

Ref: 10509

January 20, 2026

Ms. Meghan C. Jop, AICP
Executive Director
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Re: Response to Transportation Peer Review
Proposed Multifamily Residential Development – 592 Washington Street
Wellesley, Massachusetts

Dear Ms. Jop:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were identified in the January 14, 2026 *Transportation Peer Review* letter prepared by Tighe & Bond (T&B) concerning their review of the November 24, 2024 *Transportation Impact Evaluation* (the “November 2024 TIE”) that was prepared by VAI in support of the proposed multifamily residential development to be located at 592 Washington Street in Wellesley, Massachusetts (hereafter referred to as the “Project”). Listed below are the comments that were identified by T&B in the subject letter pertaining to the November 2024 TIE followed by our response on behalf of the Project proponent. We note that the Applicant filed a comprehensive Transportation Impact Assessment for the Project in November 2025 (the “November 2025 TIA”) that addresses the comments that were identified in the subject letter, a copy of which was emailed to T&B on January 16, 2026.

Study Area

Comment 1: *The study area is not sufficient. At a minimum, the operation at the proposed site driveway is necessary to evaluate the traffic impacts of the proposed development. Due to the anticipated level of traffic to be generated by the project, study of offsite intersections and roadways are area is not necessary.*

Response: **The November 2025 TIA includes an assessment of traffic volumes and operating conditions at the Project site driveway intersection with Washington Street, as well as at the following off-site intersections:**

- **Washington Street at Grove Street and Central Street**
- **Washington Street at Church Street**
- **Washington Street at Weston Road and Denton Road**

Crash Data

Comment 2: Please review crash records for any crashes in the vicinity of the site driveway.

Response: **An assessment of motor vehicle crashes at the Project site driveway intersection with Washington Street and at the off-site study area intersections is provided in the November 2025 TIA. As detailed therein, no (0) motor vehicle crashes were reported to have occurred at or in the immediate vicinity of the Project site driveway intersection with Washington Street over the five-year review period 2018-2022.**

Project-Generated Traffic

Comment: We concur with the calculation of trip generation traffic volumes.

Response: **No Response Required.**

Trip Distribution

Comment 3: An abbreviated trip distribution should be provided to determine the turning volumes at the site driveway.

Response: **The November 2025 TIA includes a trip distribution pattern for Project-generated trips developed based on a review of Journey-to-Work data obtained from the U.S. Census for the Town of Wellesley and refined using existing traffic patterns within the study area.**

Traffic Operations Analysis

Comment 4: Please provide peak hour capacity analysis of the proposed site driveway's intersection with Washington Street.

Response: **A detailed traffic operations analysis is presented in the November 2025 TIA for the Project site driveway intersection with Washington Street and at the off-site study area intersections. With respect to the Project site driveway, All movements exiting the Project site driveway to Washington Street are predicted to operate at level-of-service (LOS) B during both peak hours with negligible vehicle queuing predicted. All movements along Washington Street approaching the driveway are predicted to operate at LOS A, also with negligible vehicle queuing. Actual operating conditions at this intersection are directly related to vehicle queuing along the Washington Street northbound approach to the Washington Street/Central Street/Grove Street intersection during the peak periods.**

Sight Distance Assessment

Comment 5: Please provide a sight distance analysis at the existing/proposed site driveway. A plan should be provided that graphically shows the intersection sight distance, stopping sight distance and restrictions at the driveway.



Response: A review of lines of sight at the Project site driveway intersection with Washington Street is presented in the November 2025 TIA. Based on this review, it was determined that the available lines of sight exceed the recommended minimum sight distance for the intersection to function in a safe manner (SSD) with consideration of a three-stage exit maneuver, which is common in downtown settings with on-street parking, and based on a 30 mile per hour (mph) approach speed along Washington Street, which is consistent with the statutory speed limit (30 mph) and slightly above the measured 85th percentile vehicle travel speed (24/26 mph) in the vicinity of the Project site.

The three stage exit maneuver is as follows: Stage 1 – the exiting motorist stops before entering the sidewalk area to observe approaching pedestrians; Stage 2 – after verifying that the sidewalk is clear, the motorist positions their vehicle across the sidewalk and into the area that is defined by the parking lane to observe approaching bicyclists and motor vehicles; and Stage 3 – the motorist exits the driveway when there is an acceptable gap in traffic. A review of the Project site driveway and the Site Plan for the Project indicates that there are clear sight lines provided to and from the sidewalk area along Washington Street to allow for an exiting motorist to complete the three-stage exit maneuver.

Pedestrian and Bicycle Accommodations

Comment 6: Provide an evaluation of the pedestrian infrastructure between the site and the Wellesley Square MBTA Station. Please identify any substandard pathway links and identify what locations included Apex style ramps.

Response: An evaluation of pedestrian and bicycle accommodations and access to public transportation services is presented in the November 2025 TIA. With specific regard to pedestrian accommodations at and in the vicinity of the Project site, sidewalks are generally provided along one or both sides of the study area roadways, with marked crosswalks provided for crossing one or more legs of the study area intersections. The crossings at the Washington Street/Central Street/Grove Street intersection are included as a part of the traffic signal system at the intersection (pedestrian pushbuttons, signal indications and phasing are provided for the crossings). A pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) is provided for crossing the Washington Street south leg of Washington Street/Church Street intersection.

An inventory of sidewalk conditions along Washington Street within 1,000 feet of the Project site indicates that the sidewalks are in generally good condition. Wheelchair ramps are provided for the crossings at the study area intersections; however, many do not include tactile mats as required under the Americans with Disabilities Act (ADA) and several crossings include apex-type ramps that serve more than one crossing, which are also not ADA compliant. The sidewalk along the Project frontage is in good condition and is flush across the driveway.

Site Plan Review

Responses to the comments pertaining to the Site Plan will be provided by another member of the Project team under separate cover.



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We trust that this information is responsive to the comments that were identified in the January 14, 2026 letter prepared by T&B concerning their review of the materials that have been submitted in support of the Project. Responses to the comments pertaining to the Site Plans will be provided by another member of the Project team under separate cover. If you should have any questions or would like to discuss the responses from the Project team in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE

Managing Partner

Professional Engineer in CT, MA, ME, NH, RI, and VA

JSD/jsd