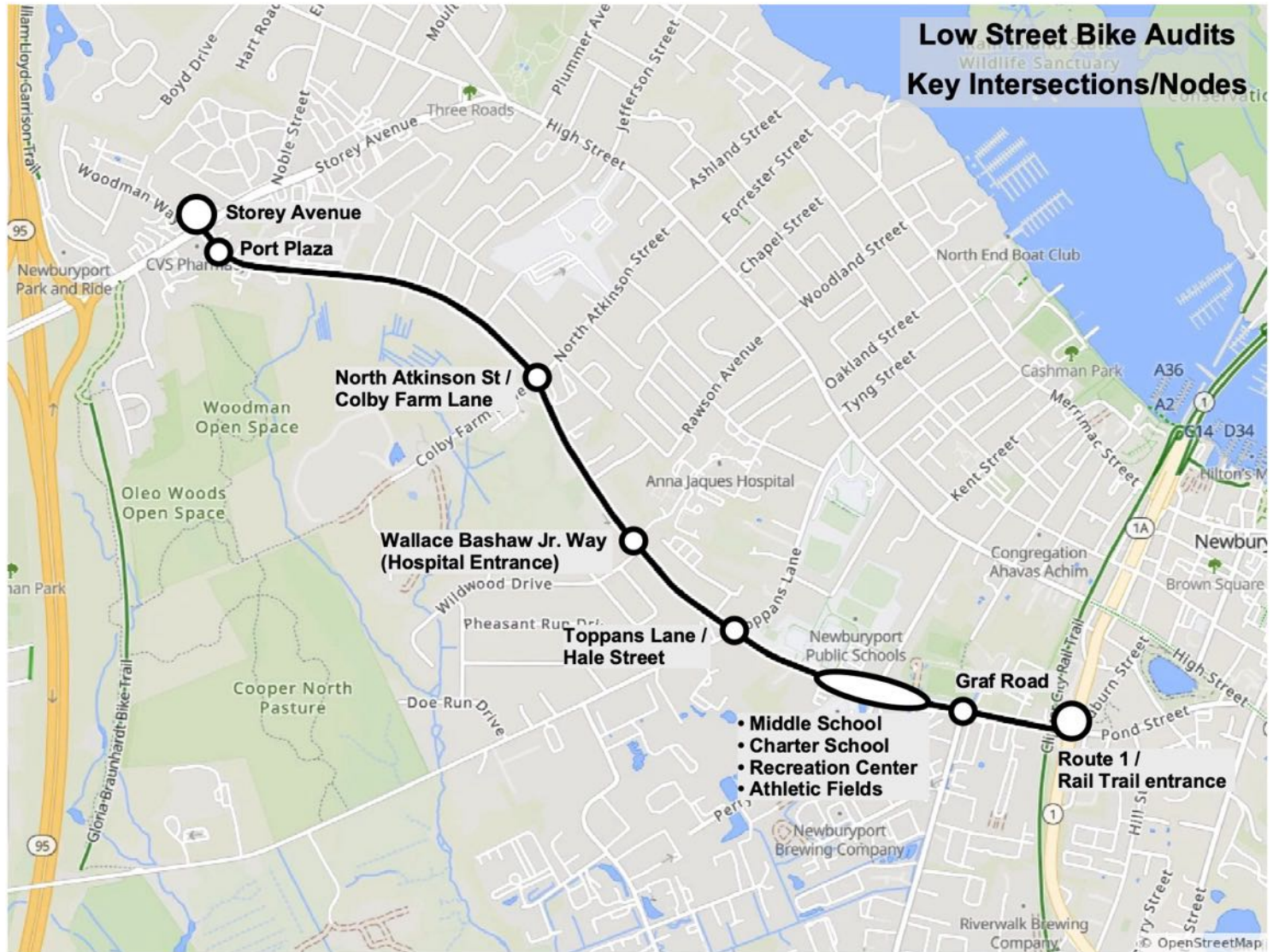
# PORT BIKESHARE

- Planning and advocacy (2023-2024)
- Budgeting and financing – grants, sponsorships, user fees
- Coordinating with City administration, boards and departments
- Coordinating with Tandem Mobility (turnkey system vendor) & local mechanic
- Public outreach and communications
- Monitoring system operations
- Supporting users
- Rebalancing



September 9 & 10, 2025

# Low Street Bike Audit



# What Is a Bike Audit?

- A way to look at a street or intersection from the perspective of safety for cyclists
- A community activity inviting residents to participate in observing and documenting if and how cyclists can safely travel along a street, navigate an intersection, get from point A to point B, etc.
- Incorporates various perspectives: recreational vs transportation riders; confident vs hesitant riders; etc.
- Can be either a riding audit along a route, or an off-bike audit of an intersection or other location.
  - Low Street = riding audit
  - High Street = off-bike (walking) audit
- Outcomes:
  - Observations about conditions
  - Recommendations for improvements

A photograph of a child riding a bicycle on a city street. The child is wearing a black helmet and a dark jacket, riding away from the camera. To the left, a large black truck is parked, with its massive tire and wheel visible. The street is paved with asphalt and has a white line marking. The background shows trees and buildings under a bright sky.

**THERE WILL NEVER BE**

**A BELL LOUD ENOUGH**

**A HELMET STRONG ENOUGH**

**OR CLOTHING BRIGHT ENOUGH**

**TO MAKE UP FOR POOR INFRASTRUCTURE**

**RADICAL CYCLIST**

by rovélo creative

# Overview of Recommendations

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- Reduce speed limit to 25 mph
- Reallocate lane widths to provide space for bicycles
- Protect bicyclists at intersections
- Maintain shoulders to ensure safe riding widths and surfaces
- Add crosswalks (and sidewalks)
- Create a bike-friendly entrance to the Clipper City Rail Trail

# Why Audit Low Street?



Schools



Recreation



Neighborhoods



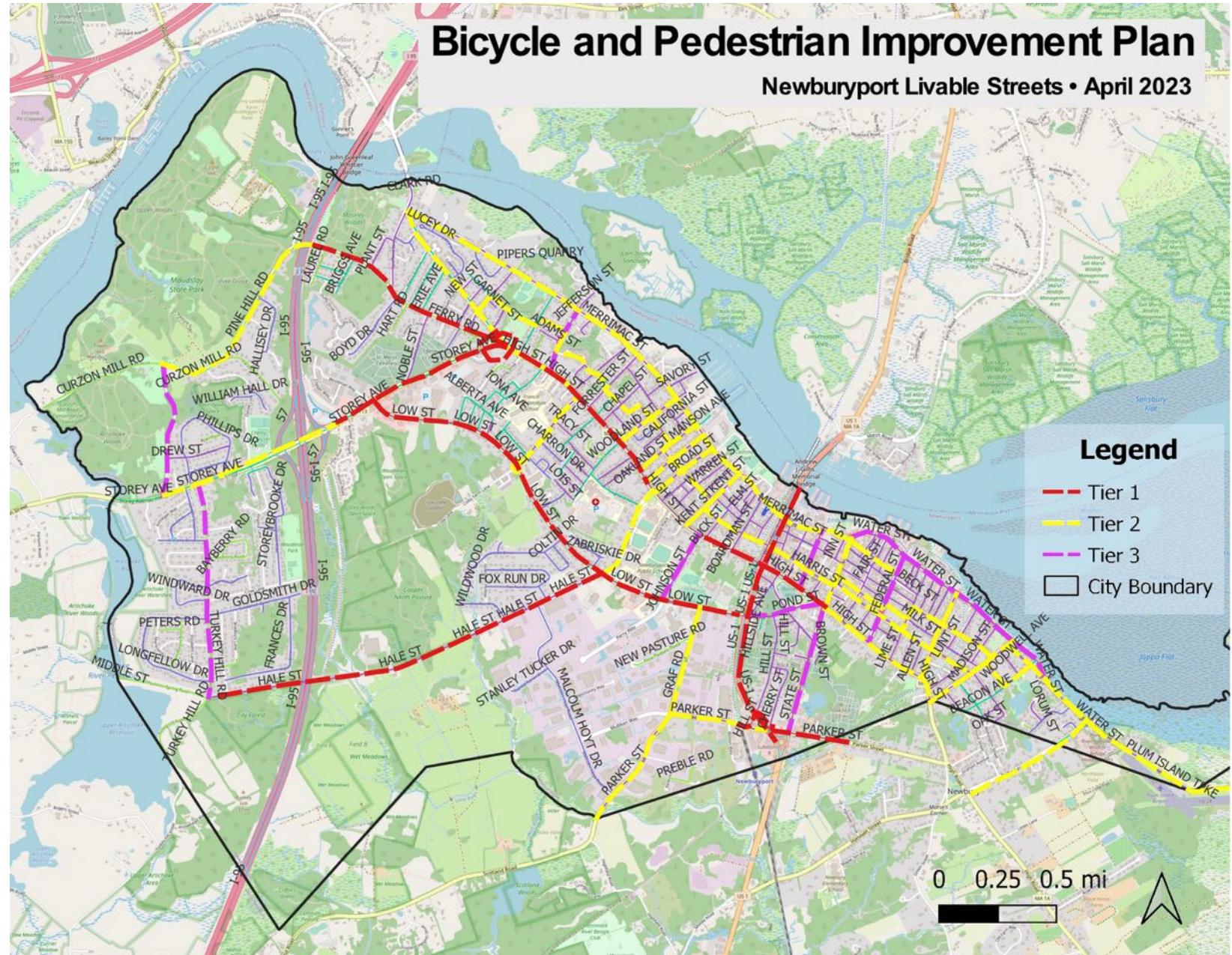
Medical Services



Shopping

# Previous Plans & Studies

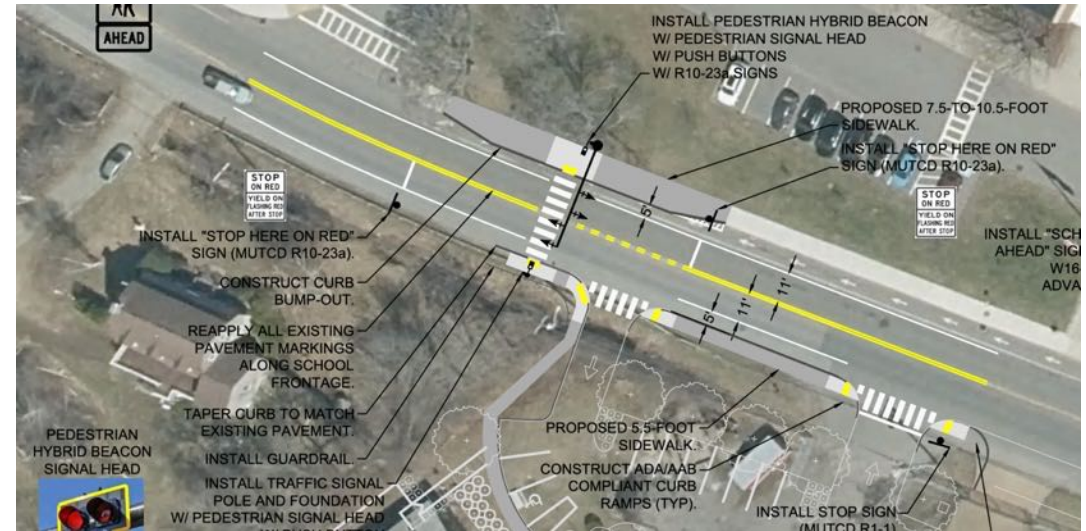
- Complete Streets Prioritization Plan (2019)
- NLS Bicycle & Pedestrian Network Plan (2023)
- NLS Walk Audits (2023 & 2024)



# Current Bike/Ped Plans & Projects

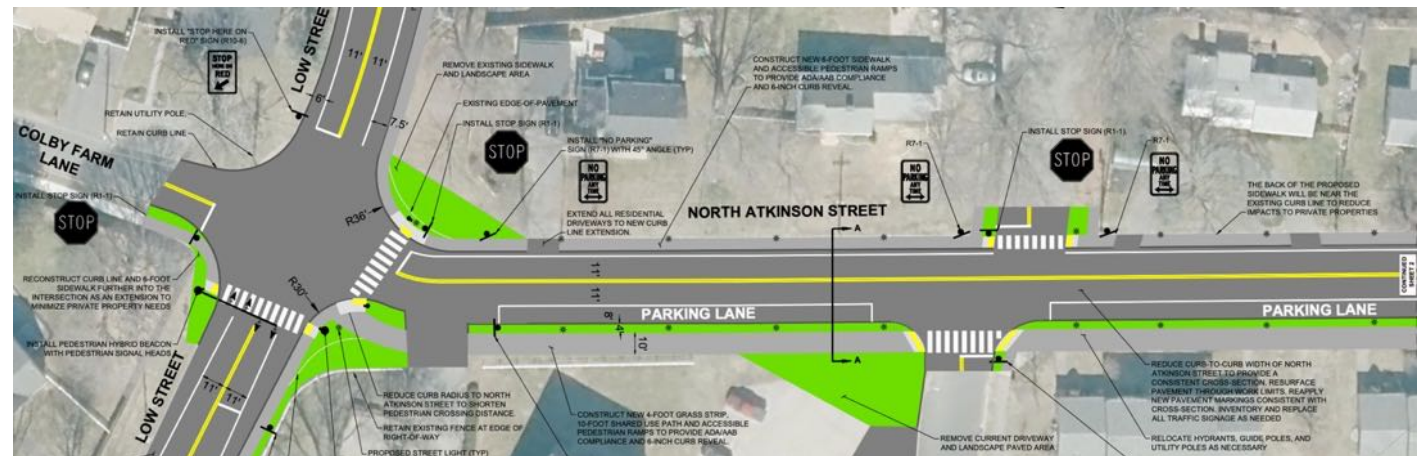
## Recreation & Youth Center Bicycle and Pedestrian Improvements

- Curb extension
- Crosswalk with pedestrian hybrid beacon
- Bike lanes
- Sidewalk

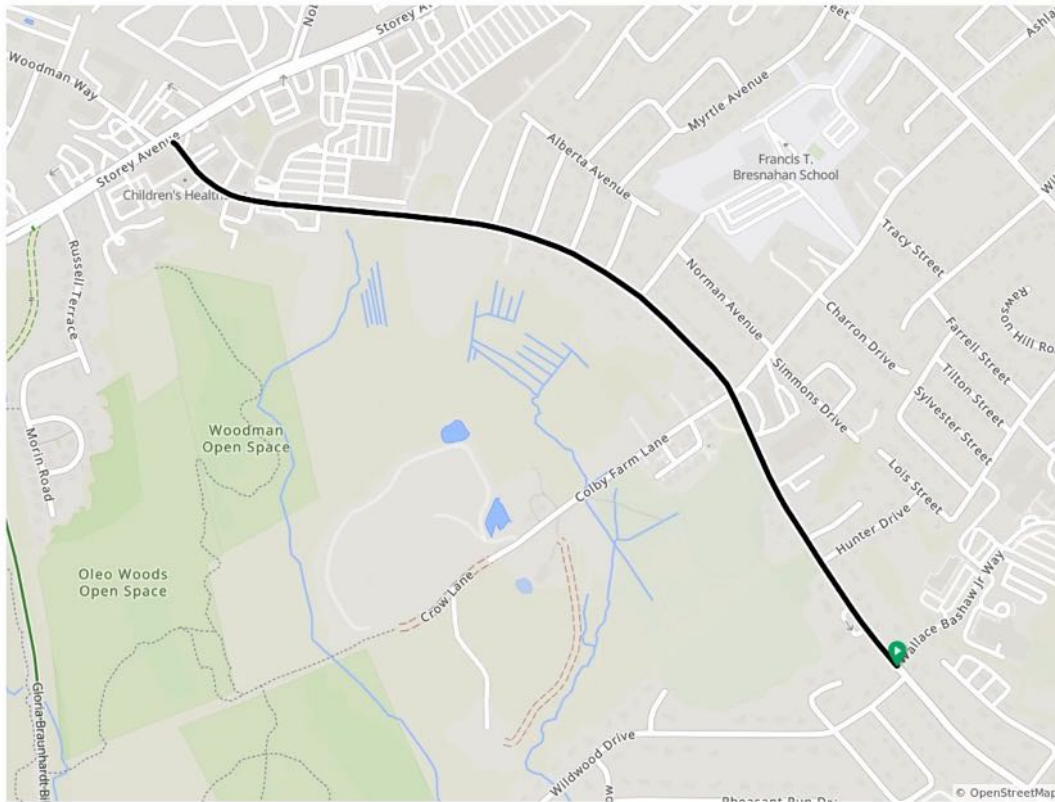


## Safe Routes to School Project (Low St, N Atkinson St, Colby Farm Lane)

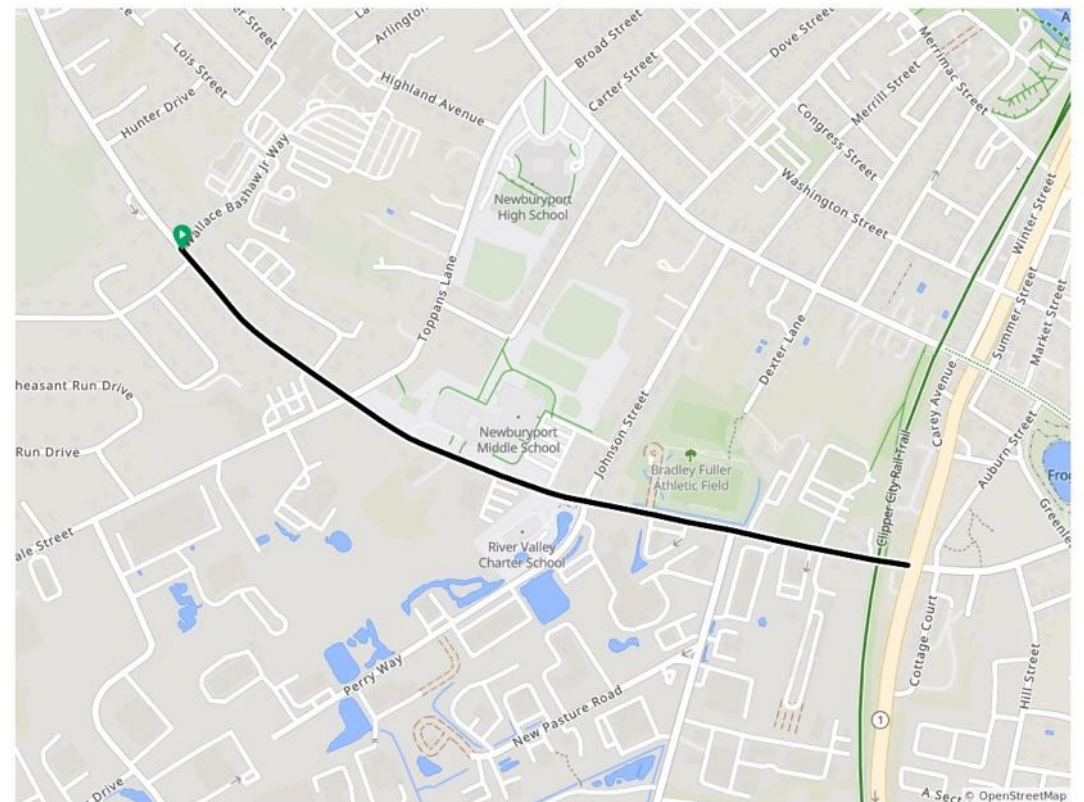
- Curb extensions
- Pedestrian hybrid beacon
- Shared use path & sidewalk



# Riding Audit: 1.9 Miles in 2 Days



Day 1: Storey Ave to Wallace Bashaw Jr Way



Day 2: Wallace Bashaw Jr Way to Route 1



# Who's Bicycling — and Why?

Community Name: Newburyport

Location/Street Name(s): Low St.

Audit Date: 9/10 Start Time: \_\_\_\_\_

## WHO'S BICYCLING?

Use your best guess to determine each person's age group.

Children (e.g., elementary school students)

Teens

Adults

Older Adults

## WHERE?

Riding in the street

Riding on the sidewalk

Riding on a bike lane or path

## HOW?

Riding in the same direction as traffic

Riding in the opposite direction of traffic

Riding with child passengers

Riding with packages/cargo

## DESTINATIONS NEAR OR CONNECTED TO THIS ROUTE

Schools/childcare

Grocery stores

Retail and restaurants

Fitness and recreation

Professional offices (including health care facilities)

Public transit

Other/unknown

**ALSO, WHO'S NOT BIKING?** Do the observed cyclists represent the community appear to be missing? Why might that be? (Use a separate sheet of paper.)

Visit [AARP.org/BikeAudit](http://AARP.org/BikeAudit) to download, print, copy and/or share additional worksheets. The AARP Bike Audit Tool Kit was created with the League of American Bicyclists.



# Streets and Crossings

Community Name: \_\_\_\_\_

Starting Location: \_\_\_\_\_ Ending Location: \_\_\_\_\_

Route Description: \_\_\_\_\_

Audit Date: \_\_\_\_\_ Start Time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 35 Do the motorists appear to be obeying the speed limit?  Yes  No

Number of vehicle lanes: 2 The street is: one-way  two-way

If more than one lane: The roadway has a median  a pedestrian island

Does the street have a sidewalk? No  Yes, on one side of the street  Yes, on both sides of the street

Is a sidewalk needed? No  Yes, on one side of the street  Yes, on both sides of the street

Does the street have a bike lane? No  Yes, on one side of the street  Yes, on both sides of the street

Is a bike lane needed? No  Yes, on one side of the street  Yes, on both sides of the street

If yes, describe the existing bike lane(s) and any needed improvements. If no, describe the location has a vehicle lane, shoulder or other space that could become a bike lane. If more than one lane, direction(s), length from start to finish, etc. (See page 12 of the AARP Bike Audit Tool Kit.)

YES | NO | OTHER Skip any statements that don't apply.

## THE STREET ...

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. Has traffic lights and/or stop signs that are clearly visible to drivers
- 3. Has dedicated traffic lights for bicyclists
- 4. Allows motorists to make a right turn on red
- 5. Has crosswalks
- 6. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 7. Has signage alerting drivers to the presence of pedestrians
- 8. Has signage alerting drivers to the presence of bicyclists
- 9. Has signage and road markings that help users navigate
- 10. Has a crossing signal (if yes, complete the next section)

## THE CROSSING SIGNALS ...

- 1. Are working
- 2. Have a mechanism that allows users to stop the vehicle traffic
- 3. Are placed in appropriate locations (if not, make note of where)
- 4. Provide audible as well as visual prompts
- 5. Provide enough time to walk or ride a bicycle from one side of the street to the other (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time that bicyclists must wait for a traffic light change in order to cross: \_\_\_\_\_)

## THE RIDING SURFACE ...

- 1. Is good or adequate
- 2. Has potholes, cracks, gaps or uneven spots
- 3. Has debris (trash, broken glass, etc.)
- 4. Has dangerous obstructions (drain gates, utility covers, metal plates, etc.)
- 5. Is very slippery when wet

**NOTES OR OTHER OBSERVATIONS** Use the back of this worksheet.

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# Street, Path or Trail Safety and Appeal

Community Name: \_\_\_\_\_

Location/Street Name(s): \_\_\_\_\_

Audit Date: \_\_\_\_\_ Start Time: \_\_\_\_\_ AM | PM

YES | NO | OTHER Skip any statements that don't apply.

## THE LOCATION HAS ...

- 1. Places to sit
- 2. Shade trees
- 3. Awnings, outdoor umbrellas or similar shelter from rain and other weather
- 4. Grass and landscaping — if yes, the greenery is well maintained  not well maintained
- 5. Drinking fountain(s) — if yes, they are working and clean  not working or not clean
- 6. Public restrooms — if yes, they are clean and safe  not clean and safe
- 7. Trash receptacles — if yes, they are regularly emptied  they are not regularly emptied
- 8. Informative signage
- 9. Well-placed signage
- 10. A bike "fix-it" station
- 11. Secure parking for bikes
- 12. Streetscape features (art, signage, etc.) that are representative of the community
- 13. Pedestrian-scaled lighting
- 14. A sensible speed limit — if yes, the drivers are obeying the speed limit 35 not sensible, by
- 15. Well-maintained buildings and/or homes
- 16. Emergency call buttons or kiosks

## PERSONAL IMPRESSIONS

- 1. The location/street is safe and appealing sort of
- 2. The location/street is a safe and appealing travel route
- 3. The location/street appears to be safe for users of all ages, abilities and disabilities
- 4. The location/street appears to be safe for pedestrians and cyclists
- 5. The location/street appears to be safe for pedestrians and cyclists
- 6. Pedestrians and cyclists appear to be safe from crime, harassment or other threats
- 7. Pedestrians and cyclists appear to be safe from moving vehicles
- 8. Drivers appear to be following the traffic rules and are respectful of bicyclists

## NOTES OR OTHER OBSERVATIONS

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# Build a Better Block

Would the safe bikeability and appeal of the bike audit location or route be improved by any of the following features? Select those you think could help:

- 1. Bike lane(s) — because there aren't any
- 2. A different type of bike lane(s) than what's present (See examples on page 12 of the AARP Bike Audit Tool Kit. Explain below.)
- 3. Secure bike parking
- 4. A bike "fix-it" station
- 5. Sidewalks — because there aren't any
- 6. Sidewalk repairs
- 7. Wider sidewalks
- 8. Improved sidewalk continuity
- 9. Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)
- 10. Decorative sidewalk features (hanging flower baskets, planters, etc.)
- 11. Crosswalks — because there aren't any
- 12. Raised and/or artistic crosswalks
- 13. Pedestrian "bulb-outs" at intersections or crossings
- 14. Pedestrian island(s)
- 15. Pedestrian-friendly lighting
- 16. One-way rather than two-way traffic
- 17. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- 18. Decorative and/or directional (also called "wayfinding") signage
- 19. Public art (sculptures, wall murals, banners)
- 20. More street-level/street-facing shops and businesses
- 21. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- 22. Green space (such as a small park)
- 23. Street trees and landscaping
- 24. Improved landscape maintenance
- 25. Drinking fountains
- 26. Public restrooms (or, if already present, better restrooms)
- 27. Litter removal
- 28. Graffiti removal
- 29. Trash receptacles
- 30. Security features (cameras, call boxes, etc.)
- 31. Management of off-leash dogs
- 32. Repair or removal of vacant or rundown buildings
- 33. Bike parking
- 34. Car parking
- 35. Lower speed limits
- 36. Other \_\_\_\_\_

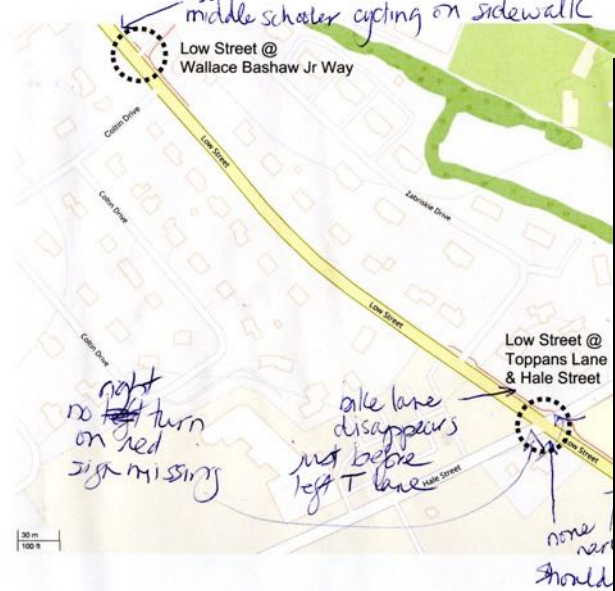
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Wallace Bashaw Jr. Way & Wildwood Drive to Hale Street & Toppans Lane

*pedestrian*  
*2:50 middle schooler cycling on sidewalk*



Hale Street & Toppans Lane to Johnson Street & Perry Way

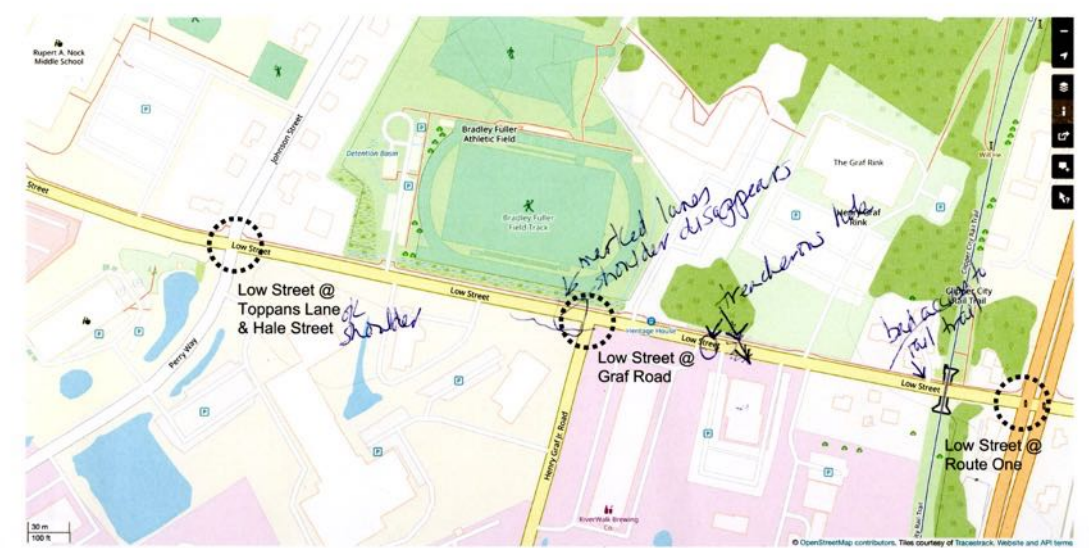
*sunken utility cover*  
*two grades of driveway*  
*wide*



*crossing 8:30-9:30 for RVCs*

Johnson Street & Perry Way to Route One

*marked lanes shoulder disappears*  
*of students*  
*between rail trail*







# Observations

## Roadway characteristics

- Traffic volumes & speeds
- Land use & driveways
- Travel lane & shoulder widths
- Intersections
- Pavement & edge conditions

## Lack of bicycle infrastructure

- Shoulder widths and conditions vary

## Right turn on red

- Generally not safe for bicyclists and pedestrians
- Especially concerning near schools

# Vehicle Speeds

Location	Stickney Ave	Murphy Ave		Hunter Drive	Wallace Bashaw Jr Way	Nock Middle School
Direction of Traffic	EB	WB	EB	WB	EB	WB
Study Dates	10/14/24 - 10/20/24	9/11/24 - 9/17/24	4/25/25 - 5/1/25	5/6/25 - 5/12/25	9/18/24 - 9/24/24	6/6/24 - 6/12/24
Speed Limit	35	30	35	35	35	35
Actual Speeds						
• Average	34	30	30	32	32	28
• 50th Percentile	34	31	32	33	33	29
• 85th Percentile	39	36	36	37	37	35
• Maximum – Daytime*	61	49	61	64	68	50
• Maximum – 24 Hours	65	61	63	65	68	66

\* Daytime = 7am-7pm

Source: Newburyport Police Department, <https://newburyportpolice.com/speed-studies/>

# Lack of safe space for riding



# Driveways & Parking Lots



No delineation between shoulder, sidewalk, parking spaces and driveway

## Crosswalks

- Overly long spacing between crosswalks
  - Port Plaza to Bashaw: 1,120 feet average
  - Bashaw to Route One: 1,500 feet average
- Lack of sidewalks and landing pads on south side of Low Street



# Intersections – No Space for Bikes



# Intersections – Right Turn on Red



## It's Time to Ban "Right Turn on Red"

The dangerous maneuver is allowed thanks to a flawed idea about emissions from the 1970s. We don't need it.

By Abigail Weinberg

\*This piece was originally published in Mother Jones



Mother Jones Illustration

It's an obsolete relic of the 1970s oil crisis. It's dangerous to pedestrians. And, if you drive a car in the United States, you likely do it every day. It's time to get rid of right-turn-on-red.

# Road conditions



# Bike Access to Clipper City Rail Trail



# Recommendations

- ❑ Reduce speed limit to 25 mph
- ❑ Reallocate lane widths to provide space for bicycles
  - 11' maximum travel lane width
  - Reduce lane widths at intersections to allow continuous space for bikes
- ❑ Protect bicyclists at intersections
  - Prohibit right-turn-on-red at Toppans/Hale intersection
  - Provide physical protection at key intersections to prevent passing on right
- ❑ Maintain shoulders to ensure safe riding widths and surfaces
- ❑ Add crosswalks at Port Plaza main entrance, between Port Plaza and Murphy Ave, and at Bradley Fuller Field and/or Graf Road
- ❑ Create a bike-friendly entrance to the Clipper City Rail Trail

## More Information

- Bike Audit Report:

<https://newburyportlivablestreets.org/low-street-bike-audit-report/>



# Nighttime, Off-Bike (Walking) Audit



## 7 Locations

- Jefferson St & Bresnahan/SCC driveway
- Ashland St & North Atkinson St
- Woodland St & Rawson Ave
- Market St & Auburn St
- Green St / Pond St / State St
- Fruit St
- Federal St



# Observations

- High vehicle speeds
- Unlit or dark crosswalks
- Lack of crosswalks across High Street
- Faded / nonreflective lines and shared lane markings
- Parked cars blocking bike lane or obstructing view of crosswalk
- Turning lanes at Green Street





## NEWBURYPORT LIVABLE STREETS

<https://newburyportlivablestreets.org>  
[newburyportlivablestreets@gmail.com](mailto:newburyportlivablestreets@gmail.com)



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