



June 02, 2017

Blythe Robinson, Executive Director
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Attn.: Meghan Jop
Assistant Executive Director

Re: 900 Worcester Street (Route 9) – Wellesley Sports Traffic Peer Review Supplemental Comments

Dear Ms. Robinson:

Following the discussion held at the Town of Wellesley Board of Selectmen Hearing on Thursday, June 1, 2017 regarding the proposed 900 Worcester Street sports complex, BETA would like to provide some additional remarks regarding the suggested Adaptive Signal Control System (ASCT) that was recommended.

The Applicant's traffic analysis revealed that the conventional traffic signal system proposed at the site drive will experience significant queue problem on Route 9 EB and WB travel directions during the AM and PM peak periods ranging from 890 feet to 1096 feet. The Traffic Impact and Access Study noted that approximately 40% of the site traffic will arrive from the west of Route 9 and 60% will arrive from the east of Route 9. With no other access to the site, the 60% of trips will be required to make a left turn from Route 9 Westbound onto the site. In the evening, the Route 9 westbound queueing (1096 feet) extends significantly beyond the provided left turn lane (285 feet) blocking traffic from entering the site. Therefore, the recommendation for implementing an Adaptive Signal Control System will improve traffic operations and, more importantly, site access for this intersection.

To recap, at the meeting, it was noted that an Adaptive Signal Control System will provide a better means of traffic management/coordination between the proposed project site driveway and the three signals to the west ending at the McDonalds Driveway in Natick, MA. Under the current proposed plan, the signal system will consist of a pre-programmed signal timing plans for the typical peak traffic periods on a typical weekday and weekend. These pre-programmed signal timing plans are fixed and will run the same way every day regardless of any change to overall traffic conditions in the area. As a result, these types of systems cannot adapt to changing traffic demand/patterns.

Unlike the conventional signal system, the Adaptive Traffic Signal Control System has the ability to change signal timing on its own and adapts based on live or actual traffic demand including unanticipated traffic surge conditions. For example, the proposed multi-use sports complex has a large amount of variability throughout the course of the day (and week) depending on programming schedule. Since it is unlikely that the entire building will all enter in the morning and exit in the evening (like an office building), the ATCS will adapt or help accommodate the short bursts of traffic arriving and departing as various games or programs begin and end. Further, this system will better accommodate the 10-15 special events that the Applicant has discussed which may draw large amounts of visitors who may all arrive and depart at the same time. Under

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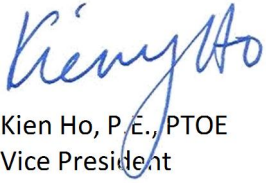
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adaptive control, the signal system would be able to monitor these changes in traffic demand and adjust timings accordingly to ensure that the demand is served in the most efficient way possible. In summary, the site will benefit from the ATCS, which will provide a much more efficient means of traffic management and site access.

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

Very truly yours,
BETA Group, Inc.



Kien Ho, P.E., PTOE
Vice President

cc: Tyler de Ruiter, P.E.

Job No: 5475-05