

Lynn Fells Parkway and Melrose Street

Public Comments

deadline 1/6/2021

Time	Name (First)	Name (Last)	Comment	City	State	Zip
12/9/2020 19:56	Robert	Tullis	<p>My observations and comments, using your ABCDE designations for the "feeds" into this intersection.</p> <ol style="list-style-type: none"> 1. Please do not add a control signal to this intersection. There are so many Lynn Fells lights in a short distance (W to E, Vinton, Tremont, Middle School/High School, Main Street, Green Street) that yet another would tempt drivers to jump the new light or the other existing lights. A flashing warning light to help maintain slow vehicle speeds (most drivers slow down currently) would be okay. 2. Please also do not try to institute a small diameter rotary (like recently built at the Green/Green Howard triangle). That circle is too small to be really effective. It's working okay, but only because of the vastly fewer cars in that intersection at any one time as compared to the Melrose Street, Lynn Fells Pkwy intersection. There is not enough traffic stacking distance between a possible rotary and the Main/LFPkwy light. 3. This intersection's biggest problem isn't the 4-way X, it's the presence of Crystal street and the two driveways within the intersection. Solve those and Melrose and LFPkwy will sort of take care of themselves. 4. Crystal Street could be addressed by reversing its one-way direction, so that cars never enter this intersection from Crystal. However I think you'd be creating a worse problem at its other end that outlets into a "long throat" intersection at Main Street. So I'm assuming that traffic will continue to feed into this intersection from Crystal Street. 5. Therefore I'd study rerouting the Crystal-to-Melrose St outlet a bit by hooking it right/NE to enter Melrose Street at closer to 90 degrees. Possibly there is some non-private property on the righthand side of Crystal that could be utilized. Similar "hooks" have been recently built at Hesseltine & Howard, Elm/Clifford & Howard, and Lincoln & Lynn Fells Pkwy. They seem to work fairly well. Continued in next post . . . 	Melrose	MA	02176

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Time	Name (First)	Name (Last)	Comment	City	State	Zip
12/9/2020 20:09	Robert	Tullis	<p>Continued from previous post . . .</p> <p>4. A short raised median in Melrose Street East (combined with a Crystal St hook) would force cars traveling north on Crystal to stay right/east of the median and then straighten out in line with Melrose Street just before entering the intersection with Lynn Fells.</p> <p>5. See if you can help fund a change on Dunkin Donuts lot. Move their west lamppost and eliminate the westernmost space there. Hook the drive-around SE and extend it to exit the lot about 30-40 feet farther east onto Lynn Fells. In what is now their outlet, you could park 2-3 cars with their headlights facing LFPkwy (built a half-wall and landscaping to block the lights and guard against cars pulling in too far). Possible those additional cars could face the Bank/Whole foods lot. DD's would actually pick up a space or two.</p> <p>6. Eliminate the Bank's parking lot entrance entirely (this extra land can probably help solve pedestrian/bicycle issues.) Utilize the lot entrance west of the Bank's building as a two way in/out lot access point. MANY people use it this way now rather than try to enter from the middle of the intersection. It's silly to say this access point is "outside the study area" when it is clearly a component of the both problem and the solution.</p> <p>7. Possibly a change in paving within the entire intersection (a rumble box) could help slow traffic and combine with slightly re-aligned pedestrian crosswalks to produce a more attractive area.</p>	Melrose	MA	02176
12/9/2020 20:42	J	Fowler	<p>Thank you for the presentation tonight on the proposed project at the intersection of Lynn Fells Parkway and Melrose Street. As a pedestrian that lives on Melrose Street, it would be great to see some improvements in that intersection. We would prefer that Melrose Street between that intersection and Tremont Street did not become one way. We have to drive on Melrose Street daily, and making such a change would negatively impact us as well as many other people that live in the area West of the Lynn Fells Parkway. The back entrance of the school parking lot is on Melrose Street, and making it one way would cause a major back up for local residents trying to get home or out from home. I am not sure if anyone has monitored the traffic on Melrose Street by the school at the beginning or end of the school day, however it seems to me that if Melrose Street were turned into a one way street it would also create a huge backup due to the access to the back parking lot of the school by teachers, students, and families at those times of day.</p>	MELROSE	MA	02176

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Time	Name (First)	Name (Last)	Comment	City	State	Zip
12/10/2020 8:54	Avi	Nagar	<p>I couldn't attend the meeting but want to point out the following points:</p> <p>People driving South on the Melrose st. have a 'no u-turn' sign at the intersection, but if going to the plaza make a 3/4 u-turn into the plaza, which complicates things with the Westbound traffic on the pkwy.</p> <p>If traffic on Melrose st. is backed up from the intersection, drivers then enter the Whole Foods lot from its Melrose st EXIT. There should be a physical barrier (spikes/median) to prevent this.</p> <p>[In general, if you don't want people to enter or make left turns, please build a median to prevent this. Prime example is the dunkin donuts/gas station near Jerry Jingle park, where drivers enter/exit from the westbound lane, despite however many yellow lines are on the asphalt].</p> <p>Vehicles exiting the Dunkin Donuts should not be allowed to turn left onto parkway east or Melrose south.</p> <p>When traffic is heavy and the intersection is pretty backed up, drivers going South on Melrose and wanting to turn left/East on the parkway, sometimes instead go straight on Melrose and then turn left on Main st, creating a new backup at the Melrose/Main intersection. There should be a 'no left turn' there.</p> <p>A lot of real estate is wasted to support a car-centric access to dunkin donuts. I understand it may be private property but it comes at a high cost to public good (traffic and safety). Worth investing to change the access to be from inside the plaza parking lot, helping to make room for a big rotary.</p>	Melrose	MA	02176

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Time	Name (First)	Name (Last)	Comment	City	State	Zip
12/11/2020 7:06	Ken	Truesdale	<p>If the southern piece of Melrose Street was cut off from the Fellsway, it would greatly simplify the intersection. The part of Melrose Street coming from Main Street could be a one way entrance; the street would end at Lynn Fells Parkway with no connection to the Parkway; all traffic would be diverted to Crystal street with a reverse of the current one way there. Then the exit from Crystal Street to Main could be reworked to allow traffic exiting Crystal Street to either go straight across to Green Street or to take a left or right on Main. All of the eastbound traffic from the Fells Parkway to turn south on to Main (which had previously been able to use that Melrose Street stub) would then need a dedicated right turn lane requiring expanding the roadway into where the daycare is with a right on red allowed. (While this change would reduce the land around the daycare, I believe the DCR or the city owns that land and the reduction in traffic on the Melrose Street side would be a net improvement for the daycare business.) The entrance to the Towers Plaza (Whole Foods) that is right at the intersection should be removed in favor of making the current exit on the other side of Rockland Trust wide enough to be both an entrance and an exit. (The city does have some say on where curb cuts are allowed to be.) Finally, the exit from Dunkin Donuts should be forced to be a right turn only - as is the case with the Wakefield Dunkin at the intersection of Main and North Ave. (The owners of the Dunkin Donuts and the owners of the Towers Plaza might find it in their best interests to work together to allow a parking lot connection between the two so that Dunkin traffic could exit into the Towers Plaza lot and exit directly from that lot to Main Street.)</p>	Melrose	MA	02176

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Time	Name (First)	Name (Last)	Comment	City	State	Zip
12/11/2020 10:26	Daniel	DiLullo	<p>1. If Crystal St was to become a 2 way street it will be race track in BOTH directions. It's already too busy for a narrow residential street and is a much used short cut from Main St to Melrose St, an issue which exacerbates the traffic conditions at the Melrose / Parkway intersection. Changing the direction would be even worse since more cars from the Parkway would simply race up Crystal instead of down it.</p> <p>2. A "loop" which disconnects the intersections of Melrose St and the Parkway and connects The bottom of Crystal and Melrose might work but would also serve to create an issue at the intersection of Main and Melrose calling for increased left turn capacity on Main St and backups turning left from the reconfigured Melrose onto Main St. It would also disrupt the emergency vehicle access as discussed in the meeting.</p> <p>3. How about making Crystal St a dead end ? Cut it off before the last driveway entrance and make it 2 ways for the few remaining cars who would use it. That could possibly allow for the introduction of parking for the tennis courts. Residents who use their garages and driveways could simply back out and head in the proper direction.</p>	Melrose	MA	02176

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Time	Name (First)	Name (Last)	Comment	City	State	Zip
12/14/2020 9:53	Michael	Leskiw	<p>As others have noted, there are simply too many entrance & exit points to this intersection. I'd like to request that the following "entrance & exit-reducing" approach be considered:</p> <p>1) Make B (Melrose St) one way, heading away from Lynn Fells, with a curbed crosswalk extension to discourage illegality. The "one-way" would extend only to the current exit from Rockland Bank / Whole Foods plaza (i.e., the one-way at B ends immediately after B). Closes B as an entrance-point to this intersection, except for emergency vehicles.</p> <p>2) Make F (Melrose St) one way, heading away from Lynn Fells, with a curbed crosswalk extension to discourage illegality. One-way extends up to Main St. Closes F as an entrance-point to this intersection, except for emergency vehicles. Or close F, entirely, as others suggested during the meeting.</p> <p>3) Shorten crosswalks at B & F as noted, above</p> <p>4) Shorten crosswalk at A through curb extensions and moving crosswalk to perpendicular crossing (i.e., move it to where the letter A appears on the map).</p> <p>4) Request landlord of Rockland Bank / Whole Foods plaza reverse the entrance and exits shown on the map, i.e., C would become a one-way exit (or two-way entrance-exit) as part of new signaled intersection (see below).</p> <p>5) Add a signal light for crosswalks and reversed point C, which becomes an exit from the plaza needing its own signal (see above).</p> <p>6) Request landlord(s) of the plots north of Lynn Fells between Melrose & Main coordinate their entrance-exits (e.g., unify their parking lots to remove the near-continuous curb cuts shown on the map).</p>	Melrose	MA	02176

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Time	Name (First)	Name (Last)	Comment	City	State	Zip
1/3/2021 9:40	Alan	Johnson	<p>I am a Lieutenant with the Melrose Fire Department. I work at the fire station located at the intersection of Tremont Street/ Melrose Street. We respond through the intersection of L.F.P/Melrose Street for about 50% of our calls for service. So as you can imagine this project is very important to us.</p> <p>A few years back an island was added to Melrose Street (approach B). This island has become more than a slight hindrance to our responses; basically what has occurred is drivers have only two options when they are in front of our responding apparatus. Option 1) is to stop where they are because they cannot pull to the right in that tight space. Option 2) is to pull into the intersection which creates a bigger potential for a motor vehicle accident. If a driver has decided on option 1, to stop in the approach, our only option is to travel to the left of the island, into oncoming traffic which is entering approach B from a right turn only lane. This also puts the public in an unsafe condition as well as us. If a driver has selected option 2 and creeps into the intersection this almost always creates a grid lock type of scenario which can and will delay our response as well as put the public and our crews at a greater risk of being in a motor vehicle collision.</p> <p>We also use the stretch of Melrose Street (approach F) as part of our responses as well. Making this a one way from Main towards the intersection would impact our response routes and more importantly our response time in a negative way. If Crystal Street (approach G) were to be rerouted as a one way heading towards Main street that may help us, however I'm not sure how that would be incorporated with approach F.</p> <p>If a traffic signal is installed for this intersection please make sure it includes the Opticom Traffic Preemption system that we already utilize for many intersections throughout the city.</p> <p>I am also wondering if this project will be occurring at the same time as the MBTA's bridge replacement</p>	Melrose	MA	02176
1/6/2021 17:15	Bill	Beardsley	did not realize limit. Will send in letter.	MELROSE	MA	02176