

From: tggmusic@rcn.com [mailto:tggmusic@rcn.com]

Sent: Friday, October 07, 2016 9:47 AM

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

Subject: Re: The Exit from 420 Harvard Street - unsafe - line of sight

Dear Town Officials-

Last night - same story. Sidewalk at Fuller Street parking lot and my driveway blocked. Pedestrians trying to cross blocked sidewalk in dark. Caught in photos.

This morning was even worse. Here is what I witnessed and caught in "great" photos:

- Traffic was backed up at Fuller-Harvard intersection all the way down Fuller and around on to Center Street
- Sidewalk at Fuller Street parking lot blocked through multiple lights
- My driveway blocked through multiple lights
- Car seeking to exit with a left turn out of 420 Harvard onto Fuller unable to get out - so it actually turned left into the wrong lane to try to squeeze into the correct lane risking a head on collision
- Garbage truck trying to go left off of Fuller into Fuller Street parking lot blocked by cars waiting for the light at Harvard/Fuller - cars and Brookline School Bus back up into Harvard street behind truck - entrance and exit from 420 Harvard was totally blocked even to right hand turn

All while kids walking down Fuller to school.

Please note most of these traffic and safety problems cannot be fixed with a right hand turn only out of 420 Harvard, some signage or other adjustments. The volume of traffic, narrow street and opposing parking lots with heavy pedestrian foot traffic simply guarantee obvious gridlock and safety issues.

I am quite sure none of this was happening over at Coolidge Street. A ready alternative. (Please keep in mind on Coolidge the parked cars are on the street, the sidewalks are safe and there is not a large existing parking lot (with a proposal for a second one) that would cause cars to cut over sidewalks on both sides of the street down the street from a senior center. There are other differences too that make Coolidge much more suitable.

My sense is that, while the ZBA considers these serious issues and hopefully addresses by causing the developer to move the entrance/exit/loading zone in work sessions or through a permit approval conditioned on moving the entrance/exit/loading zone off Fuller due to serious local traffic and safety concerns, it is hard for me to bring any legal action. However, if an exit, entrance and loading zone are approved on Fuller, I think I have a great shot at having my concerns heard as an "aggrieved party" given that I live across the street (abutter presumption) and own one of just two homes (the other being in the same two family) on Fuller Street that is directly impacted by the additional traffic. I hope the developer starts considering the issues seriously too - any potential renter is going to be totally turned off by the impossible

traffic and safety issues. I am not going away and have many many compelling photos that show that the issues at our "pretty stinky" intersection rated D or E per the developer's traffic expert are real, serious and not speculation and impact all residents generally but me quite specifically.

Tom Gunning
39 Fuller Street
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From: tggmusic@rcn.com [<mailto:tggmusic@rcn.com>]

Sent: Thursday, October 06, 2016 8:26 AM

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

Subject: Re: The Exit from 420 Harvard Street - unsafe - line of sight

Dear Town Officials-

Just an interim note that the additional photos I am collecting are quite compelling. They will support everything I have testified about. I will share before or at the next hearing.

The exit/entrance/loading zone on Fuller is totally unworkable and unsafe and must not be approved.

I suggest finding an alternative in working sessions. We know there is at least one.

Tom Gunning
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From: tggmusic@rcn.com [<mailto:tggmusic@rcn.com>]

Sent: Tuesday, September 27, 2016 1:11 PM

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

Subject: The Exit from 420 Harvard Street - unsafe - line of sight

Dear Town Officials-

At last night's hearing there was some discussion of line of sight from 420 Harvard. Here is a photo taken this morning to show the problem from one perspective.

As you can see, one cannot see the driver trying to exit the 420 Harvard Street parking lot or the driver's window. Clearly there is no way for the driver to see traffic coming down Fuller unless the driver edges out and blocks the sidewalk. I dare say this is indisputable. My other photos show the sidewalk on the other side of Fuller Street is very often blocked by cars seeking to exit the Fuller Street parking lot but unable to do so due to que at Harvard and Fuller. This means, if you approve the proposed entrance and exit on Fuller, sidewalks on both sides of the street will often be blocked to pedestrians - children and the elderly with walkers from the SeniorLife

Center one block away. They will wait or be forced to walk in a busy, narrow street as kids will do when late for school. The double sidewalk blocking will most likely occur in the morning when the traffic reviewer says traffic is the busiest while kids are walking to school.

Just to repeat - if you approve an entrance and exit on Fuller, the sidewalks on both sides of Fuller will regularly be blocked. Further - those blocks will occur at the very same time - when the light at Fuller and Harvard is red and 3 or more cars are queued. That is many many times every day of the week and most certainly mornings when kids are walking to school. This is just plain old common sense. You can see in my photos. The situation will only worsen with the expected increased traffic coming off Center, the traffic due to the 420 Harvard project and increased demands on the Fuller Street parking lot, including from 420 Harvard and the large "true" affordable housing project at 384 Harvard.

There was also some discussion of car speed on Fuller approaching the Harvard - Fuller intersection. I testify that when cars come off Center onto Fuller and see a green light - knowing the intersection is already "pretty stinky" and Class D and E according to the Developer's traffic expert with no right on red - they speed to make the light. I am sure speed is much greater than the 30 miles per hour considered by the traffic reviewer. I will get a radar device and get evidence if you need it. But it is common sense and can be readily witnessed.

Go back to photo. So that speeding car coming down Fuller to make the green light will not see the car getting ready to exit 420 Harvard and take a left on Fuller because of line of sight issues. That car entering Fuller from 420 Harvard will be anxious to get out having sat and waited for at least one traffic light cycle. Viola - Crash! Common sense.

Unsafe for cars. Unsafe for pedestrians. Do not approve exit and entrance on Fuller.

And while I heard the point that Developer has not proposed an entrance and exit on Coolidge or Harvard - the Developer did tell the Board very clearly that he was fine with going under 49 Coolidge if the ZBA preferred and asked the Board for guidance at the August 10 hearing. In those circumstances, I do not see how you can ignore the option offered by the Developer and approve an unsafe one and unworkable one that will most certainly make what is a "pretty stinky" and boarder-line unacceptable intersection wholly unacceptable.

While police data is to come, I note the data from the State shows the accident rate at Harvard and Fuller is 3 times - 3 times - the rate at Harvard and Coolidge.

I will supply the additional promised photos before the October 19 hearing. They will clearly show an entrance, exit and loading zone on Harvard will be unsafe and will cause gridlock. The Board was offered another choice and even asked to give guidance - so you must consider Coolidge or Harvard given Fuller is unsafe and unworkable. It is not appropriate, in those circumstances, to say "well, Coolidge is not what the developer proposed". 49 Coolidge is part of the project - and you are guiding many changes on size, massing and other topics in working sessions - so you can guide on this one too if you choose to do so. And I understand this one - safely - is clearly within your authority and responsibilities.

Please be objective - and please do not rely on side deals and conversations between some residents and the developer. They do not represent the entire community by any means - you had at least three Fuller residents testify against the entrance and exit on Fuller last night, including a retired civil engineer who has been making the same points as I have about the impossibility of the two parking lot entrances and exits facing each other on a narrow street, with high pass-through traffic volumes and a bad intersection.

I remain hopeful that common sense really will take care of the matter - and prepared to take legal action if it does not.

Oh, by the way, we were blocked from exiting our driveway at 39 Fuller Street today due to queuing at Harvard- Fuller - and Fuller Street parking lot was also blocked.

Thank you.

Tom Gunning

