

Ref: 7667

May 24, 2018

Mr. John C. Dawley
Northland Residential Corporation
80 Beharrell Street
Concord, MA 01742-1739

Re: Response to Comments
Proposed Residential Development – 135 Great Plain Avenue
Wellesley, MA

Dear Jack,

Vanasse & Associates, Inc. (VAI) is pleased to submit our responses to comments made by BETA Group in their May 14, 2018 letter to the Zoning Board of Appeals. For ease of review we have listed the comments followed by our response.

EXISTING CONDITION

Traffic Volume Data

Comment 1: *“ATR data should be collected for a minimum continuous 48-hour period.”*

Response: **Full 24-hour ATR data was collected for Wednesday and Thursday, May 16 and 17, and is consistent with the prior data. The ATR data is attached.**

Comment 2: *“Verify that Wellesley High School seniors and the surrounding colleges were still in session on June 14, 2017 so the ATR data reflects typical daily roadway and peak volumes.”*

Response: **Seniors classes ended on or about on June 1, 2017. So seniors were out of class by June 14, 2017. College classes are also out by June. Overall, the schools do not significantly impact peak hour traffic volumes. The recent 2018 traffic counts in May 2018 are consistent with the prior traffic counts. The counts utilized in our study are reasonable for design purposes, which by State Guidelines are required to be average month conditions.**

Comment 3: *“Clarify the date of the TMC data collection. The date on the backup data in the Appendix is illegible.”*

Response: **The TMC data was collected on Tuesday, June 14, 2017.**

Crash Data

Comment 4: *“The Applicant should provide a summary of the MassDOT crash data from 2015.”*

Response: **There were zero (0) accidents reported at Skyline Drive in 2015.**

Comment 5: *“The Applicant should also obtain and summarize the latest three years (2016-2018) of Wellesley Police Department crash data for the intersection of GPA and Skyline Drive, the Brook Street rotary, and the segment of GPA in front of the proposed site to determine any safety issues in the area.”*

Response: Accident data was researched from the Wellesley Police Department for the area extending along Great Plain Avenue from Wellesley Avenue to Babson Skate. The police department provided the accident diagrams only and not the full reports. The accident diagrams are attached and the vast majority of accidents occurred at the Wellesley Avenue and Seaver Street intersection with Great Plain Avenue.

FUTURE CONDITIONS

Background Traffic Growth

Comment 6: *“Since the project is close to the Town of Needham, the Town of Needham should be contacted regarding any planned developments that may impact traffic along GPA in the study area.”*

Response: VAI contacted the Town of Needham and no projects were identified which would significantly impact traffic volumes.

Trip Generation

Comment 7: *“Provide traffic data from other Northland sites similar in unit size and type to estimate a more realistic trip generation.”*

Response: VAI has collected traffic counts and calculated the trip rates at three (3) similar locations as part of prior work for Northland. The data presented in the report is realistic and conservatively higher than the collected data and follows appropriate industry practices in estimating the vehicle trips.

Traffic Operations

Comment 8: *“Perform a gap analysis during the morning and afternoon peak commuting periods to determine the number of sufficient gaps available along GPA in the study area.”*

Response: Gaps in the Great Plain Avenue traffic stream were measured between 7:00 and 9:00 AM and 4:00 and 6:00 PM on May 17 and 18, 2018. A summary of the peak hour gaps (8:00 to 9:00 AM and 4:45 to 5:45 PM) is summarized below.

GAPS IN SECONDS

	6	7	8	9	10	>10
8:00-9:00 AM	31	17	10	15	4	35
4:45-5:45 PM	41	23	25	15	7	35

As shown, there are numerous gaps that are 6 seconds or greater which is considered an acceptable gap time for left-turn traffic. The projected exiting volume is 22 vehicles during the morning peak hour and 10 vehicles during the evening peak hour and, as such, there is more than sufficient capacity to accommodate the project.

Comment 9: *“Install ADA ramps at the existing crosswalks.”*

Response: While the ramps are in need of upgrade, this is the responsibility of the Town and not the applicant.

Comment 10: *“Install additional pedestrian crosswalk signs (W11-2 & W16-7P) for both the GPA northbound and southbound approaches. These signs will supplement the existing signs and provide added visibility for traffic approaching the crosswalks. An advanced crosswalk sign for the GPA eastbound approach (approximately 200 feet west of the crosswalk) should also be installed due to the limited sight line approaching the crosswalk.”*

Response: The upgrade of the signs, as suggested, should be the responsibility of the Town.

Comment 11: *“An electronic feedback speed limit sign (non-solar type) coupled with a 35 mph speed limit regulatory sign should be provided for the GPA northbound and southbound travel directions to discourage traffic from speeding a this section of the roadway. The location of the speed signs shall be reviewed and approved by the Wellesley Engineering Department prior to installation.”*

Response: An electronic feedback speed limit sign, non-solar if power is readily available, coupled with the attached sign will be installed at a location to be determined.



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If you should have any questions or require additional information, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



F. Giles Ham, P.E.
Managing Principal

FGH/mef

cc: Peter Crabtree, Northland Residential Corporation