



February 14, 2018

Mr. Richard Seegal, Chair  
Zoning Board of Appeals  
Town of Wellesley  
525 Washington Street  
Wellesley, MA 02482

**Re: Transportation Peer Review**  
Wellesley Square Residences  
8 Delanson Circle  
Wellesley, Massachusetts

Dear Mr. Seegal and members of the Zoning Board of Appeals:

In addition to the peer review commentary provided by Vanasse Hangen Brustlin, Inc. (VHB) in their letter dated February 8, 2018; BETA has provided the following comments regarding the proposed Delanson Circle redevelopment.

1. Intersection operations at the intersection of Weston Road at Linden Street are directly impacted by the operations of a traffic signal at the intersection of Central Street at Weston Road due to its close proximity. The signalized intersection at Central Street was omitted from the study area. It is known that Weston Road (southbound) regularly queues back to Curve Street (1,200 feet) and occasionally to Turner Road (2,500 feet) under existing conditions. Curve Street is used as a cut-through due to the queue problem. This queue also blocks vehicles from exiting and entering Linden Street which further increases queues on Linden Street. **The queue analysis results (zero and one car queue) revealed in the TIAS for the Weston Road approaches do not represent the operational condition at this intersection.**
2. The analysis revealed that the Linden Street and Crest Road intersection will experience queuing problems ranging from 15 vehicles (375 feet) to 19 vehicles (475 feet) for the Linden Street westbound approach. The Site Drive/MBTA Driveway is located approximately 220 feet east of this intersection. **Other signal phasing and timing plans should be explored to improve the overall traffic operations of this intersection.** For example, a dynamic maximum operation can adjust green times for the westbound approach based on traffic volume variations. In addition, the Linden Street traffic signal phasing for the westbound approach should be evaluated to allow only the through movement to stay green during the Linden Street eastbound green phase considering the eastbound approach left turn volume is negligible (zero to one vehicle).
3. The trip distribution revealed that Crest Road and Oak Street will be used by the site traffic. These streets are currently used as a cut-through street. A detailed post traffic monitoring program should be established to monitor these neighborhoods. A 48-hour ATR count should be obtained now to establish a base line for post traffic volume comparisons as part of the program. In the event the post traffic monitoring revealed traffic impact issues, an escrow account should be established to

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provide future traffic mitigations. The traffic monitoring should consist of two phase monitoring, one in six months after full occupancy and the other in 12-months after full occupancy.

4. The TIAS conducted traffic counts between 7:00-9:00AM and 4:00-6:00PM on a Wednesday. It was noted in the TIAS that counts were collected between 2:00-6:00PM however data from 2:00-4:00PM could not be found in the Appendix.
5. The intersection peak hours were found to be consistent with the arrival of an inbound MBTA Commuter Rail train in the morning and an outbound Commuter Rail train in the evening. The raw peak hour traffic volumes at the intersection of Linden Street at Crest Street and Linden Street at Delanson Circle/MBTA Lot did not balance (approximately 20 vehicles) despite the closeness of the two intersections.
6. Construction traffic should be discussed and managed to avoid neighborhood roadway impacts.

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: Meghan Jop, Assistant Executive Director  
Tyler deRuiter, PE, BETA Group, Inc.

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