January 23, 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 continued our 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.

Our initial comments were summarized in a letter dated January 14, 2026. VAI has developed responses to our comments in a submission dated January 20, 2026, and provided a Traffic Impact Assessment dated November 2025. This letter provides an update on the issues we raised as well as potential new issues.

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.
- **Transportation Impact Assessment (TIA)**; prepared by Vanasse and Associates, Inc. (VAI); dated November 2025.
- **Response to Transportation Peer Review**; prepared by Vanasse and Associates, Inc. (VAI); dated January 20,2026.

Our original review found that the submitted TIE was not sufficient to provide an adequate evaluation of the impact of the project. However, the supplemented material provides adequate study to identify project impacts. 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.

We do have comments and suggestions related to the impact of the project on the surrounding transportation network.

For brevity's sake, we have only repeated comments where we found issues or required more information. Our original comment is in plain text, followed by VAI's response in italics. Our latest update or new comments are shown in bold font.

Study Area

Original Tighe & Bond 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.

VAI 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*

Updated Tighe & Bond Response: The study area is sufficient to evaluate the potential impact of the project based on the expected trip distribution pattern for the Project.

Crash Data

Original Tighe & Bond Comment #2: Please review crash records for any crashes in the vicinity of the site driveway.

VAI 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.

Updated Tighe & Bond Response: We have reviewed the crash analysis. As noted, there were no crashes at the project site drive. The intersection of Washington Street/Central Street/Grove Street intersection was found to have a significant motor vehicle crash rate that was above the MassDOT District average crash rate.

Project-Distribution

Original Tighe & Bond Comment #3; An abbreviated trip distribution should be provided to determine the turning volumes at the site driveway.

VAI 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.

Updated Tighe & Bond Response: We have reviewed the trip distribution and find it to be acceptable. No further response is required.

Traffic Volume Increase

VAI provided a table showing the project generated traffic and the percentage increase on segments of roadway. We have found that it can be helpful when identifying impacted roadway segments. We have found that calculating the impact by intersection can also be helpful. Table 6 of the TIA presents the project traffic volume increase by intersection.

If the analysis were done by intersection rather than roadway segment, it would show that all of the intersections have fewer than 15 additional trips during either of the peak hours. The highest increases were at the intersection of Washington Street at Church Square, with 14 new vehicle trips in the morning peak hour

and 12 new vehicle trips in the evening peak hour. This would result in increases at the intersection of 1.7% to 1.4%.

Table 1 – Project Traffic Volume Increases

Roadway Segment	No Build Volumes		Project Generated Traffic		Percentage Increase	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Washington Street at Grove Street and Central Street	2,148	1,932	13	11	0.6%	0.6%
Washington Street at Church Street	835	876	14	12	1.7%	1.4%
Washington Street at Weston Road and Denton Road	1,432	1,397	6	4	0.4%	0.3%

Traffic Operations Analysis

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

VAI Response: A detailed traffic operations analysis is presented in the November 2025 TIA for the Project site driveway intersection with Washinton 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.

Updated Tighe & Bond Response: We concur that the proposed project will not have a significant impact on operations at any of the off-site intersections. In addition, the analysis shows that the operations at the site driveway will be adequate with no significant delays.

Site Distance

Original Tighe & Bond 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.

VAI 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.

Updated Tighe & Bond Response: As discussed in the TIA, a three stage exit maneuver will be needed to see past on-street parking. However, it is not made clear just how far a driver must pull up into the street in order to have clear sight lines. A plan should be provided that graphically shows the intersection sight distance, stopping sight distance and restrictions at the driveway.

The proposed project does not seem to provide an area for pick up/drop-off, which could be used for delivery vehicles (amazon, UPS), food delivery, or rideshare. If there is no dedicated space, drivers may either double park or stop adjacent to the driveway, which will significantly impact sight lines. Please provide an area for these uses.

Pedestrian and Bicycle Accommodations

Original Tighe & Bond 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.

VAI 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.

Updated Tighe & Bond Response: It can be reasonably assumed that a portion of the residents of the proposed development would use public transit. Due to the location, the Wellesley Square commuter rail station is most likely. The pedestrian accommodation between Washington Street and the train platform is not adequate and should be reviewed and improved.

Recommended Off-Site Improvements

Washington Street at Central Street and Grove Street

Independent of the Project, the Washington Street/Central Street/Grove Street intersection was found to have a motor vehicle crash rate that was above the MassDOT District average crash rate but was found to be below the statewide average crash rate. Additionally, overall intersection operations, as well as specific movements from the Washington Street westbound and Grove Street northwestbound approaches are currently operating at or over capacity (i.e., LOS "E" or "F," respectively) during the peak periods. Independent of the Project, it is recommended that an optimal traffic signal timing and phasing plan be implemented for the intersection to include: i) a review of the "yellow' and "all red" clearance intervals; and ii) consideration of restricting left-turn movements from the Washington Street westbound approach to the Grove Street southeast leg. These left-turn movements are currently permitted across two (2) northbound lanes of traffic from Washington Street which have a protected phase ("green" right-turn arrow display) when motorists are allowed to turn left onto Grove Street.

Tighe & Bond Response: As mentioned in the TIA, the Washington Street northbound right turn arrow signal indication should only be used if there are no conflicts. The left turn to Grove Street does conflict. However, any turn restrictions are likely out of the scope of the proposed project. This conflict should be resolved as part of the upcoming Washington Square Improvement Project.

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.
13. The proposed project does not seem to provide an area for pick up/drop-off, which could be used for delivery vehicles (amazon, UPS), food delivery, or rideshare. If there is no dedicated space, drivers may either double park or stop adjacent to the driveway, which will significantly impact sight lines. Please provide an area for these uses.

Conclusions & Recommendations

Tighe & Bond has reviewed the TIA's conclusions and generally agrees that the project will not have a significant impact on traffic capacity in the area. Our outstanding comments and concerns are as follows.

- **A plan should be provided that graphically shows the intersection sight distance, stopping sight distance and restrictions at the driveway.**
- **The pedestrian accommodation between Washington Street and the train platform is not adequate and should be reviewed and improved.**
- **The proposed project does not seem to provide an area for pick up/drop-off, which could be used for delivery vehicles (amazon, UPS), food delivery, or rideshare. If there is no dedicated space, drivers may either double park or stop adjacent to the driveway, which will significantly impact sight lines. Please provide an area for these uses.**
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- **Please remove the wheel stops. They are unnecessary, effectively shorten the parking spaces and present a tripping hazard for pedestrians.**
- **Please provide a passenger vehicle turning template showing vehicles entering the garage to verify that vehicles can access the parking area.**
- **Will trash trucks access the site? The plans do not show a dumpster.**
- **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.

Very truly yours,

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

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