



PLAN: NEWMARKET

Transportation and Mobility Framework

July 6, 2022

 boston planning & development agency

utile

HRA

ARUP

KITTELSON & ASSOCIATES

SCAPE

Agenda

Introductions

1. Framework
2. Commercial Vehicles + Newmarket
3. How Do People Get to Newmarket?
4. Relevant Projects Underway
5. Potential Areas of Opportunity
6. Next Steps

Desired Outcomes for Today's Meeting

1. Ensure goals and priorities for the transportation network in Newmarket are clearly defined
2. Create preliminary list of “big picture” ideas
3. Generate areas of focus for further study by PLAN Newmarket team

01

Framework

Why Are We Discussing Transportation?

1. We've heard from you on a number of topics
2. We know there are safety concerns for all modes
3. Workers need to get to Newmarket
4. We've heard you express concerns about traffic & growth
5. The transportation network impacts the viability & success of the local business community
6. Need to tie into plans and projects that are outside but directly related to Newmarket, as well as advance City policies and goals

Preliminary Goals for PLAN: Newmarket Transportation

1. Ensure needs of business operations in the transportation network are prioritized
2. Prioritize safety of all road users, especially peds - pedestrians, transit users, cyclists, & vehicles
3. Make getting to work in Newmarket easy

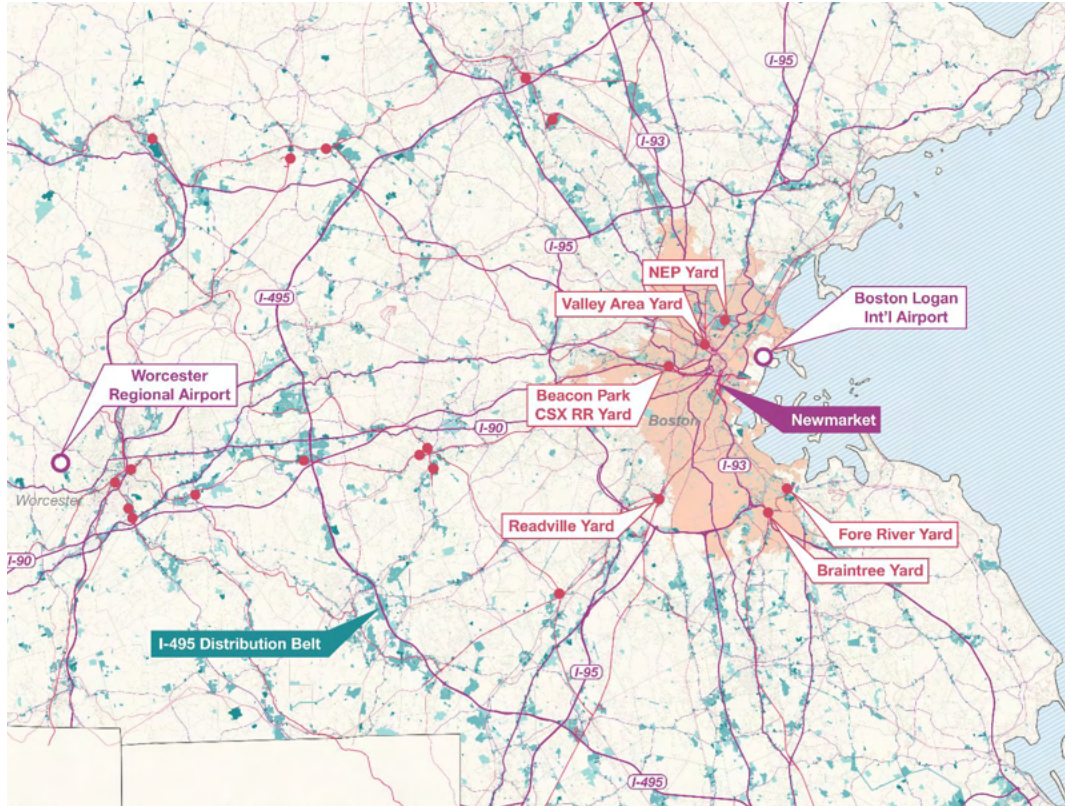
02

Commercial Vehicles + Newmarket

Commercial Vehicle Framework

- This area is consequential
 - Important to the region
 - City context
- City Streets
 - Design Considerations
 - Classifications for Industrial, Residential & Connector

Newmarket serves a key regional asset



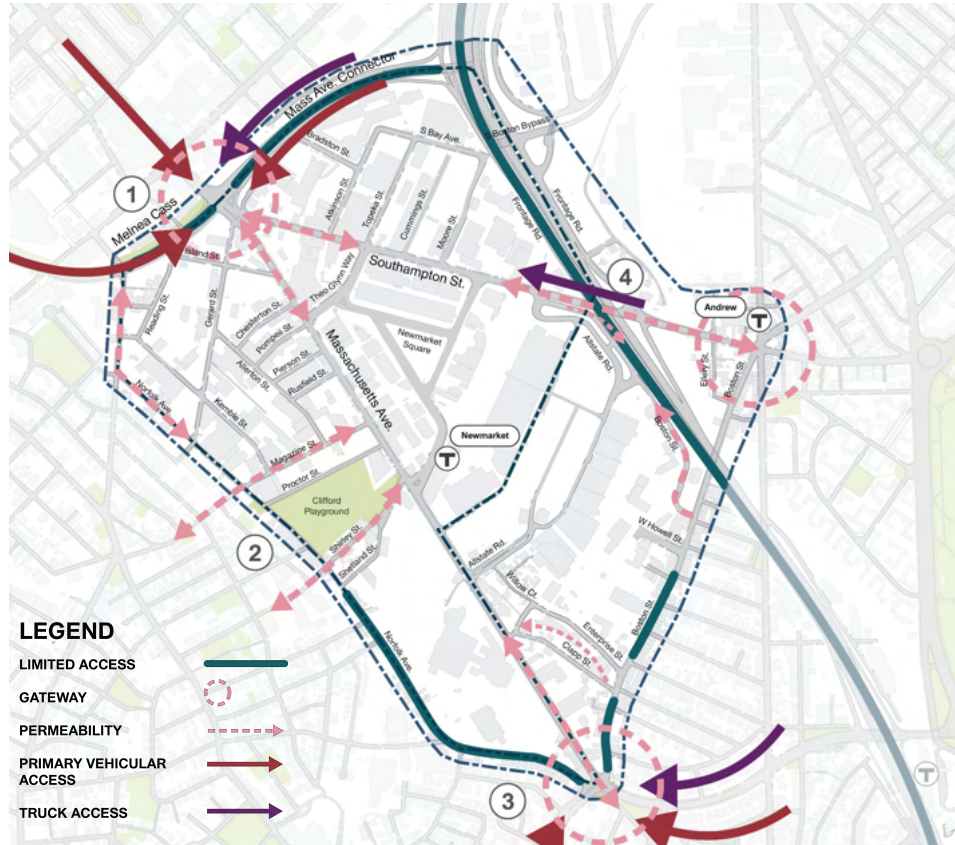
Newmarket freight is connected to the greater New England region, nation, and world via a network of rail terminals, highways, and airports.

Distribution centers and warehouses are key to the freight network, and are largely concentrated along the I-495/I-90 highways and Worcester area.



Raymond L. Flynn Marine Park

There are Key Routes In & Out of the Area



Vehicular access to study area is limited to four primary locations at North, South, East, and West

1. North Access Point at Mass and Cass
2. West Access Point at Clifford Playground
3. South Access Point at Upham's Corner
4. West Access Point at Andrew T Station

Loading activities happen in a few typical ways



1. On Street: Perpendicular



2. On Street: Parallel



3. Back of House

LOADING (ON STREET:
PERPENDICULAR)



LOADING (ON STREET:
PARALLEL)



LOADING (B.O.H.)








There are a few areas with consistent loading types



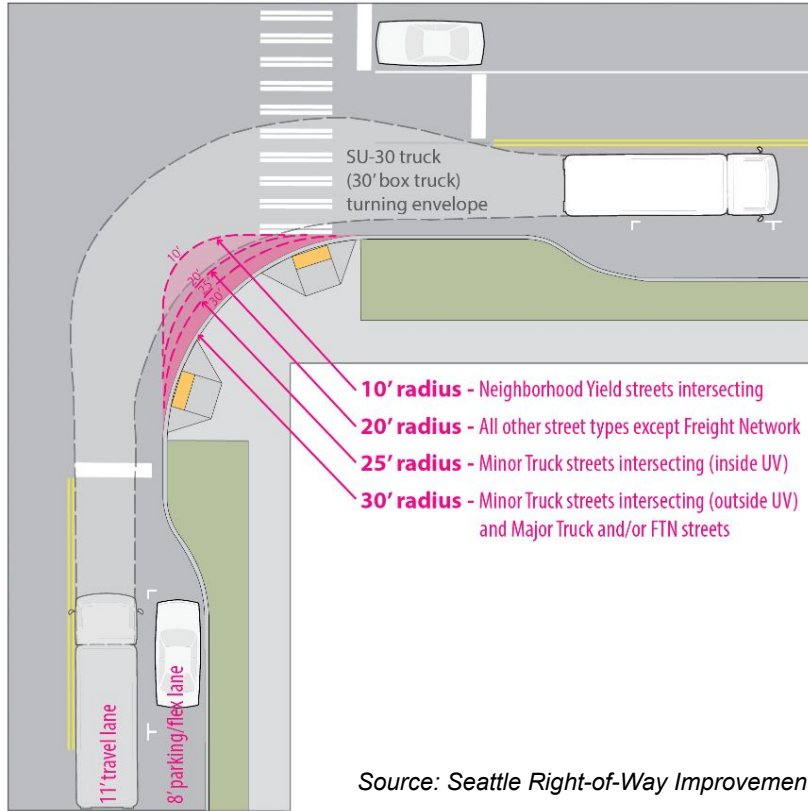
While much of Newmarket currently accommodates large trucks, the western industrial area is primarily serviced by a smaller class of trucks and vehicles.

- Some loading docks in the neighborhood directly face the road, particularly in the Newmarket square area
- In the northern area of Newmarket, some loading docks run parallel to the roads, with trucks lining them on one or both sides
- Many loading docks in the western area and for the shopping center are in a more traditional back of house layout, but are still typically very visible and strongly influence the neighborhood's industrial character

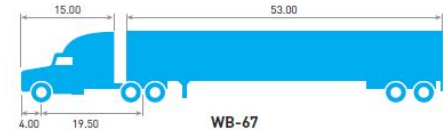
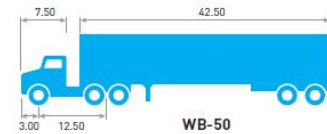
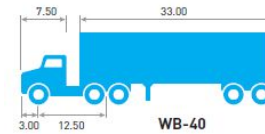
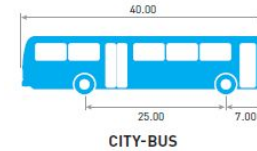
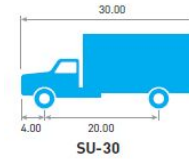
LEGEND

- PRIMARY TRUCK ROUTES 
- GENERAL INDUSTRIAL 
- LOADING (ON STREET: PERPENDICULAR) 
- LOADING (ON STREET: PARALLEL) 
- LOADING (B.O.H.) 

How commercial vehicles interact with the street



Source: *Seattle Right-of-Way Improvements Manual*



How intersections are designed are impactful



1. Average Turn Radius



2. Industrial Turn Radius



3. Oversize Turn Radius

TURN RADIUS < 17'



TURN RADIUS 18' - 24'



TURN RADIUS > 25'



A Variety of Intersection Types



Newmarket hosts a very large variety of turning radii, ranging from tight turns in the west, to large ones around Newmarket Square.

- The interior turning radii around Newmarket square are typically very large, sometimes much larger than standard for a 40' - 45' semi-truck
- While the western portion of the area is still very industrial in character, the interior turning radii are generally lower and more in alignment with small trucks or passenger vehicles
- The roads that branch off of Southampton to the north have smaller turning radii than typical for large trucks. While the turns along S. Bay Ave are appropriately sized, they can sometimes be lined with parallel parked cars

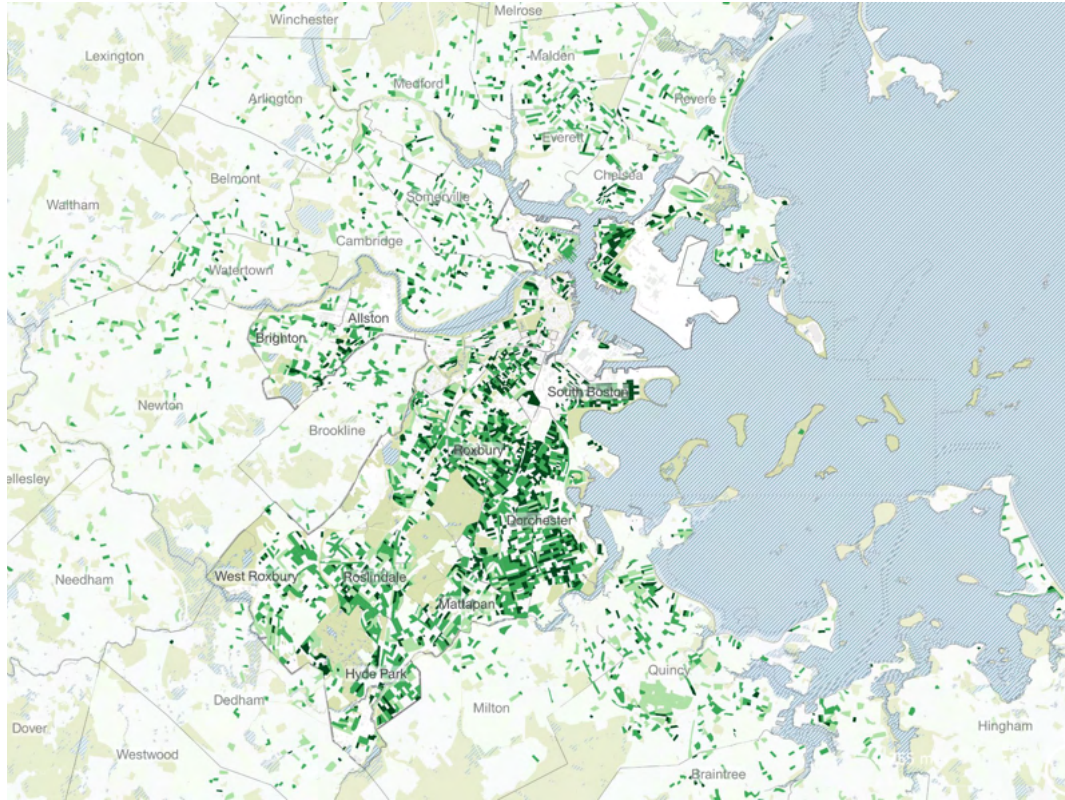
LEGEND

- PRIMARY TRUCK ROUTES
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- TURN RADIUS < 17'
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- TURN RADIUS > 25'

03

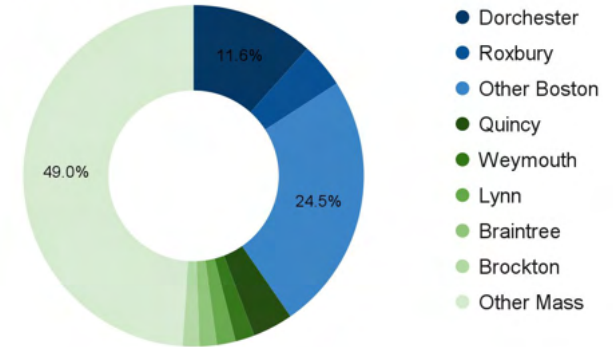
How Do People Get to Newmarket?

Employees are coming from many places

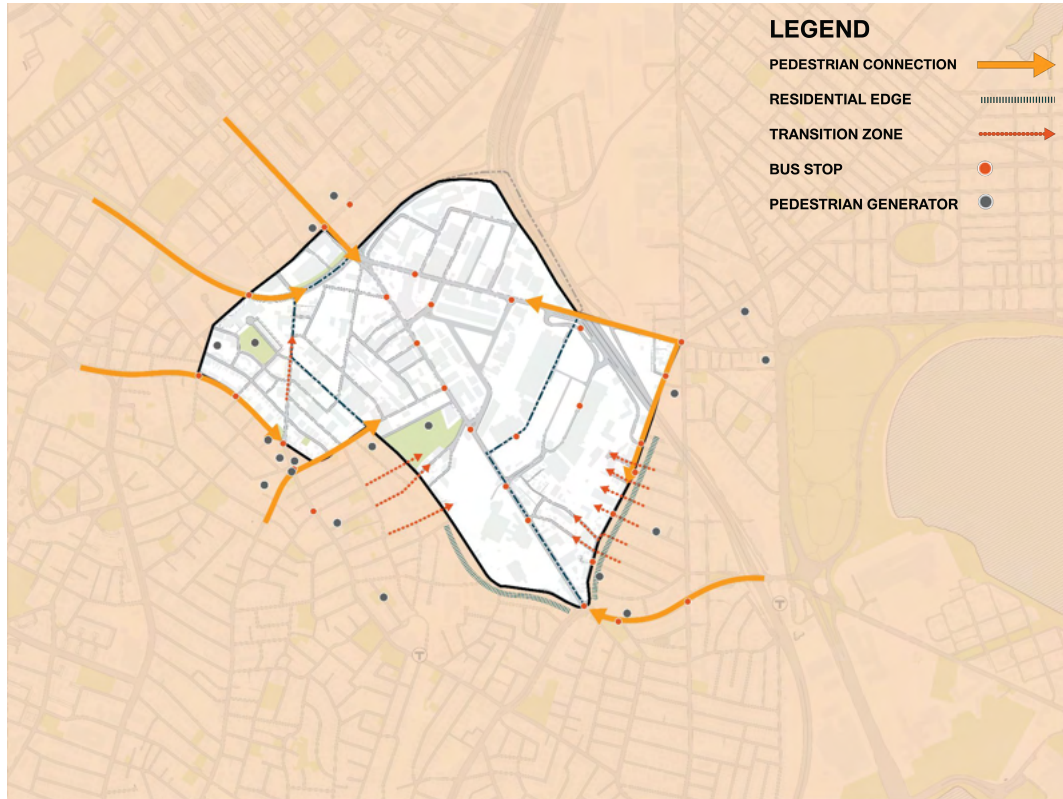


- 40% of Newmarket employees come from inside Boston
- The remainder come from outside of Boston (2019 data)

Worker Places of Residence



There are some typical pedestrian connections



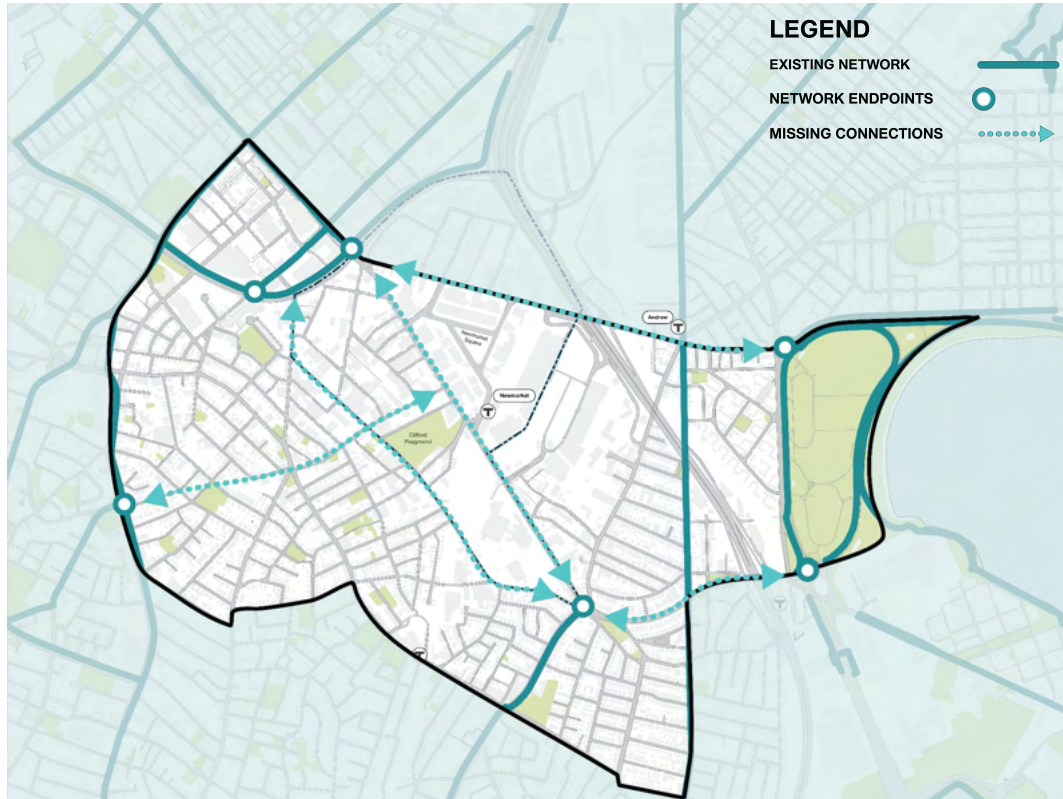
Boundary primarily defined by residential edge and break points in pedestrian-friendly connectivity

- Key generators include MBTA Red Line, Fairmount Line, and surrounding bus stops, as well as BMC
- Pedestrian trip origins may be outside of the boundary but this is the key area that needs improvement to create a continuous pedestrian experience.
- Pedestrian destinations include Clifford Playground, Bynoe Park, social services sites, and adjacent schools and places of worship (in addition to employment sites)

Key Planning Considerations

- Sidewalk quality, Curb cuts, curb extensions, crosswalks, Accessibility, Street tree canopy, Façade activation, Lighting and other safety features, Noise and air pollution

...and key bike connections



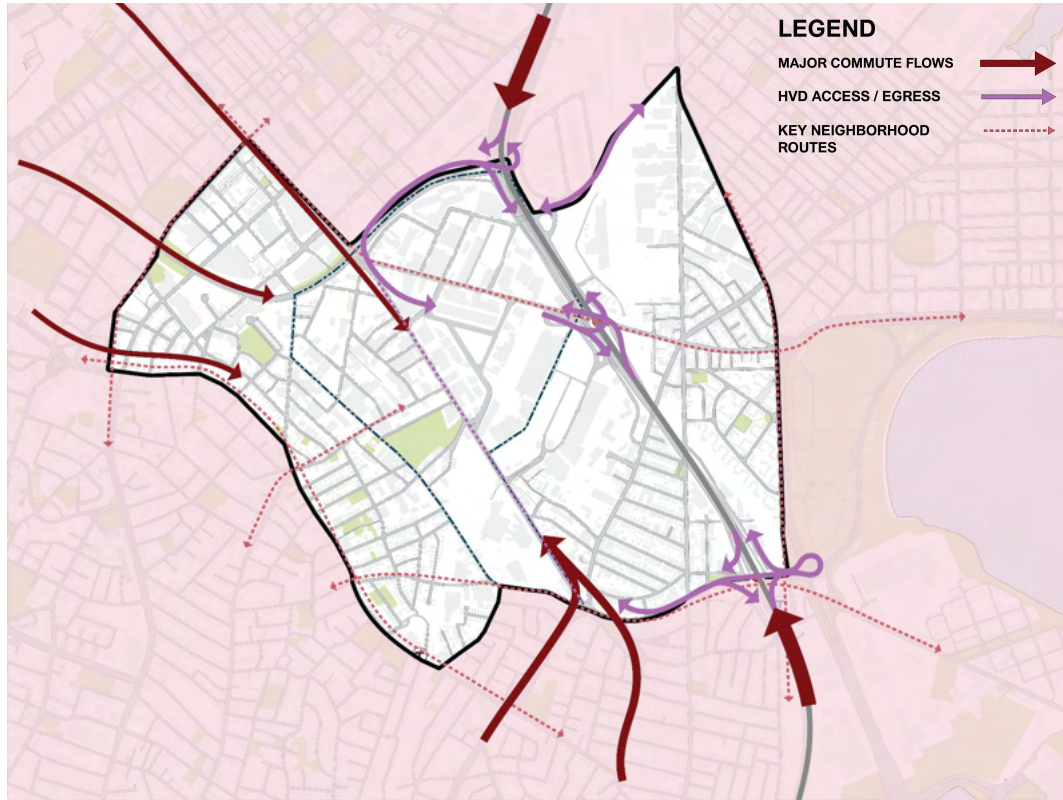
Boundary defined by terminus of existing bike infrastructure

- Analysis area includes routes linking neighborhoods to transit as well as to key open space assets including the waterfront

Key Planning Considerations

- Bike lane type/level of comfort, Bike parking infrastructure, Bikeshare locations, Interface with high-speed streets and heavy-duty vehicle traffic, Interface with loading zones and dock/garage/lot entrances, Intersection and signal design, Grade

...as well as vehicle access points



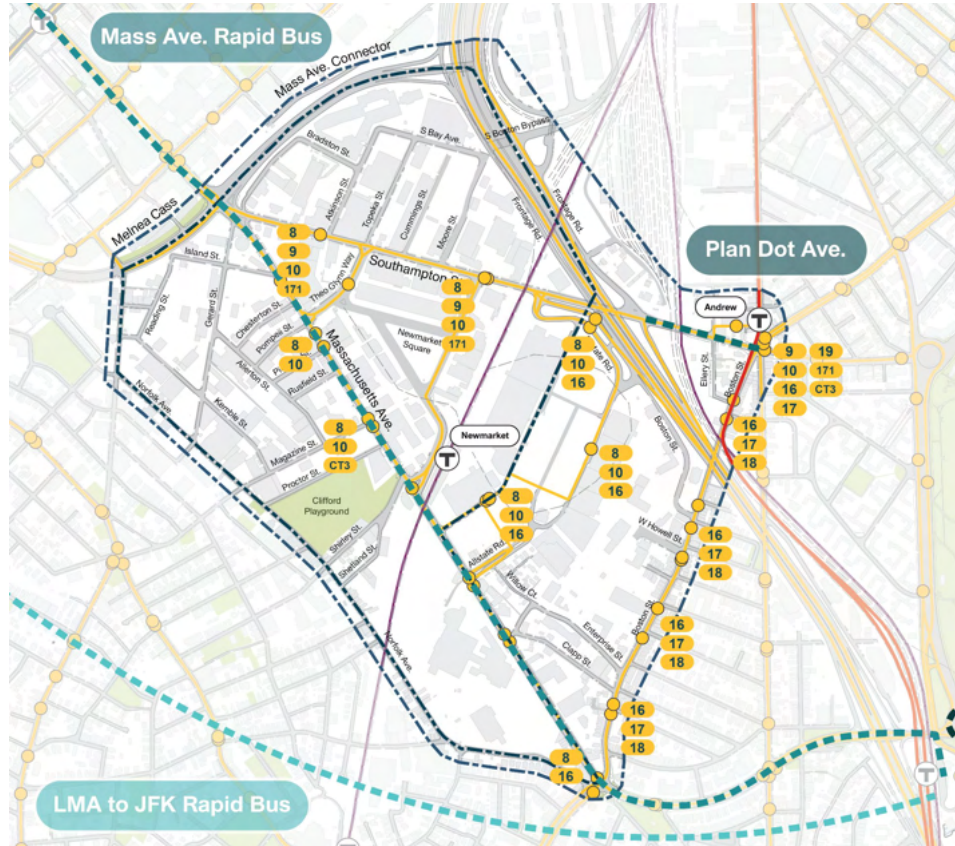
Boundary primarily defined by access to the Southeast Expressway and features such as the South Boston bypass

- Also defined by routes providing N-S and E-W connectivity along the road network

Key Planning Considerations

- Expressway access points, Access/egress routes for heavy-duty vehicles, High crash corridors and intersections, Interface with bus garage and routes, Transition to neighborhood streets and safety/Complete Streets considerations

Here's how transit users are getting to the area



- The Newmarket Study Area is currently serviced by the 8, 9, 10, 16, 17, 18, 19, 171, and CT3 bus lines, with the most prominent transportation node being located at the Andrew Red Line Station.
- The current organization of network connectivity is subject to change, as the MBTA looks to receive feedback on the most recent Bus Network Redesign
- In addition to the redesign, there are several new bus projects slated for implementation. These include the Mass Ave Rapid Bus (5 - 15 years), Plan Dot Ave (5 - 15 years), and LMA JFK Rapid Bus (15+ years)

LEGEND

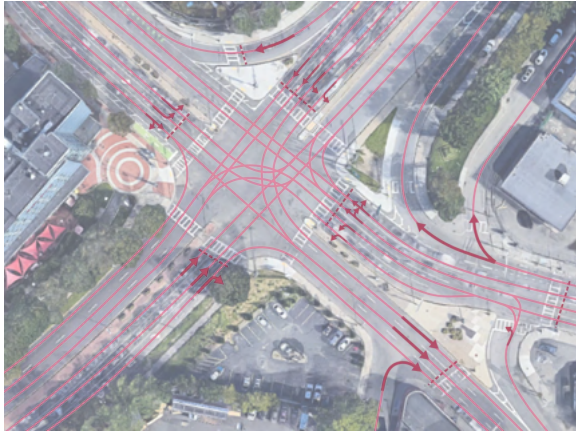
EXISTING BUS ROUTES



PLANNED BUS ROUTES



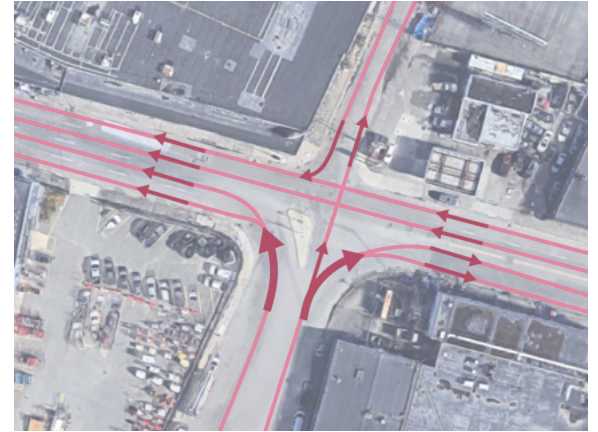
Complicated Intersections



1. Melnea Cass Blvd / Mass. Ave



2. Mass Ave. / Theo Glynn Way



3. Theo Glynn Way / Southampton

A Variety of Sidewalk Types



1. Mass Ave Pedestrian Conditions



2. Newmarket Square South Pedestrian Conditions

A Variety of Sidewalk Types

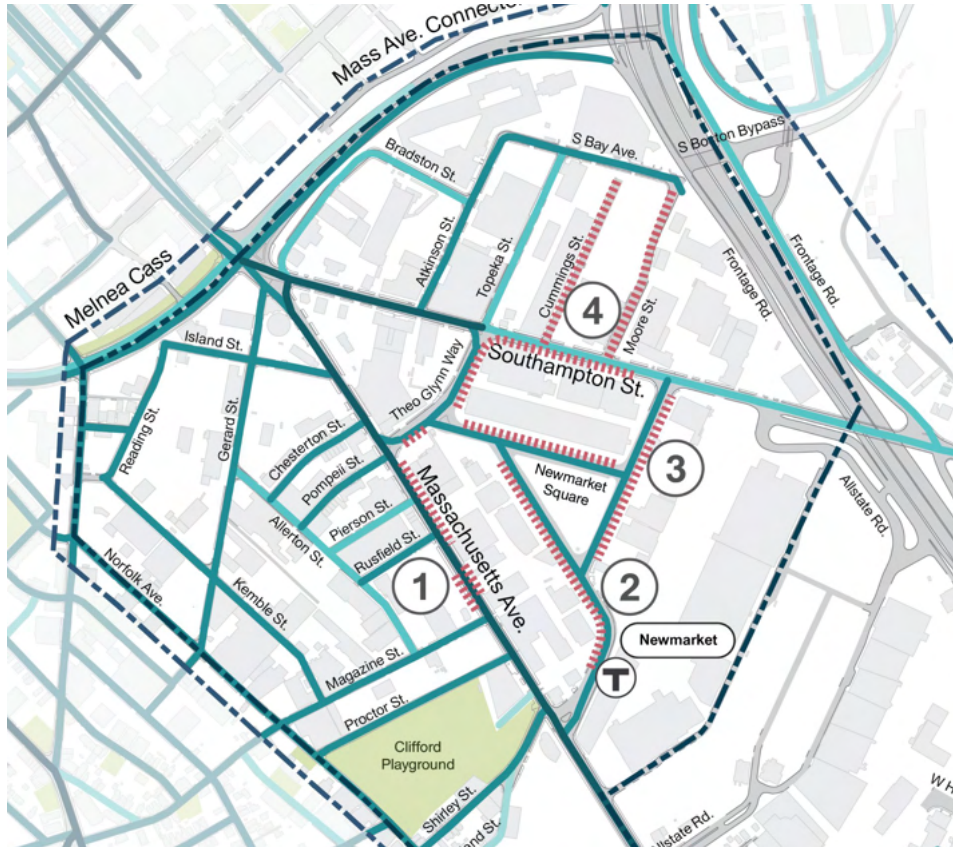


3. Newmarket Square North Pedestrian Conditions



4. Cummings Street Pedestrian Conditions

A Variety of Sidewalk Types



- The Newmarket study area contains a variety of sidewalk widths, that trend towards the wider end of the spectrum
- The north and west portions of the study area contain a mix of widths from 4'-8', while Newmarket Square is consistently in the 6'-8' range. Mass Ave and the northern portion of Southampton have wide sidewalks in the 8'-12' range, which could provide flexibility in the future development of the area.
- The heavily industrial areas of Newmarket Square and the area north of Southampton contain large portions that lack a sidewalk on at least one side of the roadway. This is particularly true for the outer ring of Newmarket square, where trucks load and unload directly off the street

LEGEND

SIDEWALK [2' - 4']



SIDEWALK [4' - 6']



SIDEWALK [6' - 8']



SIDEWALK [8' - 12']



NO SIDEWALK



Crash Data



Using Boston's Vision Zero data, several sites throughout Newmarket have been identified as particularly problematic in terms of mobility and safety. These sites include:

1. Melnea Cass Blvd / Mass. Ave
2. Theodore Glynn Way
3. Mass. Ave / Newmarket Sq
4. Southampton St / Allstate Rd
5. Southampton St / Boston St

Additionally, Melnea Cass and Mass Ave have been identified as High Crash zones for vehicles, cyclists, and pedestrians alike.

LEGEND

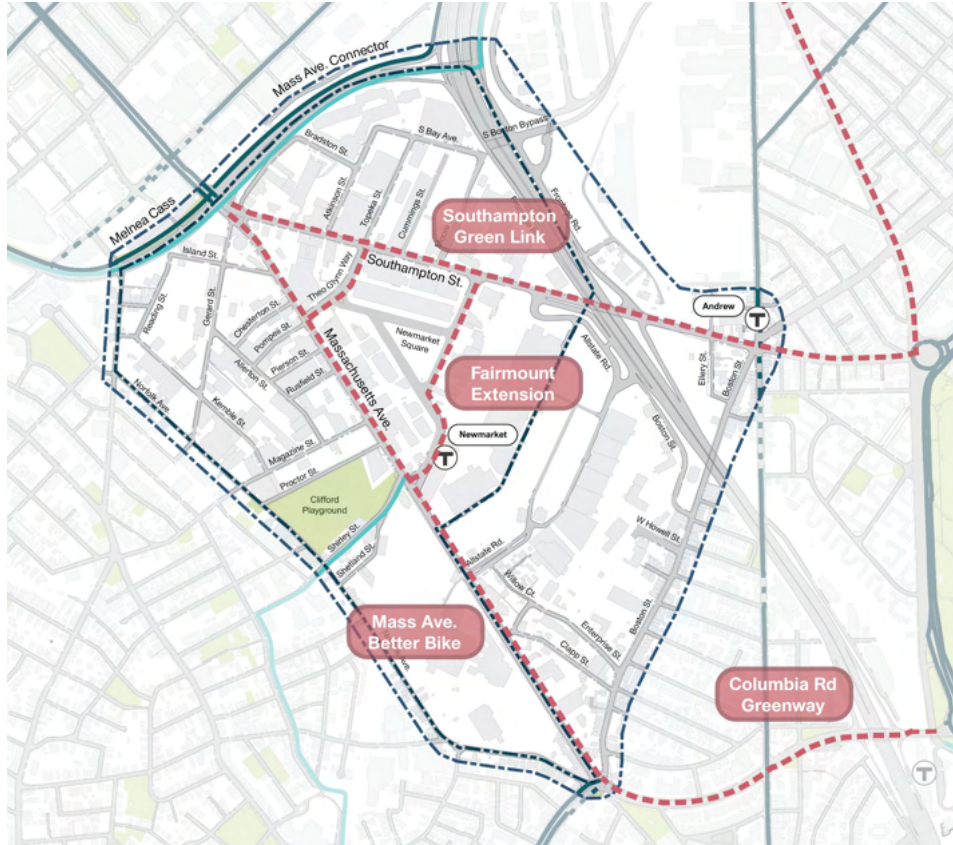
HIGH CRASH [VEHICLE]	
HIGH CRASH [BICYCLE]	
HIGH CRASH [PEDESTRIAN]	
PEDESTRIAN CRASH	
CYCLING CRASH	
VEHICLE CRASH	

Source: Boston Vision Zero: 2019-2022

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Relevant Projects Underway

Plans and projects in and around Newmarket



- Go Boston 2030 set citywide policy and project goals, such as mode shift from single occupancy vehicles to more multimodal options
- Go Boston 2030 set a framework for projects through the area
 - Southampton Street
 - Mass Ave
 - Fairmount Line
- Nearby PLAN: Dot Ave set updated framework for Southampton Street in South Boston

MBTA Bus Network Redesign is rethinking transit regionwide

15 Minutes or Better Bus Service on new High Frequency Routes (marked with “T” Prefix)

- T8 - Back Bay to Harbor Point via JFK/UMass
- T12 - Brookline Village to Seaport via LMA, Ruggles, and Andrew
- T16 - Forest Hills to Andrew via Uphams Corner
- 10 - City Point to Ruggles via Andrew

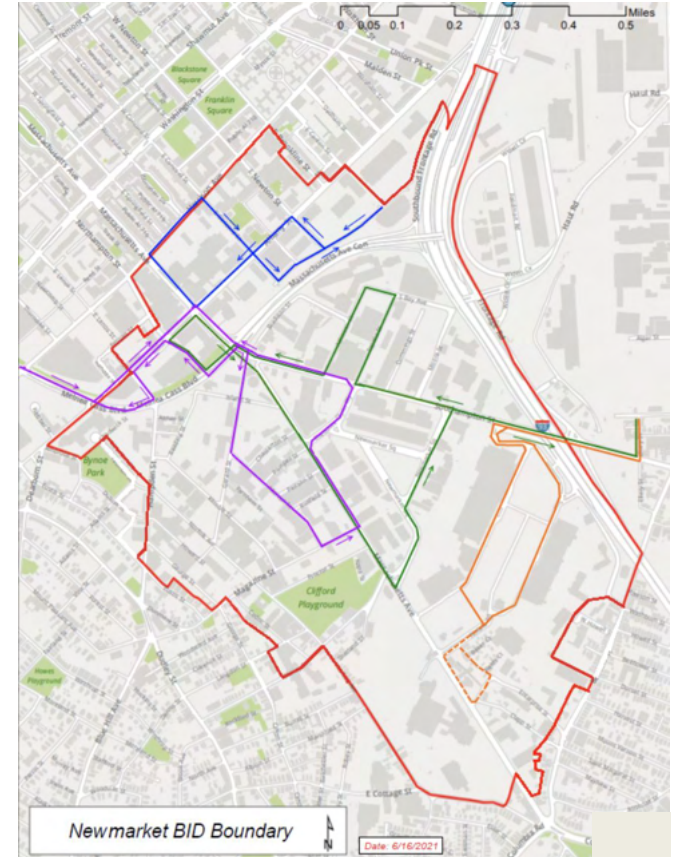
Website:

<https://www.mbta.com/projects/bus-network-redesign>



Newmarket BID seeks to fill some gaps

- August 2022 goal for start date
- Four shuttle routes
 - One focusing around BU Med Center assets
 - Andrew Station serving South Bay and Dorchester Brewery
 - Andrew Station toward BU Med Center
 - Orange line from Ruggles Station
- All stop at the Fairmount Line's Newmarket Station
- *Note: the map pictured here represents draft routes and stops proposed by the Newmarket Business Improvement District to date. These are subject to change*



Map provided by the Newmarket BID

Newmarket One-Ways will address some existing concerns



- Project includes sections of Mass Ave, Theo Glynn Way, and Southampton Street
- Project has not begun yet, however it aims to improve safety, accessibility, and the overall condition of the streets and sidewalks
 - Reconstruct (or construct) accessible sidewalks and ramps
 - Resurface roads
 - Address safety issues at two intersections of Theo Glynn at Southampton and at Mass Ave
 - Modernize street lighting and traffic signals
 - Introduce new street trees and plantings, if possible

There is a forthcoming focus on Mass/Cass



- Public Works Department has money in its Capital budget for this intersection
- Initial feasibility analysis and development of concepts within the next 12-24 months
- Primary project goals include addressing safety and mobility challenges at the intersection

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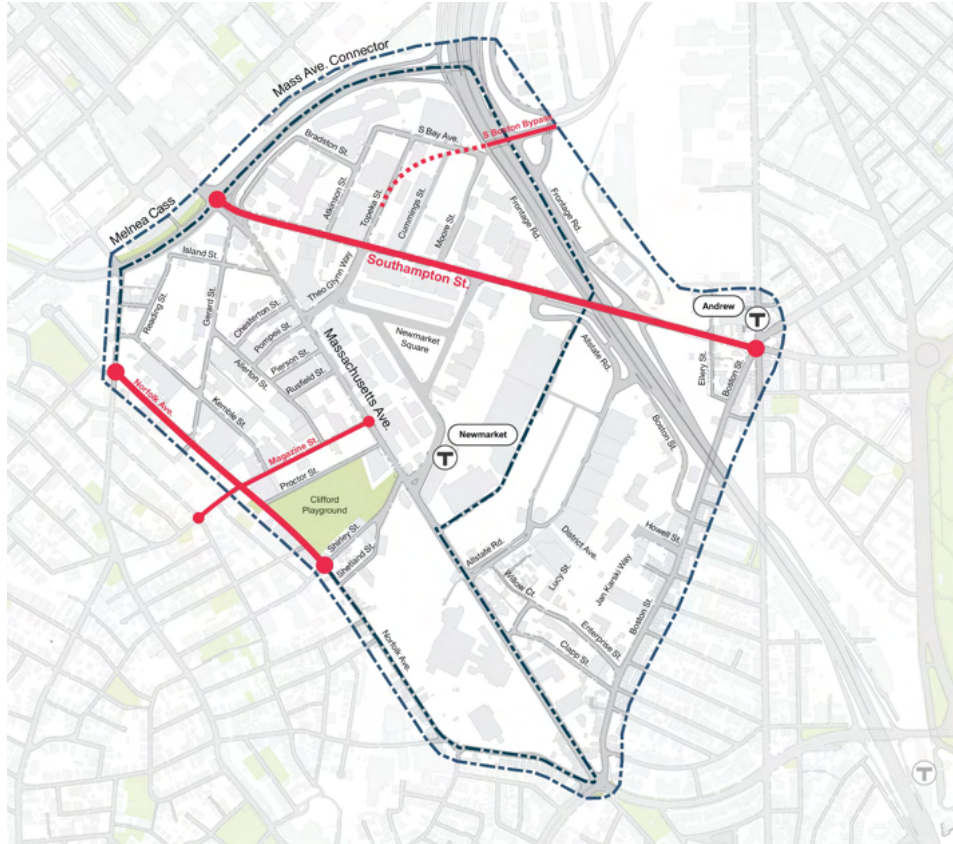
Areas of Opportunity

Opportunities

A number of ongoing capital plans and projects focus on this geographic area. What opportunities can the PLAN: Newmarket process address?

- What is not being addressed?
- How could it relate to previously established PLAN: goals?
 - Long term ideas
 - Medium term ideas

Preliminary Locations of Interest



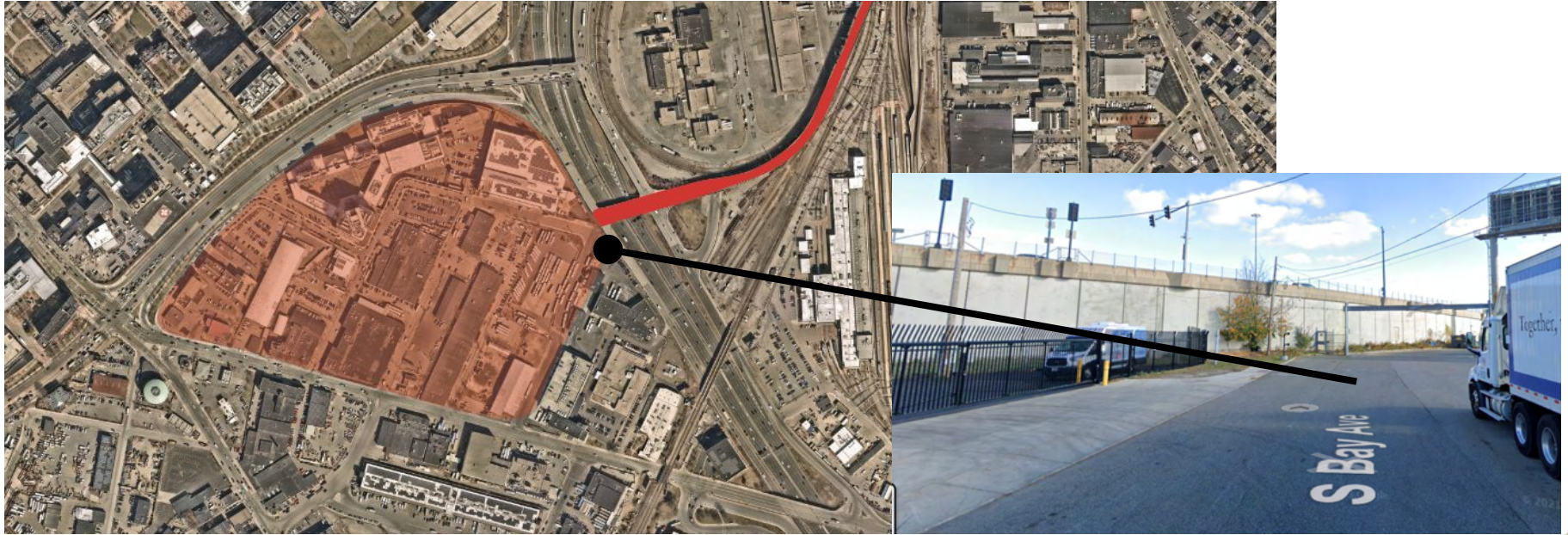
PLAN: Newmarket work can help address gaps that may exist. Preliminary geographical gaps include:

- Southampton Street
- South Boston Bypass
- Norfolk Street
- Magazine Street

Long Range Planning

South Boston Bypass Connection

- Many potential network benefits
- Concept requires significant analysis and design, in collaboration with MBTA and MassDOT



Long Range Planning

Southampton Street MBTA Station Entrance

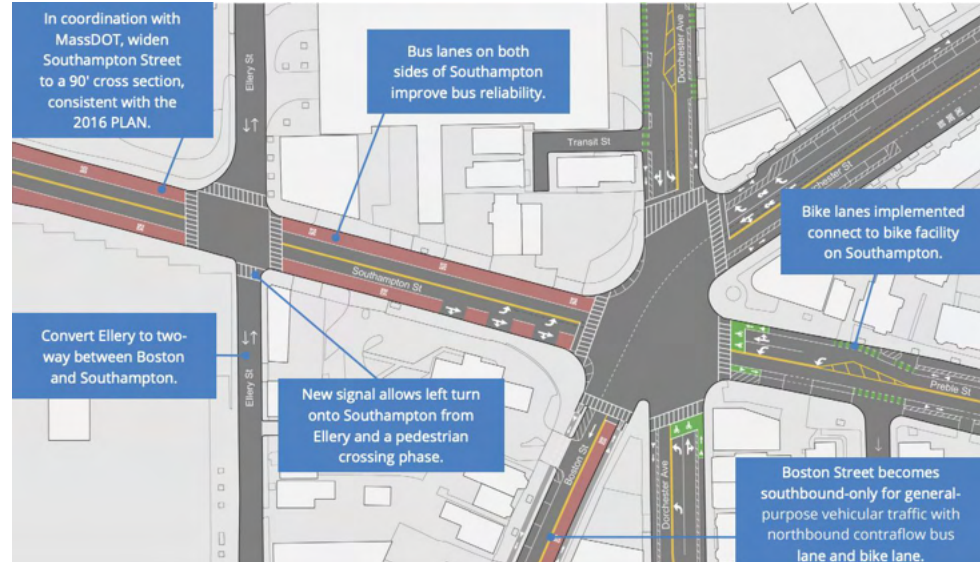
- Approximately 750 feet from Southampton Street to platform
- Grade issues for accessibility
- Concept requires study in collaboration with MBTA



Medium Range Planning

Southampton Street Design

- PLAN: Dot Ave Transportation Plan recommended transit priority on Southampton Street in South Boston
- Study how to extend transit focus into Newmarket, while addressing the neighborhood's needs, including:
 - Pedestrian connection improvements
 - Curb use improvements
 - Freight access



PLAN: South Boston Dorchester Ave Transportation Plan recommendations

Medium Range Planning

Norfolk Street Improvements

- Improved connections in the area where the Newmarket and Roxbury neighborhoods converge
 - Traffic calming
 - Adjustments to help cyclists, pedestrians, and transit users



Thoughts & Feedback

- What are your thoughts on these long term planning concepts?
- Are these medium term planning items the right things to focus on for the remainder of PLAN: Newmarket's transportation work?
- Do you have any questions about how PLAN: Newmarket relates to other ongoing capital plans and projects?
- Do you have any questions about how these concepts relate to previously established goals for the PLAN: Newmarket process?
 - Land use
 - Supporting Newmarket jobs and businesses
 - Equitable outcomes
- Is anything missing from your perspective?

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Next Steps

Ted Schwartzberg, Senior Planner II

Additional Ongoing Work

Equity Consultant

- Rivera Consulting
- Ensure the PLAN: Newmarket processes are approachable
- Human Centered Design Lab (Fall)
- Helping staff team review process, and findings, to ensure equitable outcomes in planning

Urban Design/Public Realm

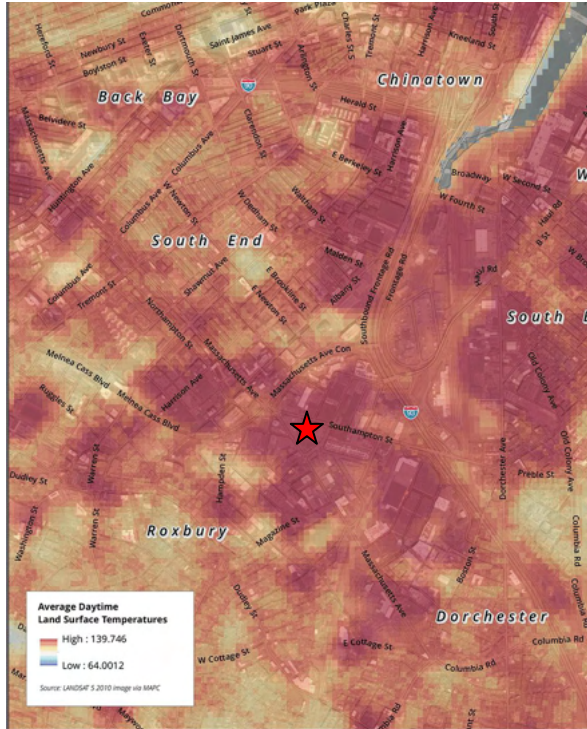
- Ensure public realm supports land use recommendations
- Refine building prototypes
- How can public realm support climate, transportation, and equity goals

Transportation

- City and State agency coordination
- Multimodal / vulnerable road user safety key priority
- Clarify truck access to support land uses
- Shorter and long term recommendations

Resilience - Forthcoming

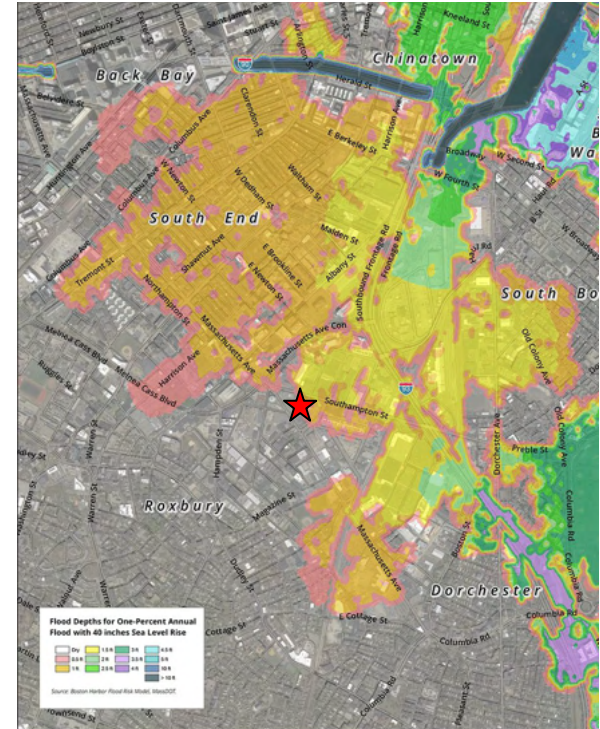
Urban Heat Island



Stormwater Flooding



Coastal Flooding



Next Steps

- **For more information visit:** <https://bit.ly/plannewmarket>
- If we were unable to get to your question at this meeting or you have other questions please email: **Ted.Schwartzberg@boston.gov**
- Monthly Public AG Meetings/Office Hours: First Wednesday of the month at 9:00 AM
 - Next AG meeting: August 3rd at 9:00 AM. Topics: transportation, public realm and climate resilience
- Upcoming Planning Topics:
 - May: Refine building prototypes
 - June/July/August: Transportation; public realm; & climate resilience
 - Early Fall: Refine transportation; public realm; & climate resilience; Human Centered Design Lab
 - Late Fall: Review of consolidated findings & draft plan
 - Year end (2022): Refine and finalize plan document

Thank you