



June 6, 2006

Vanasse Hangen Brustlin, Inc.

Ref: 09150.00

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

Re: Wellesley Country Club – Response to Peer Review Comments and Sidewalk Analysis
Wellesley, Massachusetts

Dear Mr. Larson:

Vanasse Hangen Brustlin, Inc. (VHB) is pleased to submit the following written responses to the BETA Group Inc. (BETA) peer review comment letter dated April 24, 2006 for the proposed Wellesley Country Club (WCC) Redevelopment. In addition, we have also included the sidewalk analysis as required by PSI guidelines.

For ease of reference, in the first section we have listed the issues presented in the Conclusion/Recommendations section of BETA's letter, followed by the response. The second section includes the sidewalk analysis.

RESPONSE TO BETA'S COMMENT LETTER

Comment 1:

The site plans should be provided upon completion for our review.

Response:

A revised site plan dated 4/19/2006 was submitted to BETA Group Inc.

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.

101 Walnut Street
Post Office Box 9151
Watertown, Massachusetts 02471-9151
617.924.1770 ■ FAX 617.924.2286
email: info@vhb.com
www.vhb.com

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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.

Comment 3:

The need for the crosswalk located on Wellesley Avenue at the western-most site should be evaluated. If this crosswalk is needed, mitigation must be provided to improve pedestrian safety at this location.

Response:

Under proposed conditions, with the relocated clubhouse, the existing western-most site drive will not be necessary and will be removed.

Comment 4:

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

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 intersection 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.



**Table 1
 Vehicle Crash Summary**

	Wellesley Police Department Data 2002-2005	MassHighway Data 2002-2004	
	Wellesley Avenue at Brookside Road	Wellesley Avenue at Brookside Road	Wellesley Avenue at Hunnewell Street
Year			
2002	4	4	5
2003	4	4	5
2004	2	2	2
<u>2005</u>	<u>2</u>	<u>n/a</u>	<u>n/a</u>
Total	12	10	12
Ave/Year	3	3.3	4
Collision Type			
Angle	8	7	2
Head-on	0	0	4
Sideswipe	0	0	2
Rear-end	1	1	2
Unknown	0	0	0
<u>Single Vehicle</u>	<u>3</u>	<u>2</u>	<u>2</u>
Total	12	10	12
Severity			
Unknown	0	0	1
Injury Accident	3	3	3
<u>Property Only</u>	<u>9</u>	<u>7</u>	<u>8</u>
Total	12	10	12
Time of day			
Weekday 7:00 AM - 9:00 AM	1	1	1
Weekday - 4:00 PM - 6:00 PM	1	1	2
Weekday – other time	8	6	7
<u>Weekend</u>	<u>2</u>	<u>2</u>	<u>2</u>
Total	12	10	12
Pavement Conditions			
Dry	7	6	4
Ice	0	0	1
Wet	3	3	6
Snowy	2	1	1
<u>Other</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	12	10	12

Source: MassHighway & Wellesley Police Department crash data



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.

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 new 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.

SIDEWALK ANALYSIS

As required by the PSI section of the zoning bylaws, a sidewalk inventory on roadways within a walking distance of 600 feet from the WCC was conducted. The inventory identified the condition, type and location of the sidewalks.

For the purpose of this inventory, sidewalk conditions were placed into four categories:

- Excellent: No deterioration observed.
- Good: Minimal deterioration such as cracking, heaving, sinking and intrusion or encroachment of vegetation observed.
- Fair: Some deterioration including more severe cracking, heaving, sinking, intrusion or encroachment of vegetation observed as well as presence of patching. No serious hazardous walking impediments observed.
- Poor: Severe deterioration observed making walking conditions hazardous or prohibitive.

The sidewalk conditions assessment is based on visual inspection of the sidewalks and engineering judgment. There could be some overlap between conditions, particularly between *fair* and *good*.

The attached figure was supplied by the Wellesley Planning Board. The figure shows the existing sidewalk inventory locations described in detail below.



Wellesley Avenue from Brookside Road to 600 feet west of Forest Street

The only section of Wellesley Avenue within 600 feet of the WCC that has sidewalk is an approximately 150 foot long segment on the south side of Wellesley Avenue west of Forest Street. This sidewalk segment extends from Forest Street to an internal Babson College walkway. This section of sidewalk is made of asphalt and is 4 feet wide. The sidewalk conditions in this section are fair with some tree roots cracking the asphalt. A grass strip is present between the sidewalk and roadway.

At the junction with the Babson College walkway, there is a handicapped accessible ramp to Wellesley Avenue, and on the north side of Wellesley Avenue there is a walkway perpendicular to Wellesley Avenue. Although there are accessible ramps, there is no marked crosswalk at this location.

On Wellesley Avenue, two mid-block crosswalks are located in front of the Wellesley Country Club. The easternmost crosswalk is located near the maintenance shed and has an Advance Crosswalk Warning System, with flashing yellow lights triggered by pedestrian actuation. There is also a marked crosswalk in front of the existing clubhouse. There are sight distance restrictions for vehicles approaching this crosswalk. With the redevelopment of the Wellesley Country Club and the relocated clubhouse, this crosswalk will not be necessary and will be removed. Finally a crosswalk is located on the Wellesley Avenue eastbound approach to Forest Street. This crosswalk is slightly faded.

Brookside Road

No sidewalks or crosswalks are present along or across this street.

Oakland Street within 600 feet of the WCC

No sidewalks or crosswalks are present along or across this section of roadway.

Forest Street from the Needham Town Line to Abbott Road

There is no sidewalk on Forest Street from the Needham Town Line to the Babson College Main Entrance. A sidewalk is present with no gaps on the west side of Forest Street from the Babson College Main Entrance past the northern limits of the analysis at the intersection with Abbott Road.

Between the Babson College entrance and the Post Office, the asphalt sidewalk is 5 feet wide and in good condition with a grass strip present between the sidewalk and roadway. Between the Post Office and Forest Street, the sidewalk is 5-6 feet wide and is in excellent condition.

Between Wellesley Avenue and Sawyer Park Road, the asphalt sidewalk is 5 feet wide and in fair condition with a grass strip present between the sidewalk and roadway. There is minor vegetation



encroachment on the walkable area and the sidewalk loops around the back of a tree at one location. There is also a 5 foot wide asphalt walkway that passes through the woods here connecting Forest Street to an unmarked handicapped accessible ramp on Wellesley Avenue. This serves as a minor shortcut to Babson College.

Between Sawyer Park Road and Abbott Road, the asphalt is 4 ½ to 5 feet wide with a grass strip present between the sidewalk and roadway and varies from fair to good condition. Near #169 Forest Street the sidewalk make a wide loop around the back of a large tree. A dirt pathway can be seen worn around the front of the tree. There is vegetation that encroaches on the sidewalk near #165 Forest Street.

Immediately north of the intersection with Abbott Road, sidewalks are located on both sides of Forest Street. On the west side of Forest Street there is a 5 foot wide concrete sidewalk with a grass strip present between the sidewalk and roadway which varies from fair to good condition. Near #155 Forest Street, there is a short section where tree roots are lifting the concrete sidewalk section and vegetation is encroaching on the sidewalk. On the east side of Forest Street the asphalt sidewalk is 5 ½ feet wide is in good condition and has a grass strip present between the sidewalk and roadway.

A crosswalk is located on the Forest Street southbound approach to Abbott Road. There is no pedestrian warning signage associated with this crosswalk. Only the eastern side of the crosswalk has a handicapped accessible ramp; the western side of the crosswalk ends at the curb.

Abbott Road from Forest Street to Arlington Road

A sidewalk is present on the west side of Abbott Road from Forest Street past the northern limits of the sidewalk analysis which is just south of Arlington Road. A sidewalk is located on the east side of Abbott Road from Inverness Way past Arlington Road.

On the west of Abbott Road, between Forest Street and Arlington Road, the asphalt sidewalk is 4 to 4 ½ feet wide is in good condition and has a grass strip present between the sidewalk and roadway. In front of #133 Abbott Road a rhododendron bush encroaches on the sidewalk.

On the east side Abbott Road, the 5 foot wide asphalt sidewalk runs from Inverness Way (#134 Abbott Road) to #122 Abbott Road. This section of sidewalk is in good condition and has a grass strip present between the sidewalk and roadway. In front of #122 Abbott Road, the sidewalk is 5 feet wide and constructed of concrete with grass strip present between the sidewalk and roadway.

Inverness Way from Abbott Road to Lincoln Circle

No sidewalks or crosswalks are present along or across this section of roadway.



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Lincoln Road

No sidewalks or crosswalks are present along or across this street.

Lincoln Circle

No sidewalks or crosswalks are present along or across this street.

I trust that this information adequately addresses all outstanding traffic related issues related to the proposed Wellesley Country Club redevelopment. Please contact me or Alan Cloutier at (617) 924-1770 if you have any questions or need further information.

Very truly yours,

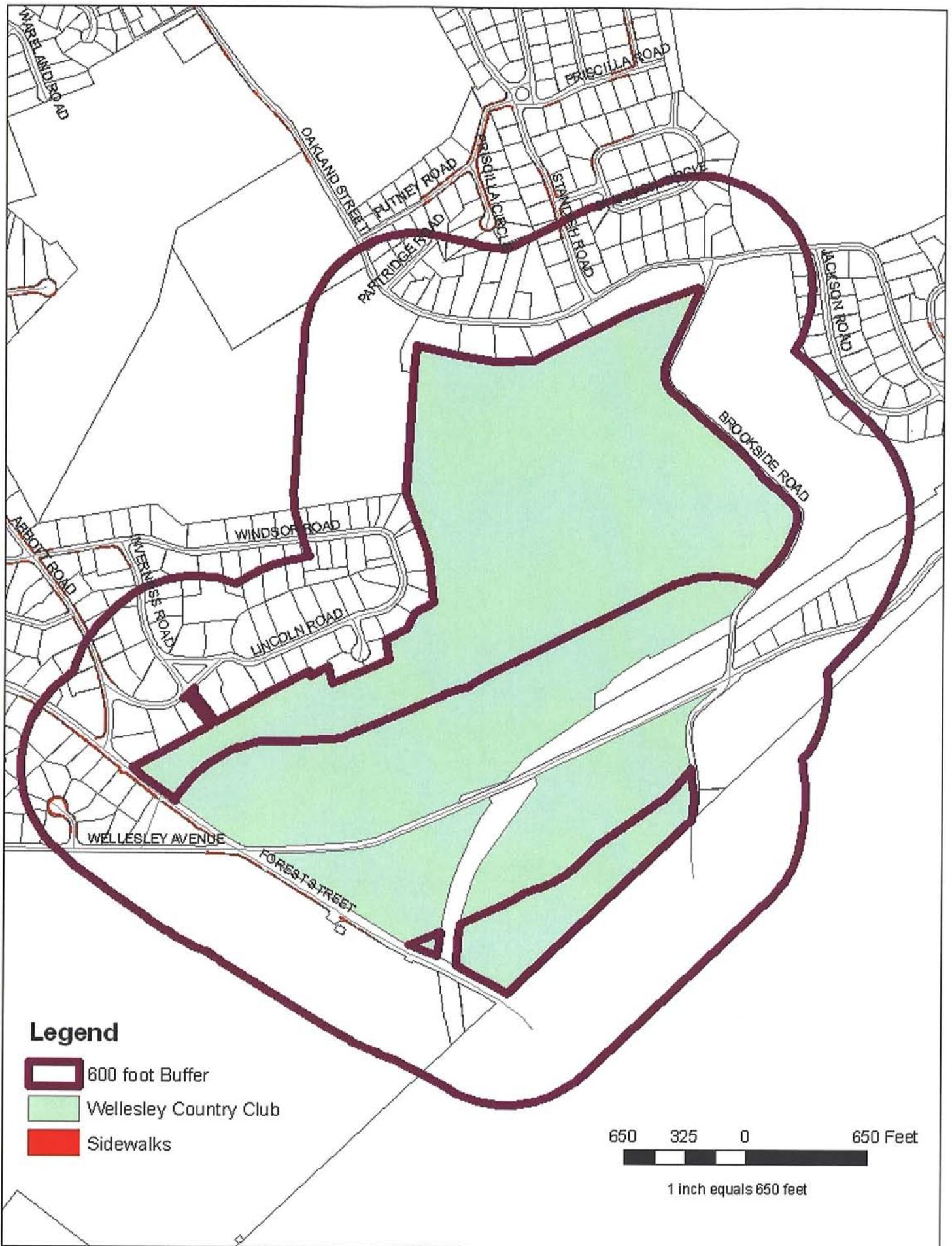
VANASSE HANGEN BRUSTLIN, INC.



Vinod Kalikiri, P.E., P.T.O.E.
Senior Traffic Engineer

cc: Rick Brown, Wellesley Planning Board
Kien Ho, BETA Group Inc.
Chris Kelley





Legend

-  600 foot Buffer
-  Wellesley Country Club
-  Sidewalks

650 325 0 650 Feet

1 inch equals 650 feet