City of Melrose

NORTH-SOUTH BIKE ROUTE
COMMUTER AND NEIGHBORHOOD ROUTES
Meeting Agenda

- Project Overview
- Scope of Work
- Future Considerations
Project Overview

- **Intent**: Establish two bike routes between the Wakefield line and Wyoming Avenue, one for more confident and one for less confident riders.

- **Funding**: MassDOT Complete Streets grant (state funded).

- **Schedule**: Begin and complete paint and signage in April-May 2019.
Complete Streets Objectives

- Accommodate all modes of transportation
- Accommodate all ages and abilities
- Create pedestrian and bike friendly surroundings
- Improve safety and comfort level
- Encourage healthy lifestyles
Proposed North-South Bike Routes

- Melrose/Wakefield Line
- Business Route

- Neighborhood Route
- West Wyoming Ave.
Scope of Work

- Marked bike lanes where adequate road width exists
- Sharrows where road is not wide enough for bike lanes
- Bus lanes marked with paint and sharrows on Main Street between Wyoming and Franklin/Green
- Narrow driving lanes north of Franklin/Green Street to 12-feet
- Yield triangles in advance of mid-block crosswalks
- Bike boxes at intersections where No Turn on Red exists
- Replace missing No Turn on Red signs where in Traffic Code
- Sporadic bike route signage and “bicycles may use full lane” signage
- No changes to parking regulations
Sample Bike Lanes

Essex Street
Sample Bike Lanes

Tremont Street near Melrose Street
What is a sharrow?

Sharrows are shared lane markings, indicating that cyclists are permitted to ride within the travel lane. They are often combined with the signage shown.
Sample Sharrows

Essex Street
Yield Triangles at Crosswalks

Melrose Street near High School/Middle School
Yield Triangles at Crosswalks

Essex Street
Yield Triangles at Crosswalks

This signage is often combined with the yield triangles
Bus Stop Markings

Proposed bus stop markings from Melrose Pedestrian and Bicycle Advisory Committee
Sample bus stop marking with bike insignia

Photo Credit: Bicycle Coalition of Greater Philadelphia (www.bicyclecoalition.org)
What is a bike box?

Bike boxes provide a location for cyclists to wait at a traffic light. They are especially helpful to allow cyclists to queue up safely at a red light to make a left turn when the light changes to green. They work best where right turns are prohibited on red.

Graphic Credit: http://moon-man.blogspot.com/2011/04/bike-boxes.html
Sample Bike Box

Proposed bike boxes from Melrose Pedestrian and Bicycle Advisory Committee

(Note: City is proposing boxes as shown but without green paint)
NORTH-SOUTH BIKE ROUTE
NEIGHBORHOOD ROUTE MAPS
Wakefield line to Briggs Street:
• 12-foot travel lanes (move fog lines)
• Parking allowed
• Sharrows in travel lanes
• Yield triangles at crosswalks
Briggs Street to Sargent Street:
- Bike Route sign at Main St.
- Sharrows in travel lanes
- Angled sharrows at turns
- Parking allowed both sides
Sargent Street to Highland Avenue:
- Sharrows in travel lanes
- Angled sharrows at turns
- Parking allowed
Highland Avenue to Chipman Avenue:
• Sharrows in travel lanes
• Angled sharrows at turns
• Parking allowed in some locations
• Bikes allowed both directions on one-way portion of Highland
Chipman Avenue across Franklin Street to Tremont Street:

- Sharrows on Chipman
- Enhanced crosswalks across Franklin Street at Tremont/Chipman
- Sharrows exist on Franklin in this neighborhood to train station
- Bike lanes at end of Tremont where parking is prohibited, changing to sharrows where parking is allowed
Tremont Street (Franklin Street to Melrose Street):
• Sharrows in travel lanes (parking allowed)
• Connects to new sharrows on Melrose Street painted in 2018
Tremont Street (Melrose to Lynn Fells Parkway):
- No changes to existing bike lanes and sharrows
Tremont Street (Parkway to Emerson):
• No changes to existing bike lanes and sharrows
Tremont Street to Essex Street:
- Existing bike lanes and sharrows
- Add bike boxes at Emerson
- Add hatching in crosswalks at Emerson
Essex Street to Willow Street:
- Existing bike lanes, sharrows, and yield triangles at crosswalks
Willow and Myrtle Street to West Foster:

- Existing sharrows and yield triangles on Willow Street
- Bike lane on Myrtle Street (parking already prohibited on northbound side)
- Small bike lane on West Foster between Willow and Berwick where parking is prohibited
Berwick Street and Myrtle Street (West Foster Street to Grove Street):

- Angled entrance to bike lane from Foster onto Berwick
- Bike lane on Berwick Street between parallel parking lane on east side and driving lane
- Bike lane on Myrtle Street between parking lane on east side and travel lane if it will fit (field decision; otherwise sharrows)
- Dashed lines and angled sharrows for turns at Myrtle/Grove and Corey/Grove
Berwick Street at West Wyoming and West Wyoming to Corey Street:
• Sharrows at end of Berwick Street
• Bike lane on Corey Street where parking is already restricted
• Sharrows on West Wyoming – Berwick to Main
• Add option to stay on Grove to Main Street
West Wyoming Avenue at Berwick Street and Waverly Place:
• Yield triangles (white) and median refuge using yellow paint at crosswalks

Example of median refuge with paint
NORTH-SOUTH BIKE ROUTE
MAIN STREET/COMMUTER ROUTE MAPS
Wakefield line to Lovell Road:
- 12-foot travel lanes (move fog lines)
- Parking allowed
- Sharrows in travel lanes
- Yield triangles at crosswalks
Lovell Road to Highland Ave.:  
- 12-foot travel lanes (move fog lines)  
- Parking allowed  
- Sharrows in travel lanes
Highland Ave. to Franklin Street:
- 12-foot travel lanes (move fog lines)
- Parking allowed
- Sharrows in travel lanes
- Bike boxes at Franklin/Green intersection

Franklin Street to Whole Foods lot:
- Sharrows in travel lanes where parking is allowed
- Bike lane where parking is prohibited
Whole Foods lot to Melrose Street:

- Bike lanes where parking is prohibited
- Sharrows in travel lanes where parking is allowed
- Bike boxes
- Yield triangles at crosswalks
- Parking allowed
- Further changes to Lynn Fells intersection on hold
Melrose Street to Green Street:
- Sharrows in travel lanes
- Bike boxes at intersections
- Bike lane southbound south of Green Street
Green Street to Hospital Square:
- Bike lane southbound through intersection where parking is prohibited
- Dashed line through intersection (angle may be modified
Hospital Square to Emerson Street:
- Sharrows in travel lanes
- Bike boxes at Emerson
- Bus stop markings
Emerson Street to Memorial Hall:
• Sharrows in travel lanes
• Yield triangles at mid-block crosswalk
Memorial Hall to Upham/Essex Street:
- Sharrows in travel lanes
- Dashed line across fire station entrance
- Yield triangles at mid-block crosswalk
- Bus stop markings
- Bike boxes at Upham/Essex
- Improve shape of bike lane onto Essex (not shown)
Upham/Essex Street to Foster Street:
- Sharrows in travel lanes
- Yield triangles at mid-block crosswalk
- Bus stop markings
- Bike boxes at Foster Street intersection
Foster Street to Grove Street:
• Sharrows in travel lanes
• Yield triangles at mid-block crosswalk
• Bus stop markings
• Bike boxes at Grove Street intersection
Grove Street to Wyoming Avenue:
• Sharrows in travel lanes
• Bus stop markings
• Bike boxes at Wyoming Ave. intersection
Future Considerations

Both Routes:
- Adding locations for bike parking
- Adding bike maintenance station
- Marking suggested locations for shared use bike parking at high use locations
- Wayfinding signage (arrows pointing to destinations, possibly with distances)

Main Street Route:
- Reconfigure intersection at Main Street and Lynn Fells Parkway based on crash history (traffic counts being obtained by DCR)
- Center left turn lane along Whole Foods/Walgreens parking lot area
- Climbing bike lane on Main Street northbound approaching Franklin/Green intersection (involves shifting centerline)
Questions