



MassDOT Complete Streets Funding Program Project Prioritization Plan

Municipality

MassDOT District

Melrose
4

Date

Name/Title

8/31/2017
Elena Proakis Ellis, P.E., BCEE

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)	Anticipated Construction Duration (number of months)	Desired Construction Start Date (month/year)
1	Melrose High School/Middle School Walking and Biking Improvements	Installation of bike lanes, accessible curb ramps, re-alignment/restriping of crosswalks, and signage in the vicinity of Melrose High School and Middle School. This project will greatly improve pedestrian and bicycle access for students and parents going to/from the schools. Currently crosswalk locations can be hidden due to queuing vehicles as part of the drop off/pick up lines on Melrose Street during school arrival and dismissal. Relocating crosswalks to locations with better sight distances will improve the safety of pedestrian crossings. An accessible sidewalk will help to connect the High School/Middle School, other local schools, nearby parks, Ell Pond, athletic fields, and provide a link to the main Downtown and Business District.	No	Melrose Street from Tremont Street to Main Street and Crystal Street	235,487 m, 912,963 m	236,029 m, 912,614 m	CS Needs Assessment	S1, S2, S7, B2, B9, P1, P2, P3, P9, T1	X	X	X	X	X			No	\$200,000	\$200,000	\$ -	3	04/01/18
2	Bike Network North-South	New bike lanes, shared bike lanes, and/or neighborhood greenways to create a comprehensive north-south bicycling route from Franklin Street to West Wyoming Avenue andon Main Street from West Wyoming north to the Wakefield line. Bicycle infrastructure exists at the limits of this project (or is proposed elsewhere in the Prioritization Plan) that would be connected by the installation of these bicycle improvements.	No	Connection from Franklin Street to Wyoming. Tremont Street from Franklin Street to West Emerson Street, Essex Street from West Emerson Street to Main Street, Willow Street from Essex Street to West Foster Street, West Foster Street from Berwick Street to Main Street, Myrtle Street from Grove Street to Essex Street, Berwick Street from West Wyoming Avenue to West Foster Street, Grove Street from Berwick Street to Main Street, and Corey Street from West Wyoming Avenue to Grove Street. Also including Main Street from West Wyoming northerly to the City Limit.	235,546 m, 913,223 m	235,584 m, 911,299 m	CS Needs Assessment	S1, S7, B2, B7, B8, B9	X			X				No	\$25,000	\$25,000	\$ -	4	04/01/18

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3	Upham Street ADA Upgrades & Crossing Improvements	Reconstruction of accessible curb ramps, installation of pedestrian bump-outs where possible, installation of two RRFBs, and re-alignment/restriping of crosswalks to create a consistent accessible route along Upham Street. Providing an accessible route on Upham Street links the Main Street Downtown and Business area, Winthrop School, connections to Melrose Common, surrounding neighborhoods, and improves connections to destinations to the north and south. Installation of RRFBs would aide pedestrians crossing the street increasing their visibility to drivers.	No	Upham Street from Main Street easterly to the City Limit.	235,809 m, 911,828 m	237,836 m, 912,348 m	CS Needs Assessment	S2, S7, P1, P2, P3, P9, P12, T1	X	X	X		X			No	\$345,000	\$345,000	\$ -	4	TBD
4	Main Street Roadway Width Reduction	Reduce the travel lane width to lower vehicle speeds, installation of bike lanes or shared bike lanes from Wyoming Avenue to Sylvan Street and bike lanes from Sylvan Street southerly to the City Limit. The project also includes pedestrian bump outs at crosswalk location and the re-alignment/restriping of crosswalks.	No	Main Street from West Wyoming Avenue southerly to the City Limit.	235,580 m, 911,308 m	235,570 m, 910,078 m	CS Needs Assessment	S1, S2, S7, S10, S17, B2, P1, P2, P3, P8, P9, T1	X	X	X	X	X	X		No	\$195,000	\$195,000	May be combined with Chapter 90 funds for roadway paving.	8	04/01/21
5	Ell Pond Multi-Use Trail	Create a multi-use trail around Ell Pond improving the existing Lake trail. Currently the Lake Trail exists as a hiking trail that spans half way around the pond. The proposed multi-use path would improve the hiking trail into a walking and bicycling route that would connect the Memorial Knoll and Parking area, multiple athletic fields, the Melrose Skateboard Park, the Lloyd Memorial Swimming Pool, Main Street, and the Melrose Dog Park. The trail would also connect Melrose High School, local Nursing Homes and Elderly Housing, as well as surrounding neighborhoods.	No	Adjacent to Ell Pond	235,712 m, 912,481 m	235,957 m, 912,211 m	Master Plan	S2, S7, B10, P5	X	X	X	X				No	\$420,000	\$400,000	\$20,000.00	8	TBD
6	Lebanon Street Sidewalk	New curbing and sidewalks on the east side of the street, accessible curb ramps, and re-alignment/restriping of crosswalks will create a continuous accessible sidewalk connecting the Ripley School, the Lebanon Street Playground, the cemetery, Malden to the south, surrounding neighborhoods, and children walking to the Hoover Elementary School.	No	Lebanon Street from Park Street southerly to City Limit	236,287 m, 911,064 m	237,001 m, 910,285 m	CS Needs Assessment	S2, S7, P1, P2, P3, P9, T1	X	X	X		X			No	\$160,000	\$160,000	\$ -	4	04/01/20

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7	Bike Network East-West	Installation of bike lanes, shared bike lanes, and/or neighborhood greenways to create a comprehensive east-west bicycling route. Bicycle infrastructure exists at the limits of this project that would be connected by the installation of these bicycle improvements.	Yes	Crossing all of Melrose from east to west; specific streets to be determined.	N/A		CS Needs Assessment	S1, S7, B2, B7, B8, B9	X			X				No	\$20,000	\$20,000	\$ -	4	TBD
8	Howard Street ADA Upgrades, Intersection Realignment, & Crossing Improvements	Reconstruction of accessible curb ramps, installation of pedestrian bump-outs, re-alignment of the Green/Howard and Howard/Clifford/Elm intersections, and re-alignment/restriping of crosswalks, and installation of an RRFB to create a consistent accessible route along Howard Street from Green Street to Nelson Road. Providing an accessible route on these streets links the Horace Mann School, athletic fields, Colby Park, surrounding neighborhoods, and improves connections to destinations and neighborhoods to the north and south, as well as connections to the west towards the Franklin Early Childhood Center and the Main Street Downtown and Business Area. The re-alignment of the intersections will reduce corner radii, eliminate Y-intersections, and greatly reduce pedestrian crossing distances and motorist confusion.	No	Howard Street from Green Street to Nelson Road	236,250 m, 913,389 m	236,504.58 m, 913,076.58 m	CS Needs Assessment	S2, S6, S7, S13, P1, P2, P3, P8, P9, P12, P15, T1	X	X	X		X			No	\$170,000	\$170,000	\$ -	4	04/01/18
9	Howard Street Area ADA Upgrades	Reconstruction of accessible curb ramps and re-alignment/restriping of crosswalks to create a consistent accessible route in the surrounding area of Howard Street. Providing an accessible route on these streets links the Horace Mann School, athletic fields, Colby Park, surrounding neighborhoods, and improves connections to destinations to the north and south such as the Boardman Avenue neighborhood to the north, and south to Melrose Common, as well as connections to the west towards the Franklin Early Childhood Center and the Main Street Downtown and Business Area.	No	Howard Street from Nelson Road easterly to the City Limit, Hesselatine Avenue from Pearl Street to Howard Street, Elm Street from Howard Street to Lynn Fells Parkway, Nelson Road from Howard Street to Lynn Fells Parkway, Ruggles Street from Damon Avenue to Howard Street, and Clifford Street from Howard Street to Dead End.	236,250 m, 913,389 m	236,392 m, 912,610 m	CS Needs Assessment	S2, S7, P1, P2, P3, P9, T1	X	X	X		X			No	\$160,000	\$160,000	\$ -	4	TBD

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10	Main Street Signal Timing and Ped Infrastructure Upgrades	Adjust signal timing on 5 traffic signals on Main Street to update pedestrian crossing phasing and interval timing, and install pedestrian countdown heads, APS push buttons at all crossings, and installation of accessible ramps. This will allow all crosswalks at signalized intersections to be accessible and to have adequate time for crossing to better connect pedestrians with their destinations more safely.	No	Main Street from West Wyoming Avenue to the Lynn Fells Parkway	235,579.91 m, 911,307.87 m	235,933.47 m, 912,120.27 m	CS Needs Assessment	S3, S4, S7, P13	X	X	X			X		No	\$190,000	\$190,000	\$ -	2	TBD
11	Bay State Road Residential Sidewalk Improvements	Installation of new curbing, sidewalks, accessible curb ramps, and crosswalks on the south side of the street from Damon Avenue easterly to the City Limit, and new accessible curb ramps and re-alignment/restriping of crosswalks from Main Street to Damon Street. This project will provide an accessible route for surrounding neighborhood to access Main Street and points south such as the Main Street Downtown and Business Area.	No	Bay State Road from Main Street easterly to the City Limit	236,075 m, 913,763 m	236,807 m, 913,906 m	Capital Improvement Program (CIP)	S2, S7, S14, P1, P2, P3, P5, P9, T1	X	X	X		X			No	\$160,000	\$160,000	\$ -	3	04/01/20
12	Cherry Street Sidewalk	New/reset curbing and installation of new sidewalks, accessible curb ramps on both sides of Cherry Street. This short road provides a major connection between the Main Street Downtown and Business area and points west, especially for the elderly population on Willow Street. It has the potential to tie pedestrians to Beebe School, Gooch Playground, and the surrounding neighborhoods.	No	Cherry Street from Willow Street to Myrtle Street	235,523 m, 911,812 m	235,632 m, 911,794 m	CS Needs Assessment	S2, S7, P1, P2, P3, P9	X	X	X					No	\$130,000	\$130,000	\$ -	2	04/01/20
13	Hoover School Sidewalk Network Improvements 1	Reset curbing and installation of new sidewalks on one side of the street, accessible curb ramps, and re-alignment/restriping of crosswalks in the vicinity of the Herbert Clark Hoover Elementary School. This project would join proposed projects on Grove Street, Melrose Commons, Upham Street, and Lebanon Street to provide a comprehensive walking network in this area of the City. Adding sidewalks to these roads would eliminate multiple sidewalk network gaps and create a safe walking environment for students of the school as well as aiding mobility of pedestrians in the surrounding area neighborhoods.	No	Echo Street, Glendower Road, Church Street from Hancock Street to Forest Street, Forest Street from Church Street to Lebanon Street, and Beacon Street from Echo Street to Temple Street.	236,770 m, 911,108 m	236,624 m, 910,414 m	CS Needs Assessment	S2, S7, S14, P1, P2, P3, P5, P9, T1	X	X	X		X			No	\$470,000	\$400,000	\$70,000.00	6	04/01/19

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14	Hoover School Sidewalk Network Improvements 2	New/reset curbing and installation of new sidewalks on both sides of the street, accessible curb ramps, and re-alignment/restriping of crosswalks in the vicinity of the Herbert Clark Hoover Elementary School. This project would join proposed projects on Grove Street, Melrose Commons, Upham Street, and Lebanon Street to provide a comprehensive walking network in this area of the City. Adding sidewalks to these roads would eliminate multiple sidewalk network gaps and create a safe walking environment for students of the school as well as aiding mobility of pedestrians in the surrounding area neighborhoods.	No	Whitman Avenue from Grove Street to Meacham Street and Park Street from Lebanon Street to Whitman Avenue.	236,659 m, 911,619 m	236,286 m, 911,064 m	CS Needs Assessment	S2, S7, S14, P1, P2, P3, P5, P9, T1	X	X	X		X			No	\$335,000	\$335,000	\$ -	5	04/01/22
15	Grove Street ADA Upgrades & Crossing Improvements	Reconstruction of accessible curb ramps, installation of pedestrian bump-outs where possible, installation of an RRFB, and re-alignment/restriping of crosswalks to create a consistent accessible route along Grove Street. Providing an accessible route on Grove links the Melrose Common, Winthrop School, athletic fields, Washington Playground, surrounding neighborhoods, and improves connections to the Herbert Clark Hoover School. Installation of an RRFB would aide pedestrians crossing the street increasing their visibility to drivers.	No	Grove Street from Main Street to Burnett Street.	235,662 m, 911,492 m	237,111 m, 911,716 m	CS Needs Assessment	S7, P1, P2, P3, P9, P12, T1	X	X	X		X			No	\$260,000	\$260,000	\$ -	4	TBD
16	Roosevelt School Sidewalk	Installation of new curbing, sidewalks, accessible curb ramps, and crosswalks on one side of the street to eliminate sidewalk network gaps in the vicinity of the Roosevelt Elementary School. This project will connect pedestrians with the Roosevelt School, the surrounding neighborhoods, Messenger Playground and athletic facilities, Sewall Park, Brunswick Park Road (with connection to Melrose and Tremont Street), and Vinton Street (with connection to Lynn Fells Parkway).	No	Vinton Street from Franklin Street to Lynn Fells Parkway, Glen Road from Vinton Street to Sewall Woods Road, and Brunswick Park from Vinton Street to Melrose Street.	235,232 m, 913,223 m	235,180 m, 912,787 m	CS Needs Assessment	S2, S7, S14, P1, P2, P3, P5, P9, T1	X	X	X		X			No	\$230,000	\$230,000	\$ -	3	TBD

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17	Swains Pond Avenue Sidewalk	New/reset curbing and installation of new sidewalks on one side of the street, accessible curb ramps, and crosswalks to extend the sidewalk network southerly from Melrose Common. This project will connect the neighborhoods to the south with Melrose Common and links to the center of the City and the Main Street Downtown and Business area via Grove Street and Upham Street. It also provides sidewalks to reach nearby bus transit routes.	No	Swains Pond Avenue from Grove Street to Penny Road	236,867 m, 911,664 m	237,563 m, 910,853 m	CS Needs Assessment	S2, P1, P2, P3, P5, P8, P9	X	X	X		X			No	\$530,000	\$400,000	\$130,000.00	4	TBD
18	Main Street Bump-outs & Crossing Improvements	Replacement of existing temporary pedestrian bollard bump-outs with new granite curbing, accessible ramps, and signage to make existing and new bump-out locations fully compliant. Bump-outs to be replaced are located in front of the Mexican Lindo (449 Main Street) and Starbucks (521 Main Street). New bump-outs would be located just north of City Hall and the Fire Department, and the crosswalk in front of the First United Methodist Church (645 Main Street). Improvements to pedestrian bump outs provide enhanced visibility of pedestrians and shorter crossing times for pedestrians on the main thoroughfare of Main Street.	No	Main Street at crosswalk locations. Main Street from West Wyoming Avenue northerly to City Limit.	235,581 m, 911,309 m	236,072 m, 913,834 m	CS Needs Assessment	S2, S7, P1, P2, P3, P8, P9, T1	X	X	X		X			No	\$125,000	\$125,000	\$ -	2	TBD
19	Melrose Commons Sidewalk (Incl. Highview) & ADA Upgrades	New curbing and sidewalks on Larrabee Street to eliminate a sidewalk network gap. Installation of accessible curb ramps and re-alignment/restriping of crosswalks in the vicinity of Melrose Common.	No	1/4 Mile radius from Melrose Common	236,732.73 m, 911,783.58 m		CS Needs Assessment		X	X	X					No	TBD	TBD	TBD	TBD	TBD
20	West Foster/Cottage Intersection Improvements	Reduction in corner radii to reduce crossing distances and restriction of parking in the intersection to increase vehicle visibility at the intersection and of crossing pedestrians.	No	West Foster Street at Cottage Street	235,381 m, 911,753 m	235,381 m, 911,753 m	CS Needs Assessment		X	X	X			X		No	TBD	TBD	TBD	TBD	TBD
21	Prospect/Poplar/Conant/Baxter Sidewalk	New curbing, sidewalks, accessible curb ramps, and crosswalks to eliminate multiple sidewalk network gaps.	Partial	Prospect Street from the City Limit easterly to Poplar Street, Poplar Street from Maple Street to West Emerson Street, Conant Road from Prospect Street to Baxter Street, and Baxter Street from Conant Road to Cutter Street.	234,992.11 m, 912,206.40 m	234,813.03 m, 911.793.80 m	CS Needs Assessment		X	X	X					No	TBD	TBD	TBD	TBD	TBD
22	Tremont/West Emerson Intersection Improvements	Installation of pedestrian bump-outs to reduce corner radii and pedestrian crossing distances and enhancements to vehicular safety.	No	Tremont Street at the intersection with West Emerson Street	235,412 m, 912,156 m	235,412 m, 912,156 m	CS Needs Assessment		X	X	X			X		No	TBD	TBD	TBD	TBD	TBD
23	Franklin Street Road-Diet	Installation of pedestrian bump-outs and re-striping to reduce lane widths and reduce vehicle speeds.	Yes	Franklin Street from Vinton Street westerly to the City Limit	235,232 m, 913,223 m	234,667 m, 913,429 m	CS Needs Assessment		X	X	X	X	X	X		No	TBD	TBD	TBD	TBD	TBD

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24	Altamont/Ridgewood Residential Sidewalk Improvements	New curbing sidewalks, accessible curb ramps, and crosswalks to extend the sidewalk network.	No	Altamont Avenue from Upham Street easterly to the City Limit; and Ridgewood Lane from Upham Street to Altamont Avenue, Incl. Upham St			CS Needs Assessment		X	X	X					No	TBD	TBD	TBD	TBD	TBD
25	Lebanon/Sylvan Intersection Improvements	Reduction in corner radii to reduce crossing distances, accessible curb ramps, and re-alignment/restriping of crosswalks.	No	Intersection of Lebanon Street and Sylvan Street	236,357 m, 910,899 m	236,357 m, 910,899 m	CS Needs Assessment		X	X	X			X		No	TBD	TBD	TBD	TBD	TBD
26	West Wyoming Streetscape	Complete streetscape including curbing, sidewalks, accessible curb ramps, traffic calming, landscaping, and pedestrian-scale lighting.	No	West Wyoming Avenue from Main Street westerly to the City Limit (Incl. RRFBs)	235,580 m, 911,309 m	234,527 m, 911,723 m	CS Needs Assessment		X	X	X	X	X	X		No	TBD	TBD	TBD	TBD	TBD
27	Bicycle Wayfinding Signage		No	City Wide			CS Needs Assessment		X			X				No	TBD	TBD	TBD	TBD	TBD