



**Mass in Motion Melrose High School/Middle School Campus
Bicycle and Pedestrian Accessibility Project**

**Melrose Street Infrastructure Recommendations
April 28, 2017**

Based on observations made during fieldwork and student arrival at the Melrose Middle School and High School campus, WalkBoston and WatsonActive recommend the following improvements be considered on Melrose Street between the Lynn Fells Parkway intersection and the Tremont Street intersection.

Pedestrian infrastructure improvements

1. Install a new crosswalk, required curb ramps and detectable warning panels across Melrose Street on the west side of the high school staff parking lot entrance. Place an in-street pedestrian crossing sign in the new crosswalk during school arrival and dismissal as an added pedestrian safety measure.
 - Students are routinely dropped off on the north (non-school) side of Melrose Street and walk across unprotected to the sidewalk leading from the parking lot to the school main entrances.
 - Students walking from the shopping plaza (Whole Foods, Dunkin Donuts) also cross unprotected at this location because it is the shortest walk to the school main entrances.



Students crossing unprotected at parking lot entrance

2. Consider moving the crosswalk and required curb ramps from the west side of Albion Street to the east side of Albion Street. Place an in-street pedestrian crossing sign in the crosswalk during school arrival and dismissal as an added pedestrian safety measure. Consider restricting left turns onto Albion Street.
 - Visibility of students using the crosswalk at Albion Street is often blocked by left-turning cars queuing to access the pull-out
 - Drivers leaving the pull-out heading eastbound may not see pedestrians in the crosswalk due to traffic back ups
 - Drivers leaving pull-out are often vying for a quick left turn into Albion Street and may not see pedestrians in the crosswalk
 - While outside the desire line of students walking to campus, this location is safer because it is more distant from the pull-out exit; is not in the path of drivers turning left onto Albion Street; and is not in the path of drivers making a right turn from Albion Street onto Melrose Street
 - Evaluate sight lines of proposed crosswalk location given topographical change on Melrose Street



Existing crosswalk is too close to pull-out



View of crosswalk blocked by traffic queue

3. Enhance the crosswalk across Melrose Street at Ashland Street with upgraded pavement markings. Place an in-street pedestrian crossing sign in the crosswalk during school arrival and dismissal as an added pedestrian safety measure. Consider additional advance crosswalk signage for east-bound traffic given the topographical change and limited sight lines at this crosswalk



Crosswalk at Ashland Street does not meet current standards

4. Establish formal drop off zones using signage and potentially pavement markings along the school side of Melrose Street west of the Ashland Street/Melrose Street crosswalk and east of the proposed new crosswalk at the staff parking lot entrance drive.
 - While parents will most likely continue to stop along the length of Melrose Street, formalizing specific zones may provide the school with a stricter, safer arrival policy



Students crossing in traffic where there is no crosswalk

Bicyclist infrastructure improvements

5. Clarify “no parking” rules and signage on both sides of Melrose Street from Main Street to Tremont Street.
- Current signage is numerous and inconsistent, with some faded, unreadable signs and some newer signs
 - Signage on westbound Melrose Street between Main Street and Lynn Fells Parkway permits 1-hour parking 8am-6:30pm daily and, on the same block, 2-hour parking Monday-Friday
 - Signage on westbound Melrose Street between Lynn Fells Parkway and Tremont Street is a mix of “no parking 7am-10am except Sat/Sun/holidays”, “no parking any time”, and “no stopping no standing 7am-4pm except Sat/Sun/holidays”
 - There is little parking signage on eastbound Melrose Street, but there is a single “no parking this side of street” sign across from Ashland Street
 - Recommendation: Prohibit on-street parking at all times on both sides of Melrose Street between Lynn Fells Parkway and Tremont Street and replace signage accordingly



Existing signage is numerous and inconsistent

6. Consider installing bicycle facilities on both sides of Melrose Street between Lynn Fells Parkway and Tremont Street.
 - Melrose Street appears to be wide enough curb-to-curb to consider adding on-street bicycle facilities while maintaining travel lanes up to 11 feet wide
 - Evaluate sightlines at all driveways for visibility of bicyclists
 - Evaluate shifting the centerline to the actual center of the roadway to create sufficient width to install bicycle facilities at least 5 feet in width on both sides of the roadway
 - Recommendation: If parking can be prohibited at all times on both sides of Melrose Street, consider installation of standard striped bicycle lanes on both sides of the roadway adjacent to the curb
 - Alternative Recommendation: If parking cannot be prohibited at all times, consider installation of advisory (dashed) bicycle lanes on both sides of the roadway adjacent to the curb
 - Consider extending the selected treatment east to Main Street and/or west of Tremont Street to the railroad underpass, though either extension will require additional intersection treatments



Centerline could be shifted to fit bicycle lanes on both sides

7. Use green pavement coloration and signage where bicycle facilities coincide with designated drop-off zones.
 - Designated student drop-off zones discussed in the pedestrian improvements will necessarily coincide with any bicycle facility adjacent to the curb
 - Green coloration and signage may be used to indicate a mixing zone where particular caution is warranted

8. Evaluate feasibility of constructing an ADA-compliant ramp from sidewalk level through the underpass leading to the courtyard between the schools.
 - The bicycle parking for both schools is located in the courtyard, so creating a bicycle-friendly connection to the courtyard from Melrose Street would make it unnecessary for students bicycling to and from Melrose Street to ride through the staff parking lot



Underpass to courtyard is not bike-accessible