



W-2125-020-08
January 14, 2026

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

Re: Transportation Peer Review - Proposed Multifamily Residential Development - 592 Washington Street (Route 16) Wellesley, Massachusetts

Dear Meghan:

On behalf of the Town of Wellesley, Tighe & Bond has conducted this Traffic Peer Review for the proposed residential development to be located at 592 Washington Street in Wellesley, Massachusetts. The Project involves the renovation and expansion of an existing commercial building to accommodate 19 multifamily residential units.

Access to the project site will be provided by the existing driveway on Washington Street.

On-site parking is proposed for 36 vehicles. Tighe & Bond visited the project site on January 13, 2025, to review and observe the traffic conditions in and around the project site and to verify and compare the results presented in the evaluation to what was observed in the field.

Tighe & Bond has reviewed the following documents as part of the traffic peer review:

- **Transportation Impact Evaluation (TIE);** prepared by Vanasse and Associates, Inc. (VAI); dated November 24, 2025.
- **Site Plan Set (11 sheets);** prepared by McKay Architects, dated September 15, 2025.

Our review focused on the adequacy of the evaluation with regard to industry best practices. Please note that only a brief evaluation was submitted, not a full study that would include analyzing traffic operations and related traffic impacts. We find that the submitted TIE is not sufficient to provide an adequate evaluation of the impact of the project. Due to the projected trip generation of the project, no offsite intersections are expected to meet the threshold to be considered a PSI impacted roadway, however, analysis of the site driveway is necessary.

We do have comments and suggestions related to the impact of the project on the surrounding transportation network. We have numbered the comments where we anticipate a response from the proponent.

Study Area

The TIE did not evaluate impacts on the study area roadways.

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.**

Crash Data

Motor vehicle crash data was not obtained.

- 2. Please review crash records for any crashes in the vicinity of the site driveway.**

Project-Generated Traffic

Weekday daily and peak hour traffic volumes were determined based on standard ITE trip generation factors, using Land Use Code (LUC) 220 Multi Family Housing (low rise) with 19 Units to develop the basic number of daily and peak hour vehicle trips to the site.

Based on the calculated volumes, the project is expected to generate 228 new automobile trips (114 entering, 114 exiting) per day, 20 trips (5 entering, 15 exiting) during the weekday morning peak hour and 16 trips (10 entering, 6 exiting) during the weekday evening peak hour.

We concur with the calculation of trip generation traffic volumes.

Project-Distribution

The proposed trips were not distributed, and no calculations were provided on what routes residents are likely to use to access the site.

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

Traffic Operations Analysis

No capacity analysis was conducted. Due to the projected trip generation of the project, no offsite intersections are expected to meet the threshold to be considered a PSI impacted roadway. However, the operations of the proposed driveway should be analyzed.

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

Site Distance

The evaluation indicated 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."* However, no sight distance measurements were recorded, and the minimum required sight distance was not identified. It should be noted that on-street parking and a building to the north of the site driveway do impact sight distance.

- 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.**

Pedestrian and Bicycle Accommodations

The review of the Pedestrian and Bicycle Facilities should be expanded to the Wellesley Square MBTA Station. The evaluation identified that many existing accessible ramps do not include detectable warning panels and mentioned that several crossings include apex -type ramps; however, the locations having apex ramps were not identified.

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.

Site Plan Review

We have the following comments on the proposed site plans.

7. Drivers exiting parking space 30 (incorrectly labeled as #22) will not be able to see vehicles entering due to the stairwell. This space is also shorter than the rest of the parking spaces. Evaluate potential modifications to this space.
8. Parking spaces 21 and 22 will be difficult to access due to the close proximity of the far wall.
9. Please remove the wheel stops. They are unnecessary, effectively shorten the parking spaces and present a tripping hazard for pedestrians.
10. Please provide a passenger vehicle turning template showing vehicles entering the garage to verify that vehicles can access the parking area.
11. Will trash trucks access the site? The plans do not show a dumpster.
12. "Please confirm that the internal doorway to the elevator is fully accessible with no vertical obstructions from the accessible spaces shown.

Conclusions & Recommendations

Tighe & Bond has reviewed the TIE's conclusions and generally agrees that the project will not have a significant impact on traffic capacity in the area. However, the proponent should provide information that shows the operations and safety at the proposed driveway. Our comments and concerns are as follows.

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.
2. Please review crash records for any crashes in the vicinity of the site driveway.
3. An abbreviated trip distribution should be provided to determine the turning volumes at the site driveway.
4. Please provide a capacity analysis of the proposed site driveway's intersection with Washington Street.
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.
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.
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9. Please remove the wheel stops. They are unnecessary, effectively shorten the parking spaces and present a tripping hazard for pedestrians.
10. Please provide a passenger vehicle turning template showing vehicles entering the garage to verify that vehicles can access the parking area.
11. Will trash trucks access the site? The plans do not show a dumpster.

12. Please confirm that the internal doorway to the elevator is fully accessible with no vertical obstructions from the accessible spaces shown.

We appreciate the opportunity to assist the Town of Wellesley in their review of this project. If you have any questions or require additional information, please feel free to contact me directly at any time. Once responses to the initial comments noted above have been received and reviewed, Tighe & Bond will respond to this information as appropriate.

Very truly yours,



Alan T. Cloutier, P.E. PTOE
SENIOR ENGINEER

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