

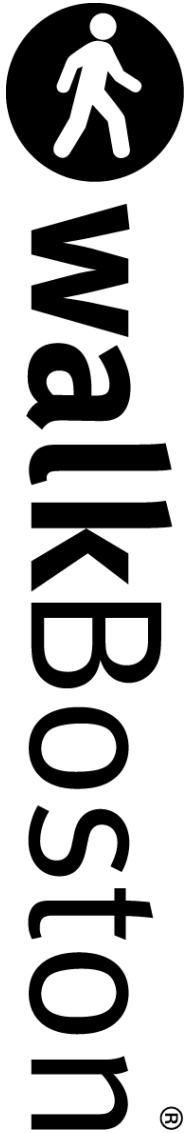
Name (First)	Name (Last)	Comment	Address (City)	Address (State)	Address (Zip)
James	Morash	<p>I'm a middle school parent, with 3 kids in the school system (2 still in elementary). Thanks so much for your work to improve the safety and usability of this intersection.</p> <p>I really like concept 2 (close off Crystal-&gt;Melrose St), I think it radically simplifies traffic flow through the intersection. I can see how abutters might dislike it though.</p> <p>Concepts 1 and 3 seem very similar and I would be in favor of whichever does the most to increase bicycle and pedestrian safety.</p> <p>It's not clear to me how Concept 4 improves the intersection, widening a few curbs will not change the chaotic flow in my opinion. There's no additional signal and no significant reduction in complexity. Just making Crystal St right-turn-only will not improve the main problem (hesitation followed by sudden dashes into traffic, for drivers crossing the Parkway on Melrose St.</p>	Melrose	MA	02176
H Bruce	Herrmann	<p>The online presentation of 5/5/21 was informative. The comments below propose combining the best features of each option to determine the best solution.</p> <p>The LynnFells Pkwy is heavily traveled and vehicle speeds often exceed the speed limit. The high number of students of Melrose High and Junior high school contribute significantly to pedestrian and bicycle traffic as well. In addition, the existing intersection has 5, 6 or 7 vehicle entry points - depending on how Crystal St and the Dunkin' exit drive are counted.</p> <p>BEST CONCEPT - Limiting entry points into the intersection will be key. Design Concept #2 achieves this most successfully. In addition, ELIMINATING THE DUNKIN' EXIT DRIVE as shown in Concept #3 will improve Concept #2 further.</p> <p>PROVIDE SEPARATE SPACE FOR BICYCLE LANES - The wider sidewalk of Concept #1 will mix pedestrians with bicyclists - not a safe condition, nor is sharing a vehicle lane. Adding a separate bike lane behind the curb at street level will be superior. This can be done on both sides of the LynnFells between Melrose St and Main St.</p> <p>SIGNALIZATION - Vehicle detection loops in the roadway from 300' west of the Melrose St intersection to 300' east of the Green St intersection can respond to varying traffic conditions and permit optimum vehicle flow. Since this work would extend outside of the project area, installing the loops within the project area now will allow for future expansion to include the Green St intersection.</p> <p>The city is coordinating with DCR to UPGRADE ELL POND PARK. THIS PROJECT SHOULD BE COORDINATED WITH THE PARK WORK.</p> <p>RAISED SPEED TABLE at Melrose St - Traffic tables do NOT interfere with fire truck access when 3 to 3.5" high per National Assoc of City Traffic Officials standards - See <a href="https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/">https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/</a> A speed table will make the</p>	Melrose	MA	02176
Cara	Tow	Please consider option 2 as the safest option for all people traveling by car, bike or on foot. Please consider safety above convenience. Thank you.	Melrose	MA	02176
Heather	Caouette	<p>Thank you for taking public comment!</p> <p>I'd like to make sure the safety of pedestrians and bicyclists is top priority over all else with this intersection. Many students walk or bike to school in Melrose, and no parent can feel safe with the existing design. I think design option 2 is highly innovative, but I wonder if the entrance to Whole Foods is really necessary right there. Can that be closed off? There is another entrance right around the corner behind Rockland Trust which would be a much safer place to enter and exit from.</p> <p>Whatever the Melrose Ped/Bike Committee recommends and submits via this public comment is ultimately the recommendation that has my backing. Please listen to them!</p> <p>Thank you.</p>	Melrose	MA	02176-3743
Tyler	Rousseau	<p>The intersection of Lynn Fells Parkway and Melrose/Crystal Street is dangerous and unnecessarily convoluted. Its current configuration puts countless students, pedestrians, and cyclists at risk. The redesign of this intersection presents an opportunity to demonstrate our commitment to creating safe, walkable, bikeable streets.</p> <p>In regards to the design options, I would like to express my overall support for option 2, which makes the following important improvements:</p> <p>-Closes the intersection to Crystal St and the small portion of Melrose St between Lynn Fells Pkwy and Main St. This alone will drastically reduce the complexity of the intersection and provide a continuous, protected pedestrian route through the area.</p> <p>-Introduces a traffic signal. This will drastically reduce the risk of accidents posed by Melrose St's angled entrance to the intersection. According to the studies, this is the primary location and nature of the majority of accidents that happen.</p> <p>-Shortens all crosswalks. This is an important measure for pedestrian safety and will contribute to a better experience for pedestrians, bikers, and cars alike.</p> <p>Though option 2 represents a good step towards improving pedestrian and cyclist safety through the intersection, it remains incomplete. Here are some additional improvements that would further improve safety and usability through the region:</p> <p>-Combine the curb and bike improvements of option 3 in front of Dunkin Donuts with option 2 to:</p> <ul style="list-style-type: none"> <li>☐ Reduce the number of commercial entrances to the intersection</li> <li>☐ Improve bike lanes relative to option 2</li> </ul> <p>-Consider closing additional commercial entrances to the intersection, such as the entrance to Rockland</p>	Melrose	MA	02176

Michael	Leskiw	Voicing support for Design Concept #4, but with the modification of completely blocking Melrose Street at Crystal Street per concept #2.	Melrose	MA	02176
Brian	Antonelli	<p>- I like design option 2 the best because it takes away Melrose St between the Fellsway and Main St as a variable. It also provides a way for pedestrians (in particular school children) to walk on a sidewalk through this intersection without having to wait for a walk signal or cross a live intersection. They can travel safely on foot without the need of a crossing guard and can continue walking down towards the Knoll and get to the school by crossing the Fellsway at one of the signal-requested pedestrian crosswalks. This also means fewer walk signal requests at Melrose/Fellsway compared to options 1 and 3, since walkers on the south side of the Fellsway would not need to request a signal. This is an overall safer option for motorists and pedestrians.</p> <p>- I do not like how design option 4 has Melrose St be right-turn only. This will cause significant traffic disruption. Cars exiting the school parking lot must exit the lot onto Melrose St. These cars will be forced to turn left out of the parking lot onto Melrose St. At times of high egress from the parking lot this will likely cause bottlenecks and jams at the intersections of Melrose/Ashland and Melrose/Tremont. (Note that traffic cannot turn from Melrose onto Albion during peak traffic hours). It will also be an inconvenience for school staff/visitors that live East of Main St and put more traffic on side roads and intersections like Franklin/Main and Tremont/Fellsway.</p> <p>- A comment regarding closing the existing Dunkin exit and making the entrance become 2-way traffic: I believe it would become more difficult and dangerous for cars to exit Dunkin' by turning left (eastbound) onto the Fellsway due to the closer proximity to the Main St intersection. Also, if traffic is backed up at a</p>	Melrose	MA	02176
Zach	Veaner	I think option 2 is innovative and forward thinking, to an extent. Option 3 almost provides a facility which address a the need for a safe facility for people biking. But remember this is next to two schools, students bike and walk here every day. I also think that the biggest problems at this intersection are not being addressed. That is the geometry issues. The road skew, and short block at a sharp grade are major safety concerns. I did a quick MS Paint job on a possible solution to take another driveway out of this intersection, remove the skew, stretch the distance between intersections and create more green space. (how can I submit this) (it would involve moving Melrose st west effecting the school property) I do believe that there is also opportunity for a more substantial bike facility. A shared use facility is appropriate in areas where we do not expect high volumes of people walking and biking to exist at a high	Melrose	MA	02176
Caitlin	Beatty	Please please put a traffic light at this intersection. We desperately need it. Drivers are very aggressive at this intersection and there are just too many streets coming into one intersection to not have a light. I would also like to see more bike lanes here, as well as a fourth crosswalk that spans the two corners	Melrose	MA	02176
Avi	Nagar	<p>I wish the project looked at the problem with a wider perspective and considered the awkward entrances to the whole foods plaza, or the possibility to take over a little off each corner and design a rotary.</p> <p>That said, I think option #4 is the worst option, in which the cure is worse than the problem for two reasons:</p> <p>1. You are forcing the south bound traffic on Melrose st. to turn right only. But clearly some/most of this traffic today wants to go left on the Lynn fells Parkway. You will then divert this traffic onto side streets and Franklin St. that are already busy, especially during rush hour and at school dismissal. And more traffic on the westbound lane of the parkway during school drop-off/pick-up is also a bad idea - it's at a standstill as it is.</p> <p>2. Furthermore, you're doing so without a light or a physical barrier, only with an arrow on the lane. Massachusetts drivers will drive any way physically possible, so this is just a problem in the making.</p> <p>Regarding options #1/#2/#3: If there's a functioning light then the crossing of the intersection is regulated and easy. In that case I'm not convinced that the blockage in option #2 is necessary. While I'd keep the feature of preventing traffic from Crystal st. from turning left into the intersection, there's no reason to send people who want to travel south on Main st. up to the corner of Main and the parkway.</p> <p>My preference would be for option #1, if possible with the change combining the entrance and exit of Dunkin donuts, while keeping two lanes of traffic eastbound on that segment of the parkway (one for left turn, one for straight traffic). In option #3 the lane reduction will create backup into the intersection.</p> <p>I'd consider blocking off Crystal, making it a dead-end, two-way street for residents only and not a cut-</p>	Melrose	MA	02176
Andrew	Valente	<p>Any light that you place at this intersection will only make matters worse.</p> <p>Eastbound Lynn Fells (LF eb) traffic will rush it and "block the box" preventing Melrose St from crossing</p> <p>Westbound Lynn Fells (LF wb) traffic will back into Main, back past Green and further. There are already 10-15 cars at stop sign trying to turn left from Bellevue onto LF wb (because everyone uses Bellevue and Upham as a local street cutoff to avoid part of Lynn Fells, get to Sq One mall, Rt 1 sb, etc).</p> <p>Melrose St southbound will still back up towards the High School pkg lots because the space between Main and Melrose is too short to hold more than a few cars, and those will be from LF eb, not Melrose St. You will never get the timing to work between 3 Lynn Fells lights in 200 yard stretch</p> <p>Melrose St northbound shouldn't even be a consideration - people only come down there to use it as a cutoff to avoid the Main St lights. Cutting it off (design #2) is a good idea and would fix a lot of the intersection confusion all by itself.</p> <p>If you really want to fix the area, remove access to Dunkin Donuts from Lynn Fells (access it from the shopping mall lot) (cars turning in/out back up LF wb to Main - and other cars use the right lane as a way to cut ahead of those waiting on LF wb straight-thru (left) lane.</p> <p>Further - remove the access to the shopping lot (point C of your discussion slide) -- widen, and make 2 ways, the access to shopping mall lot on Melrose St on other side of Rockland Bank -- a lot of cars on Melrose St southbound are trying to make a tight 270 turn into shopping lot - dangerous pulling into oncoming LF wb traffic</p> <p>Also - block left turn at Main for LF wb - make them turn left down Green St (it isn't many cars - but just 1 car turning left can back up all of LF wb for multiple light cycles)</p>	Melrose	MA	02176

Lisa	Halloran	<p>The PDF allowing access to read the 5/5 meeting is not accessible.</p> <p>Due to the inaccessibility to the meeting I am not sure what the proposal actually is for the intersection of Melrose st. and Lynn Fells parkway.</p> <p>Yes I agree a light would be beneficial to trying to get out onto either street. However it would be better for the flow of traffic if A. the lights are coordinated with the light at Main st otherwise traffic is going to back up even more than it does now. B.Widen the road on the right hand side of Melrose (plenty of room) add a flashing yellow light to allow a turn on red onto LFP from Melrose st would be smart.</p> <p>Thank you, Lisa Halloran</p>	Melrose	MA	02176
Jonah	Chiarenza	<p>The following comments reflect proposed concepts shown in this plan:  <a href="https://tinyurl.com/DCR-Melrose-LPF">https://tinyurl.com/DCR-Melrose-LPF</a></p> <p>Signalization</p> <ul style="list-style-type: none"> <li>- Signalize Melrose / LFP</li> <li>- Left turns from LFP onto Main should be concurrent protected <ul style="list-style-type: none"> <li>- Left turn lanes from LFP onto Main and from LFP onto Green should be left turn only lanes</li> <li>- #1 lanes should be through/right turn to avoid lane switching through intersection</li> </ul> </li> <li>- NB and SB left turn from Main onto LFP should be concurrent protected <ul style="list-style-type: none"> <li>- Left turn lanes from Main onto LFP should be left turn only lanes</li> <li>- #1 lanes should be through/right turn to avoid lane switching through intersection</li> <li>- NB protected left turn should accommodate diversion from the closed Melrose/Crystal leg @ LFP</li> </ul> </li> <li>- If maintaining all red pedestrian phases: <ul style="list-style-type: none"> <li>- Add no-turn-on-red signs</li> <li>- Add pedestrian recall during school arrival and dismissal hours</li> <li>- Add "bikes use ped signal" signs</li> </ul> </li> <li>- If changing to concurrent ped/vehicle phases: <ul style="list-style-type: none"> <li>- Add no-turn-on-red signs</li> <li>- Add pedestrian recall at all times</li> <li>- Add leading pedestrian interval</li> <li>- Add "bikes use ped signal" signs</li> </ul> </li> </ul> <p>Geometric Design - LFP</p> <ul style="list-style-type: none"> <li>- Road diet LFP from Bellevue to Melrose to two through lanes in each direction and left turn lanes at intersections</li> <li>- Add continuous bike lanes along LFP from Bellevue to Vinton</li> <li>- Close Crystal/Melrose leg of intersection with LFP</li> <li>- Add mountable curb to provide emergency vehicle and bicycle access</li> </ul>	Melrose	MA	02176-3538
Maria	Winslow	As someone who travels the Lynn Fells daily adding a stop light at that intersection is foolish and very short sighted.. make the exit from the gas station and Dunkin' Donuts a right turn only	Saugus	MA	01906
Manjula	Karamcheti	<p>To Whomever It May Concern,</p> <p>We are writing to urge DCR to prioritize the safety of Melrose students and families, especially those on foot or riding bicycles, as part of the agency's project to redesign the intersection of Lynn Fells Parkway and Melrose Street.</p> <p>This intersection is among the most dangerous in Melrose, and it should be among the slowest and safest. During the week, children and their families pass through this location on their way to Melrose High School, Melrose Veterans Memorial Middle School, and the Roosevelt Elementary School. After school, our youth cross these streets to go home, attend sports practice, get to work, and much more. On weekends, families cross through on their way to visit Ell pond, the Lyons Tennis Courts, Melrose Skate Park, and the Knoll athletic fields. It is important to note that there is no traditional busing in Melrose for all students so at times there can be over 2000 people, mostly students, in this area at once.</p> <p>We encourage the project engineers to work with the City of Melrose to develop a best-in-class solution that protect our children from distracted and speeding drivers, and prioritizes human safety above the comfort of cars and vehicle delays.</p> <p>Specifically:</p> <p>Please prioritize the safety and visibility of pedestrian and bicycle riders, and deprioritize vehicle traffic delays which are necessary to slow down cars on Lynn Fells Parkway and improve safety.</p> <p>Please consider the 24/7 nature of this location as an important connection to multiple schools, multiple parks and athletic fields, and one of Melrose's largest business districts.</p> <p>Please address unsafe lane-changing and turning behaviors by drivers near this intersection which encourage erratic driving behavior and create dangerous uncertainty.</p> <p>Manjula Karamcheti, MVMMS PTO President  Martha Jancaitis, MVMMS PTO Treasurer  Lauren Howell, Franklin PTO President  Kristen Schreck, Citywide PTO Rep Franklin School</p>	MELROSE	MA	02176

Steve	Leibman	<p>Thank you for considering improvements at the intersection of Lynn Fells Parkway and Melrose Street. As a parent of kids who walk and ride their bikes through that intersection daily, my primary concern is with better ped+bike accommodations. But also, as a driver, I find that the current configuration introduces unnecessary challenges. Vehicles traveling in both directions on LFP move fast enough that cars making turns from Melrose Street (on both sides) are encouraged to make risky maneuvers to get through the intersection, decreasing safety for everyone.</p> <p>Eastbound vehicles on LFP tend to speed through the intersection, only to hit the brakes a few seconds later as they approach Main Street. Design elements (like a rotary, chicanes, or raised crosswalk) that encourage them to slow down sooner would increase safety without impacting overall throughput.</p> <p>Westbound vehicles on LFP tend to accelerate through the intersection as they move away from Main Street. Again, design elements encouraging drivers to hold off on accelerating for at least a couple more seconds would significantly improve safety without requiring any tradeoff on capacity or throughput.</p> <p>All of the following design elements seem to me like they would be improvements over the current situation:</p> <ul style="list-style-type: none"> <li>* A traffic circle or rotary would work well, and I was surprised not to see that as one of the options under consideration.</li> <li>* Realignment of the northern section of Melrose Street to form a perpendicular T with LFP would improve visibility, move the intersection slightly farther away from business entrances and from Main Street, and creates the opportunity for a pedestrian refuge in the median to shorten crossing distances.</li> <li>* Closing access to the southern segment of Melrose/Crystal St would be helpful.</li> </ul>	Melrose	MA	02176
Lihlani	Nelson	<p>Hi, I attended the May 5 meeting where the DCR project team shared four initial design alternatives for the intersection of LFP and Melrose Street. I live a couple blocks north of the project and bike, walk, and drive through it daily. I feel strongly that the current design alternatives have too much emphasis on vehicular traffic at the expense of the safety and convenience of walkers, bikers, etc. Controlling this intersection with a signal represents the absolute minimum necessary improvement, and Alternative 4, which has only a stop sign and no additional controls for pedestrians, is a bad proposal. DCR should include dedicated bicycle facilities throughout the entirety of this project. To me, bicycle facilities (paired, continuous, one-way bike lanes, two-way multi-use paths or raised cycle tracks) really need to be extended through the entire intersection. Shared lane (sharrow) configurations are not acceptable given the volume and speed of vehicle traffic in this corridor. I like the inclusion of bike lanes in Alternative 3 and along Melrose Street. Ideally this intersection would have continuous bicycle lanes on the parkway east of Bellevue and west of Vinton, with the ultimate goal to connect Breakheart Reservation and the Middlesex fells. I also think you should reduce as many entrance/exit points at this intersection as possible since these make it more dangerous. The choice to close Crystal and the southeasternmost section of Melrose to access from the parkway in Alternative 2 is one that I really love because it would make the intersection so much safer for walkers and bikers. Especially given all of the children, families, etc. that use this corridor to access the schools, you should design it to make it as safe for them to walk</p>	Melrose	MA	02176
Brian	Gregory	<p>I am writing regarding the redesign of the intersection at the Lynn Fells Parkway and Melrose Street. I want to voice my support for a progressive, Complete Streets design that decreases potential conflict points and makes the intersection safer for pedestrians and cyclists. I have driven, biked, and walked through this intersection many times, and it suffers from an awkward geometry, proximity to the intersection with Main St, inconsistent lanes, multiple driveways, and a lack of protected cycling infrastructure.</p> <p>This intersection is critically important for vulnerable users given its proximity to the Middle School, High School, a Daycare Center, and the El Pond Park. Children of all ages come here throughout the year; additionally, newer drivers at the High School are at greater risk due to their lack of driving experience.</p> <p>I support a design that:</p> <ul style="list-style-type: none"> <li>- Closes the southern connection of Melrose St to LFP. This reduces available turning movements, extends the El Pond Park space, and solves the awkward geometry of Crystal and Melrose St. A mountable curb and hardscape ROW could preserve access for emergency vehicles, and a left turn lane on Main St onto LFP could help with traffic movements.</li> <li>- Consolidates driveways entering/exiting into the intersection. The Dunkin Donuts and Rockland Trust both have 2 single-direction driveways. The driveway for each farthest from the intersection should be made two-way and the remaining ones removed, making it safer for all modes navigating the intersection.</li> <li>- Moves the intersection between Lynn Fells Parkway and the northern portion of Melrose St further west. This places more distance between this and the intersection with Main St, and aids sight lines.</li> <li>- Provides continuous bike facilities. Bike lanes should be present along the entire length of the LFP. The disconnect between those to the west of Tremont St and the east of Green St leave cyclists marginalized</li> </ul>	Melrose	MA	02176

Cindy	Chabot	<p>Dear Team,</p> <p>I am pleased to see this area in Melrose being improved as it currently has major safety problems with pedestrians, bicycles, and vehicular traffic coming together. The 4 proposed plans set forth have admirable solutions. However, there is too much traffic that is happening at the same intersection that I think should be reviewed.</p> <p>I urge DCR to work closely with the City of Melrose for the safest solution for the community. If the two groups do not come together, the community suffers with only a half of a solution risking continued safety issues.</p> <p>Please consider the following items.</p> <ul style="list-style-type: none"> <li>- The most western driveway into Dunkin should be removed. It is too close to the intersection with Melrose St. presenting more complications than it should have to accommodate for all the modes of traffic.</li> <li>- The driveway into Whole Foods and Rockland Trust Bank should also be removed from the Melrose intersection. Again, it is too close to the intersection. An alternative solution would be to make the existing driveway from Whole Foods onto Melrose Street a 2-way entrance/exit thus avoiding this traffic movement onto LFP altogether.</li> <li>- Remove the south entrance of Melrose St. from accessing the LFP intersection as you have done in Concept 2.</li> <li>- Make the lanes on LFP a single lane with a signalized intersection at Melrose that is delayed so traffic turning into the north entrance of Melrose St. can make the turns without having traffic behind them back up.</li> <li>- I prefer the Concept 3 1-lane coming out of the Melrose St. intersection and changing to a 2 lane for left turn only vehicles at Main St.</li> <li>- The LFP westbound intersection at Main should have a left turn only lane. The right lane should come</li> </ul>	Melrose	MA	02176-2013
Ryan	Williams	<p>As a Melrose resident and frequent user of this intersection as a driver, pedestrian, and cyclist, I urge DCR to achieve the best possible design that heavily weighs the safety of vulnerable road users, and provide leadership to the City of Melrose to help city stakeholders see the full benefits of a safe design, not just the drawbacks to vehicle throughput.</p> <p>The future of Melrose is traffic growth, and reduced level of service at intersections throughout the city. We absolutely cannot afford to capitulate to the unattainable goal of high-grade intersection LOS at the cost of safety and ambition to create a safe, comfortable walking and biking experience for the students and families who use this intersection every day.</p> <p>We must not squander this opportunity to make a real difference and nudge Melrose and the region on the right course, a course away from auto-centric design that sacrifices safety and comfort for a minimal</p>	Melrose	MA	02176
Terry	Kinsler	<p>Ad you are probably aware, this intersection is extremely dangerous and contentious for stretch of road for both traffic and pedestrians. I highly recommend closing off Crystal Street to Lynn Fells Parkway which will stop the dangerous darting of traffic across LFP. Add in dedicated bike lanes. Increase the amount of planting and canopy tree planting as this section is it is highly exposed and not inviting. A traffic light that works in tandem with the LFP / Main Street light to settle traffic and not make the dart across LFP such a reckless endeavor. The traffic light here will remove the burden that school traffic guards deal with in a</p>	Melrose	MA	02176
Terry	Kinsler	<p>I forgot to mention that at the LFP/Main Street intersection, all traffic should have a dedicated left turn lane and a dedicated straight/right turn lane. Making a left turn is nearly impossible from northbound Main Street onto LFP and the right turn only lane (heading south) is being used as a straight lane option as everyone pulls around the car turning left (east) onto LFP and becomes a dangerous blind spot.</p> <p>Dedicated bike lanes in all directions.</p> <p>Work with the city to add lead-in pedestrian crossing that flows with traffic rather than all traffic stop pedestrian crossing. This will make for more efficiency and make a safer interaction between pedestrians</p>	Melrose	MA	02176



May 19, 2021

Jeff Parenti

Deputy Chief Engineer, Division of Planning and Engineering  
Department of Conservation and Recreation

Re: Lynn Fells Parkway at Melrose Street Intersection

Dear Jeff:

Thank you for the opportunity to provide comments for the proposed intersection improvements at Lynn Fells Parkway and Melrose Street. We are very excited to see DCR's approach that improves safety for people walking and biking and adds traffic signals and upgraded crosswalks.

Design Concept 2 is our preferred approach for this intersection because it:

- Significantly simplifies the intersection by closing the eastern end of Melrose Street to vehicles, in the process reducing conflict points and providing additional green space.
- Offers improved visibility for pedestrians crossing to/from the north side of the intersection via curb extensions, and shortens the distance of the Lynn Fells Parkway crossing as recommended in our 2017 [Melrose High School/Middle School Campus Bicycle and Pedestrian Accessibility Project Final Report](#).
- Adds a new crossing in order to allow pedestrians travelling along the north side of Melrose Street to safely travel through the intersection without the need to traverse 3 crosswalks.
- Several local residents voiced support for the concept at the Virtual Public Meeting on May 5, 2021.

We suggest considering several design details as the project advances:

- Construct a 10.5' shared use path along the north side of the intersection as demonstrated in Design Concepts 1 and 4, rather than a 6' sidewalk and no dedicated space for cyclists on the road.
- Close the second Dunkin Donuts drive-thru and convert the first drive-thru into a two-way operation in order to reduce conflict points for pedestrians, as explored in Design Concept 3 and supported by several local residents during the Q&A at the meeting on May 5.

Consider constructing continued bicycle lanes or a shared-use path along Lynn Fells Parkway, in order to provide cyclists with better separation from traffic than sharrows and ensure that the parkway is a pleasant travel experience for all users.

We look forward to seeing the next iteration of the project concept as it approaches final design.

Best regards,

Stacey Beuttell, Executive Director

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May 17, 2021

Re: Lynn Fells Parkway at Melrose Street Intersection Improvements

To the Massachusetts Department of Conservation & Recreation:

We write representing the Melrose Pedestrian and Bicyclist Committee (PBC), a volunteer group of Melrose residents who collaborate with citizens, City staff, and elected officials to advocate for safer streets and public space in the City of Melrose, with a special emphasis on walking, bicycling, and access to transit for residents and visitors of all ages and physical abilities.

Several of our members attended the May 5 meeting at which the DCR project team shared four initial design alternatives for the intersection of Lynn Fells Parkway and Melrose Street. We subsequently reviewed and discussed these plans at our general membership meeting on May 6. We would now like to take the opportunity to share our evaluation of the current proposals. These comments echo and extend the points in the letter that we submitted to you on December 9 of last year.

We appreciate the consideration that the design team has given to incorporating safety improvements for all road users in these design alternatives, especially considering the limited space in the corridor and the limited geographic scope of the current project. We also recognize that these four alternatives reflect only some of the many potential configurations possible at this location. Consequently, our feedback is intended for use in developing a preferred alternative that combines and enhances various aspects of the initial alternatives.

Our committee feels strongly that the current design alternatives still place too much emphasis on traffic throughput at the expense of the safety and convenience of other users. As the Institute of Transportation Engineers notes in a May 5 letter to Stephanie Pollack of the Federal Highway Administration, “vulnerable road user safety must be prioritized over vehicle movement in the selection of traffic control devices.”<sup>1</sup> This heavily used intersection features many such users, including children and disabled residents, and we believe that a better balance can be struck between traffic throughput and the safety of non-motorized users. We therefore encourage DCR to consider these points in developing a preferred design.

- **Controlling this intersection with a signal represents the absolute minimum necessary improvement.** Consequently, Alternative 4, which features only a stop sign and no additional controls for pedestrians, is an unacceptable proposal.
- **DCR must include dedicated bicycle facilities throughout the entirety of its jurisdiction in this project.** We are very encouraged by the DCR’s inclusion of dedicated bicycle facilities in other plans throughout your system (such as the Arborway) in order to fulfill your mission as the steward of Massachusetts’ recreational corridors. In this case, we believe that bicycle facilities (paired, continuous, one-way bike lanes, two-way multi-use paths or raised cycle tracks) must be

extended through the entire intersection. Shared lane (sharrow) configurations are not acceptable alternatives given the volume and speed of vehicle traffic in this corridor. We appreciate the inclusion of such lanes in Alternative 3 and along Melrose Street. An important long-term goal should be linking this intersection to bicycle lanes on the parkway east of Bellevue and west of Vinton, with the ultimate goal of connecting Breakheart Reservation and the Middlesex Fells in a recreational corridor, as the original mandate for this parkway intended.

- **All possible opportunities to reduce the total number of entrance/exit points at this intersection should be considered.** The choice to close Crystal and the southeasternmost section of Melrose to access from the parkway in Alternative 2 is one that we endorse, especially if the design can accommodate emergency vehicles via mountable curbs. We like the possibility of combining a Crystal/Melrose closure with the closure of the second Dunkin Donuts access shown in Alternative 3, and perhaps additionally narrowing the driveway to the Whole Foods parking lot, or removing this driveway entirely and redirecting in/out traffic the driveway further down Melrose Street. Fewer access points would make this intersection significantly safer for all users.
- **The study should be expanded, or a subsequent study conducted, to evaluate the reconfiguration of vehicle travel lanes to make space for continuous bicycle facilities from east of Green Street to west of Melrose Street.** We recognize that this study is limited to a single intersection. However, current configurations that feature two approach lanes to all of these intersections prevent other uses from anticipating where vehicles intend to go (left, straight, or right). This encourages dangerous maneuvers by drivers routing around left or right-turning traffic, then quickly returning to their intended lane. We recommend additional study to look at options such as simplifying and dropping lanes to restrict this behavior and improving the safety and mobility of pedestrians and bicyclists through the entire corridor.
- **We encourage DCR to evaluate a more ambitious design including potential property transfers from the City of Melrose.** We would like the opportunity to evaluate a more ambitious redesign of this intersection that reconfigures its geometry using adjacent property owned by the City of Melrose on the block containing the high school and that containing Ell Pond. While we recognize that a roundabout may not be appropriate in such close proximity to a signalized intersection, we would welcome alternatives that result in a more dramatic reconsideration of how these streets and driveways currently meet and how the right of way could be expanded to include more robust pedestrian and bicycle facilities. For example, the north side of the intersection of Melrose Street and Lynn Fells Parkway could be made more “T-shaped” by shifting it slightly further west.
- **Any design must be compatible with the future possibility of a multi-use off-street path west of this intersection.** Facilitating better east-west walking and bicycle routes along Lynn Fells Parkway is a major goal for us, and we have been advocating for the inclusion of an off-street path in the ongoing Ell Pond Park master plan study. We hope that the final design will be built to anticipate a future seamless connection with such a path.

We understand that making this intersection safe for non-motorized traffic will inevitably involve tradeoffs with motor vehicle queuing and level of service. Nearly all of our members are also automobile drivers, too, and we believe that a reasonable decline in automobile throughput is an acceptable consequence of improved throughput for non-motorized traffic and improved safety for all road users, including drivers, who will benefit from dedicated facilities for cyclists, fewer conflict points, and reduced vehicle speeds.



Our safety concerns are especially heightened by the fact that this intersection is extensively used by children, as well as senior citizens and disabled residents seeking access to one of the most important clusters of parks, schools, daycare, housing, and retail facilities in Melrose. In 2016, Melrose adopted a “Complete Streets” policy, stressing safe and integrated connections between home, school, retail, and recreational destinations throughout the community. This intersection, which directly abuts a park, a school, a shopping center, and a residential neighborhood must set the highest possible standard for putting Complete Streets principles into practice.

Furthermore, we hope that traffic modeling for this intersection takes into account the fact that travel to the middle and high schools represents a considerable fraction of automobile traffic volume at peak hours. We believe that, by redesigning this intersection in concert with our committee’s ongoing efforts to encourage students and parents to walk and bike wherever possible, an alternative design that provides satisfactory safety and access for these modes could actually reduce peak traffic volume through this intersection. The vast majority of Melrose households lie within a 15 minute bike ride of the middle and high schools, and a considerable fraction lie within a 15 minute walk. In a survey conducted as part of Melrose’s 2017 Master Plan, residents identified multi-modal travel as their single most important community attribute. We hope that a redesigned Melrose and Lynn Fells Parkway intersection can be part of a new vision for transportation in our city and the region, supported by our efforts to encourage Melrose residents to travel via environmentally friendly, inclusive, and affordable modes of transportation.

Again, we appreciate the consideration that your team has given to public input throughout this redesign process. We look forward to working together to make the Commonwealth’s recreational parkway system a truly shared and celebrated asset to our community.

Signed:

Dan Krechmer – Chair

Ryan Williams – Vice Chair

Lani Nelson – Secretary

Finn McSweeney – Communications Director

Reviewed and approved by the Membership of the Pedestrian-Bicycle Committee

## References

1. <https://www.ite.org/ITEORG/assets/File/public/MUTCD%20NPA%20Letter%20-%20final.pdf>