

January 18, 2022

Dear Mr. Buckland,

RE: Proposed Driveway at Power St. intersection

The November 2021 Traffic Study done by the Applicant's traffic study engineer notes "very little traffic observed." November is obviously not indicative of the time of year that traffic will be a problem in a summer community. Equally as important, the engineer did not address the proposed driveway that the applicant wants to enter very close to the Power St./Robinwood intersection. He only addressed the entry onto Robinwood Rd. of the new proposed cul-de-sac with sight calculations etc. I believe a June, July or August study is warranted and would like the Board to go on record noting that a November traffic study cannot be relied upon for it to make decisions that effect the quality of life of the area residents in this particular situation. Sias Point, Robinwood Rd. and the streets off of Robinwood have many homes that are not occupied in November, so the study was not done when the highest volume of traffic could be observed.

Here is a quote from the report:

"According to the American Association of State Highway and Transportation Officials (AASHTO) publication A Policy on the Geometric Design of Highways and Streets, Seventh Edition 2018, the minimum safe stopping sight distance for a 20 mile per hour design speed is 115 feet."

I believe the proposed lot with the driveway entering into the intersection without adequate vision to its right should be reconfigured to use the site's proposed cul-de-sac. This is also the lot that requires a waiver on the 180 degree upland's requirement. I am opposed to this lot being approved for these two reasons.

I am asking the Planning Board to look into this further and not grant any Definitive Plan that poses a threat to public safety for the residents who walk, jog, bike and drive on this narrow road. I believe that it is within the Planning Board's jurisdiction to deny this proposed driveway that does not have the appropriate minimum safely stopping sight distance of 115 ft. and will be too close to an intersection that adds another layer of concern as well.

Thank you,

Marlene Aron

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