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Sent: Tuesday, August 30, 2016 9:13 AM

To: Maria Morelli; Neil Wishinsky; Julie Washburn; Jennifer Buller; Melvin Kleckner; Polly Selkoe; Kerry Fleming; Alison Steinfeld

Cc: RhondaGlyman; jfisher@wickedlocal.com

Subject: Re: Further Comment 420 Harvard Street

Dear All-

I tired to read the traffic report produced by the Developer this morning. It concludes there is no problem with an entrance on Fuller.

The dense statistics do not match the reality on the ground.

I went outside today and took the attached pictures at about 830am this morning. You can see the problems and they will worsen. I have submitted other photos previously.

Pedestrian, school and traffic volumes are down due to vacations. As you can see the intersection at Fuller and Harvard nevertheless backs-up blocking the Center Street parking lot. Please note, in addition, the proposed entrance to the project parking lot is somewhat south of the Center Street parking lot so anyone trying to get to the new project would be blocked from doing so which would further back-up traffic. Of course, all of this means no one can exit the project, they will edge out and block traffic coming off of Harvard and traffic will back-up on Harvard. The folks in the Center Street lot will also be trapped - and those coming to visit the Senior Center, the synagogueor shop will not be able to get int.

Pedestrians will be forced to cross sidewalks with blocking cars coming out of the two lots.

We all know traffic picks up significantly when school starts and Summer vacations end.

Of course, the other projects being built on Center Street as noted in the report will exacerbate the problems because all of that traffic empties on to Fuller.

I do hope a picture is worth a thousand words to contradict the Developer's traffic report and that Town officials require the building to be much smaller with an entrance on Harvard or Coolidge. An entrance on Coolidge is ready option to the Developer and would not produce these problems.

Please keep in mind the testimony of a civil engineer at the August 10 hearing that pointed out all of the same.

Thank you,

Tom



