

June 23, 2006

Mr. Hans Larsen
Director of General Government
Board of Selectmen Town of Wellesley
525 Washington Street
Wellesley, MA 02481

Re: Wellesley Country Club Redevelopment – Peer Review

Job # 3016 - 14

Dear Mr. Larsen:

As part of the Wellesley Country Club (WCC) redevelopment, BETA Group, Inc. has received Vanasse Hangen Brustlin, Inc.'s (VHB) memorandum dated June 6, 2006. This memorandum is VHB's response to BETA's peer review dated April 24, 2006. For ease of reference our response (in bold letters) to each comment follows the format of the VHB response letter.

Comment #2

Coordination with Babson College on the intersection of Wellesley Avenue and Forest Street is important to ensure that any mitigation required for this impacted intersection will be mitigated accordingly by both projects. If a signal is warranted at this intersection, further discussion will be needed on participation by both projects to improve the safety of the intersection.

VHB Response

Babson College's traffic consultant will be provided with a copy of the Traffic Impact Analysis prepared for the Wellesley Country Club redevelopment project. It should be noted that the intersection of Wellesley Avenue/Forest Street does not meet PSI thresholds for study. However, in response to comments from the town and its traffic consultant, the intersection was analyzed in the Traffic Impact Analysis. The limited amount of additional traffic projected to be generated by the project at the intersection does not warrant any roadway mitigation or traffic control improvements (including signalization) as part of the project.

We want to note that during the existing AM and PM weekday peak hours this intersection operates at Level of Service F, it will continue to operate at F under 2011 build conditions with significant increase in delay and queue. Our recent field visit confirmed that the queue along Wellesley Avenue westbound was observed to extend beyond the WCC almost to Brookside Road during the PM peak hour. Provisions for short term and long term intersection improvements should be considered. Short term improvements such as intersection geometric enhancements with channelization islands to improve sight distance and the overall safety for the intersection should be considered. A concept plan developed by BETA has been attached to this memorandum. Long term improvements in the future such as signalization should be evaluated.

Comment #4

Wellesley Avenue at Brookside Road and Hunnewell Street should be included in the traffic study.

VHB Response

These two intersections do not meet the traffic volume thresholds for study under PSI guidelines. However, as requested by BETA at the 4/24/06 Board of Selectman meeting, an accident analysis was prepared for these two intersections.

Crash data was obtained from the Wellesley Police Department and Massachusetts Highway Department for the most recent three-year time period (2002 to 2004) at the intersections of Wellesley Avenue/Brookside Road and Wellesley Avenue/Hunnewell Street. Year 2005 data is available from the Wellesley Police Department, but not for the MassHighway data. Due to the intersections of Wellesley Avenue/Hunnewell Street falling at the Wellesley/Needham town line, The Wellesley Police Department was unable to retrieve accurate accident information for this intersection. Therefore only MassHighway data was used for this location. Table 1 provides a summary of the crash data. The data does not yield any discernable patterns for crash occurrence at these two intersections.

We want to note that there are sight distance problems at these two intersections and the 85th percentile speed is at 42 mph along Wellesley Avenue which exceed the 30 mph prima facia speed limit. We suggest that advanced intersection signage with advisory speed limit signs be considered for these intersections.

Comment #5

The existing traffic and parking estimates are reasonable; however, we recommend a detailed follow-up traffic study be performed six months after the new facility is open. The study should also be conducted during the WCC peak operations period.

VHB Response

The WCC has agreed, if the Planning Board or Board of Selectmen requires as a condition of approval, to perform a post construction traffic monitoring study to be performed the summer after the facility is open. The monitoring study will consist of recording site traffic volumes on a Weekday and Saturday during the peak operations period of June through August. To provide a baseline comparison, data will also be collected this summer before construction begins.

After the traffic data is collected for the 2006 peak condition it should be compared with the estimated traffic baseline conditions utilized in the study. Upon completion of the baseline study a memorandum should be provided to the town for review identifying the results of the 2006 traffic conditions. A parking lot occupancy evaluation should also be included in the monitoring study both in the baseline and post construction. We want to note that our recent field visit (June 19, 2006) revealed that the WCC parking lot was at approximately 95% occupancy at around 4 PM. In addition numerous vehicles were parked in unmarked parking locations. Parking occupancy counts should be included as part of the baseline and post constructions studies.

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Comment #6

Parking demand and utilization need to be verified.

This comment was not addressed. The original report indicated that the only increase in traffic to the Wellesley Country Club would be the result of the 35 seat (8%) increase in capacity of the dining/function hall space. To account for future trip generation, the trips associated with these uses were increased by 8% over the volume calculated for the existing conditions. The proposed tavern space however would have a higher utilization rate than the dining space it would be replacing. Also, the exercise room would be an entirely new service. The parking demand and utilization rate for these uses should be incorporated into the future trip generation based on ITE.

Sidewalk Analysis

As required by the Wellesley zoning bylaws, a sidewalk inventory on roadways within a walking distance of 600 feet from the WCC needs to be performed. VHB included this inventory within the June 6, 2006 memorandum.

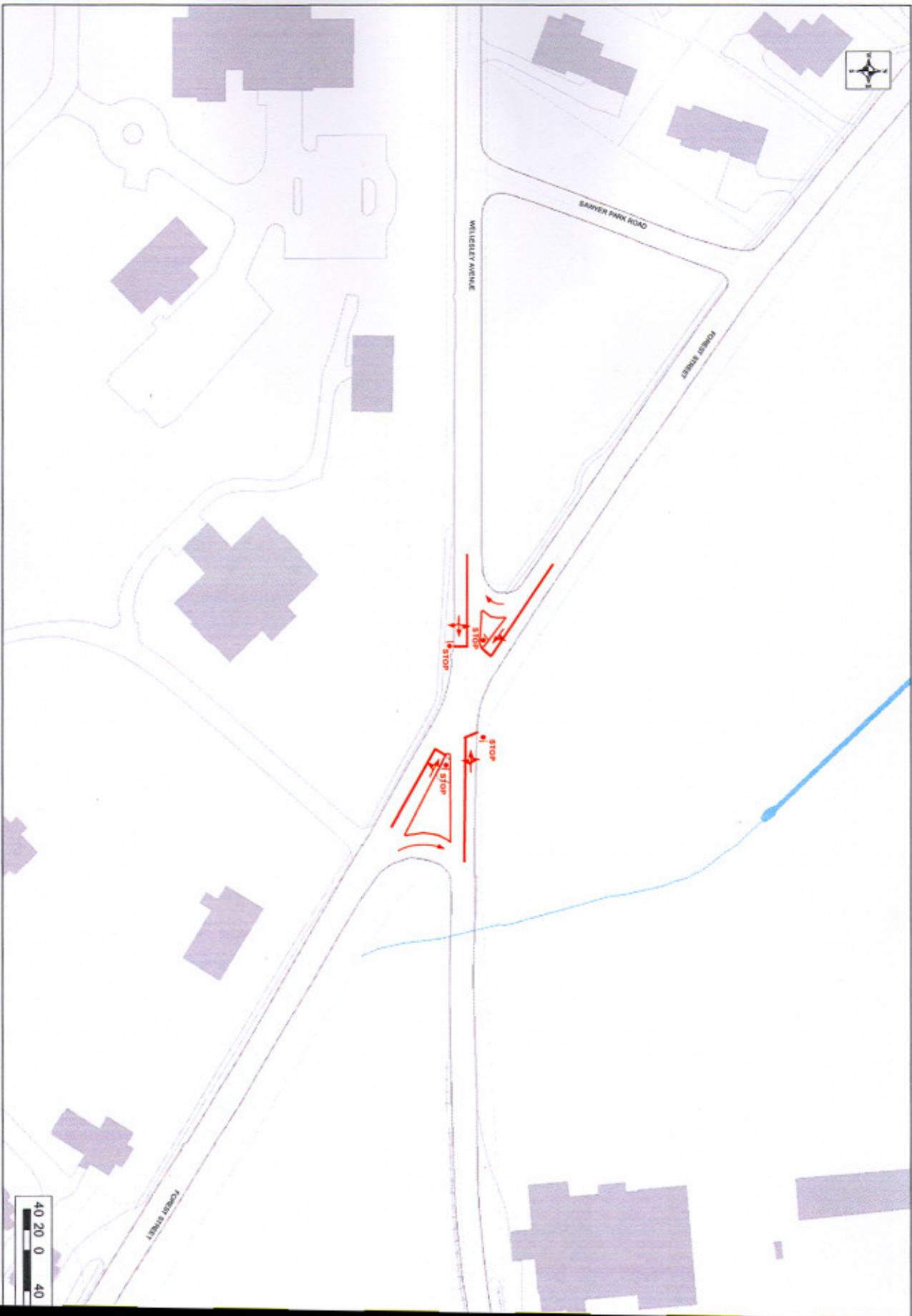
- According to the Town of Wellesley Trail Committee, a sidewalk between the aqueduct trail and the Forest Street/Wellesley Avenue intersection should be considered.
- Based on our field investigation it is confirmed that the sidewalk condition along Forest Street between Wellesley Avenue and Abbott Road is fair to good. A proposed sidewalk improvement plan should be developed for this area.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.



Frank Romeo, PE
President



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