



City of Melrose
COMPLETE STREETS
HOOVER SCHOOL NEIGHBORHOOD

What are Complete Streets?



A Complete Street is one that provides safe and accessible options for people of all ages and abilities using all travel modes (i.e. pedestrians, cyclists, transit riders and drivers).



Some examples include...



- Sidewalks
- Bike lanes
- Safe and accessible crosswalks
- Accessible public transit stops
- Pedestrian signals
- Curb extensions
- Narrow travel lanes
- Low-traffic alternative bike routes



complete streets are for everyone

Existing Examples of Complete Streets in Melrose



3 Phase Massachusetts DOT Program



- Tier 1 – Complete Streets Policy Development (Approved in 2016)
- Tier 2 – Prioritization Plan Development (\$50K grant; completed August 2017)
- Tier 3 – Construction Grants (up to \$400,000) (Applied fall 2017 - approved, fall 2019 - not approved, and spring 2020 - approved)

Project List Development



Projects were identified from the following sources:

- Spring 2016 public hearing
- DPW booth at the 2016 Victorian Fair (interactive display)
- Pedestrian and Bicycle Advisory Committee booth at the 2016 Victorian Fair and Farmer's Markets
- Ped/Bike Committee list of highest priority projects
- Engineering Division list based on resident requests collected over time
- Mass In Motion technical assistance projects (MassBike, Watson Active, and Walk Boston)
- BETA Group list compiled by analyzing data from a variety of sources to identify “network gaps”



Prioritization Matrix Ranking Criteria



- MAPC Local Access Score (20%)
- Melrose-specific Considerations (80%)
 - Proximity to schools (12%)
 - Proximity to businesses and public buildings (12%)
 - Proximity to public transit (10%)
 - Proximity to parks and open spaces (10%)
 - Population density in area (6%)
 - Area demographics – seniors (6%)
 - Network gap elimination (6%)
 - Multi-modal project elements (6%)
 - Public safety enhancements (6%)
 - Lack of other funding sources (6%)



Prioritization Plan Phasing



Year 1 Projects (Complete):

- HS/MS Walking and Biking Improvements
- North-South Bike Network
- Howard Street ADA and Crosswalk Improvements

Year 2 Project:

- **Hoover School Area Sidewalks Part 1**

Year 3 Projects:

- Bay State Road Sidewalks
- Lebanon Street Sidewalks (also being submitted for TIP funding)
- Cherry Street Sidewalks (Completed using other funds)

Hoover School Project



- Submitted for funding in fall 2019 and not accepted
- Resubmitted in spring 2020
- Received notification from MassDOT that project was approved for \$400,000 grant funding in fall 2020
- Project cost estimate is roughly \$410,000; remainder will be paid with Chapter 90 funds
- Aiming to complete project by fall 2021 to allow City to apply for next projects on list

Hoover School Features



- Enrollment increased 25% from 2014 to 2019 (252 students to 319 students)
- Modular classrooms added in 2017
- Neighborhood lacks sidewalks in immediate school vicinity
- Heavily congested with vehicle traffic during arrival and dismissal



MassDOT Safe Routes to School (SRTS)



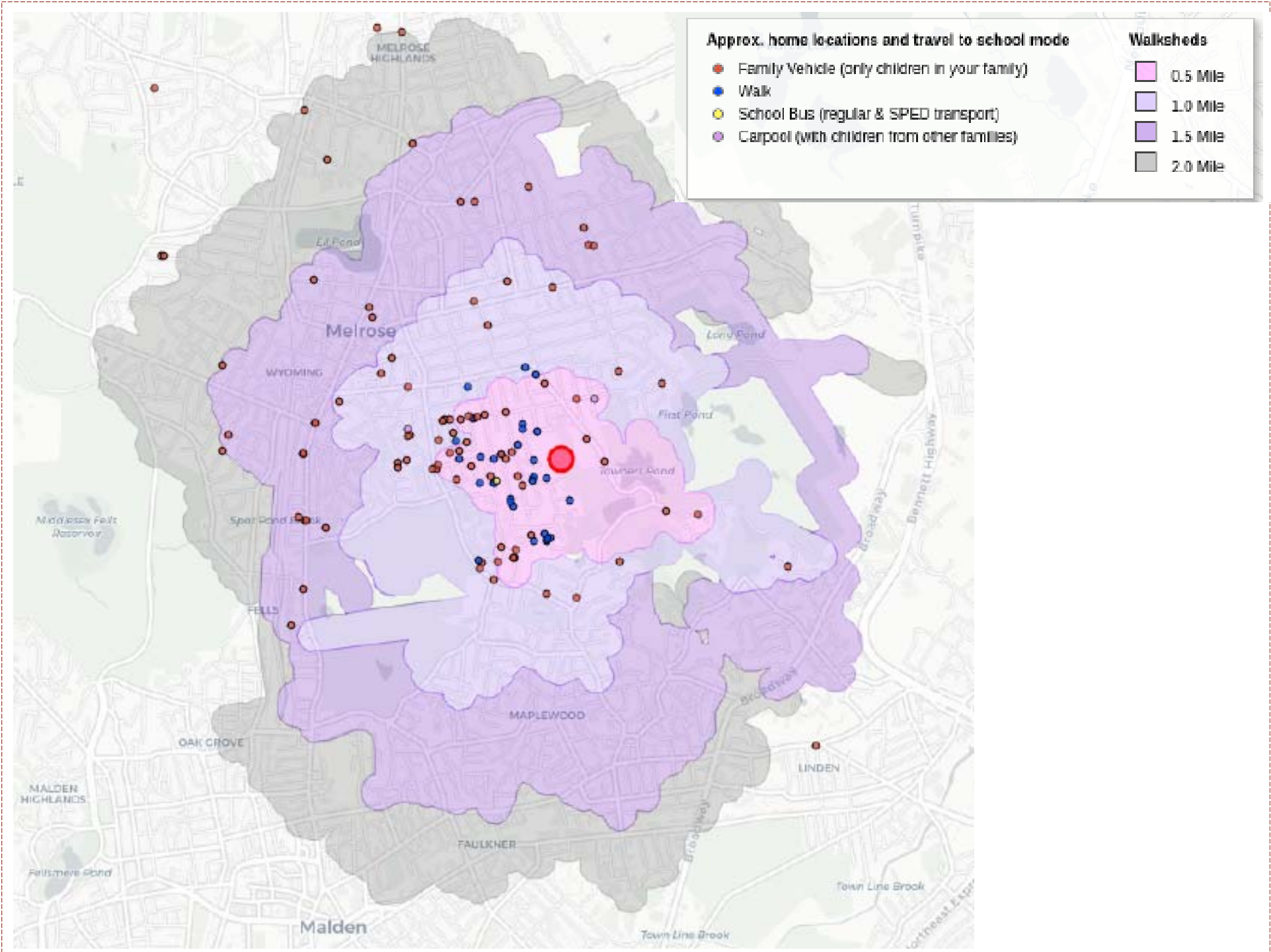
2019 Parent Survey Results

- 48% of families responded
- 48% of students live within ½ mile of school
- Of that group, only 41% walk or bike, compared to expected result of 60%
- 75% of students live within 1 mile of school

Followed up with arrival and dismissal observations in Oct. 2019

- 71 students walked or biked
- 215 vehicles dropped off students
- Report includes recommendations for improvements

Hoover school won Bronze Award from SRTS in 2020

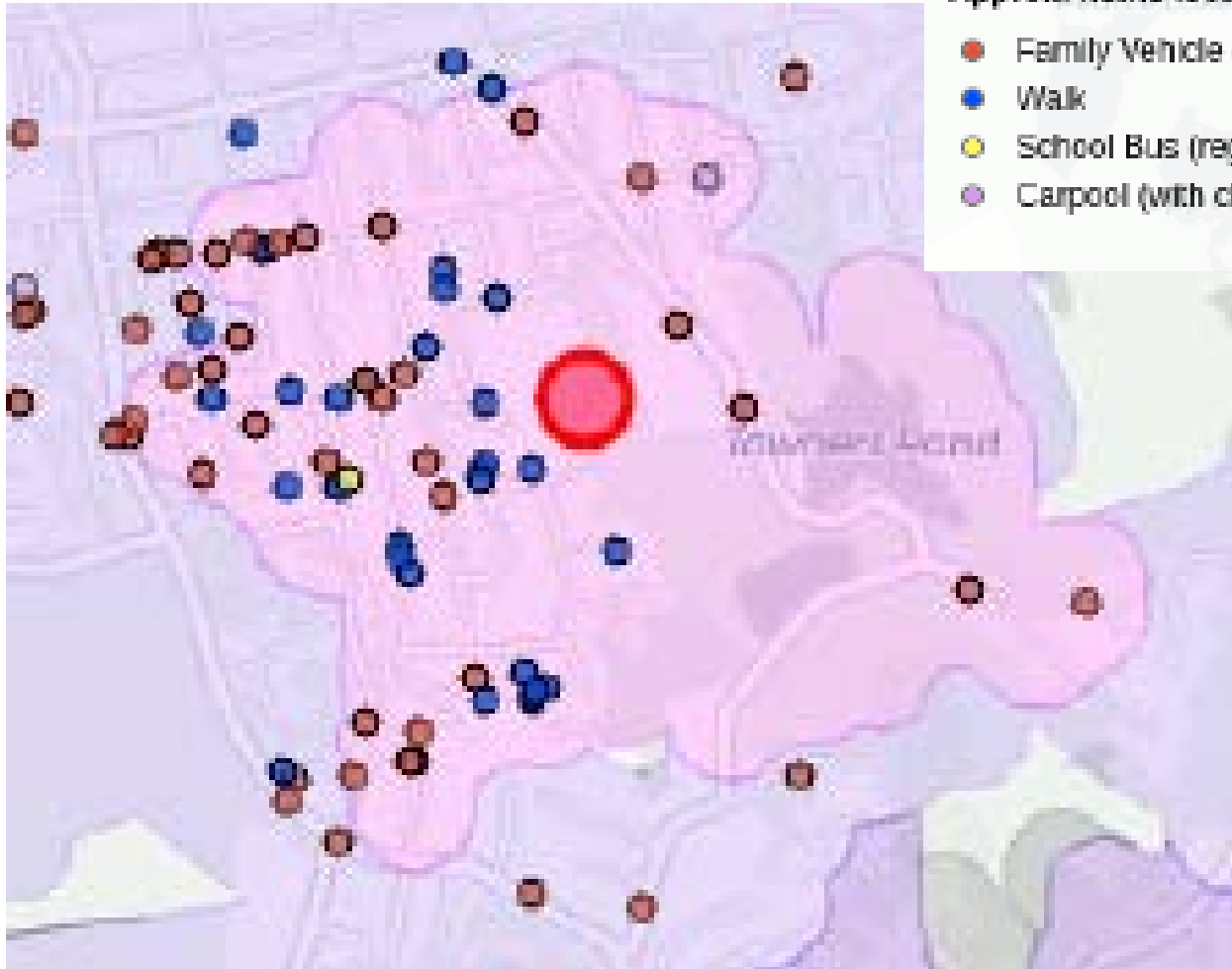


Nearest Half Mile to School



Approx. home locations and travel to school mode

- Family Vehicle (only children in your family)
- Walk
- School Bus (regular & SPED transport)
- Carpool (with children from other families)



SRTS Recommendations



- Add school zone signage
- Add vertical granite curbing and No Parking Here to Corner signs in the area of Echo St. where vehicles pull onto areas where students walk and cones are needed daily to prevent this behavior
- Add additional ‘no idling’ signage
- Install an additional bike rack
- Add signage to better prevent parking in the water pump station driveway, which creates a hazard when cars back out of the driveway

SRTS Recommendations

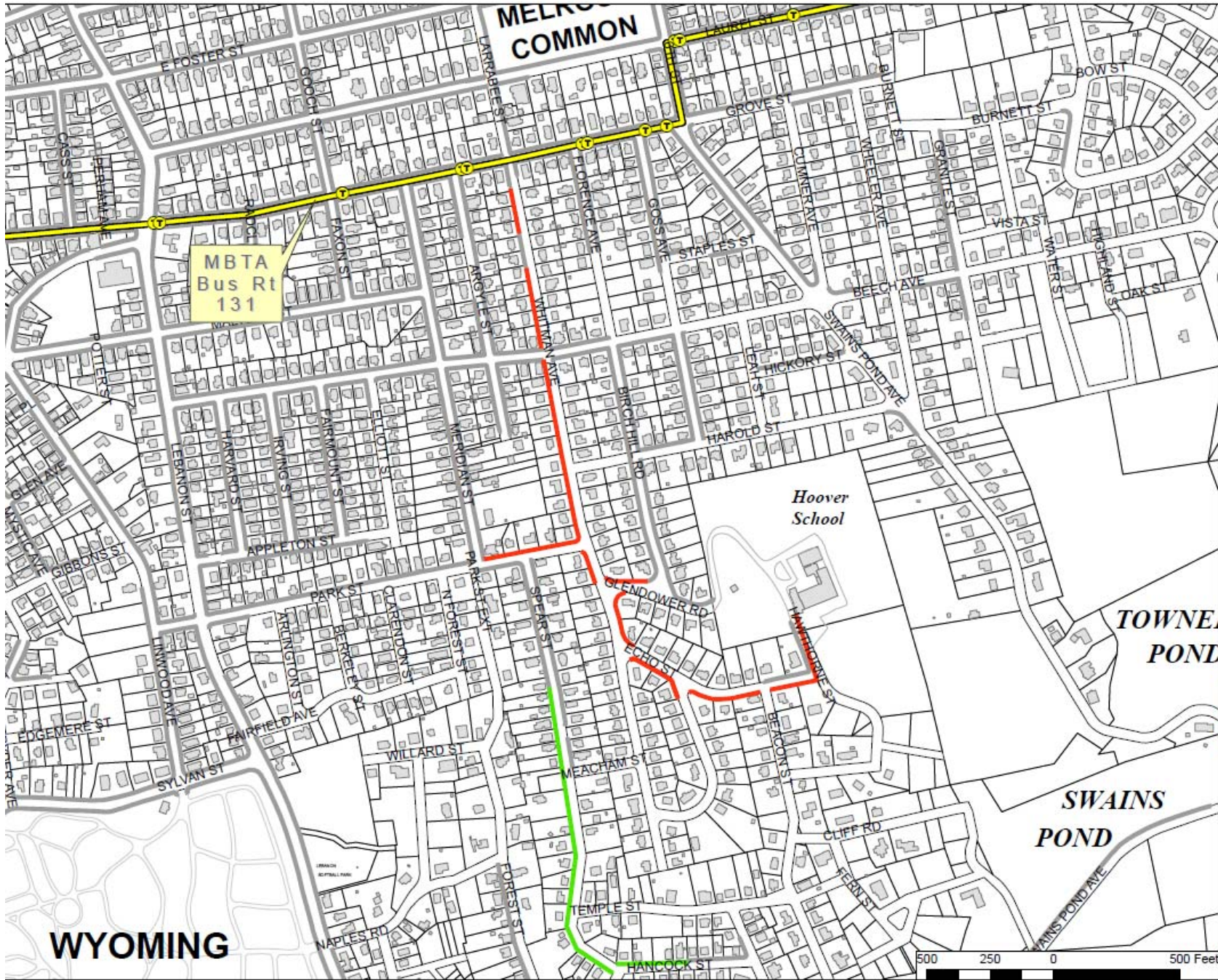


- Install signage and refresh pavement markings to indicate circulation patterns
- Refresh other pavement markings for crosswalks, and add hatching ('ladder style') to crosswalks at all side street crossings and crossings on school grounds
- Add 'yield to pedestrian' signage at crosswalks
- Change Glendower/Birch Hill intersection from a "Y" shape to a "T" shape
- **Install sidewalks on roads leading to school**

MassDOT Project Elements



- S1 Pavement markings and signage
- S2 Removal of objects in pedestrian travel path
- S6 Reducing corner radii
- S7 Additional regulatory signage
- S14 New curbing or edging on uncurbed streets
- B3 Bicycle parking fixtures
- BO Bicycle facilities – other (sidewalks for small children biking)
- P1 Sidewalk repairs
- P2 ADA compliant curb ramps
- P3 Detectable warning surfaces
- P5 New sidewalks
- P8 Curb extensions at pedestrian crossings
- P9 Crosswalks
- P12 New crossing treatment
- T1 Improved walking access to transit stops



City of Melrose

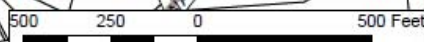


Transit Benefits of Proposed Sidewalks

- Legend**
- MBTA Bus Stops
 - MBTA Bus Route #13
 - Sidewalks**
 - New Proposed
 - New
 - Existing
 - Buildings



WYOMING



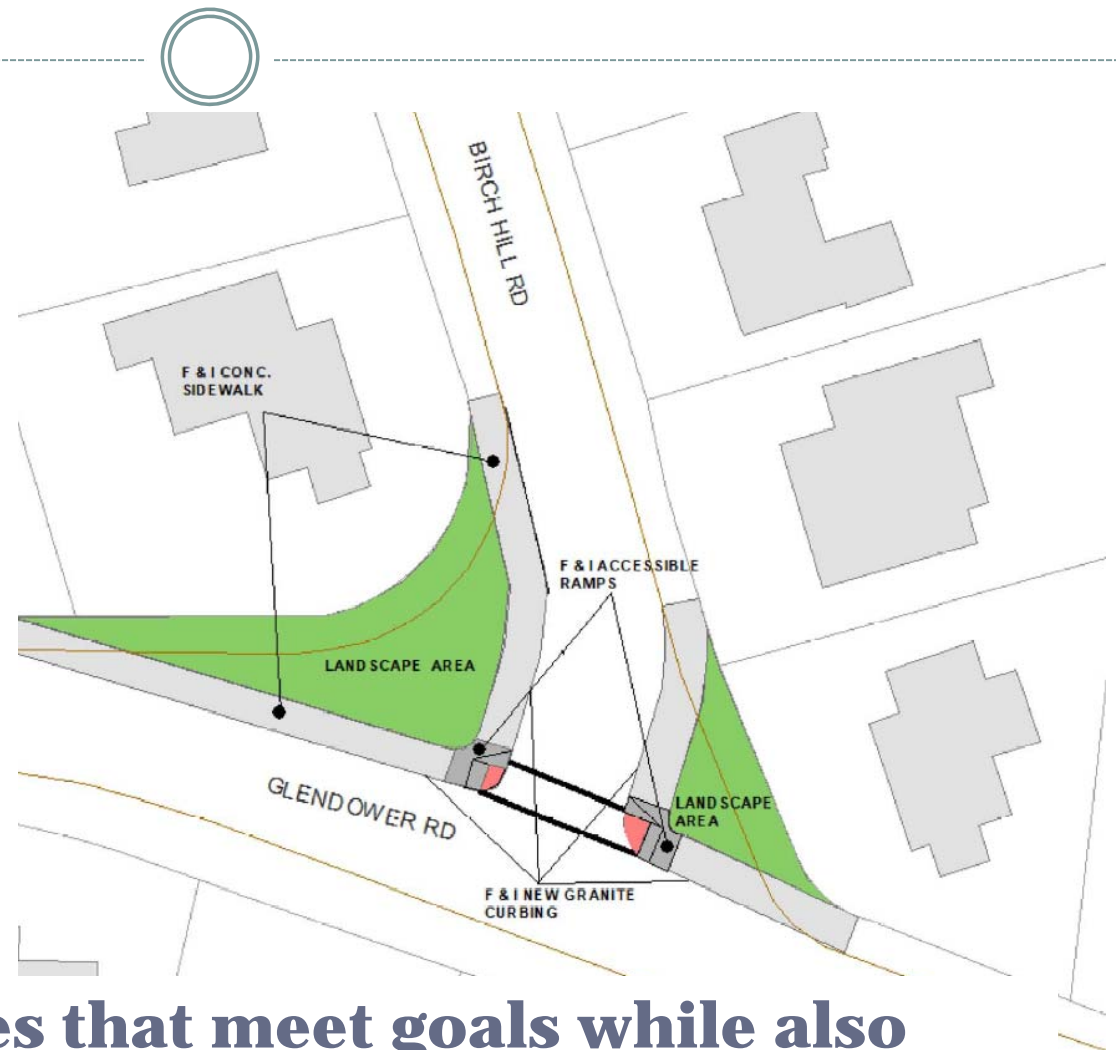
Map created on July 1, 2020



Glendower/Birch Hill Intersection

Goals:

- Lessen crossing distances
- Improve turning site lines
- Lessen impervious area
- Improve sidewalks and crosswalk
- ADA compliance



Seeking alternatives that meet goals while also meeting neighborhood objectives

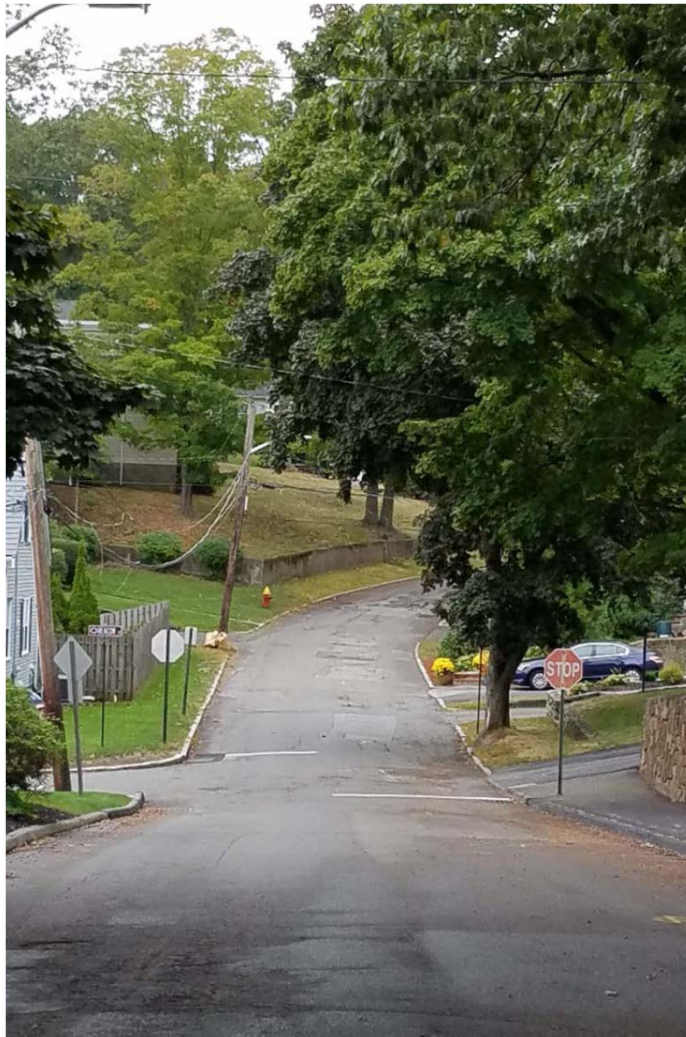
Echo Street



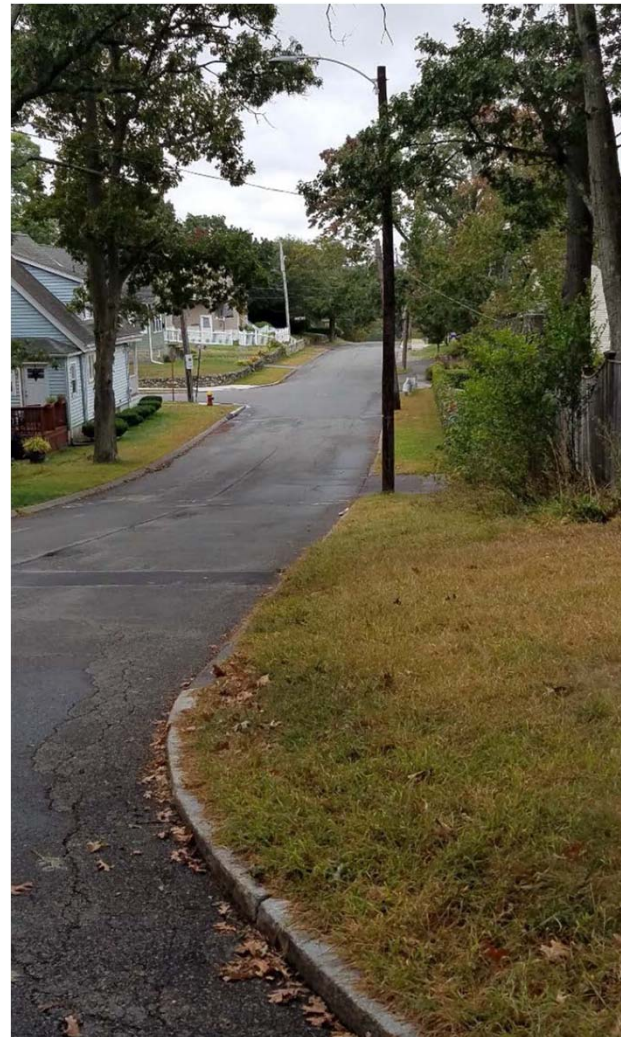
Echo Street/Hoover School Access Loop



Echo Street



Park Street



Echo at Whitman



Whitman Avenue



Glendower Road



Next Steps



- Work with neighborhoods to refine project elements throughout winter 2020-21
- Challenges:
 - Driveway depths
 - Minimizing tree removal
 - Coordination with existing retaining walls
 - Utility poles
 - Creating ADA compliant sidewalks and ramps
- Conduct smaller neighborhood working sessions
- Begin construction in spring 2021
- Echo Street scheduled to be paved in 2021 with gas and water work now complete as part of Multi-year Roadway and Utility Program
- Remainder of streets anticipated to include sidewalks, curbing, restoration, line striping, and tree planting



Questions or Comments?



For more information, please contact the Melrose Engineering Division at 781-979-4172 or email:

Scott Dixon
Project Engineer
sdixon@cityofmelrose.org

Elena Proakis Ellis
DPW Director/City Engineer

