# Route 104 Corridor, Bridgewater, MA Transportation Planning Study

Prepared for: Town of Bridgewater

UPWP Task #3200
MassDOT Contract # 118969

Prepared by: Old Colony Planning Coucil

December 12, 2025

## *Acknowledgements and Title VI Notice of Protection*

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.
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**Arabic:** إذا كانت هناك حاجة هذه المعلومات في لغة أخرى، يرجى بات الاتصال Ciaramella في 508-583-1833 امتداد.

**Acknowledgements:**

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This report was prepared by the following members of the Old Colony Planning Council staff under the direction of Mary Waldron, Executive Director, and the supervision of Charles Kilmer, Deputy Director/Transportation Program Manager.

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## Contents

# Introduction and Study Purpose

The Route 104 Corridor Transportation Planning Study in the Town of Bridgewater was identified by the Old Colony Planning Council (OCPC) as a priority corridor in the *High Priority Corridor Study Screening Assessment* (2022), where it ranked #23 regionally. The study has been programmed in the FFY 2025 OCPC Unified Planning Work Program (UPWP) and is being conducted by OCPC under contract with the Massachusetts Department of Transportation (MassDOT) through the Old Colony Metropolitan Planning Organization (MPO).

This planning-level study evaluates the full extent of the Route 104 corridor between the Raynham Town Line and the Halifax Town Line, an important east–west arterial supporting local mobility, regional travel demand, institutional access, and economic activity. The study responds to identified needs for improved safety, multimodal accommodations, traffic operations, and long-term system performance consistent with the statewide goals of safety, system preservation, mobility, and livability.

Purpose: The purpose of this study is to comprehensively assess the existing and future operational, safety, and multimodal needs of the Route 104 corridor and to develop short-term and long-term recommendations that improve corridor function for all users. The study will evaluate:

- Traffic operations, including volume-to-capacity ratios, delay, and level-of-service for key intersections and roadway segments.
- Crash history and safety performance, with emphasis on identifying high-crash locations and contributing factors.
- Vulnerable road user conditions, including pedestrian, bicycle, and transit accommodations and gaps.
- Pavement conditions, roadway geometry, traffic control devices, signage, and overall corridor infrastructure.
- Existing zoning, land use, and future development patterns to understand their interaction with transportation system performance.

Input from the public, stakeholders and regional transportation planning partners at local, state and federal levels will be incorporated throughout the study to ensure local concerns and community priorities are reflected in the identification of issues and development of alternatives. Based on US Census Data estimates (2024), The Town of Bridgewater is home to 28,818 people.

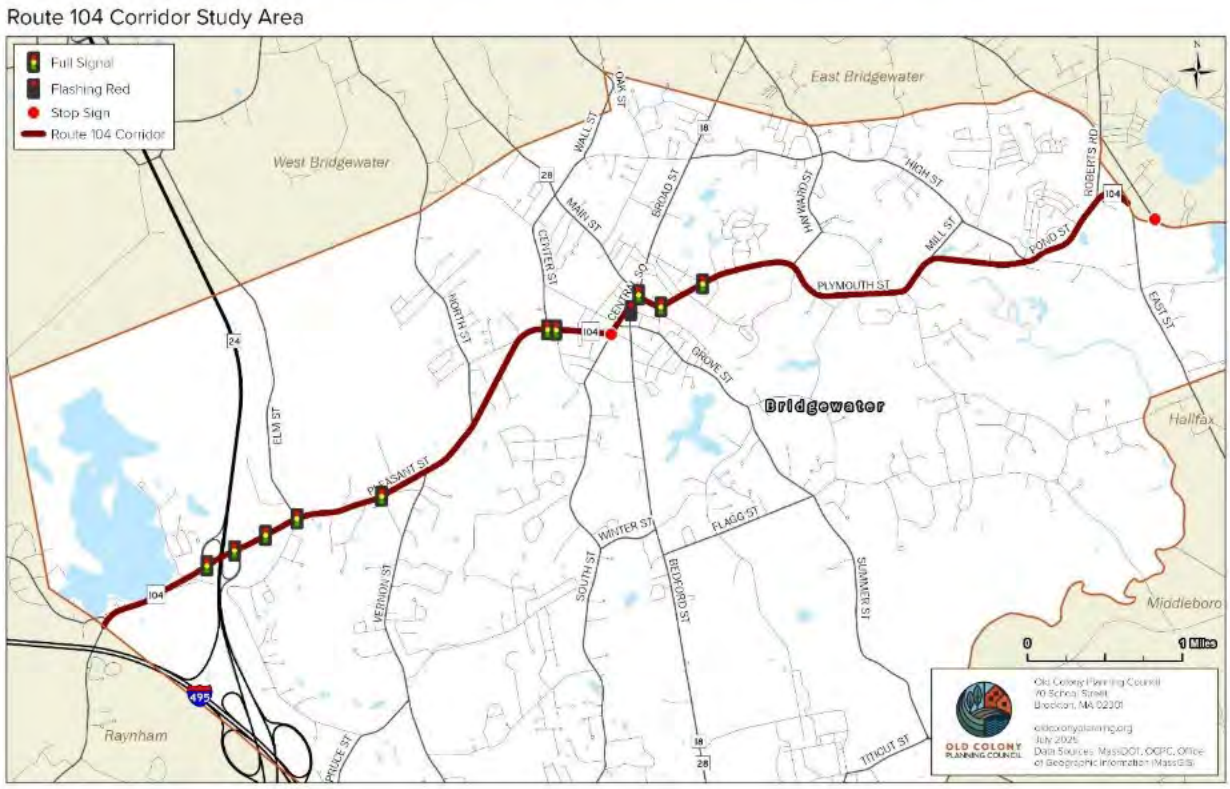



*Figure 1: Route 104 Corridor, Bridgewater, MA, Geographic Scope of Study*

# Study Methodology and Scope

This study includes a comprehensive program of traffic data collection, consisting of 24-hour Average Daily Traffic (ADT) counts at key locations along the Route 104 corridor and peak-hour turning movement counts (TMCs) at major intersections. An inventory of existing physical conditions was conducted, documenting pavement widths, lane use and configuration, posted regulatory speed limits, traffic control devices, and associated corridor infrastructure. The study also includes a review of existing land use, zoning, community development goals, pavement condition data, and pedestrian and bicycle accommodations along the corridor.

A detailed review and analysis of the corridor crash history was completed using data obtained from the Massachusetts Department of Transportation's IMPACT Crash Portal, supplemented by field observations. Traffic forecasts and Level-of-Service (LOS) analyses were developed for both existing conditions and projected future conditions (five-year horizon). All traffic operational analyses were conducted in accordance with standard methodologies described in the Institute of Transportation Engineers' Highway Capacity Manual (HCM). Traffic operations modeling utilized industry-standard software, including SYNCHRO and SimTraffic.

The study incorporates principles of Complete Streets, emphasizing roadway design that accommodates all users, including motorists, pedestrians, bicyclists, and transit riders. Traffic calming strategies and access management strategies were considered as part of the development of potential improvement concepts. Relevant local and state planning documents were reviewed to ensure consistency with

community objectives and statewide transportation policies.

OCPC staff conducted stakeholder meetings with representatives from the Town of Bridgewater and MassDOT to obtain input on corridor needs, issues, and priorities. The evaluation also integrates resources from the Old Colony MPO's Congestion Management Process (CMP), Safety Management System, Pavement Management System, and Land Use Management System to support the identification of deficiencies and to guide the development of short-term and long-term recommendations.

The resulting recommendations will aim to enhance overall circulation, improve traffic flow efficiency, increase safety for all roadway users, and support coordinated land-use and transportation planning along the Route 104 corridor.

# Public and Community Outreach

## Summary Public Survey

The Old Colony Planning Council developed a public survey questionnaire to gather information on the concerns and issues important to all road users. This survey helped to identify and prioritize transportation problems and improvements within the study area. The survey was developed using Survey Monkey and was available via link online at several websites, including the OCPC website and the Town of Bridgewater website. The survey assisted in raising awareness about the study and providing the public with opportunity to participate anonymously. Participants were encouraged to leave contact information to keep them updated regarding additional information and public meetings. Any personal information was kept confidential. The survey was available via the OCPC E-newsletter, flyers posted in local businesses and on social media and was available in English and translated into Spanish and Portuguese languages in compliance with Title VI requirements. There were 211 responses to the survey. There were 19 questions for the respondents to answer, with some questions being open to solicit thoughts and concerns. The results of the survey are provided in the appendix to this report.

The survey asked the public about their modes of transportation, trip purposes, alternative routes and modes, congestion times, congested locations, and proposed recommendations to alleviate congestion and improve safety. In addition, some questions were designed to gain an understanding of the demographic make-up of respondents.

Bridgewater residents made up 90.5 percent of respondents with the remainder coming from nearby towns, mostly East Bridgewater but also Middleboro, Whitman, Raynham, and Halifax. The majority of respondents, 67.3 percent, stated that they drive a passenger car alone as their primary mode of transportation, with 30.8 percent stating they drive passenger vehicles with passengers. Under one percent utilized bicycles as a primary mode. Other modes of transportation utilized as secondary modes including walking (31.25 percent), bicycle (11.26 percent), motorcycle (7.81 percent), commercial vehicle (4.17 percent), and other (4.17 percent).

Most respondents (56.87 percent) stated that they utilize Route 104 as a destination as well as a facility for travel outside the study area. The leading primary trip purpose was commuting (34.29 percent) while 25.71 percent stated their primary trip purpose was shopping. Other trip purposes included medical, social visits, recreational, and vendor or service calls. Most respondents chose that 4 PM to 6

PM as the most congested time during the day, with the morning commute the second most congested time. Weekday mid-day and Saturdays were cited as the third and fourth most congested times.

Survey respondents reported top five locations as the most congested along the corridor:

1. Pleasant Street (Route 104) at Elm Street and Old Pleasant Street
2. Pleasant Street (Route 104) at South Street
3. Pleasant Street (Route 104) at Vernon Street
4. Main Street/Summer Street at Central Square
5. Pleasant Street (Route 104) at Center Street

The top five intersections cited for the most safety concerns include:

1. Pleasant Street (Route 104) at South Street
2. Pleasant Street (Route 104) Elm Street and Old Pleasant Street
3. Vernon Street at Pleasant Street (Route 104) intersection
4. Main Street/Summer Street at Central Square
5. Route 104 at Route 24 Northbound Ramp

Over 58 percent of respondents stated that they regularly seek alternative routes to Route 104 due to congestion. When asked if bicycle facilities were available, 54.5 percent responded that they prefer to use off road trails.

## Summary of Community and Stakeholders' Meetings

Study Kick-off Meeting with Bridgewater

Old Colony Planning Council (OCPC) met with town officials on November 20, 2024, to commence the Route 104 Corridor study. Staff from the Town of Bridgewater included the Community and Economic Development (CED) Director and Town Planner. The meeting participants reviewed and discussed the Route 104 Corridor Study Scope of Work, the study timeline, and the study process and discussed study expectations and deliverables. In addition, the CED Director and Town Planner discussed the town's Central Square *Vision to Reality* Improvement Project, and the effort for funding the project, as well as how the Route 104 Corridor Study and the Central Square Project can be coordinated.

The Town's Central Square project included alternatives for Bridgewater Central Square traffic circulation, including an alternative that would convert the center into two-way circulation operation and redesigning parking spaces. A roundabout option was also considered along with other geometric changes for improved pedestrian safety redesign. A gasoline station at the northeast of the oval in Central Square has been acquired by the town to accommodate the improvements. The preferred plan is the two-way traffic on both sides of the Square with parallel parking.

The Bridgewater staff stated that the town has $150,000 for Central Square design. The town will need funding for implementation of their plan. The timetable is to present a Central Square plan to the public in January. The town has decided not to fund the project through the TIP because of the time it takes to get the project funded, but they need to find a source of funding. The town is pursuing other funding programs including an application for Micro-Transit initiative/program and Vulnerable Road User initiatives/program for Transit in Bridgewater. Bridgewater seeks to pursue options in Heavy Vehicle Exclusion review to promote local streets traffic safety included in the Route 104 Corridor Study

The town staff would like to see the Route 104 Corridor focus on pedestrian safety along Pleasant Street in coordination with MBTA Rail and BSU operations. The sidewalks linking BSU and the Bridgewater downtown are not in good condition. The Town has hired a consultant to improve pedestrian accommodation in Central Square. The biggest challenge for Route 104 is truck traffic according to Bridgewater staff. Truck traffic impacts pedestrian safety and deteriorates the road faster.

Elm Street is an area of concern for congestion. On Route 14 there are bike lanes posted around Elm Street, but they disappear from the Town jurisdiction to state jurisdiction. There will be a new Fire headquarters on Route 104 next fall with an emergency signal installed. Bridgewater staff stated that the Route 104 survey will be circulated to BSU and in the Town's Newsletter.

There is a joint BSU/Town application to the federal gov for BSU drone study of the downtown. The Town wants to expand micro transit with BSU and beyond the senior center where it is in current use. The town's goal is to relocate the Commuter Rail Station to Spring Street, MBTA has no funding or plans to do so currently. BSU would be willing to swap the student parking lot located on Spring Street with the MBTA commuter parking lot currently on campus. The Spring Street student lot would become the new commuter rail lot. The Town has implemented two overlay districts that impact Route 104, the MBTA law overlay, and a formed based code overlay.

<u>Route 104 Corridor Study Stakeholders Meeting</u>
OCPC conducted a virtual stakeholders meeting on Wednesday, June 11, 2025. OCPC staff presented the Route 104 Corridor Study Findings, planning recommendations, and potential funding sources. Staff reviewed the data, operational analyses, study survey results, and crash experience. The meeting participants discussed the corridor wide recommendations including continuing improvements to the bicycling and pedestrian network, additional sidewalks, off-road multiuse paths, and separated bike lanes as warranted. The recommendations included:

- Enhanced pedestrian crossings
    - Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (HAWKs/PHBs) at selected locations as warranted.

- Access Management
    - Consideration for access management design by optimizing driveway spacing, restricting left-turn movements, re-designing driveways where appropriate, and consideration of median treatments and access control as warranted.

- Lane and Turning Capacity Enhancements
    - Assess throughfare lane configuration and capacity, focusing on locations with heavy recurring congestion.

- Vehicle Restrictions
    - Evaluate heavy vehicle exclusion in residential and business zones.

- Traffic Calming Measures
    - Introduce strategies to reduce speeding.

More than 58 percent of respondents said they frequently seek alternative routes due to congestion on Route 104. When asked about bicycle accommodations, 54.5 percent of respondents said they prefer off-road trails over on-road facilities.

# Existing Conditions

The Route 104 Corridor traverses the Town of Bridgewater in a generally west–east orientation. The corridor consists primarily of a two-lane cross section and is classified as a Minor Arterial under the Federal Functional Classification System. Locally, the roadway assumes several street names along its length: Pleasant Street west of South Street, Summer Street east of the Central Square, Plymouth Street east of Summer Street, and Pond Street east of High Street.

Automatic Traffic Recorder (ATR) counts conducted by OCPC indicate that Average Daily Traffic (ADT) along the corridor varies significantly, ranging from 4,748 vehicles per day (vpd) near the East Bridgewater Town Line to 20,350 vpd west of the Route 24 interchange. Heavy vehicle percentages range from 9.9 percent to 19.2 percent, indicating notably high truck volumes; by MassDOT criteria, corridors with heavy vehicle percentages exceeding 5 percent are considered high-truck-use facilities. Eighty-fifth percentile operating speeds range from 39 mph to 43 mph across the corridor. Figure 2 presents the ATR data, including ADT, 85th percentile speeds, and heavy vehicle percentages.

The study corridor encompasses approximately 8 centerline miles, of which 7.4 miles are under the jurisdiction of the Town of Bridgewater and 0.6 miles are owned by MassDOT in the vicinity of the Route 24 interchange. The corridor includes four MassDOT-owned traffic signals and six municipally owned traffic signals, located at key intersections throughout the study limits.

## Zoning and Land Use

Land use adjacent to the Route 104 corridor within the study area is predominantly residential, with additional zoning districts distributed along the corridor that reflect a variety of uses. A Planned Development District is located along Route 104 just west of the Route 24 interchange, while industrial zoning is present immediately east of the interchange. East of the industrial district, the corridor transitions to several commercially zoned parcels, supporting retail, service, and small-scale commercial activities. Figure 2 illustrates the existing zoning configuration along the Route 104 corridor in the Town of Bridgewater. Land use within the Route 104 corridor is illustrated in Figure 3. Overall, existing land use patterns generally correspond with the established zoning districts, with residential uses comprising the predominant land use type throughout the study area.

In Central Square, the zoning transitions to a Central Business District, which serves as the community's primary commercial and civic hub. Continuing eastward from Central Square, the corridor includes a combination of business districts, industrial zones, and a designated Mobile Home Elderly Community District, reflecting the diverse land use context and development patterns present within the study limits.

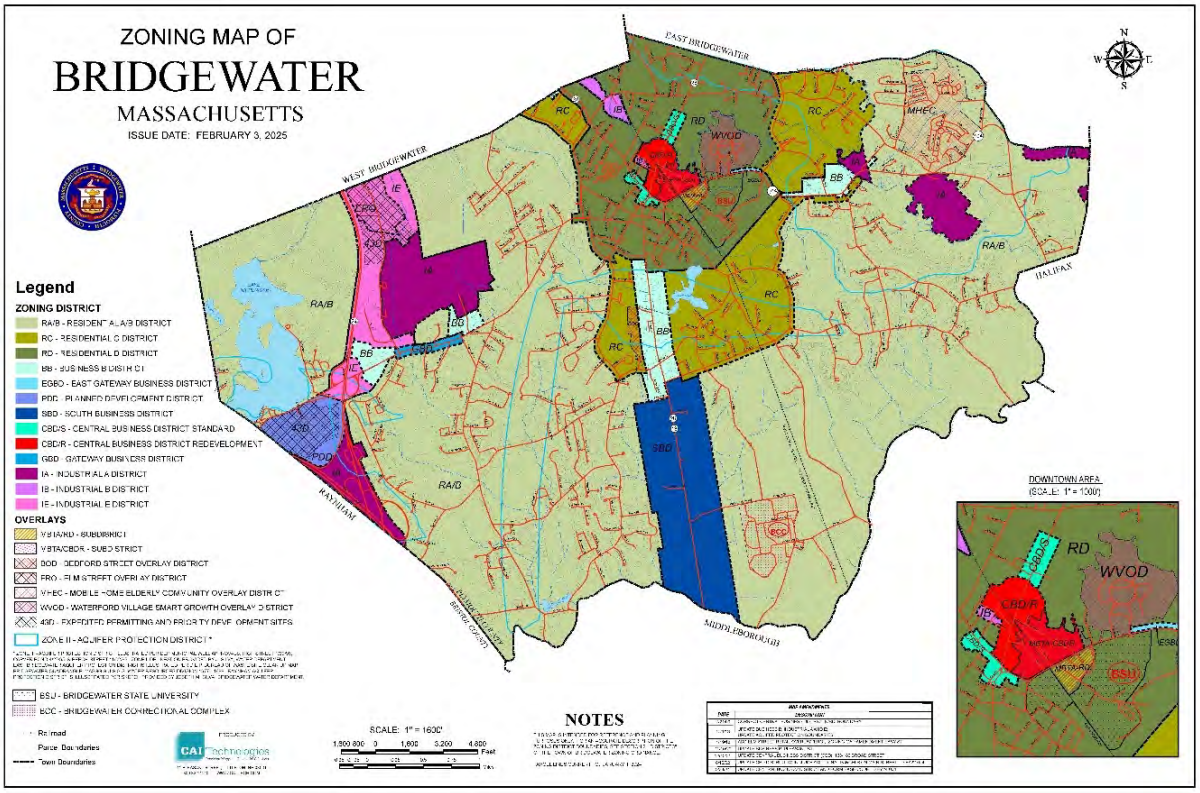



*Figure 2: Zoning Map*

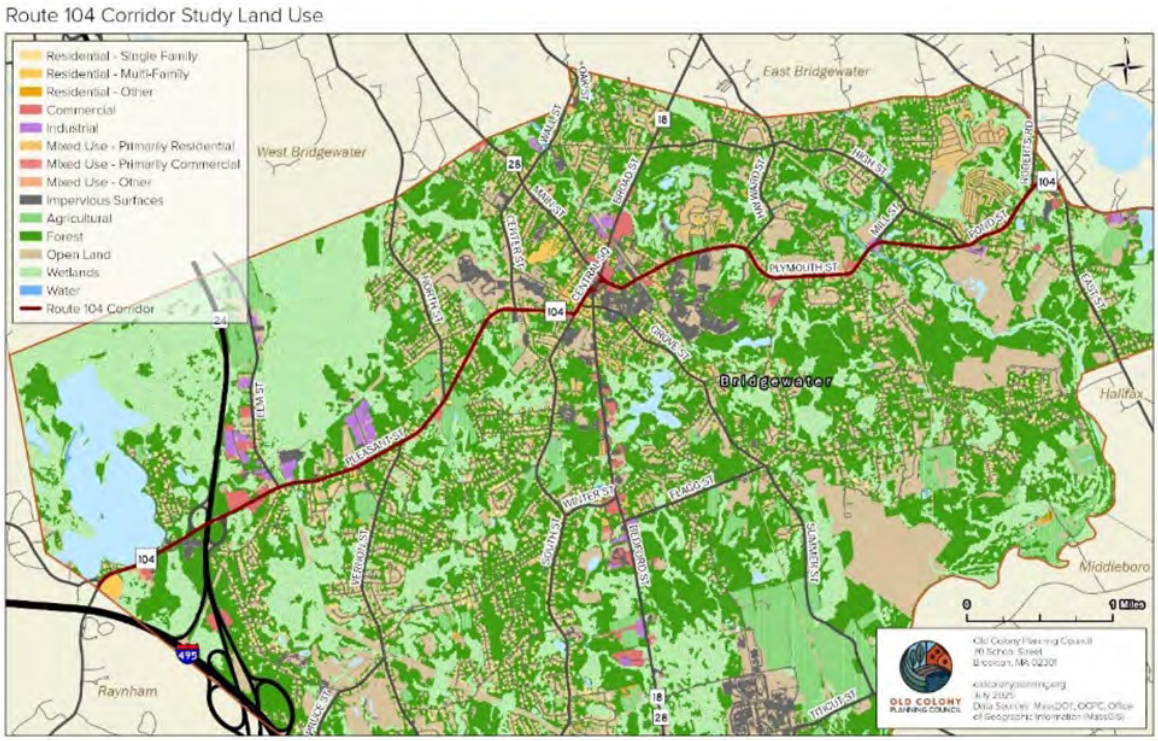



*Figure 3:3 Land Use Map*

## Community Needs and Impact Assessment

The Populations in the OCPC region are identified from MassDOT's interactive online map, which is based on US Census Bureau data (released in October 2021 and March 2022, and updated on November 12, 2022).

Public involvement is an integral part of transportation planning and project development decision-making. MassDOT directs greater access to information and opportunities for public participation in matters that may affect human health and the environment for minority populations and low-income populations. As part of this objective, Metropolitan Planning Organizations (MPOs) are required to provide full and fair participation for all socio-economic groups throughout their planning and decision-making processes. OCPC, through its public outreach process for this study, has identified disadvantaged stakeholders and has actively sought out their participation in the study process through our public survey, which was translated into languages to target underserved communities. The public survey for this study has been translated into Portuguese and Spanish to engage non-English speaking stakeholders.

# Environmental Considerations

Figure 4 shows the environmental and natural resources along the Route 104 corridor study area. There are a number of wetlands and conservation areas adjacent to the Route 104 corridor, especially in the western part of Bridgewater. The Hockomock Swamp is located north of Route 104 and west of Route 24 in western Bridgewater.

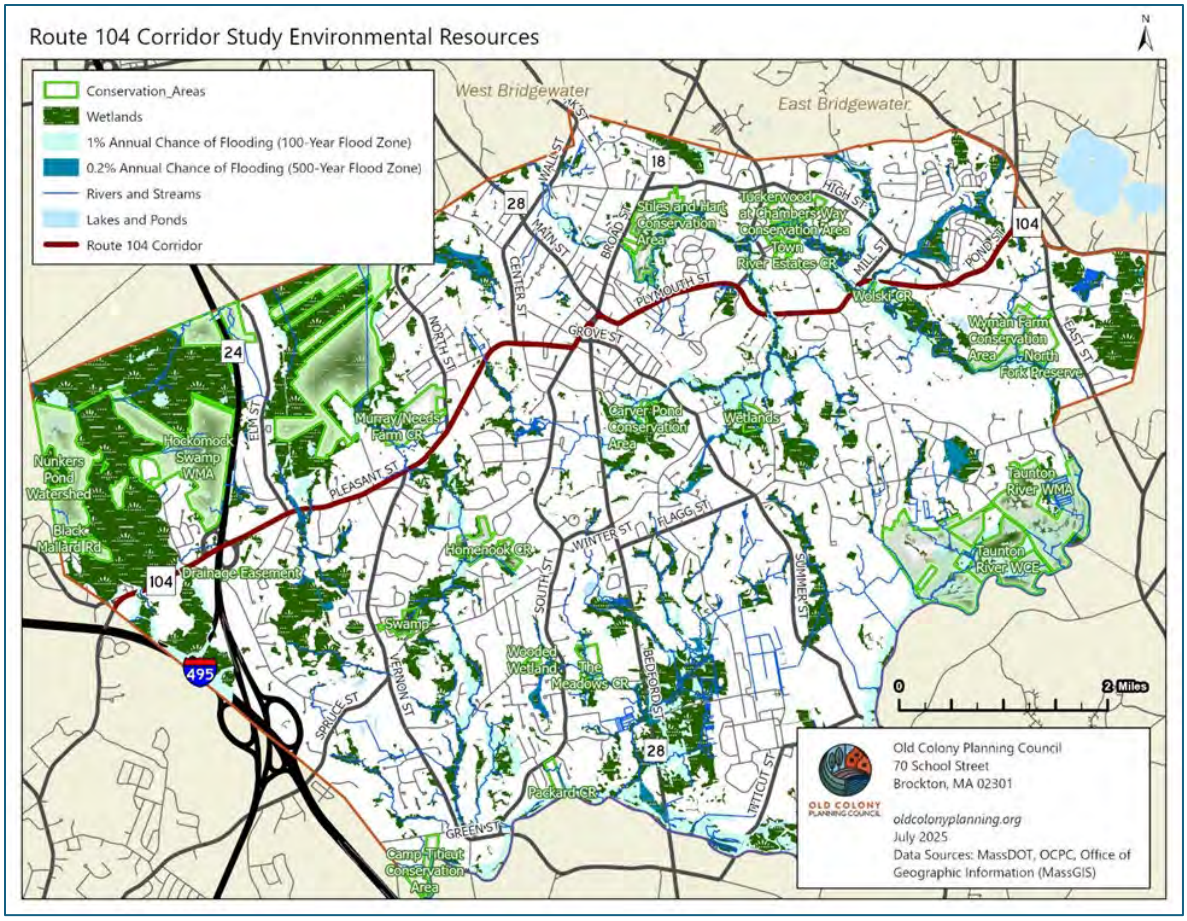



*Figure 4: 4 Environmental Resources along Route 104 Corridor*

## Trails and Culverts

No formal trails currently intersect Route 104. Bridgewater State University maintains a three-mile trail network, but it is a closed system with no direct access to Route 104. Several opportunities exist, however, to expand trail connectivity.

At the eastern end of Route 104, a new 1.75-mile multi-use path along Route 106 could connect to the Burrage Pond Wildlife Management Area, linking to extensive recreation areas and potentially downtown Hanson. Nearby open spaces such as Wyman Meadows and the North Fork Preserve—each offering about 35 acres—could also be connected through future trail development. BSU's trail system could be expanded by crossing the railroad to reach Summer Street and the Carver Pond trail network, supporting local interest in creating a route from Mitchel Elementary to the Senior Center and Carver Pond, and potentially west to Route 104 via South Drive and Sugar Hill Farms.

Additional opportunities include wayfinding connections to the Bay Circuit Regional Bicycle Trail, located 2,000 feet north of Route 104, and improved access to the Stiles and Hart Conservation Area, a half mile

north on Route 18. A multi-use path through the police station property to Marathon Park could also serve as a neighborhood connector.

Together, these options offer strong potential for a cohesive trail network linking neighborhoods, schools, parks, and major open spaces throughout the Route 104 corridor.

*Table 1: Culvert Assessment*

| Culvert | Aquatic Organism Passage | Condition | Location |
|---|---|---|---|
| 1 | Reduced AOP (.58) | Adequate | West of Route 24 |
| 2 | Reduced AOP (.58) | Adequate | West of Route 24 |
| 3 | N/A | Adequate | East of Elm Street |
| 4 | N/A | N/A | Pleasant St / Birch St |
| 5 | Reduced AOP (.79) | Adequate | Birch St |
| 6 | Reduced AOP (.76) | **Critical** | Brouillard Ave |
| 7 | Reduced AOP (.70) | Adequate | Pleasant St / Wood St |
| 8 | No AOP (0.0) | Adequate | Blood Pond / Pleasant St |
| 9 | No AOP (0.0) | Adequate | Blood Pond / Pleasant St |

No formal trails currently intersect Route 104. Bridgewater State University maintains a three-mile trail network, but it is a closed system with no direct access to Route 104. Several opportunities exist, however, to expand trail connectivity.

At the eastern end of Route 104, a new 1.75-mile multi-use path along Route 106 could connect to the Burrage Pond Wildlife Management Area, linking to extensive recreation areas and potentially downtown Hanson. Nearby open spaces such as Wyman Meadows and the North Fork Preserve—each offering about 35 acres—could also be connected through future trail development. BSU's trail system could be expanded by crossing the railroad to reach Summer Street and the Carver Pond trail network, supporting local interest in creating a route from Mitchel Elementary to the Senior Center and Carver Pond, and potentially west to Route 104 via South Drive and Sugar Hill Farms.

Additional opportunities include wayfinding connections to the Bay Circuit Regional Bicycle Trail, located 2,000 feet north of Route 104, and improved access to the Stiles and Hart Conservation Area, a half mile north on Route 18. A multi-use path through the police station property to Marathon Park could also serve as a neighborhood connector.

Together, these options offer strong potential for a cohesive trail network linking neighborhoods, schools, parks, and major open spaces throughout the Route 104 corridor.

## Summary of Biomaps

MassGIS's BioMap, developed by MassWildlife's Natural Heritage & Endangered Species Program (NHESP) in partnership with The Nature Conservancy (TNC), is a statewide conservation planning tool that identifies priority habitats and critical natural landscapes essential for maintaining biodiversity and long-term ecological resilience in Massachusetts. The BioMap dataset is designed to guide conservation efforts by mapping the habitats and landscape features necessary for the survival of native species and ecosystems.

Within the Route 104 study area, BioMap identifies two significant water resources that fall within Core Habitat and Critical Natural Landscape designations:

- Lake Nippenicket, located at the western end of the corridor, is also one of the public drinking water sources for the Town of Bridgewater.
- The Taunton River and its tributaries, located east of Central Square, form an extensive network of high-value aquatic and riparian habitat.

Role of BioMap in Local and Regional Planning

Incorporating BioMap information into local and regional planning processes is essential for directing land-use and infrastructure decisions that balance development with environmental protection. BioMap features help ensure that transportation and land-use decisions support long-term ecological sustainability by:

- Protecting water quality and aquatic ecosystems through preservation of riparian buffers.
- Preserving wetlands and adjacent areas to support flood mitigation and habitat stability.
- Maintaining landscape connectivity is critical for wildlife movement and climate adaptation.
- Supporting state and local conservation efforts through data-driven environmental planning.

By integrating BioMap layers into GIS analysis and decision-making, planners can better identify sensitive natural resources and develop transportation improvements that minimize environmental impacts while supporting community goals. Overall, the BioMap dataset is a vital tool for balancing infrastructure development with conservation priorities along the Route 104 corridor and throughout Massachusetts.

## Public Water Supply

Bridgewater is located within the Taunton Watershed, and the western portion of the Route 104 corridor lies in close proximity to several critical drinking water resources. On the west side of Route 104, five public water supply wells draw from Lake Nippenicket, providing potable water to the surrounding community. While the lake is located within approximately 50 feet of the roadway, the wellheads themselves are situated about 1,300 feet from Route 104.

Given the proximity of this drinking water source to the transportation corridor, it is important to evaluate potential risks related to roadway runoff, including the possibility of hazardous material spills, stormwater pollutants, and salt contamination associated with winter maintenance operations. As part

of future planning and protection efforts, the Town of Bridgewater should consider implementing best management practices (BMPs) and additional protective measures to
safeguard the wellheads and ensure the continued quality and resilience of the public water supply.


*Figure 5: 5 Illustrates the location of the public water supply wells in Bridgewater.*

## Vernal Pools

A certified vernal pool lies about 100 feet north of Route 104, across from Tabway Lane, and requires special consideration in corridor planning. Protected under the Massachusetts Wetlands Protection Act, it supports sensitive amphibian and invertebrate habitat. Roadway work in this area—such as widening, drainage upgrades, or intersection changes—may trigger additional environmental review and permitting. Its proximity also demands careful stormwater management and may warrant measures like wildlife crossings or construction timing restrictions. As a result, this corridor segment may face design

constraints, added costs, and required mitigation, making early coordination with regulatory agencies and the local conservation commission essential.

## Traffic Volumes, Travel Speeds, and Heavy Vehicle Traffic

OCPC utilized automatic traffic recorders (ATR) to determine the average daily traffic (ADT) at specific locations on Route 104. In addition, automatic traffic counters were placed on key roads intersecting the Route 104 corridor. The traffic recorders were installed for a minimum 48-hour period and recorded traffic in both directions in one-hour intervals to develop a 24-hour average daily traffic count. The average daily traffic (ADT) represents a 24-hour average of the data collected within the 48-hour data collection period. The traffic recorders were programmed to record vehicle speeds and the number of heavy vehicles in the traffic stream, as well as the traffic volumes. Table 2 shows the average daily traffic (24-hour traffic total for both directions of travel), the percentage of heavy vehicle traffic in the traffic flow, and the 85th percentile speeds for the Route 104 study area at the study count locations. Figure 7 Shows the locations of the traffic counts within the Route 104 corridor. There were eight count locations on Route 104, and seven count locations on intersecting roads. The automatic traffic recorder count reports with the one-hour interval breakdowns are included in the appendix to this study.

As shown in Table 2, The highest average daily traffic on Route 104 was recorded in the western portion of the corridor in the vicinity of Route 24. There were 22,996 VPD east of Vernon Street and 10,350 VPD west of Route 24. The Route 104 count location east of Vernon Street also had the highest speeds with 43 MPH recorded at the 85$^{th}$ percentile speed. The lowest average daily traffic on Route 104 was in the eastern portion on Route 104 west of High Pond Drive with 4,748 vehicles per day. Route 104 has a high percentage of trucks in the traffic flow throughout the corridor in Bridgewater. Over 5 percent is considered high by MassDOT. Plymouth Street (Route 104) west of Summer Street count location had the highest percentage of trucks with 17.1 percent. Main Street (Route 28) west of Central Square count location had the highest traffic of the roads intersecting Route 104 with 12,872 VPD. The roads intersecting Route 104 at Central Square had the highest ADTs with Broad Street (Route 18) north of Route 104 and Central Square having 10,005 VPD and Bedford Street (Route 18/28) south of Central Square with 11, 793 vehicles per day.

*Table 2: Route 104 Corridor Volume, Speed and Truck Percentage Summary*

| Route 104 Count Locations | Average Daily Traffic (VPD) | 85th Percentile Speeds | Percent of Trucks in Traffic |
|---|---|---|---|
| Pond Street (Route 104) west of High Pond Drive | 4,748 | 42 MPH | 15.3% |
| Plymouth Street (Route 104) west of Whitman Street | 10,672 | 41 MPH | 14.6% |
| Plymouth Street (Route 104) west of Hayward Street | 10,944 | 41 MPH | 17.1% |
| Plymouth Street (Route 104) west of Summer Street | 13,699 | 25 MPH | 10.3% |
| South Street (Route 104) north of Grove Street | 13,903 | 32 MPH | 13.7% |
| Pleasant Street (Route 104) east of Crescent Street | 14,454 | 38 MPH | 12.3% |
| Pleasant Street (Route 104) east of Vernon Street | 22,996 | 43 MPH | 13.9% |
| Pleasant Street (Route 104) west of Route 24 | 20,350 | 30 MPH | NA |
| Key Roads Intersecting Route 104 | | | |
| High Street north of Plymouth Street (Route 104) | 1,443 | 30 MPH | 12.3% |
| Broad Street (Route 18) north of Route 104 and Central Square | 10,005 | 30 MPH | 15.1% |
| Main Street (Route 28) west of Central Square | 12,872 | 34 MPH | 10.9% |
| Bedford Street (Route 18/28) south of Central Square | 11,793 | 35 MPH | 14% |
| North Street north of Pleasant Street (Route 104) | 3,032 | 34 MPH | 12.7% |
| Vernon Street south of Pleasant Street (Route 104) | 3,878 | 38 MPH | 9.1% |
| Elm Street north of Pleasant Street (Route 104) | 6,261 | 40 MPH | 9.2% |

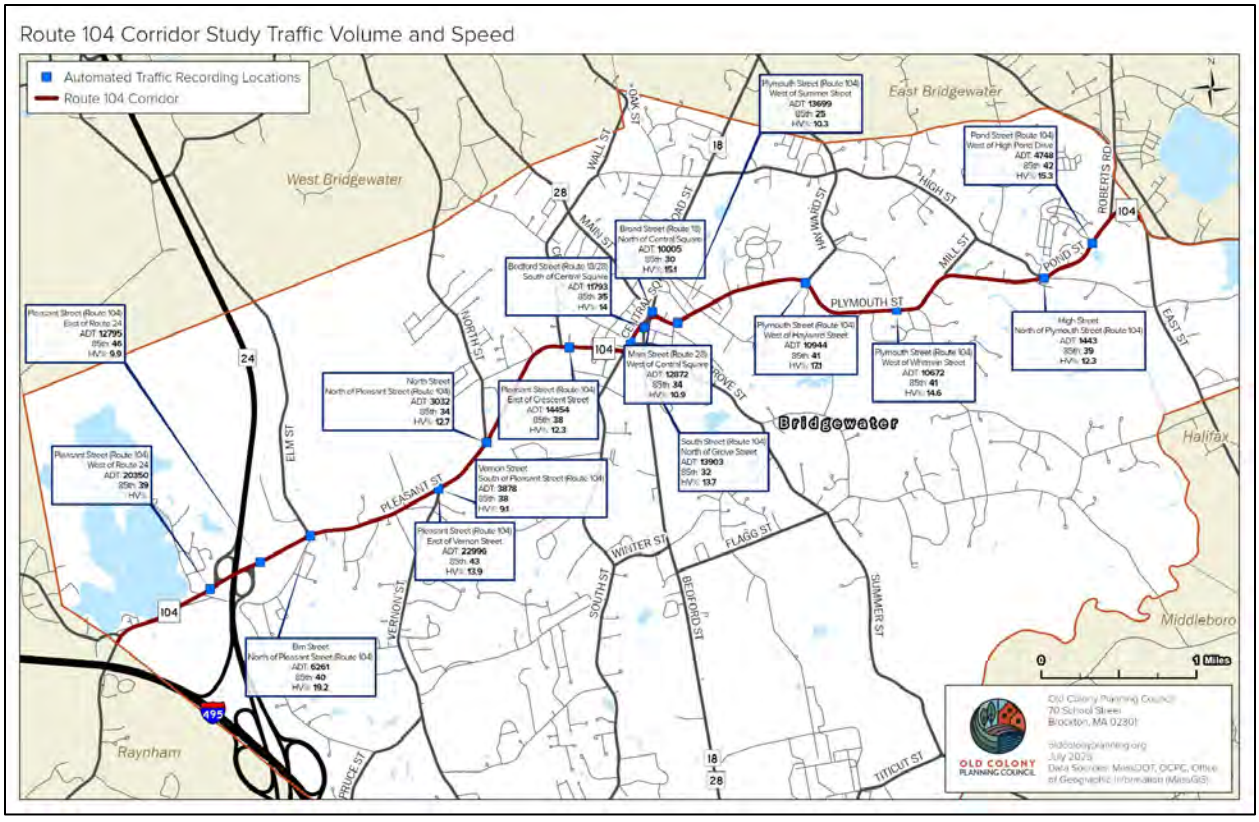



*Figure 6: 6 Route 104 Corridor Volume, Speed and Truck Percentage Map*

## Existing Intersection Peak Hour Level-of-Service Analyses

Manual turning movement counts were conducted at key intersections (signalized and unsignalized) within the Route 104 corridor during the morning and afternoon (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) to determine the peak hours of operation. The turning movement counts include a count of pedestrians, bicyclists, and heavy vehicles entering intersections as well as passenger cars and school buses. The turning movement counts are included in the appendix to this study.

Existing Level-of-Service analyses (LOS) were completed for the study area intersections to determine the operating conditions during the morning and afternoon peak hours. Level-of-Service analysis is a qualitative and quantitative measure based on the analysis techniques published in the *Highway Capacity Manual* by the Transportation Research Board. Level-of-Service is a general measure that summarizes the overall operation of an intersection or transportation facility. It is based upon the operational conditions of a facility including lane use, traffic control, and lane width, and considers such factors as operating speeds, traffic interruptions, and freedom to maneuver.

Level-of-Service (LOS) represents a range of operating conditions and is summarized with letter grades from “A” to “F”, with “A” being the most desirable. Level-of-Service “E” represents the maximum flow rate or the capacity on a facility. The following describes the characteristics of each Level-of-Service:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is still relatively unaffected.
- LOS "C" is in the range of stable flow but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. Occasional backups occur behind turning vehicles.
- LOS "D" represents high-density, but stable, flow. Speed and freedom to maneuver are restricted, and the driver experiences a below average level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level. LOS “D” is considered acceptable in urban areas.
- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform level. Freedom to maneuver within the traffic stream is extremely limited and generally requires forcing other vehicles to give way. Congestion levels and delays are very high.
- LOS "F" is representative of forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point, resulting in lengthy queues and delays.

The LOS definitions describe conditions based on several operational parameters. There are certain parameters utilized as measures of effectiveness for specific facilities. In the case of intersections, two-lane highways, and arterials, which represent the physical conditions that typify the study area corridor, time delay, average stop delay, and average travel speed are used as measures of operational effectiveness to which Levels-of-Service are assigned. Table 3 shows the delay criteria for each Level-of-Service for both un-signalized and signalized intersections.

*Table 3: Definition of Level of Service*

| Level-of-Service | Stop Sign | Traffic Signal |
|---|---|---|
| A | 0 to 10 | 0 to 10 |
| B | >10 to 15 | >10 to 20 |
| C | >15 to 25 | >20 to 35 |
| D | >25 to 35 | >35 to 55 |
| E | >35 to 50 | >55 to 80 |
| F | >50 | >80 |

Table 4 shows the signalized and unsignalized Levels-of-Service for the Route 104 study area intersections under Existing peak hour conditions. Congestion at intersections in Table 4 (LOS E and F) is shown in shaded blocks. LOS E is considered at capacity and LOS F is considered forced flow beyond capacity. Table 4 shows that ten of the study area intersections are signal controlled and the remainder of the intersections are stop signed controlled. Four of the signalized intersections experienced LOS E and F conditions during the morning peak hour or afternoon peak hour and four of the unsignalized intersections experienced LOS E and F conditions during the morning peak hour or afternoon peak hour.

*Table 4: Route 104 Corridor Major Intersection LOS, Delay and ICU Summary*

| | Location | Traffic Control | LOS AM Peak | LOS PM Peak | Delay (sec.) | Delay (sec.) | ICU % | ICU % |
|---|---|---|---|---|---|---|---|---|
| 1 | Route 24 at Route 104 SB Ramp Intersection | Signal | A | A | 8.8 | 9.1 | 95.6% | 95.6% |
| 2 | Route 24 at Route 104 NB Ramp Intersection | Signal | D | E | 47.7 | 79.1 | 97.6% | 104.0% |
| 3 | Pleasant Street at Bridgewater Place/Home Depot | Signal | A | A | 8.2 | 9.5 | 56.6% | 63.2% |
| 4 | Elm Street at Pleasant Street (Route 104) | Signal | C | F | 31.3 | 145.9 | 70.6% | 63.2% |
| 5 | Jasmine Way/Prospect Street at Pleasant Street (R104) | Signal | F | F | 137.5 | 111.2 | 78.3% | 68.1% |
| 6 | Vernon Street at Pleasant Street (Route 104) | Stop | E | D | 51.0 | 61.7 | - | - |
| 7 | North Street at Pleasant Street (Route 104) | Stop | D | E | 25.8 | 36.5 | - | - |
| 8 | Birch Street at Pleasant Street (Route 104) | Stop | F | F | 64.5 | 74.5 | - | - |
| 9 | Center Street at Pleasant Street (Route 104) | Signal | E | E | 75.9 | 75.1 | 97.3% | 101.7% |
| 10 | Crescent Street at Pleasant Street (Route 104) | Signal | B | B | 19.5 | 18.1 | 52.1% | 55.1% |
| 11 | South Street T Pleasant Street (Route 104) | Stop | F | F | 113.2 | 181.7 | - | - |
| 12 | Main Street/Summer Street at Central Square | Signal | D | D | 42.9 | 50.2 | 83.0% | 85.9% |
| 13 | Summer Street at Plymouth Street (Route 104) | Signal | B | B | 14.5 | 16.8 | 36.7% | 45.3% |
| 14 | Hale Street at Plymouth Street (Route 104) | Stop | C | C | 16.7 | 23.4 | - | - |
| 15 | Burrill Ave at Plymouth Street (Route 104) | Stop | C | C | 16.6 | 23.0 | - | - |
| 16 | Spring Street at Plymouth Street (Route 104) | Signal | B | B | 13.8 | 16.2 | 41.5% | 74.6% |
| 17 | Hayward Street at Plymouth Street (Route 104) | Stop | C | D | 16.3 | 34.4 | - | - |
| 18 | Mill Street at Plymouth Street (Route 104) | Stop | B | B | 11.5 | 12.6 | - | - |
| 19 | High Street at Plymouth Street (Route 104) | Stop | B | C | 14.1 | 17.5 | - | - |
| 20 | Roberts Road at Pond Street (Route 104) | Stop | B | B | 10.2 | 10.6 | - | - |

## MBTA

Bridgewater Station Middleborough/Lakeville line crosses Plymouth Street (Route 104). This crossing is a busy location with BSU students parking at the Spring Street parking lot who cross Route 104 next to the tracks to access the campus. The long-term goal is to swap the Spring Street lot with the MBTA lot currently on BSU campus and move the commuter rail station off campus to the Spring Street area. This would reduce the high number of pedestrians crossing Route 104 for campus access.

# Safety

Crash data for the study area intersections within the Route 104 corridor in Bridgewater was obtained for the latest available five-year period (2020-2021-2022-2023-2024) based on crash data obtained from the Massachusetts Department of Transportation (MassDOT) on-line IMPACT portal. The crash data on the IMPACT portal was made available by the Massachusetts Registry of Motor Vehicles and then compiled by MassDOT. Crash data from the MassDOT IMPACT Portal are not "closed out" for the latest three years and are therefore subject to change due to audit. The data was analyzed by OCPC in accordance with the standard practices published by the Institute of Transportation Engineers (ITE) in the Manual of Traffic Engineering Studies.

The purposes for analyzing crash data include:

- To define and identify high crash locations.
- To justify the installation of traffic control devices.
- To evaluate the geometric design (including lane use) and proposed changes in traffic regulations.

- To justify expenditures for improvements that offer crash reduction or prevention.
- To identify a need for traffic enforcement.
- To identify needs in pedestrian and bicycle safety and certain actions causing crashes that can be prevented through driver and/or public education.

Table 5 shows the number, type of crash, and severity of crashes at key intersections within the Route 104 corridor study area in Bridgewater. Table 5 shows that Central Square had the most crashes in the corridor with 54. The Pleasant Street at Bridgewater Place/Home Depot intersection had the next highest number of crashes with 36 crashes. The Center Street at Pleasant Street (Route 104) intersection had 30 crashes and the South Street at Pleasant Street (Route 104) intersection had 29 crashes. The Jasmine Way/Prospect Street at Pleasant Street (Route 104) intersection was among the intersections with high crash numbers at 28 as was the Elm Street at Pleasant Street (Route 104) intersection with 26 crashes. The Central Square intersections also had the most crashes with injuries.

*Table 5: Route 104 Corridor Major Intersections Collision Detailed Summary*

| | | | Collision Type | | | | | | Severity | | | Year | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location | Type | Total Collision | Angle | Rear-end | ingle Vehic | Side-swipe | Head-on | Others/Unknown | Fatal | Injury | PDO | 2020 | 2021 | 2022 | 2023 | 2024 |
| Lakeside Dr at Pleasant St(Route 104) intersection | Stop | 20 | 6 | 7 | 5 | 1 | 0 | 1 | 0 | 5 | 15 | 1 | 3 | 8 | 6 | 2 |
| Route 24 at Route 104 SB Ramp intersection | Signal | 12 | 4 | 6 | 1 | 1 | 0 | 0 | 0 | 3 | 9 | 1 | 3 | 4 | 1 | 4 |
| Route 24 at Route 104 NB Ramp intersection | Signal | 10 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 3 | 7 | 1 | 2 | 0 | 1 | 6 |
| Pleasant St at Bridgewater Place (HomeDepot) | Signal | 36 | 5 | 6 | 7 | 13 | 1 | 4 | 0 | 6 | 27 | 9 | 8 | 4 | 6 | 9 |
| Elm St at Pleasant St(Route 104) intersection | Signal | 26 | 6 | 9 | 2 | 6 | 1 | 2 | 1 | 6 | 19 | 5 | 3 | 7 | 2 | 9 |
| Jasmine Way/Prospect St at Pleasant St(Route 104) intersection | Signal | 28 | 4 | 13 | 1 | 4 | 0 | 6 | 0 | 5 | 23 | 4 | 3 | 5 | 5 | 11 |
| Vernon St at Pleasant St(Route 104) intersection | Stop | 12 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 6 | 6 | 0 | 1 | 4 | 3 | 4 |
| North St at Pleasant St(Route 104) intersection | Stop | 10 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 4 | 0 | 2 | 3 |
| Birch St at Pleasant St(Route 104) intersection | Stop | 7 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 1 | 0 | 3 |
| Center St at Pleasant St(Route 104) intersection | Signal | 30 | 7 | 16 | 1 | 4 | 1 | 1 | 0 | 6 | 24 | 2 | 14 | 5 | 4 | 5 |
| Crescent St at Pleasant St(Route 104) intersection | Signal | 17 | 0 | 14 | 1 | 1 | 0 | 1 | 0 | 4 | 13 | 4 | 4 | 3 | 2 | 4 |
| South St at Pleasnt St (Route 104) intersection | Stop | 29 | 3 | 12 | 10 | 2 | 2 | 0 | 0 | 6 | 22 | 2 | 7 | 2 | 11 | 7 |
| Bedford St (Route 18) at School St intersection | Stop | 22 | 9 | 5 | 3 | 4 | 0 | 1 | 0 | 4 | 17 | 6 | 3 | 1 | 9 | 3 |
| Main St/Summer St at Central Square intersection | Signal | 54 | 20 | 12 | 9 | 7 | 3 | 3 | 0 | 10 | 42 | 10 | 14 | 8 | 14 | 8 |
| Summer St at Plymouth St (Route 104) intersection | Signal | 9 | 0 | 3 | 4 | 1 | 0 | 1 | 0 | 2 | 7 | 0 | 3 | 5 | 0 | 1 |
| Hale St at Plymouth St(Route 104) intersection intersection | Stop | 5 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 4 | 1 | 0 | 2 | 0 | 2 |
| Burrill Ave at Plymouth St(Route 104) intersection | Stop | 11 | 0 | 9 | 0 | 1 | 0 | 1 | 0 | 1 | 10 | 2 | 3 | 3 | 0 | 3 |
| Spring St at Plymouth St (Route 104) intersection | Signal | 13 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 2 | 11 | 1 | 4 | 2 | 6 | 0 |
| Hooper St at Plymouth St (Route 104) intersection | Stop | 18 | 5 | 7 | 2 | 2 | 1 | 1 | 0 | 3 | 14 | 3 | 2 | 3 | 7 | 3 |
| Hayward St at Plymouth St (Route 104) intersection | Stop | 13 | 5 | 4 | 1 | 1 | 2 | 0 | 0 | 3 | 10 | 0 | 0 | 8 | 3 | 2 |
| Mill St at Plymouth St (Route 104) intersection | Stop | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| High St at Plymouth St (Route 104) intersection | Stop | 6 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 2 | 1 |
| Roberts Rd at Pond St(Route 104) intersection | Stop | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 |
| | Sum | 391 | 88 | 156 | 58 | 52 | 14 | 23 | 1 | 86 | 296 | 56 | 83 | 79 | 84 | 90 |
| | Percentage | 100% | 22.5% | 39.9% | 14.8% | 13.3% | 3.6% | 5.9% | 0.3% | 22.0% | 75.7% | 14.3% | 21.2% | 20.2% | 21.5% | 23.0% |

Over the five-year study period between 2020 – 2024, approximately 946 collisions occurred along Route 104. Table 5 shows the frequency of collisions within the Route104 corridor at locations with various traffic control devices. Table 5 shows the types of collisions within the Route 104 corridor. The frequency percentage of collision types is also shown in table 5. Figure 7 shows the collision trends of crashes within the five-year study period. The year 2023 saw the highest number of crashes with a downward trend in crashes for the year 2024. The collision severity frequency is shown on Table 5 and Figure 7. Most of the crashes were property damage only (PDO) with 76 percent; 22 percent of the crashes resulted in injury, and there were two fatalities (0.2 percent of the crashes). Figure 8 is a heat map of the crashes within the Route 104 corridor, which shows the concentration of the crashes within the corridor. The darkest colors in the map show the largest concentration of the crashes within Central Square in Bridgewater and the area just east of the Route 24 junction.

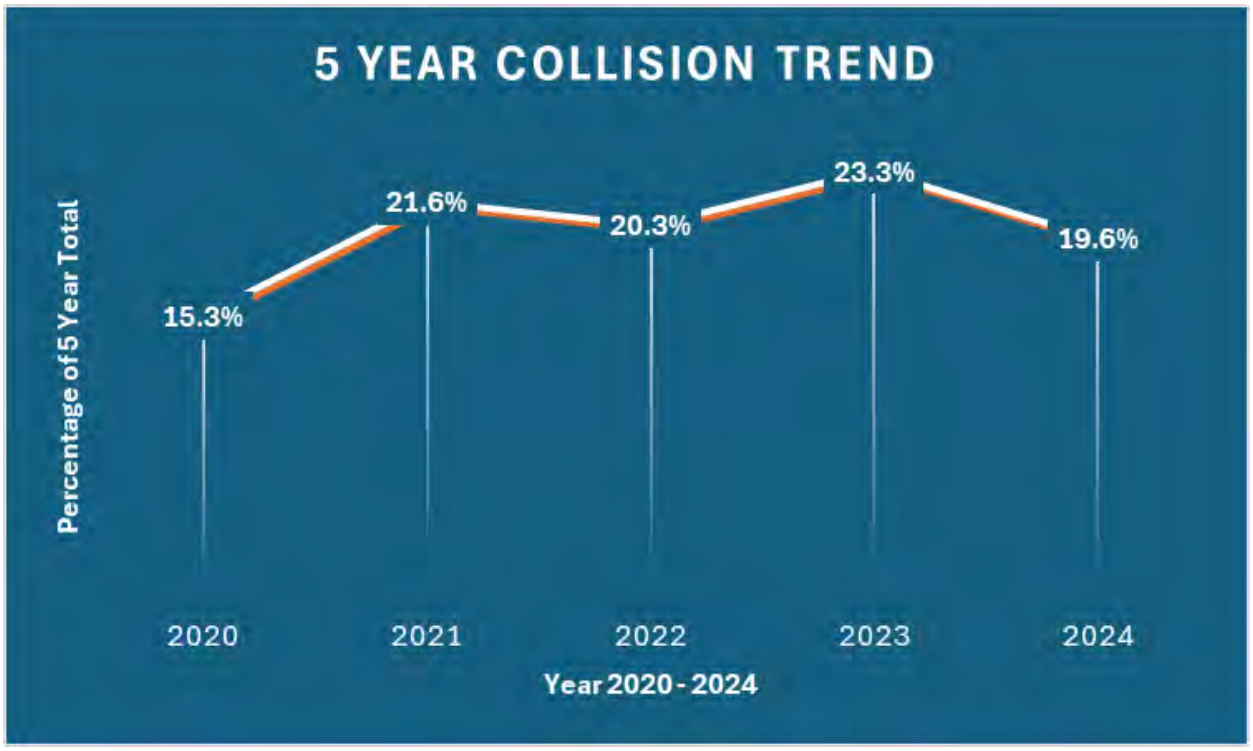



*Figure 7: 7 Collisions Frequency total between 2020-2024, within 500 feet from Route 104 Centerline*

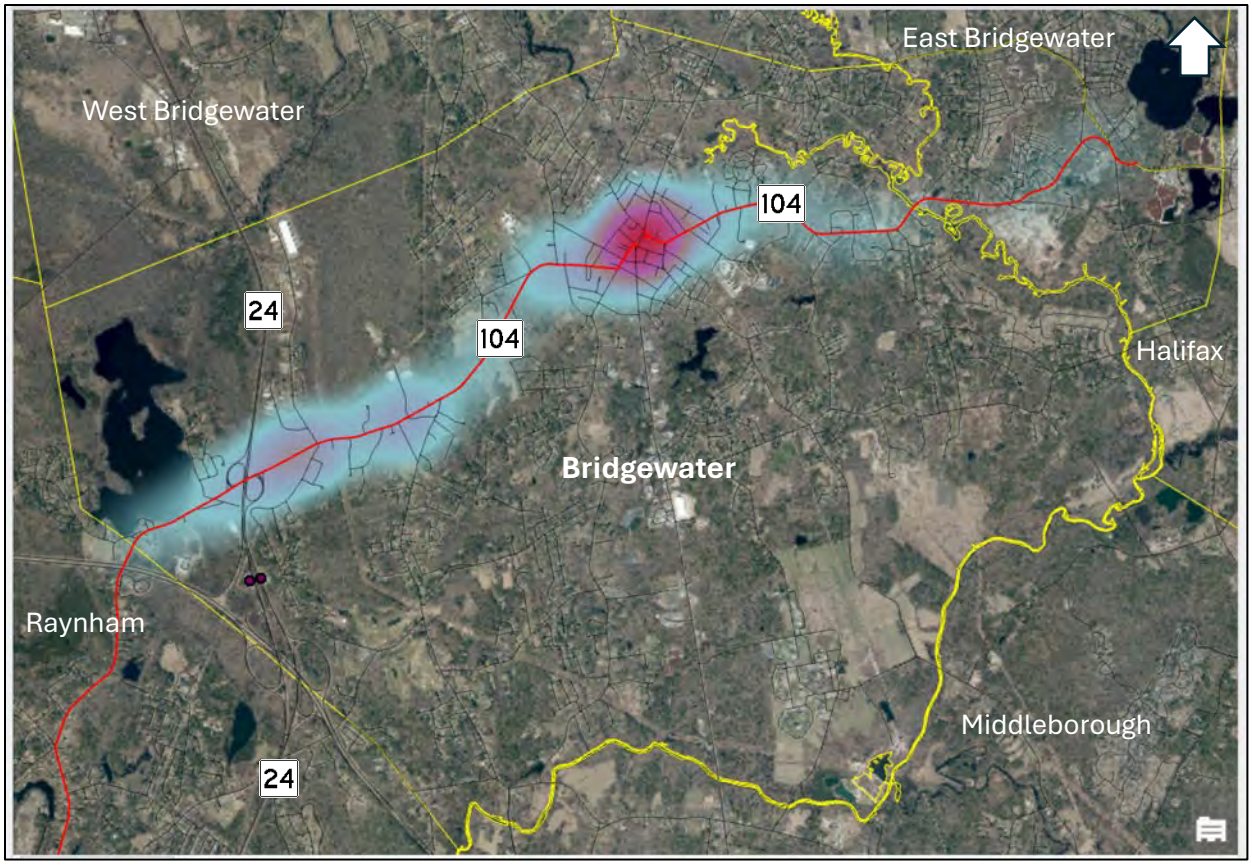



*Figure 8 8: Location heatmap for the Collisions total between 2020-2024, within 500 feet from Route 104*

# Pavement Conditions

The Old Colony Planning Council uses a Pavement Management System (PMS) software to assist in maintaining region-wide pavement conditions that are conducive to safe and efficient movement of people and goods. The PMS includes pavement deterioration curves that demonstrate the rate of deterioration of pavement and the implications for cost of maintenance of roads in the system. The PMS calculates a score called the Pavement Condition Index (PCI) for the road segments, which is derived from an evaluation of pavement distress factors, average daily traffic, and roadway classification. The evaluations of the road surface are conducted visually through windshield surveys with the observations documented in the PMS software.

The PCI is based on a scale of 1 to 100, with 100 indicating a flawless road surface. PCI scores of 93 or higher indicate that the road surface is in Excellent condition. PCI scores between 86 and 92 indicate that the road has some distress but is in Good condition. Roads with scores between 73 and 85 are in Fair condition. Roads with scores between 61 and 72 are in Deficient condition and need maintenance or mill and overlay repairs. Roads with scores below 60 are in poor condition and need base rehabilitation or reconstruction and overlay.

OCPC conducted a windshield survey of the Route 104 corridor in Bridgewater to determine the condition of the surface pavement. The road was segmented for analysis purposes. Figure 9 shows the results of the survey and the road conditions for each segment as determined by the PMS.

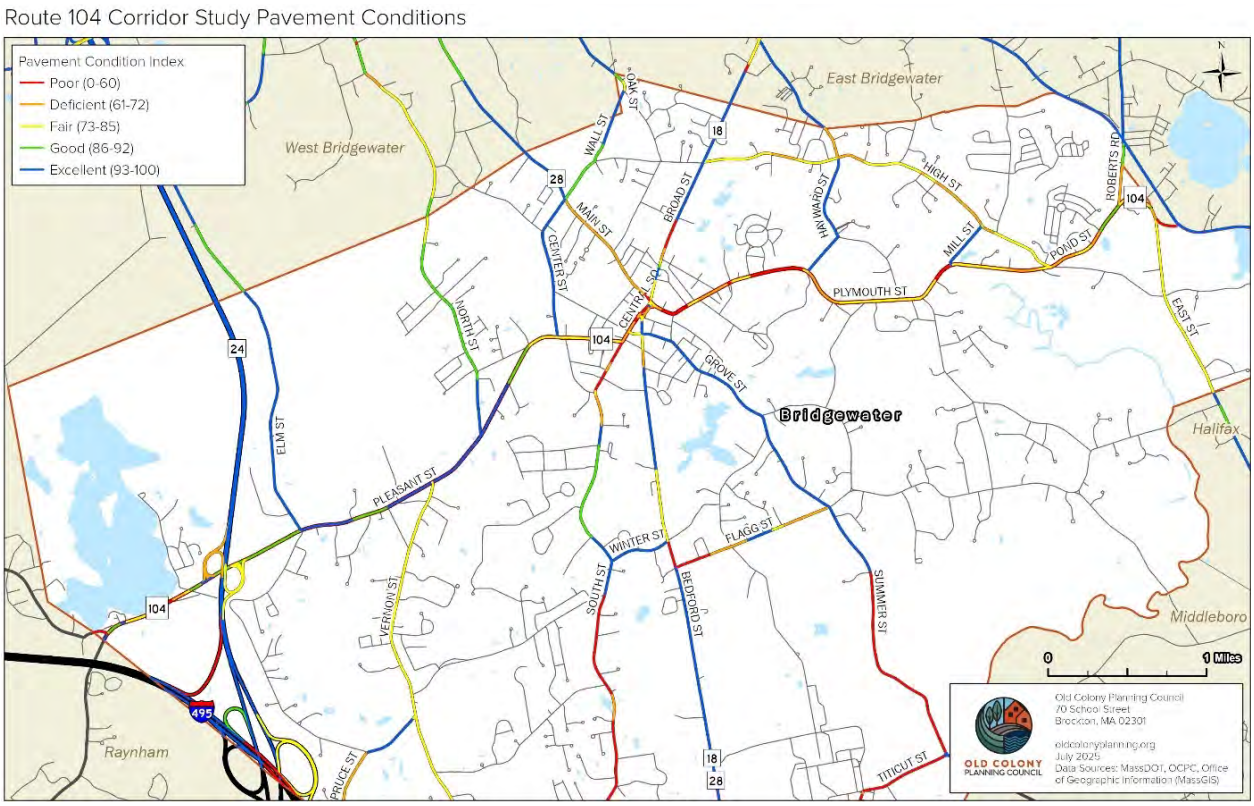



*Figure 9: 9 Map of pavement conditions in Bridgewater*

# Estimated Future Conditions

The future traffic is subject to land development policies and land use planning. Based on our available analysis tools, OCPC team have reviewed a few resources and determined A five-year time horizon chosen for analysis of estimated future conditions, (No-Build and Build turning movement traffic volumes at study area intersections), which is consistent with state guidelines for traffic studies. A review of changes in traffic growth within the Old Colony Region, (based on automatic traffic archived counts in *the Old Colony Traffic Volumes Report*), shows that there has been modest traffic growth in the Route 104 corridor and little or no growth at other locations. Archived traffic data and changes in annual rates were reviewed for specific automatic traffic count locations. The areas showing traffic growth can reflect the impact of retail development or other uses adjacent to the Route 104 corridor such as increased residential or office use. A review of traffic counts for the corridor, compiled by OCPC in the *Old Colony Traffic Volumes Report*, was utilized to develop an annual growth rate of one percent (1%) projected over a five-year horizon. This annual growth rate has been applied to the existing turning movement volumes to discern the future peak hour turning movements at study area intersections for No-Build and Build peak hour conditions. The future No-Build conditions assume future conditions with no improvements, while Build conditions assume future conditions with improvements in place.

In addition to the one percent per year increase in background traffic growth, additional trips were added to the existing peak hour traffic turning movements at study area intersection due to developmental growth. These developments are expected to come online within the next five years.

## No-Build Future Peak Hour Levels-of-Service

No-Build conditions assume there are no improvements made to the intersections within the next five years (to horizon year 2030). The No-Build turning movement volumes at study area intersections were determined by increasing existing turning movement volumes by the background growth rate (1 percent increase per year for five years). Level-of-Service analyses were then conducted for each of the study area intersections for the morning and afternoon peak hour conditions assuming no improvements had been made at the intersections (traffic control and operating conditions the same as Existing conditions). Table 6 summarizes the future No-Build conditions compared to the Existing conditions for each of the study area intersections. Failed traffic operations in Table 6 (LOS E and F) are shown in shaded cells. As shown in Table 6, the Levels-of-Service are expected to continue at the four signalized study area intersections from existing conditions to the 2030 No-Build conditions as well as at the four stop-controlled intersections that were at LOS E and F under Existing conditions. In addition, The Main Street at Summer Street and Central Square intersection is expected to fall from LOS D to LOS E from the Existing to the No Build conditions.

*Table 6: Level of Service*

| | Location | Traffic Control | AM Peak | PM Peak | No Build AM Peak (2030) | No Build PM Peak (2030) |
|---|---|---|---|---|---|---|
| 1 | Route 24 at Route 104 SB Ramp Intersection | Signal | A | A | A | A |
| 2 | Route 24 at Route 104 NB Ramp Intersection | Signal | D | E | D | F |
| 3 | Pleasant Street at Bridgewater Place/Home Depot | Signal | A | A | A | A |
| 4 | Elm Street at Pleasant Street (Route 104) | Signal | C | F | C | F |
| 5 | Jasmine Way/Prospect Street at Pleasant Street (Route 104) | Signal | F | F | F | F |
| 6 | Vernon Street at Pleasant Street (Route 104) | Stop | E | D | E | E |
| 7 | North Street at Pleasant Street (Route 104) | Stop | D | E | D | E |
| 8 | Birch Street at Pleasant Street (Route 104) | Stop | F | F | F | F |
| 9 | Center Street at Pleasant Street (Route 104) | Signal | E | E | E | F |
| 10 | Crescent Street at Pleasant Street (Route 104) | Signal | B | B | B | C |
| 11 | South Street T Pleasant Street (Route 104) | Stop | F | F | F | F |
| 12 | Main Street/Summer Street at Central Square | Signal | D | D | D | E |
| 13 | Summer Street at Plymouth Street (Route 104) | Signal | B | B | B | B |
| 14 | Hale Street at Plymouth Street (Route 104) | Stop | C | C | C | D |
| 15 | Burrill Ave at Plymouth Street (Route 104) | Stop | C | C | C | C |
| 16 | Spring Street at Plymouth Street (Route 104) | Signal | B | B | B | B |
| 17 | Hayward Street at Plymouth Street (Route 104) | Stop | C | D | C | E |
| 18 | Mill Street at Plymouth Street (Route 104) | Stop | B | B | C | C |
| 19 | High Street at Plymouth Street (Route 104) | Stop | B | C | B | C |
| 20 | Roberts Road at Pond Street (Route 104) | Stop | B | B | B | B |

# Anticipated build future project impacts and mitigations considerations

For the known proposed, planned, and anticipated development or transportation projects that will influence corridor operations. The following is a summary of the future build impacts and mitigations from different resources:

**Lakeshore Center Phase 4**

Based on the review of on July 18, 2025 EEA project #16558 documents, phase 4 for the updated proposed Lakeshore Center development is expected to generate 337 trips during the morning peak hour and 297 trips in the evening peak hour. The following is the list are the proposed improvements documented in the Certificate of the Secretary of Energy and Environmental Affairs on the Notice of the Project Change and Final Environmental Impact Report (July 2025):

- Route 104 at Lakeside Drive/Fruit Street and Route 104 and Route 24 southbound ramp intersection:
  1. Installation of intersection ahead warning signage on Pleasant Street (Route 104) approaching Lakeside Drive/Fruit Street

2. Repainting/painting stop bars on the Lakeside Drive/Fruit Street approaches to Pleasant Street (Route 104)
3. Relocation of the STOP-sign on Lakeside Drive approach and installation of STOP-sign on the Fruit Street approach
4. Restriping of the westbound Pleasant Street (Route 104) approach to Lakeside Drive/Fruit Street to include an exclusive left-turn lane in conjunction with improvements to the Pleasant Street and Route 24 Southbound Ramps intersection

- Restriping of the eastbound Pleasant Street (Route 104) approach to the Route 24 Southbound Ramp intersection to include an exclusive left-turn lane
  1. Improvements to pedestrian connectivity within and adjacent to the site, including:
  2. Installation of push button actuated rapid rectangular flashing beacons at the existing crosswalk across Pleasant Street (Route 104) just west of Lakeshore Center
  3. Construction of a new crosswalk and rapid rectangular flashing beacons across Pleasant Street (Route 104) west of Old Pleasant Street, providing a direct connection to the proposed restaurant
  4. Repainting of the crosswalks across Pleasant Street (Route 104) just west of Lakeshore Center and just east of Summit Drive
  5. Construction of a sidewalk on the south side of Pleasant Street (Route 104) in the vicinity of the proposed café
  6. Construction of a sidewalk on the south side of Pleasant Street (Route 104) between Lakeshore Center and Old Pleasant Street

**Jasmine Way/Prospect Street Intersection**

A 40-unit residential condominium development is proposed as part of the Cumberland Farms Site Plan at the Jasmine Way/Pleasant Street intersection. Based on standard ITE multifamily housing trip-generation rates (approximately 0.40–0.70 trips per dwelling unit during the peak hours), the development is anticipated to generate approximately 14 to 28 additional peak-hour vehicle trips. These additional volumes will increase turning-movement demand at the Jasmine Way/Prospect Street and Route 104 intersection.

Without corresponding intersection capacity enhancements, delays and queuing at this location are expected to deteriorate further under future traffic conditions. The improvements are imperative to accommodate existing congestion, mitigate anticipated future operational deficiencies, and ensure that the corridor can safely and efficiently support planned development.

# Intersection Issues and Improvements Considerations

The recommendations in this study were developed based on stakeholder meetings and discussions, public survey and outreach, and the Level-of-Service and crash analyses. Future conditions were developed by increasing existing turning movement volumes by the background growth rate of one percent per year for five years and adding in the trip generation due to any planned development in the

area. The following describes the recommended potential improvements for the Route 104 intersections.

## Lakeside Drive at Route 104 intersection

Lakeside Drive is a local road that forms a four-way unsignalized intersection with Fruit Street at its intersection with Route 104 in Bridgewater. Lakeside Drive and Fruit Street intersect Route 104 at a skewed angle and Fruit Street is offset from the Lakeside Drive approach. Both minor street approaches are stop sign controlled. On the Lakeside Drive approach, the stop sign is located too far from the intersection resulting in two to three vehicle lengths of queuing space beyond the stop sign. There is dense vegetation along with utility poles obstructing sight distance on the Lakeside Drive approach. Sidewalk and ADA ramps at the intersection require maintenance. There are weeds present on sidewalks and the intersection lacks street lighting. Stormwater management is insufficient due to inadequate catch basins and water collection system. There were 20 total collisions at the intersection within the five-year (2020 to 2024) crash study period.

Recommendations include reevaluating the placement of the stop sign for improved MUTCD compliance, reducing curb radius to minimize wide turning movements, and assessing departure sight distance to visibility by removing and relocating obstructions. Any stipulated requirements from the Lakeside Center Phase 4 project should be incorporated and coordinated with recommendations from this corridor study report. Sidewalk maintenance should be performed regularly at the intersection, including pavement repairs and removal of overgrown vegetation. The installation of ADA ramps is recommended at crossings as well as an assessment for the enhancement of stormwater management and additional catch basins.

## Route 24 Southbound Ramps at Route 104

The Route 24 southbound ramps at Route 104 form a signalized “T” intersection with yield controlled right turn on and off ramps. The intersection lacks bicycle accommodation. The Route 104 westbound approach to the intersection provides an exclusive right turn lane to the southbound ramps. High vehicle speeds were observed at the intersection that are unsafe for pedestrian crossing. Recommendations for this intersection include pavement marking enhancement, street maintenance, installing ADA ramps with upgraded advanced tactile panels, provide bicycling lanes, and consider narrowing vehicular travel lanes and additional right turn lane over the Bridgewater to reduce conflicting movement.

## Route 24 Northbound Ramps at Route 104

The Route 24 northbound ramps at Route 104 form a signalized “T” intersection with yield controlled right turn on and off ramps. The Route 104 westbound approach to the intersection provides a shared through-left lane and a through lane to the intersection. There were staff observed unsafe speeds for pedestrians crossing on the side of Route 104, a lack of bicycle accommodation, and the intersection experiences moderate delay during AM and PM peak hour. Recommendations for this intersection include consider narrowing vehicular travel lanes to reduce vehicle speeds and providing bicycle lanes. In addition, consider providing an extra eastbound lane over the bridge.

## Pleasant St (Route 104) at Bridgewater Place (Home Depot)

Bridgewater Place (Home Depot off of Route 104 forms a four-way signalized intersection at its intersection with Route 104 with a driveway opposite Bridgwater Place for a commercial plaza that makes up the south leg of the intersection. The Route 104 eastbound and westbound approaches provide an exclusive left turn lane, a through lane, and a shared right turn-through lane. The Home Depot drive approach provides a right turn lane and a shared left-through lane. This is a wide intersection, which is inadequate and unsafe for pedestrians crossing. It is a high crash location within the corridor with 36 crashes within the study time period. The recommendations for this intersection include upgrading the traffic signals and reevaluating the signal phasing and timing plan for optimization and coordination with the Elm Street intersection.

## Elm Street at Pleasant Street (Route 104)

Elm Street and Old Pleasant Street form a four-way signalized intersection with Route 104. The Elm Street southbound approach provides an exclusive right turn lane and a shared left-through lane. The Route 104 eastbound and westbound approaches provide an exclusive left turn lane, a through lane and a shared through-right turn lane. This intersection operates at LOS "F" failed conditions during the afternoon peak hour. In addition, this intersection experienced a high number of crashes within the study time period with 26 crashes. Recommendations include signal timing optimization to improve capacity and evaluate the feasibility of extending the eastbound two-lane layout farther east to reduce the impact of the lane drop. In addition, it is recommended that "Do Not Block Intersection" signs be placed n the approaches due to vehicles queueing back into the intersection that block other phases of turning movements during the peak hour. Lane drop from 2 lane to 1 lane going eastbound on Route 104 worsen the congestion at the intersection

## Jasmine Way/Prospect Street at Pleasant Street (Route 104)

Jasmine Way and Prospect Street intersect Route 104 to from a four-way signalized intersection. Route 104 provides an exclusive left turn and a shared through-right turn on the eastbound and westbound approaches. The Jasmine Way southbound and the Prospect Street northbound approaches provide a single shared left-through-right turn lane. The alignment on these northbound and southbound approaches is off slightly. There are poor pavement conditions at the intersection, older pedestrian push buttons, and a lack of ADA tactile warning for pedestrians. In addition, there is inadequate bicycling and pedestrian accommodation. The intersection operates at LOS "F" failed conditions during the peak hours. Recommendations include improving pavement markings, bicycling and walking accommodation, and resurfacing and maintaining good pavement conditions. The Prospect Street marks the end of the Bridgewater – 3R project at Route 104 (Pleasant Street) from Prospect Street to Route 24.

## Vernon Street at Pleasant Street (Route 104)

Vernon Street is a collector street in Bridgewater that runs north-south through the town. It forms a "T" type intersection with Route 104 that is stop controlled on the minor street Vernon Street approach. All the approaches to the intersection provide a single shared left-through-right lane to the intersection.

The operational deficiencies are related to the design and layout of the intersection, lack of bicycling and pedestrian accommodation, and standard traffic signage placement. There is a horizontal curve in Vernon just before its intersection with Route 104. There is a small divider island on the Vernon Street approach to channel traffic. The intersection operates at LOS "F" for the critical left turn from the minor street during the peak hours due to a lack of sufficient gaps in the Route 104 through traffic for safe movement into the main street traffic flow. Recommendations include considering redesigning the intersection for all road users, and improvement of pavement marking and traffic signage.

## South Street at Pleasant Street (Route 104)

The intersection experiences significant congestion during peak hours. Exiting Pleasant Street or making a northbound left turn from South Street onto Pleasant Street is particularly challenging during these times. The intersection currently operates at Level of Service (LOS) "F," indicating failing conditions during peak periods. Long vehicle queues frequently form during congestion, contributing to a higher occurrence of angle crashes.

Crash data show a total of 29 reported crashes during the study period, reflecting a high crash frequency. According to the Route 104 Corridor Study General Travel Survey, the public identified this intersection as the #1 most dangerous and the #2 most congested location along Route 104 Corridor.

To improve safety and operations, it is recommended to redesign the intersection to better accommodate the high traffic volumes and reduce crash risk. Potential alternatives include converting the intersection to a three-way signalized intersection or installing a modern roundabout. Additional design considerations should include traffic calming measures such as reduced turning radii and narrower travel lanes, as well as access management improvements. Enhancing bicycle accommodations and establishing a connected pedestrian network are also recommended to improve safety and accessibility for non-motorized users.

## Central Square/South St (Route 104) at School Street Intersection

Bridgewater's Central Square is a major bottleneck for traffic flow in the Route 18 corridor. Central Square forms an oval with the intersection of Broad Street (Route 18), Main Street (Route 28), and Summer Street (Route 104) forming a signalized four-way intersection at the northern end of the oval. At the southern end of Central Square there are two stop sign controlled access points with South Street (Route 104) entering the Square with a stop sign, and Bedford Street (Route18/28) at another stop controlled access entering Central Square. Bedford Street (Route 18/28) continues south of Central Square and is designated as both Route 18 and Route 28, while South Street (Route 104) continues along South Street connecting with Route 24 to the southwest. In addition, there is head-in angle parking inside Central Square, (on the northbound and southbound side of the Square) with parking maneuvers interfering with overall traffic operations and creating a hazard for pedestrians crossing inside the Square, as sight lines for vehicles are hindered by cars parked in the angled head-in manner.

The Broad Street (Route 18) and Route 28/Route 104/Central Square/Summer Street Intersection are operated by a traffic signal that is owned and maintained by MassDOT. Based on the collected traffic

data and SYNCHRO capacity analysis, this intersection is currently operating at LOS E during morning and afternoon peak hours indicating that the traffic volume exceeds its systematic capacity. There is limited roadway width and available space for intersection geometric improvements. In addition, during the morning and afternoon peak hours, delays at this intersection cause queues for vehicles in the oval (northbound), which in turn causes queues at the two stop sign controlled south end intersections; South Street (Route 104) at Central Square and Bedford Street (Route 18/28) at Central Square. Traffic also queues southbound on Broad Street (Route 18) at this intersection during the AM and PM peak hour so that the queues back up past the commuter rail grade crossing, (just south of Spring Street) with vehicles stopped on the tracks for the signal.

Improvements for this intersection include adding an additional right turn storage lane on the Broad Street (Route 18) southbound approach as well as optimizing the signal and timing phases. In addition, an extension of lane markings through the can help to reduce driver confusion over lane use and channel left turns from Another potential modification to this intersection includes adding Table 15 summarizes the Existing, No-Build, and Build LOS for the Central Square/Broad Street (Route 18)/Summer Street (Route 104) at Main Street (Route 28) intersection.

## Central Square at South Street Church Street/School Street/Bedford Street (Route 18 and 28)

There are long delays at the Bedford Street (Route 18/28) northbound stop approach intersection entering Central Square. This intersection operates at LOS F during the AM peak hour and F during the PM peak hour. Vehicle queues from northbound traffic at the Broad Street (Route 18)/Main Street (Route 28)/Summer Street (Route 104) intersection queue into Central Square creating delays for traffic trying to enter the on the Bedford Street northbound stop approach and the South Street stop approach. The South Street intersection at Central Square operates at LOS F during the AM and F during the PM peak hour.

The recommendation for improving peak hour traffic flow at the south end of the Square, including the Bedford Street (Route 18) northbound approach and the South Street (Route 104) approach is to create a single point signalized intersection. Figure 10 shows a conceptual view of what a single point signalized intersection might look like at the southern end of Central Square. This concept keeps School Street open for access as a gateway to BSU.

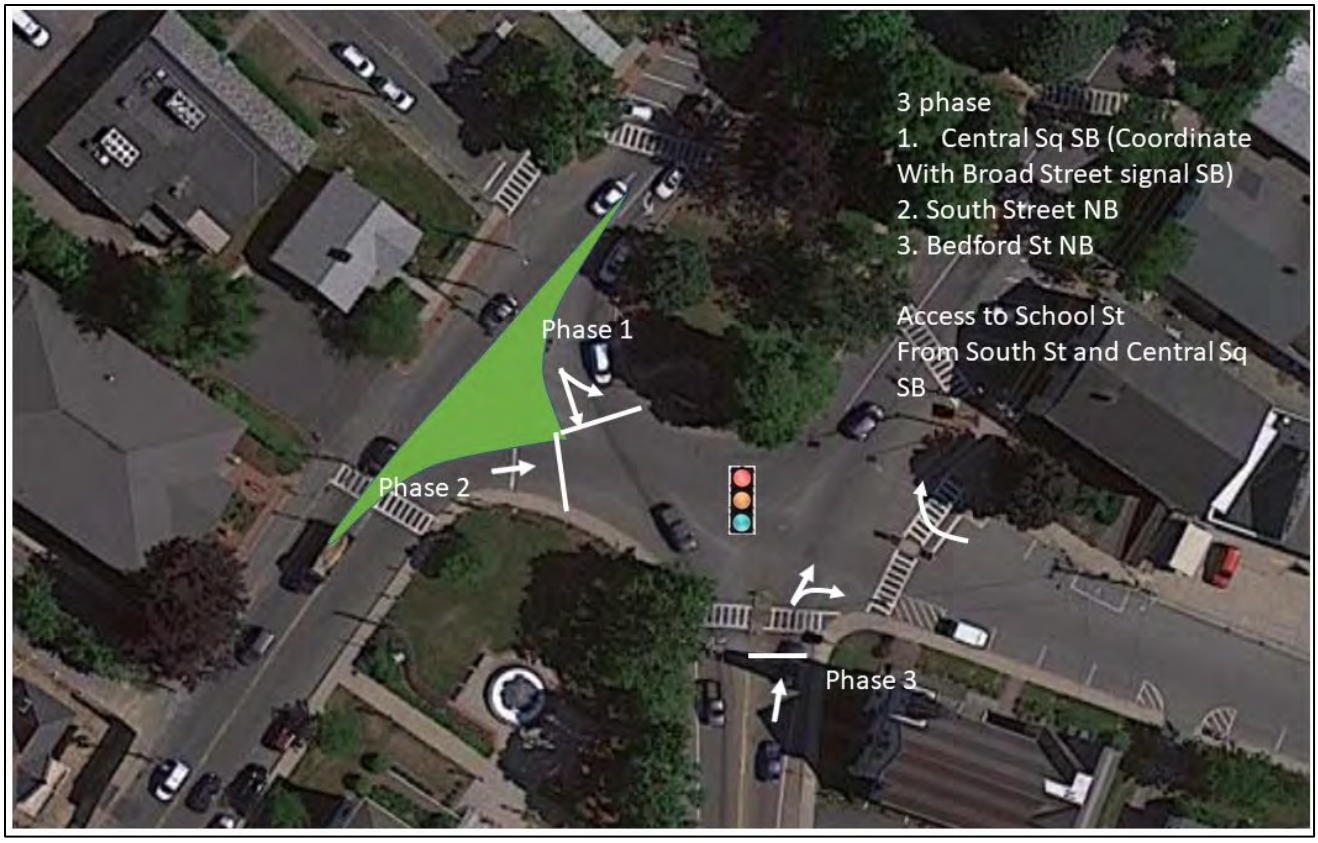



*Figure 10 10 Improvements Considerations of Central Square improvement: Southern Central Square*

As part of the Town of Bridgewater's plan to redesign and revitalize Central Square, (called "Revitalizing the Heart of Bridgewater: Vision to Reality"), the town has developed a plan to reconfigure Central Square. This concept plan calls for reconfiguring the angled parking in the center from angled to parallel parking. The plan has one travel lane on each side of the Square (one on the northbound side and one on the southbound side). In addition, the plan would widen sidewalks for outdoor restaurant seating, and a bicycle lane would be added on both sides of the Square. Rapid Rectangular Flashing Beacons would also be installed at crosswalks in Central Square to improve pedestrian visibility and safety for crossing Central Square. Figures 11 are from the Town of Bridgewater's "Revitalizing the Heart of Bridgewater: Vision to Reality" showing the concept design for Central Square.

*Figure 11 11 Alternative Conceptual Improvement Design of Central Square*

## Plymouth Street (Route 104) at Summer Street Intersection

The intersection has several safety and operational deficiencies. ADA-compliant curb ramps are missing, limiting accessibility. A sharp horizontal curve and steep downgrade from Summer Street toward the railroad crossing promotes higher approach speeds and reduces stopping sight distance. Pavement markings are faded, and the intersection is wider than necessary, encouraging unsafe speeds and creating long pedestrian crossings. The traffic signal heads appear too high and poorly positioned, reducing visibility for downhill traffic. Pedestrian crossing visibility and protection are also inadequate. Recommended improvements include traffic calming through lane narrowing or curb extensions, and adding a center median to visually and physically control speeds. Re-evaluate the height and placement of traffic signal heads to improve visibility. Install ADA-compliant curb ramps and restore clear pavement markings to support safer vehicle and pedestrian operations.

## Plymouth Street (Route 104) at Hale Street Intersection

The northbound approach of Hale Street exhibits an excessively wide pavement width, which encourages higher operating speeds and reduces drivers' lane discipline. The additional pavement area also shortens the effective pedestrian refuge space at the corner, creating a less predictable environment for all users. Along Plymouth Street, observed vehicle speeds exceed the posted speed limit, indicating that the roadway's existing cross-section, horizontal alignment, and surrounding context may be contributing to higher operating speeds. This creates a challenging environment for vehicles attempting to enter from Hale Street and reduces the comfort and safety of pedestrians attempting to cross or walk along the corridor. The intersection alignment at Hale Street is also suboptimal. The skewed geometry

and wide curb radii allow for fast right turns onto Plymouth Street, increasing conflict risk between vehicles and pedestrians. Existing signage is limited and does not adequately communicate driver expectations as they approach the intersection. Furthermore, pedestrian crossing conditions are constrained by the wide pavement area and lack of clear channelization. Crosswalk placement, visibility, and approach signage should be reviewed to bring them into compliance with MUTCD standards and to improve pedestrian conspicuity. Overall, the combination of excessive pavement width, elevated operating speeds on Plymouth Street, skewed alignment, and insufficient signage results in a corridor that does not effectively support safe, multimodal travel. Targeted geometric, signage, and traffic calming improvements are recommended to address these issues and enhance safety for all users.

## Railroad Crossing at Bridgwater State University

The existing crosswalk along Plymouth Street (Route 104) is located too close to the railroad crossing, creating potential conflicts between pedestrians, heavy vehicle activity, and rail operations. Plymouth Street carries significant pedestrian and truck traffic, increasing the need for additional separation and clearer delineation between pedestrian movements and the railroad right-of-way. To improve safety, the crosswalk location should be shifted further away from the railroad tracks to provide a greater buffer and reduce the likelihood of pedestrians or queued vehicles being positioned near the crossing during train activity. Additionally, a more dynamic warning system—such as advance active warning signage or supplemental flashing assemblies—should be considered to enhance driver awareness of both the pedestrian crossing and upcoming railroad conditions. Safety can be further improved through installation of a Rapid Rectangular Flashing Beacon (RRFB) to increase pedestrian visibility and driver yielding rates. A raised crosswalk should also be evaluated to provide vertical deflection, reduce vehicle speeds, and emphasize pedestrian priority. Along Plymouth Street, enhanced high-visibility pavement markings will strengthen delineation and improve nighttime and wet-weather visibility. During periods without railroad activation, targeted traffic calming measures—such as curb extensions, lane narrowing, or advance yield markings—can help maintain safe operating speeds and improve the overall safety and comfort of pedestrians crossing Plymouth Street. These improvements collectively address the geometric constraints, heavy traffic patterns, and proximity to the rail corridor, resulting in a safer, more predictable multimodal environment.

## Route 104 at Burril Avenue Intersection

The intersection of Plymouth Street (Route 104) and Burrill Avenue includes marked crosswalks on both approaches that serve pedestrian traffic traveling to and from the north parking lot. Burrill Avenue provides a single northbound general-purpose lane. The intersection is slightly skewed, rather than a standard right-angle configuration, which can affect sight lines and driver expectancy.

Although the intersection lies beyond the formal storage distance for the adjacent railroad crossing, it remains in close proximity to the tracks, and traffic queues frequently extend through or upstream of this location during peak periods. This condition increases the risk of vehicles stopping closer to the crossing than intended and reduces overall operational reliability.

To enhance pedestrian safety at this crossing point—particularly given the skewed geometry, proximity to the railroad, and regular queueing—it is recommended that a Rapid Rectangular Flashing Beacon (RRFB) be installed to improve pedestrian conspicuity and driver yielding compliance.

## Plymouth Street (Route 104) at Spring Street Intersection

The intersection experiences recurring operational constraints related to capacity, bicycle accommodation, pedestrian access, and signal performance. The convenience store located at the corner generates a steady stream of short-distance pedestrian trips from the surrounding residential areas, increasing crossing demand throughout the day. This activity highlights the need for improved non-motorized facilities and more predictable driver yielding behavior.

From a vehicular standpoint, the intersection would benefit from a capacity assessment to evaluate lane utilization, queue lengths, and peak-hour performance. This analysis should determine whether geometric modifications—such as improved channelization, refined lane assignments, or turn-pocket adjustments—are warranted to improve throughput and reduce delay. For bicyclists, the corridor lacks consistent and clearly defined facilities. Enhanced treatments such as dedicated bicycle lanes, buffered shoulders, or shared-lane markings should be considered to provide a safer and more intuitive operating environment. Pedestrian accommodation should be upgraded to reflect the heavy foot traffic generated by the convenience store. This includes evaluating crosswalk placement, curb ramp compliance, pedestrian signal timing, and overall visibility. High-visibility markings, shorter crossing distances, or curb extensions may further enhance safety and comfort. A signal optimization review is also recommended. Adjusting cycle lengths, improving pedestrian clearance intervals, refining coordination with adjacent signals, and updating detection can reduce delay for all users and improve operational efficiency. Finally, access management should be evaluated around the convenience store driveway(s). Consolidating or redefining access points, improving driveway alignment, and adding appropriate signage or markings can reduce conflict points and improve safety for vehicles, pedestrians, and bicyclists.

## Plymouth Street (Route 104) at Hooper Street Intersection

The intersection exhibits restricted sight distance, due in part to existing roadside elements such as the stone wall and monument along Route 104, which impede visibility for vehicles exiting Hooper Street. Pedestrian accommodation is limited to painted crosswalks without supplemental signage or pedestrian-activated warning systems, reducing conspicuity and overall pedestrian safety. The corridor also experiences elevated travel speeds and high vehicular volumes, which exacerbate left-turn conflict points and increase delay and crash risk. Excessively wide travel lanes further contribute to operating speeds that exceed the intended design environment. Additional deficiencies include inadequate roadway illumination, on-street parking along Route 104 that restricts sight lines and narrows effective roadway width, and poor pavement conditions that negatively affect both vehicle operations and pedestrian comfort. Improvement considerations should include measures to enhance sight distance, upgrade pedestrian facilities with MUTCD-compliant signage and pedestrian-activated flashing beacons (e.g., RRFBs), implement speed-management strategies through lane reconfiguration, improve corridor

lighting, reassess on-street parking impacts, and address pavement rehabilitation needs to improve overall safety and operations.

## Plymouth Street (Route 104) at Great Hill Drive/Hayward Street Intersection

The intersection at Great Hill Drive (BSU side) exhibits limited departure distance, creating potential conflicts for vehicles entering Route 104. The corridor geometry, characterized by abrupt horizontal and vertical curvature, contributes to unsafe vehicle maneuvers, elevated operating speeds, and reduced visibility for drivers, bicyclists, and pedestrians. Pedestrian facilities are deficient: there is no sidewalk on the south side of Route 104, and the crossing environment lacks marked crosswalks, ADA-compliant ramps, sidewalk connections, and appropriate pedestrian crossing signage, increasing the risk for pedestrian-vehicle conflicts. Vehicular speeds in the area are inconsistent with pedestrian safety, further exacerbating exposure to risk.

Observations indicate that vehicles turning onto Route 104 experience inadequate gaps, often requiring a secondary stop prior to entering the mainline, which increases delay and operational friction. Additionally, the stop signs warrant reevaluation for size, mounting height, and placement to ensure proper visibility and driver compliance. The super-elevation along Route 104 should also be evaluated to confirm that the roadway geometry supports safe vehicle operations under current and projected traffic conditions.

Improvement considerations include enhancing departure sight distance, modifying horizontal and vertical alignment where feasible, implementing continuous sidewalks and safe crossing facilities with ADA-compliant features, reviewing stop sign standards, improving turning movement operations, and assessing super-elevation for safety and operational efficiency.

## Plymouth Street (Route 104) at Mill Street Intersection

The intersection exhibits non-standard stop control with a wide turning radius and an ineffective raised island, which encourages excessive turning speeds. Route 104 is overly wide, contributing to speeding and unsafe conditions for all users. There are no dedicated facilities for bicyclists or pedestrians, and access management is insufficient, increasing conflict points. The exiting lane from Mill Street is excessively wide, creating ambiguity in lane usage and potential head-on conflicts for two-way traffic. Overall, the intersection lacks safe design provisions for vehicles, pedestrians, and bicyclists.

Recommended improvements include intersection redesign with appropriate lane widths and turning radii, sidewalk installation, pedestrian crossings, speed management measures, and enhanced access control to improve safety for all users.

## Plymouth Street (Route 104) at High Street and Pond Street Intersection

The RSA Audit was facilitated by OCPC team in September of 2021. The intersection exhibits significant safety issues due to limited sight lines from horizontal and vertical curves, skewed geometry, and

obstructive vegetation. Westbound Route 104 drivers and vehicles exiting High Street have restricted visibility, contributing to multiple angled collisions. Drivers are often confused by turning movements, particularly left turns from Route 104 eastbound, while school buses and large vehicles struggle to navigate the narrow, skewed lanes. Traffic control is inadequate, with stop signs and advance warning signage below MUTCD standards. Pedestrian and bicycle facilities are nearly nonexistent, and speeding, poor drainage, faded striping, minimal lighting, and roadside utility poles further reduce safety.

Recommended improvements include realigning High Street and Plymouth Street approaches, trimming vegetation, installing flashing beacons and proper signage, adding left-turn lanes, sidewalks, crosswalks, ADA ramps, and bicycle accommodations, improving drainage and lighting, and considering access restrictions for large vehicles.

### Pond Road (Route 104) at Roberts Road Intersection

The intersection of Roberts Road with Route 104 is skewed, and the approaches feature wide turning radii that encourage high vehicle speeds. Roadside features further limit departure sight distance, increasing conflict risk for vehicles entering or exiting Roberts Road. These geometric and visibility issues compromise safety for motorists, pedestrians, and bicyclists.

Recommended improvements include corridor-wide speed management measures to reduce operating speeds, establishing a sight distance triangle to ensure adequate visibility, and implementing traffic calming features. Enhancing pedestrian and bicycle facilities and clearing roadside obstructions will improve multimodal safety and reduce potential collision points at the intersection.

## Corridor wide improvement considerations

1. Continuous Bicycling and Pedestrian Network

- Evaluate opportunities to establish a continuous, ADA-compliant pedestrian and bicycle network throughout the Route 104 corridor.
- Consider installation of new sidewalks, sidewalk infill where gaps exist, and off-road multiuse paths in areas with sufficient right-of-way.
- Assess the feasibility of separated or buffered bicycle lanes in segments with higher speeds or greater vehicular volumes to improve safety and user comfort.
- Ensure all pedestrian and bicycle facilities comply with MassDOT's Separated Bike Lane Planning & Design Guide and Complete Streets Guidelines.

2. Enhanced Pedestrian Crossings

- Identify high-priority pedestrian crossing locations—near schools, transit stops, commercial nodes, and community facilities—for implementation of Rectangular Rapid Flashing Beacons (RRFBs).

- At locations with higher traffic speeds or multi-lane approaches, evaluate the applicability of Pedestrian Hybrid Beacons (PHBs/HAWKs) to enhance pedestrian safety and reduce delay.
- Consider curb extensions, raised crossings, and median refuge islands where appropriate to shorten crossing distances and improve visibility.

3. Access Management Improvements

- Conduct a corridor-wide review of driveway spacing, frequency, and design to determine opportunities to consolidate or reconfigure driveways that contribute to congestion and crash risk.
- Where feasible, consider restricting left-turn movements, implementing right-in/right-out treatments, or introducing shared access between adjacent properties.
- Provide guidance for future development and redevelopment to incorporate access management best practices consistent with MassDOT standards.

4. Lane and Turning Capacity Enhancements

- Evaluate existing lane configurations at key intersections and along constrained roadway segments to determine where added turn lanes, extended turn pockets, or improved lane utilization may reduce bottlenecks.
- Review traffic signal operations to ensure lane capacity improvements align with optimal phasing, signal timing, and multimodal needs.
- Analyze opportunities to improve overall corridor throughput while maintaining safety and accommodating vulnerable road users.

5. Vehicle Restrictions

- Assess the feasibility of implementing heavy vehicle exclusion zones, particularly in residential neighborhoods or business districts where truck traffic negatively affects safety, noise levels, or roadway operations.
- Coordinate with MassDOT's Truck Exclusion Program to evaluate eligibility and determine alternate routing.

6. Traffic Calming Measures

- Identify corridor segments with documented speeding issues or safety concerns and evaluate the use of traffic calming treatments, such as speed feedback signs, lane narrowing, curb extensions, or raised intersections.
- Ensure that traffic calming strategies complement multimodal goals and do not compromise emergency response routing.

7. Culvert Condition Improvements

- Review the structural and hydraulic performance of culverts along the corridor and prioritize repairs or replacement based on condition:
    - Brouillard Avenue–Hooper Street: Culvert currently in critical condition; requires immediate structural assessment and comprehensive rehabilitation or replacement.
    - Birch Street: Culvert identified as poor condition; schedule for near-term upgrade to prevent further deterioration and potential roadway impacts.
    - Lake Side Drive: Culvert deemed undersized; evaluate replacement options that meet current hydraulic standards and improve resilience to storm events.
- Coordinate improvements with ecological and stormwater management goals, ensuring compliance with state environmental permitting and promoting aquatic organism passage where applicable.

# Project Development and Funding Opportunities

Funding is essential in ensuring the implementation of improvements recommended in this study. Although the recommendations in this planning level study are conceptual, the implementation stage takes transportation improvement projects from the concept stage through design and construction.

The *MassDOT Project Development and Design Guide* explains the project development process in Massachusetts and includes the design standards for transportation projects. The MassDOT project development process, which can include Transportation Improvement Program (TIP) funding (for federal aid eligible roads) consists of the following:

- Problem/Need/Opportunity Identification (A Project Need form is submitted to MassDOT utilizing MassDOT Project online Intake Tool, MaPIT)
- Planning (A project planning report is completed)
- Project Initiation (A Project Initiation Form is submitted to MassDOT)
- Identification of Appropriate Funding
- Definition of Appropriate Next Steps
- Project Review Committee Action
- Environmental Design and ROW Process (Includes Plans, Specifications, and Estimates, PS&E)
- Environmental Studies and Permits
- Right-of-Way Plans
- Permits
- Programming (Old Colony TIP and State Transportation Improvement Program, STIP) Programming of Funds
- Procurement (Construction bids and contractor selection)
- Construction
- Project Assessment

On sections of federal aid eligible roadway owned and maintained by the municipality, the municipality typically initiates a project by completing and submitting the Project Need Form (available in the Appendix), as well as providing for project planning and design. Similarly, for state owned facilities, MassDOT initiates projects and provides planning and design on their section of roads.

The process outlined above is typical for funding roads that are federal aid eligible. These federal eligible roads are of higher classification (usually arterial or urban collector) and can be owned and maintained by a municipality or the Commonwealth of Massachusetts. Federal aid eligible regional transportation needs have outpaced available funding in the Transportation Improvement Program (TIP) for the past several years. All projects on the TIP go through a comprehensive evaluation process to determine priority for funding; therefore, the programming of the TIP is a competitive process.

A municipality can apply for funding utilizing The MassDOT Project Intake Tool (MaPIT). MaPIT is a Geographic Information System (GIS) and project development tool for online project planning, automated analysis, reporting, and collaboration. The system is intended to provide a user friendly, web-based environment for populating Project Need and Project Scope Forms, and for completing local aid applications for the Chapter 90, Small Bridge, Safe Routes to School and Bottleneck Funding Programs. Municipalities can open a MaPIT account and apply directly seeking funding through the Old Colony Transportation Improvement Program (TIP). For TIP projects, the town would have to have an engineer design the project to MassDOT specifications. The town would be responsible for design costs and any right of way takings.

The process to fund a project through the TIP may take several years. Other alternative funding options are available for project construction for roads that are either not federal aid eligible or are eligible but might be chosen for other reasons, such as avoiding the TIP process.

Additional funding alternatives are outlined as follows:

- Bipartisan Infrastructure Law – The Bipartisan Infrastructure Law makes historic investments in the transportation sector: improving public safety and climate resilience. It provides funding for major projects including roads, bridges, airports (FAA Administration), public transit, passenger and freight rail, ports and waterways.
- Capital Improvement Program (CIP) - Local Funding has historically been utilized to help provide the design and engineering of highway projects.
- Exactions (Developer Mitigation Agreements) Communities have increasingly turned to exactions as a means to meet new infrastructure and public service needs. Cities and towns use developer exactions as a strategy to offset the burdens of new development on the community. Exactions contribute to regional equity by ensuring that a new development pays a fair share of the public costs that they generate. Exactions consist of a developer's payment of funds to offset the cost of necessary construction, design, or maintenance of public infrastructure directly connected to the new development. Developers commit to an agreement for funding or constructing off-site improvements in exchange for the approvals to proceed with a development project.
- Bridge Replacement and Rehabilitation Program provides funds for rehabilitation and replacement of any bridge on a public road. Bridges on the federal aid system or off the federal aid system are eligible for these funds.

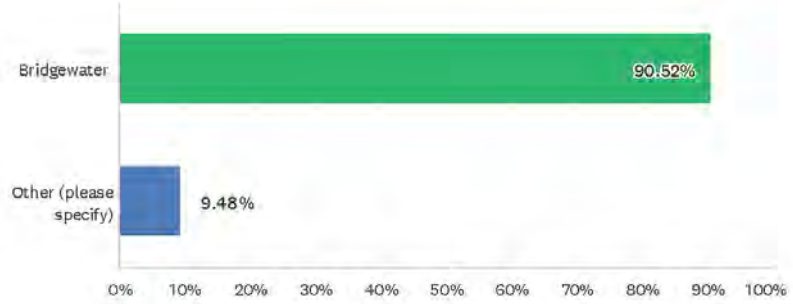
- Chapter 90 provides funding for highway construction, preservation, and improvement projects that create or extend the life of capital facilities. The level of funding is determined by a formula that is based upon public way mileage, population, and level of employment in each community. The Chapter 90 Program is a reimbursement program, as the community must initially pay the cost of a particular project.
- Community Development Block Grant (CDBG) Program provides for the development or expansion of economic opportunities and the provision of decent housing and public facilities. Eligible use of funds includes community development (construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works).
- Massachusetts Complete Streets Funding Program (State Highways are Ineligible)- The MassDOT Complete Streets Funding Program addresses critical gaps in transportation networks by giving Massachusetts municipalities tools and funding to advance Complete Streets in their community. All municipally owned roadways are eligible for projects through the Complete Streets Funding Program. These roadway projects provide an opportunity to incorporate Complete Street principles into the design. Completes Streets link: https://gis.massdot.state.ma.us/completestreets.

Shared Streets and Spaces Shared Streets and Spaces Grant Program is administered by the Massachusetts Department of Transportation (MassDOT). The program provides funding to municipalities and public transit authorities to quickly implement improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces in support of public health, safe mobility, and strengthened commerce. Online link: https://www.mass.gov/shared-streets-and-spaces-grant-program

# Appendix: Route 104 Corridor Study General Public Survey

# Q1 What city or town are you currently living in?

Answered: 211 Skipped: 2




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Bridgewater (1) | 90.52% | 191 |
| Other (please specify) (2) | 9.48% | 20 |
| TOTAL | | 211 |

BASIC STATISTICS

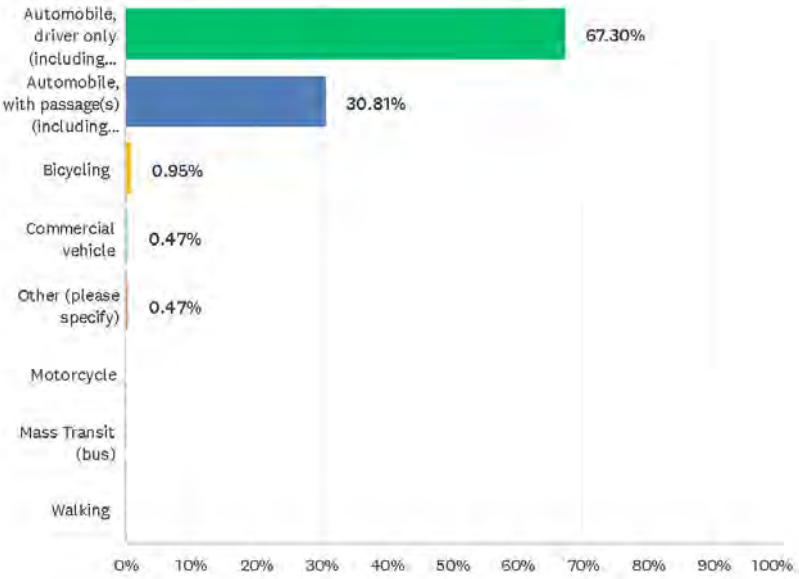
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 2.00 | 1.00 | 1.09 | 0.29 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | East Bridgewater | 5/15/2025 6:59 AM |
| 2 | East Bridgewater | 5/10/2025 8:42 AM |
| 3 | East Bridgewater | 5/6/2025 1:08 PM |
| 4 | East Bridgewater | 4/16/2025 1:03 PM |
| 5 | After 27 years in 02324, just moved to Fairhaven | 3/19/2025 11:09 AM |
| 6 | Raynham | 3/8/2025 5:20 PM |
| 7 | Bourne | 3/7/2025 4:30 PM |
| 8 | raynham | 3/6/2025 9:28 AM |
| 9 | Middleboro | 3/6/2025 5:03 AM |
| 10 | Mansfield | 3/5/2025 8:01 PM |
| 11 | Living on Bridgewater State University campus but home in North Attleboro. | 3/5/2025 3:08 PM |
| 12 | Halifax | 2/28/2025 8:52 PM |
| 13 | East Bridgegwater | 1/31/2025 11:30 AM |
| 14 | Whitman | 1/31/2025 10:29 AM |
| 15 | Pembroke | 1/31/2025 10:15 AM |

| | | |
|---|---|---|
| 16 | East Bridgewater | 1/31/2025 6:31 AM |
| 17 | East Bridgewater | 1/30/2025 4:30 PM |
| 18 | West Bridgewater | 1/30/2025 4:01 PM |
| 19 | Providence, RI | 1/30/2025 3:49 PM |
| 20 | n/a | 1/30/2025 3:32 PM |

## Q2 When traveling on Route 104 in Bridgewater, what is your primary mode of transportation (please choose only one answer)?

Answered: 211 Skipped: 2




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Automobile, driver only (including pick-up trucks) (1) | 67.30% | 142 |
| Automobile, with passage(s) (including pick-up trucks) (2) | 30.81% | 65 |
| Bicycling (7) | 0.95% | 2 |
| Commercial vehicle (4) | 0.47% | 1 |
| Other (please specify) (8) | 0.47% | 1 |
| Motorcycle (3) | 0.00% | 0 |
| Mass Transit (bus) (5) | 0.00% | 0 |
| Walking (6) | 0.00% | 0 |
| TOTAL | | 211 |

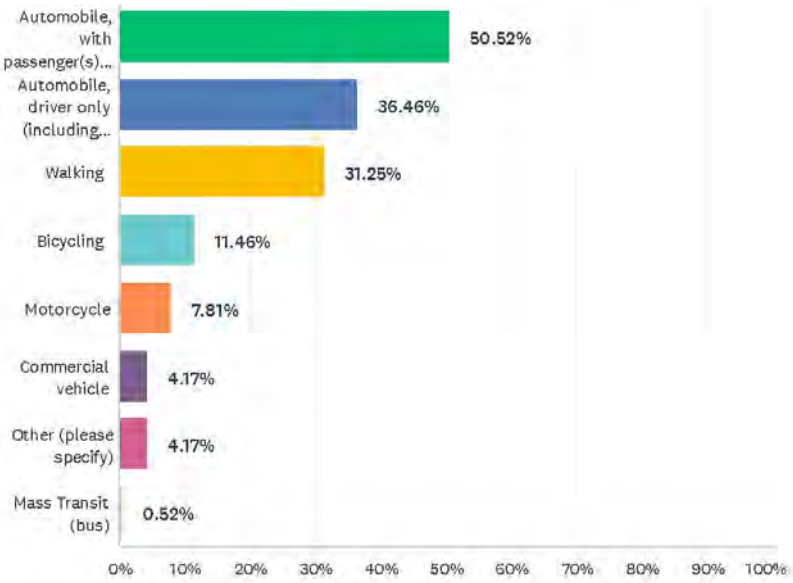
BASIC STATISTICS

| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 8.00 | 1.00 | 1.41 | 0.87 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | Wheelchair | 4/14/2025 12:26 PM |

## Q3 In addition to your primary mode of travel specified in Question 2, what other modes of travel do you utilize when traveling on Route 104 in Bridgewater (select all that apply)?

Answered: 192 Skipped: 21



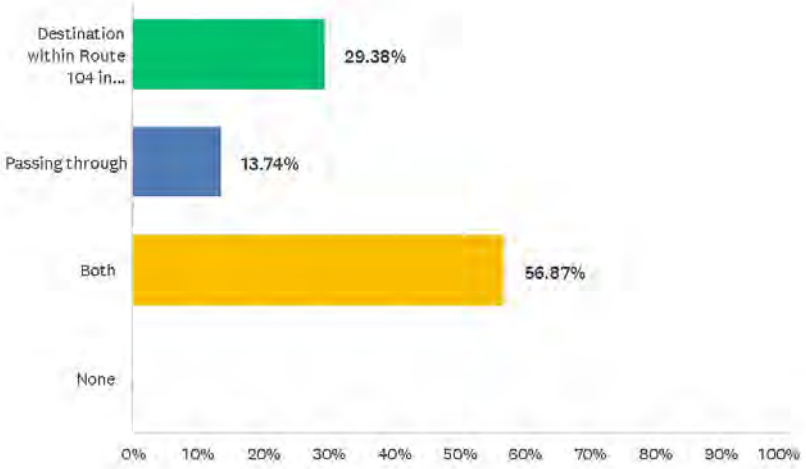

| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Automobile, with passenger(s) (including pick-up trucks) (2) | 50.52% | 97 |
| Automobile, driver only (including pick-up trucks) (1) | 36.46% | 70 |
| Walking (6) | 31.25% | 60 |
| Bicycling (7) | 11.46% | 22 |
| Motorcycle (3) | 7.81% | 15 |
| Commercial vehicle (4) | 4.17% | 8 |
| Other (please specify) (8) | 4.17% | 8 |
| Mass Transit (bus) (5) | 0.52% | 1 |
| Total Respondents: 192 | | |

| BASIC STATISTICS | | | | |
|---|---|---|---|---|
| Minimum | Maximum | Median | Mean | Standard Deviation |
| 1.00 | 8.00 | 2.00 | 3.29 | 2.28 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | I have walked from the center to Route 24 perhaps 3 times total | 3/19/2025 11:09 AM |
| 2 | None | 3/9/2025 10:00 AM |
| 3 | Farm equipment and box trucks | 3/8/2025 10:38 AM |
| 4 | None | 3/5/2025 7:29 PM |
| 5 | Running | 3/5/2025 4:21 PM |
| 6 | Jogging | 2/24/2025 1:00 PM |
| 7 | Farm equipment | 2/5/2025 8:15 PM |
| 8 | None | 1/30/2025 3:49 PM |

## Q4 When traveling on Route 104 in Bridgewater, is your trip destination located along Route 104 in Bridgewater, or do you regularly pass through Bridgewater with a destination not on Route 104 in Bridgewater (please choose only one answer)?

Answered: 211 Skipped: 2

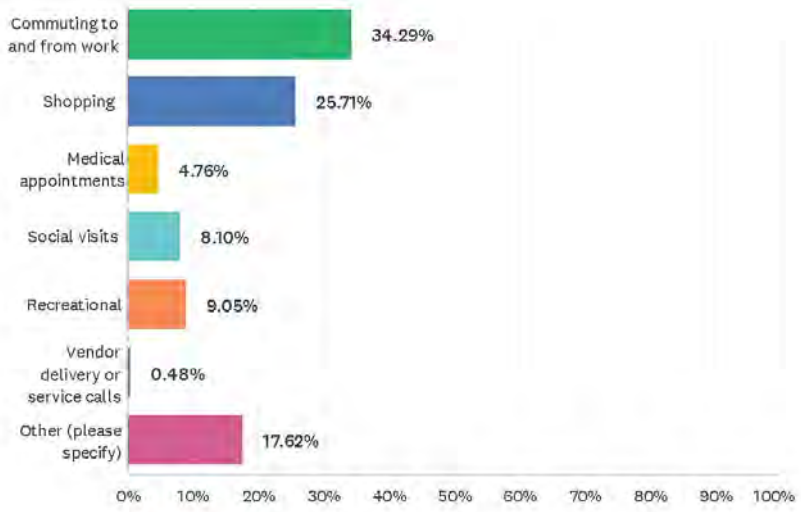



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Destination within Route 104 in Bridgewater (1) | 29.38% | 62 |
| Passing through (2) | 13.74% | 29 |
| Both (3) | 56.87% | 120 |
| None (4) | 0.00% | 0 |
| TOTAL | | 211 |

| BASIC STATISTICS | | | | |
|---|---|---|---|---|
| Minimum | Maximum | Median | Mean | Standard Deviation |
| 1.00 | 3.00 | 3.00 | 2.27 | 0.89 |

## Q5 What is your primary trip purpose for traveling on Route 104 in Bridgewater (please choose only one answer)?

Answered: 210 Skipped: 3




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Commuting to and from work (1) | 34.29% | 72 |
| Shopping (2) | 25.71% | 54 |
| Medical appointments (3) | 4.76% | 10 |
| Social visits (4) | 8.10% | 17 |
| Recreational (5) | 9.05% | 19 |
| Vendor delivery or service calls (6) | 0.48% | 1 |
| Other (please specify) (7) | 17.62% | 37 |
| TOTAL | | 210 |

BASIC STATISTICS

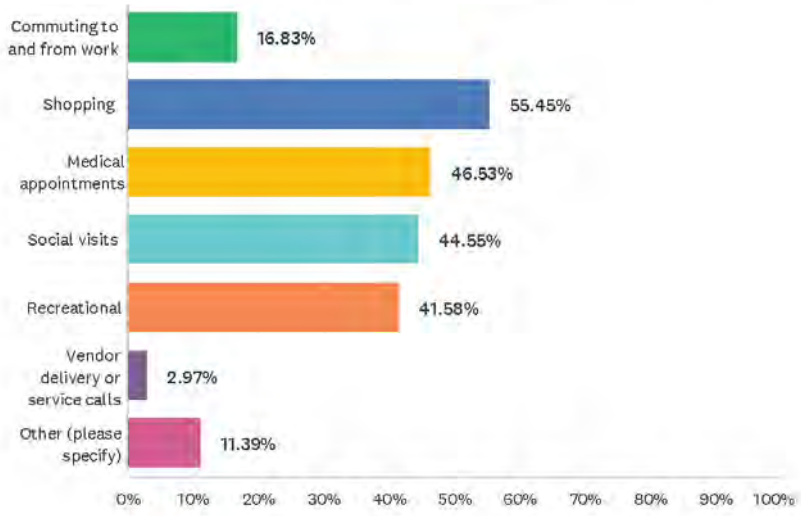
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 7.00 | 2.00 | 3.04 | 2.22 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | all of the above | 3/28/2025 9:37 AM |
| 2 | Errands | 3/19/2025 8:04 PM |
| 3 | Drink a cup of coffee at the Nip, watch the water and birds | 3/18/2025 10:59 PM |

| | | |
|---|---|---|
| 4 | Getting to and from my home. | 3/14/2025 8:33 PM |
| 5 | To get the highway | 3/12/2025 4:41 PM |
| 6 | I live less than 1 minute away, so I sit at the light on 104 multiple times a day. | 3/11/2025 7:30 PM |
| 7 | I live on 104 | 3/11/2025 10:27 AM |
| 8 | Meetings, shopping, social | 3/10/2025 6:23 PM |
| 9 | I live on Rt 104 so everything is a primary reason | 3/8/2025 10:38 AM |
| 10 | I live off of 104 and have to travel the road every time I leave my neighborhood | 3/7/2025 10:51 AM |
| 11 | Live right off Rt 104,so commuting etc. | 3/7/2025 10:49 AM |
| 12 | Errands and YMCA | 3/7/2025 3:03 AM |
| 13 | School | 3/6/2025 5:56 PM |
| 14 | Transfer Station and volunteering | 3/6/2025 12:27 PM |
| 15 | Getting to the highway | 3/6/2025 12:05 PM |
| 16 | house is on 104º | 3/6/2025 10:28 AM |
| 17 | All of the above | 3/6/2025 5:52 AM |
| 18 | School, library, local businesses | 3/6/2025 12:01 AM |
| 19 | Traveling to and from job sites for service | 3/5/2025 9:49 PM |
| 20 | Driving daughter to school | 3/5/2025 8:50 PM |
| 21 | I live off 104 I travel multiple times a day | 3/5/2025 8:04 PM |
| 22 | Live on Pleasant Street | 3/5/2025 7:37 PM |
| 23 | My house is on route 104. | 3/5/2025 7:30 PM |
| 24 | Varies - Dentist, Medical, town meetings/business, recreation | 3/5/2025 7:12 PM |
| 25 | Getting to the highway | 3/5/2025 7:07 PM |
| 26 | I live on 104 | 3/5/2025 6:02 PM |
| 27 | School bus for the towns of Bridgewater, Raynham, As well as Southeastern Regional High School | 3/5/2025 5:09 PM |
| 28 | School or Sports | 3/5/2025 5:00 PM |
| 29 | Live off 104 on side street. | 3/5/2025 4:05 PM |
| 30 | My house is on 104 so we take the road every day for everything. | 3/5/2025 3:56 PM |
| 31 | volunteer work within Bridgewater | 3/5/2025 3:53 PM |
| 32 | I live on 104 | 3/5/2025 3:50 PM |
| 33 | Traveling for social visits and to return to home in North Attleboro | 3/5/2025 3:08 PM |
| 34 | Resident of Old Pleasant Street, so all of the above. | 2/24/2025 1:00 PM |
| 35 | Can't be limited to one answer. It is fir work and shopping and downs business as I live directly on Rt 104 | 2/5/2025 8:15 PM |
| 36 | Events and Public Meetings | 2/5/2025 7:41 PM |
| 37 | All of the above. | 1/30/2025 4:30 PM |

## Q6 In addition to your primary trip purpose specified in Question 5, what other trip purposes do you have when traveling on Route 104 in Bridgewater (select all that apply)?

Answered: 202 Skipped: 11




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Commuting to and from work (1) | 16.83% | 34 |
| Shopping (2) | 55.45% | 112 |
| Medical appointments (3) | 46.53% | 94 |
| Social visits (4) | 44.55% | 90 |
| Recreational (5) | 41.58% | 84 |
| Vendor delivery or service calls (6) | 2.97% | 6 |
| Other (please specify) (7) | 11.39% | 23 |
| Total Respondents: 202 | | |

BASIC STATISTICS

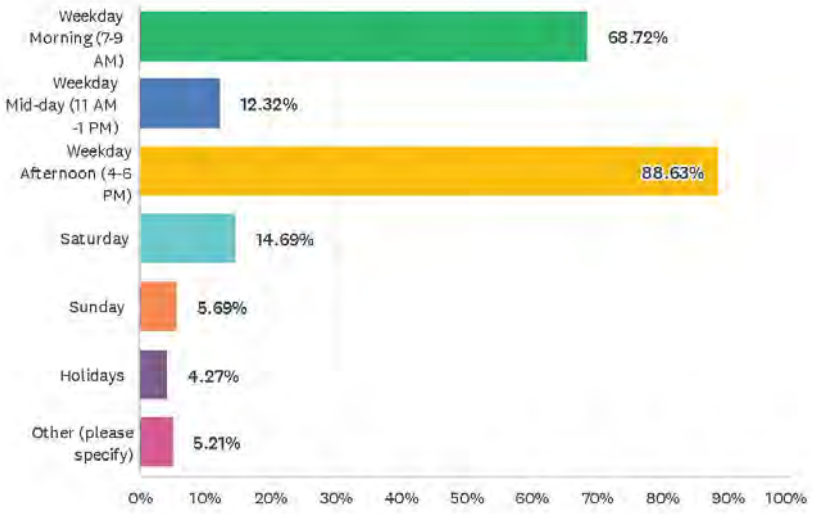
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 7.00 | 3.00 | 3.42 | 1.51 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | Restaurants | 4/1/2025 5:33 PM |

| | | |
|---|---|---|
| 2 | I avoid Bridgewater due to the traffic. | 3/9/2025 7:17 PM |
| 3 | Restaurants | 3/8/2025 2:06 PM |
| 4 | Library, town hall, bank | 3/8/2025 10:54 AM |
| 5 | Work—farming | 3/8/2025 10:38 AM |
| 6 | Picking up my child from school | 3/7/2025 12:36 PM |
| 7 | as stated above I live off of 104 and must travel it multiple times per day for various reasons | 3/7/2025 10:51 AM |
| 8 | All of the above | 3/6/2025 5:52 AM |
| 9 | Work related every day | 3/5/2025 9:49 PM |
| 10 | Commute to train | 3/5/2025 8:04 PM |
| 11 | Town meetings/business | 3/5/2025 7:12 PM |
| 12 | Restaurant | 3/5/2025 5:42 PM |
| 13 | Picking kids up from school | 3/5/2025 5:32 PM |
| 14 | School | 3/5/2025 5:06 PM |
| 15 | I live in Scotland on 104 | 3/5/2025 4:49 PM |
| 16 | attend town meetings and forums, voting | 3/5/2025 3:53 PM |
| 17 | Access to rt 24/495. | 2/28/2025 8:52 PM |
| 18 | I live on 104 | 2/24/2025 12:50 PM |
| 19 | Church | 2/23/2025 8:37 AM |
| 20 | Middle school and Williams school. And sports | 2/13/2025 4:31 PM |
| 21 | Travel to Town Hall, Transfer Station, Sr. Center, Library | 2/10/2025 12:56 PM |
| 22 | Live on the road | 2/5/2025 8:15 PM |
| 23 | None | 1/30/2025 3:49 PM |

## Q7 What time periods do you think are the most congested time along Route 104 in Bridgewater (select all that apply)?

Answered: 211 Skipped: 2




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Weekday Morning (7-9 AM) (1) | 68.72% | 145 |
| Weekday Mid-day (11 AM -1 PM) (2) | 12.32% | 26 |
| Weekday Afternoon (4-6 PM) (3) | 88.63% | 187 |
| Saturday (4) | 14.69% | 31 |
| Sunday (5) | 5.69% | 12 |
| Holidays (6) | 4.27% | 9 |
| Other (please specify) (7) | 5.21% | 11 |
| Total Respondents: 211 | | |

BASIC STATISTICS

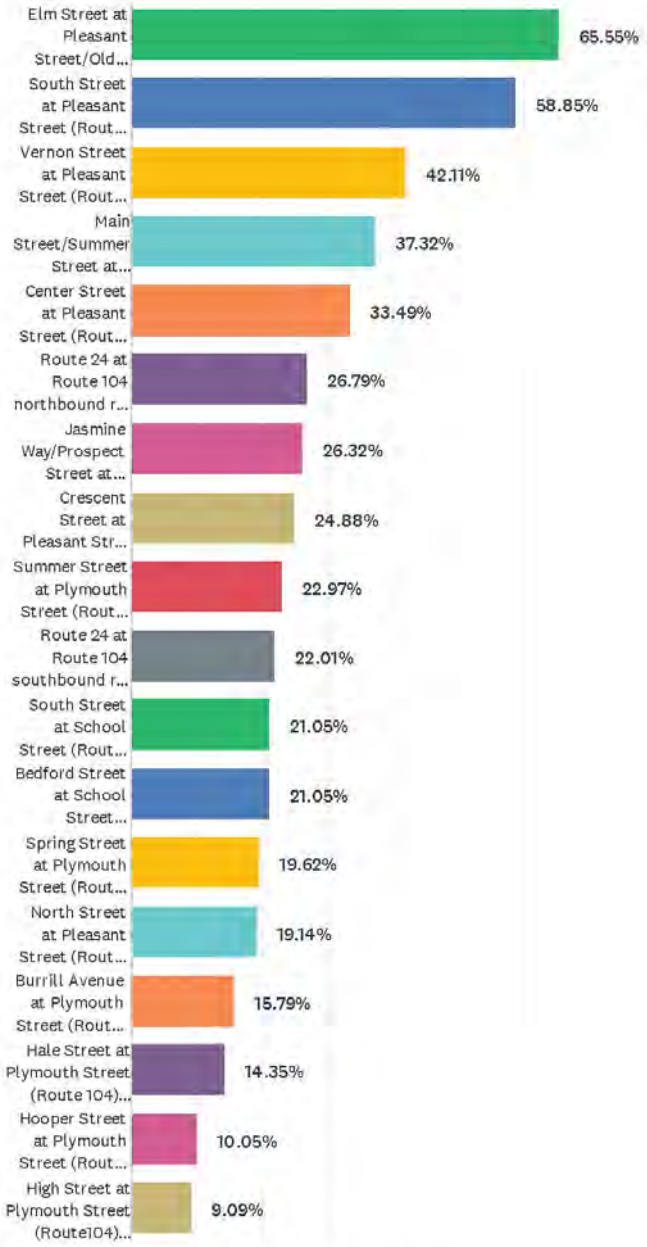
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 7.00 | 3.00 | 2.55 | 1.43 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | I live on Walnut st and it's always congested during the day | 3/20/2025 7:22 PM |
| 2 | 2-4 pm Weekdays | 3/19/2025 8:04 PM |
| 3 | It actually is busy all the time. How about asking when the quietest is? That would be after | 3/8/2025 10:38 AM |

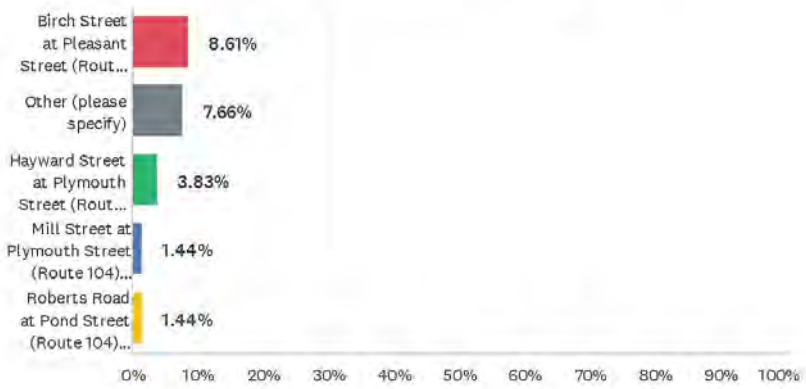
| | | |
|---|---|---|
| | midnight and Sunday early AM | |
| 4 | 2pm-7pm | 3/6/2025 10:18 AM |
| 5 | It is constantly conjested | 3/6/2025 8:32 AM |
| 6 | All of the above | 3/6/2025 5:52 AM |
| 7 | All day long train and college traffic | 3/5/2025 9:49 PM |
| 8 | Weekday 3:00-6:00pm | 3/5/2025 5:32 PM |
| 9 | When the schools start and end | 2/23/2025 8:19 AM |
| 10 | Depends on season. College game days are insufferable. | 2/13/2025 2:56 PM |
| 11 | No answer | 1/30/2025 4:30 PM |

## Q8 What locations along Route 104 in Bridgewater are the most congested (select all that apply)?

Answered: 209 Skipped: 4




14 / 45


Birch Street at Pleasant Street (Rout...
8.61%
Other (please specify)
7.66%
Hayward Street at Plymouth Street (Rout...
3.83%
Mill Street at Plymouth Street (Route 104)...
1.44%
Roberts Road at Pond Street (Route 104)...
1.44%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Elm Street at Pleasant Street/Old Pleasant Street at Pleasant Street (Route 104) intersection (signalized) (3) | 65.55% | 137 |
| South Street at Pleasant Street (Route 104) intersection (10) | 58.85% | 123 |
| Vernon Street at Pleasant Street (Route 104) intersection (5) | 42.11% | 88 |
| Main Street/Summer Street at Central Square (signalized) (13) | 37.32% | 78 |
| Center Street at Pleasant Street (Route 104) intersection (8) | 33.49% | 70 |
| Route 24 at Route 104 northbound ramp intersection (signalized) (2) | 26.79% | 56 |
| Jasmine Way/Prospect Street at Pleasant Street (Route 104) intersection (signalized) (4) | 26.32% | 55 |
| Crescent Street at Pleasant Street (Route 104) intersection (9) | 24.88% | 52 |
| Summer Street at Plymouth Street (Route 104) intersection (signalized) (14) | 22.97% | 48 |
| Route 24 at Route 104 southbound ramp intersection (signalized) (1) | 22.01% | 46 |
| South Street at School Street (Route 104) intersection (signalized) (11) | 21.05% | 44 |
| Bedford Street at School Street intersection (12) | 21.05% | 44 |
| Spring Street at Plymouth Street (Route 104) intersection (signalized) (17) | 19.62% | 41 |
| North Street at Pleasant Street (Route 104) intersection (6) | 19.14% | 40 |
| Burrill Avenue at Plymouth Street (Route 104) intersection (16) | 15.79% | 33 |
| Hale Street at Plymouth Street (Route 104) intersection (15) | 14.35% | 30 |
| Hooper Street at Plymouth Street (Route 104) intersection (18) | 10.05% | 21 |
| High Street at Plymouth Street (Route104) intersection (21) | 9.09% | 19 |
| Birch Street at Pleasant Street (Route 104) intersection (7) | 8.61% | 18 |
| Other (please specify) (23) | 7.66% | 16 |
| Hayward Street at Plymouth Street (Route 104) intersection (19) | 3.83% | 8 |
| Mill Street at Plymouth Street (Route 104) intersection (20) | 1.44% | 3 |
| Roberts Road at Pond Street (Route 104) intersection (22) | 1.44% | 3 |
| Total Respondents: 209 | | |

BASIC STATISTICS

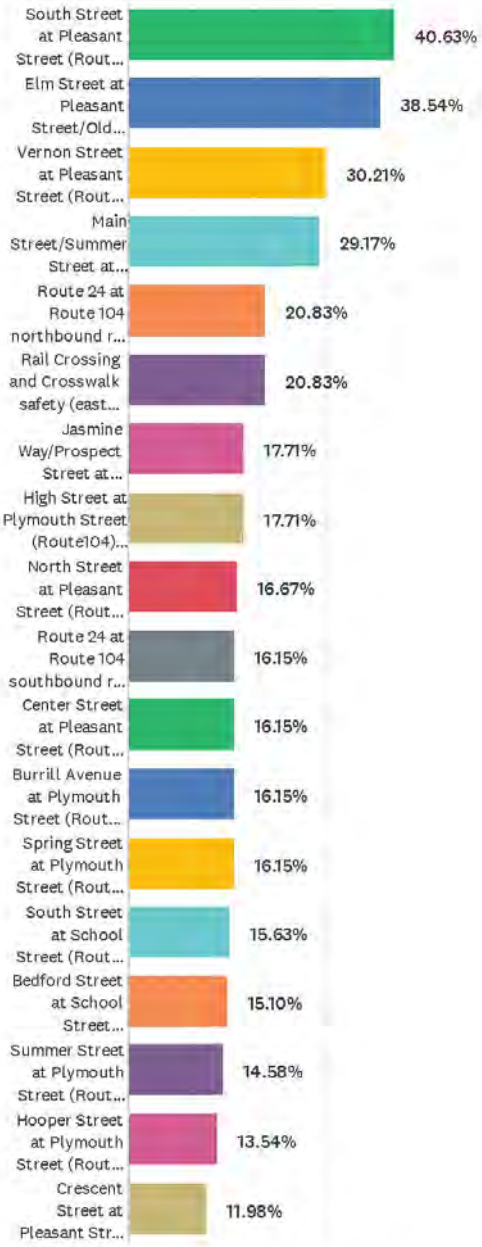
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 23.00 | 9.00 | 8.99 | 5.43 |

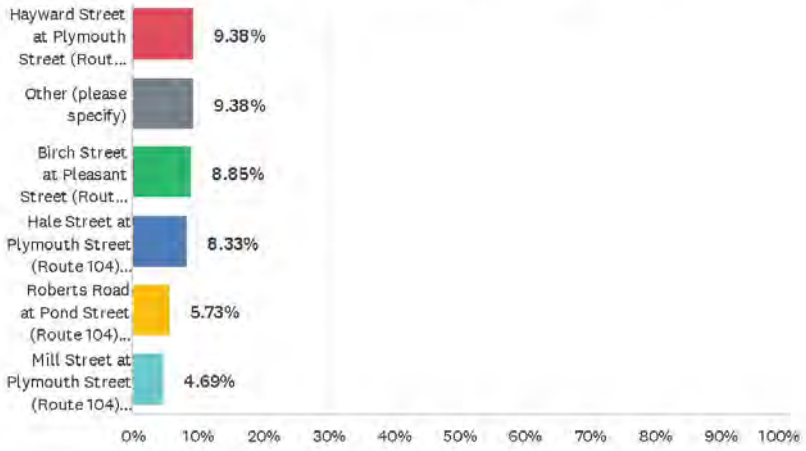
| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | 104 at old pine st | 4/16/2025 5:46 PM |
| 2 | Whitman Street at Plymouth Street (Route 104) | 4/14/2025 12:26 PM |
| 3 | Union st at pleasant | 3/22/2025 8:39 AM |
| 4 | rte 104 between Elm and Vernon where 2 lanes go down to one | 3/19/2025 3:23 PM |
| 5 | Lakeside Drive/Route 104 | 3/8/2025 8:11 AM |

| | | |
|---|---|---|
| 6 | Lakeside Drive since new Apts and businesses built | 3/7/2025 4:07 PM |
| 7 | The 2 to 1 Lane Merge near Dorbill Stables | 3/6/2025 3:39 PM |
| 8 | All of the above | 3/6/2025 5:52 AM |
| 9 | Center | 3/6/2025 12:01 AM |
| 10 | All of the above eve n | 3/5/2025 9:49 PM |
| 11 | 104 heading towards the nip | 3/5/2025 5:32 PM |
| 12 | Plymouth st at the railroad tracks due to bsu | 3/5/2025 4:05 PM |
| 13 | Scotland Blvd at Pleasant | 3/5/2025 3:53 PM |
| 14 | A lot of choices depend on the time of day, but it can take over 30 minutes to get from the one end of 104 to the other at times. | 2/13/2025 2:56 PM |
| 15 | Extreme congestion when BRRHS lets out! (Center St/Pleasant) | 2/10/2025 12:56 PM |
| 16 | Scotland Blvd | 1/30/2025 3:49 PM |

## Q9 Along Route 104 in Bridgewater, what locations in your experience require the most improvements for safety? (select all that apply)

Answered: 192 Skipped: 21




Hayward Street at Plymouth Street (Rout...
9.38%
Other (please specify)
9.38%
Birch Street at Pleasant Street (Rout...
8.85%
Hale Street at Plymouth Street (Route 104)...
8.33%
Roberts Road at Pond Street (Route 104)...
5.73%
Mill Street at Plymouth Street (Route 104)...
4.69%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| South Street at Pleasant Street (Route 104) intersection (10) | 40.63% | 78 |
| Elm Street at Pleasant Street/Old Pleasant Street at Pleasant Street (Route 104) intersection (signalized) (3) | 38.54% | 74 |
| Vernon Street at Pleasant Street (Route 104) intersection (5) | 30.21% | 58 |
| Main Street/Summer Street at Central Square (signalized) (13) | 29.17% | 56 |
| Route 24 at Route 104 northbound ramp intersection (signalized) (2) | 20.83% | 40 |
| Rail Crossing and Crosswalk safety (east of Hale Street) (16) | 20.83% | 40 |
| Jasmine Way/Prospect Street at Pleasant Street (Route 104) intersection (signalized) (4) | 17.71% | 34 |
| High Street at Plymouth Street (Route104) intersection (22) | 17.71% | 34 |
| North Street at Pleasant Street (Route 104) intersection (6) | 16.67% | 32 |
| Route 24 at Route 104 southbound ramp intersection (signalized) (1) | 16.15% | 31 |
| Center Street at Pleasant Street (Route 104) intersection (8) | 16.15% | 31 |
| Burrill Avenue at Plymouth Street (Route 104) intersection (17) | 16.15% | 31 |
| Spring Street at Plymouth Street (Route 104) intersection (signalized) (18) | 16.15% | 31 |
| South Street at School Street (Route 104) intersection (signalized) (11) | 15.63% | 30 |
| Bedford Street at School Street intersection (12) | 15.10% | 29 |
| Summer Street at Plymouth Street (Route 104) intersection (signalized) (14) | 14.58% | 28 |
| Hooper Street at Plymouth Street (Route 104) intersection (19) | 13.54% | 26 |
| Crescent Street at Pleasant Street (Route 104) intersection (9) | 11.98% | 23 |
| Hayward Street at Plymouth Street (Route 104) intersection (20) | 9.38% | 18 |
| Other (please specify) (24) | 9.38% | 18 |
| Birch Street at Pleasant Street (Route 104) intersection (7) | 8.85% | 17 |
| Hale Street at Plymouth Street (Route 104) intersection (15) | 8.33% | 16 |
| Roberts Road at Pond Street (Route 104) intersection (23) | 5.73% | 11 |
| Mill Street at Plymouth Street (Route 104) intersection (21) | 4.69% | 9 |
| Total Respondents: 192 | | |

BASIC STATISTICS

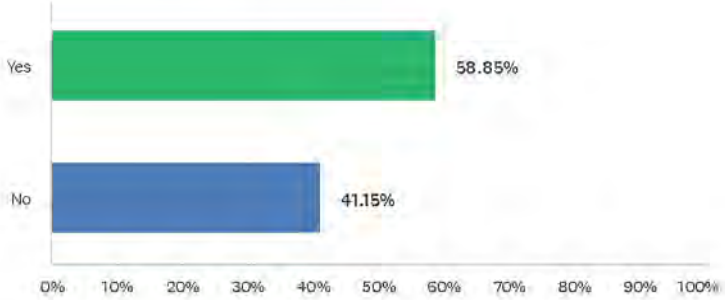
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 24.00 | 10.00 | 10.75 | 6.49 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | Mill and High St | 4/21/2025 5:26 PM |
| 2 | Whitman Street at Plymouth Street (Route 104) Intersection | 4/14/2025 12:26 PM |
| 3 | Union at pleasant st | 3/22/2025 8:39 AM |

| | | |
|---|---|---|
| 4 | All of 104 in Town and East town | 3/20/2025 7:22 PM |
| 5 | Lakeside drive at Pleasant | 3/8/2025 10:54 AM |
| 6 | You mention signalized intersections which are fine. It's the stupid drivers that don't pay attention that is the issue. Signals don't necessarily solve issues but I do feel things are better with them at those intersections mentioned that have them. We do not need Rt 104 to be signalized at every intersection! | 3/8/2025 10:38 AM |
| 7 | Lakeside Drive/Route 104 | 3/8/2025 8:11 AM |
| 8 | Lakeside Drive | 3/7/2025 4:07 PM |
| 9 | They all should be safe already!!!!! | 3/6/2025 10:48 AM |
| 10 | Between center and McDonald's | 3/6/2025 12:01 AM |
| 11 | All of the above,am znd pm | 3/5/2025 9:49 PM |
| 12 | Right where it joins route 106. | 3/5/2025 7:30 PM |
| 13 | Lakeside drive to Route 104 needs a traffic light | 3/5/2025 7:12 PM |
| 14 | Scotland Blvd at Pleasant | 3/5/2025 3:53 PM |
| 15 | You need a flyover at the railroad tracks. The college kids just walk out in front of you without even looking sometimes. | 2/13/2025 2:56 PM |
| 16 | TOO much speed coming OFF RT 24 Southbound/eastbound exit NOT signalized - dangerous for drivers exiting Lakeside Drive | 2/10/2025 12:56 PM |
| 17 | None as far as safety. | 2/5/2025 8:15 PM |
| 18 | Scotland Blvd | 1/30/2025 3:49 PM |

## Q10 Do you find yourself seeking alternate routes to avoid congestion on Route 104 in Bridgewater on a regular basis?

Answered: 209 Skipped: 4




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Yes (1) | 58.85% | 123 |
| No (2) | 41.15% | 86 |
| TOTAL | | 209 |

| BASIC STATISTICS | | | | |
|---|---|---|---|---|
| Minimum | Maximum | Median | Mean | Standard Deviation |
| 1.00 | 2.00 | 1.00 | 1.41 | 0.49 |

# Q11 If you answered yes on question 10, what road(s) do you use for seeking alternative routes to due to congestion on Route 104 in Bridgewater?

Answered: 111 Skipped: 102

| # | RESPONSES | DATE |
|---|---|---|
| 1 | 106 to rt 24 or 495 Other back roads | 5/6/2025 1:08 PM |
| 2 | oak street, high street | 4/27/2025 6:31 PM |
| 3 | Spring St, High St. | 4/21/2025 5:26 PM |
| 4 | Back roads. | 4/16/2025 5:46 PM |
| 5 | Old pleasant | 4/16/2025 1:03 PM |
| 6 | Water St. , Laurel, Summer St. or High St. on east side and Union st. or North St. on west side. | 3/26/2025 5:09 PM |
| 7 | Either take Route 106 or drive to 495 east to the Middleborough rotary. | 3/24/2025 1:26 PM |
| 8 | Union,Mt. Prospect,North,Elm | 3/23/2025 1:59 PM |
| 9 | 28 | 3/22/2025 8:39 AM |
| 10 | Vernon st to Forest st. Flag to 18 to Grove to Pleasant. | 3/20/2025 7:22 PM |
| 11 | I use North st a lot | 3/20/2025 3:19 PM |
| 12 | Elm st to West Bridgewater center or West St to West Bridgewater center | 3/19/2025 3:23 PM |
| 13 | Prospect Street to vernon Street, Elm Street to WB, Spring Street to Roche Bros | 3/18/2025 10:59 PM |
| 14 | Mt Prospect, | 3/18/2025 8:55 PM |
| 15 | High Street. Rt 106 | 3/14/2025 8:33 PM |
| 16 | North Street, Vernon St, Elm St | 3/11/2025 10:27 AM |
| 17 | Avoid the rotary in the center | 3/10/2025 8:01 PM |
| 18 | Hale street | 3/10/2025 6:23 PM |
| 19 | Any side street around it. | 3/9/2025 7:17 PM |
| 20 | Depends upon where I am going | 3/9/2025 10:41 AM |
| 21 | Spruce/Vernon | 3/8/2025 2:06 PM |
| 22 | Summer Street, Winter to South to Forest to Vernon | 3/8/2025 12:51 PM |
| 23 | Elm St (BW) to Scotland St (WB) to S Elm St (WB) to River St (WB) to South St (WB) to North St (BW) | 3/8/2025 10:01 AM |
| 24 | I use Elm Street, North Street or Vernon Street | 3/8/2025 8:11 AM |
| 25 | I would seek alternate routes but literally can not leave my house without using 104. I have at time had to use pleasant street in the afternoon to avoid stretch between elm/pleasant and prospect street, will also use union street to avoid 104/south street when taking a left | 3/7/2025 10:51 AM |
| 26 | Follow rt 104 into Raynham | 3/7/2025 10:49 AM |
| 27 | Elm Street | 3/7/2025 10:10 AM |
| 28 | Vernon to Forest; Union to Main; North to Aldrich; Center to Main; Crescent to South | 3/7/2025 7:53 AM |

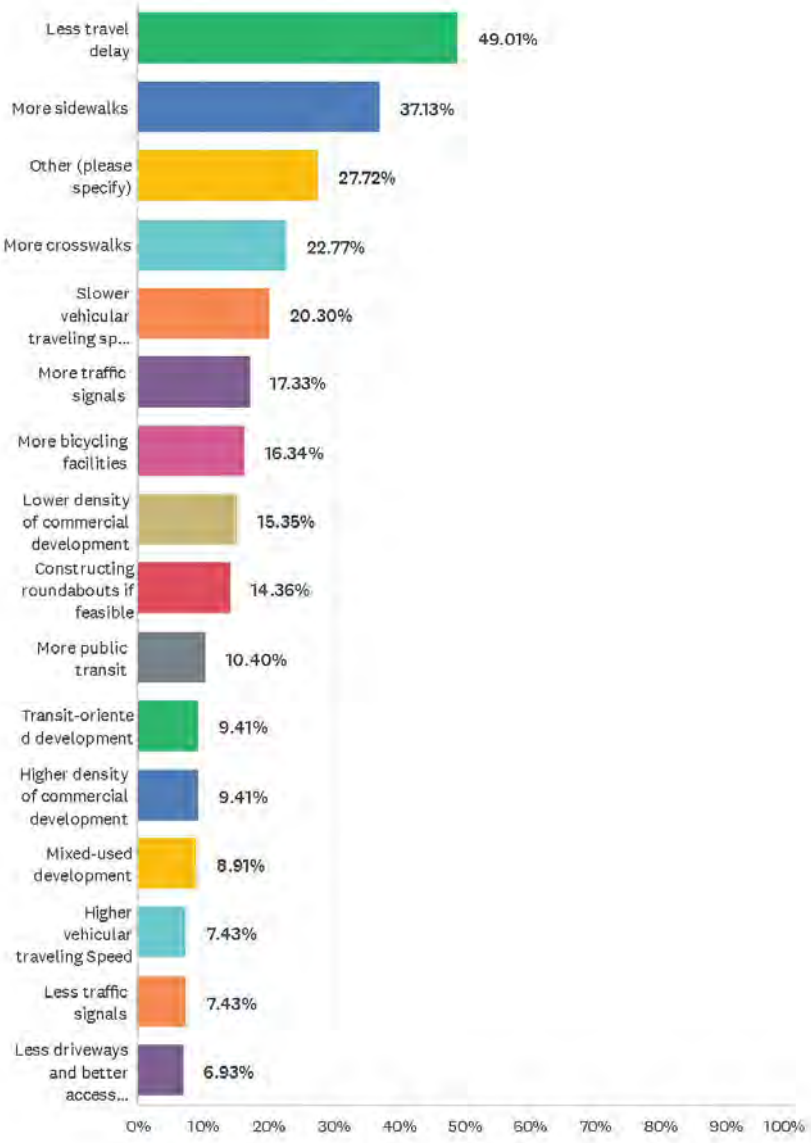
| | | |
|---|---|---|
| 29 | Mary Road, Elm Street | 3/7/2025 3:03 AM |
| 30 | 104 to Hayward St to Route 18 | 3/6/2025 11:35 PM |
| 31 | Utilizing Union St to Main St to access the center of town instead of taking left onto South Street during school hours (7-10 AM) | 3/6/2025 5:56 PM |
| 32 | Unknown road (unsignaled) Cut through by middle school runs through to 28 | 3/6/2025 3:44 PM |
| 33 | Elm Street | 3/6/2025 3:39 PM |
| 34 | Na | 3/6/2025 3:21 PM |
| 35 | Crescent st, south st, freemont st, | 3/6/2025 12:53 PM |
| 36 | Elm st. Union st, Hayward st, high school parking lot | 3/6/2025 12:05 PM |
| 37 | Vernon to Raynham | 3/6/2025 10:48 AM |
| 38 | center street | 3/6/2025 10:28 AM |
| 39 | Winter street | 3/6/2025 10:18 AM |
| 40 | Elm street | 3/6/2025 8:32 AM |
| 41 | I'll bang a right at old pleasant, go by golf course then come around to get on Forest to South | 3/6/2025 6:41 AM |
| 42 | Vernon | 3/6/2025 5:52 AM |
| 43 | High st to oak or main | 3/6/2025 5:36 AM |
| 44 | Vernon st, forest st, south st | 3/6/2025 5:03 AM |
| 45 | Forest | 3/6/2025 5:01 AM |
| 46 | Any especially near prospect | 3/6/2025 12:01 AM |
| 47 | Center St. South Street to Forrest. Get cut throughs off Crescent Street. No trucks. | 3/5/2025 10:19 PM |
| 48 | avoid the exit altogether and zig-zag to where I need to go | 3/5/2025 10:13 PM |
| 49 | Cannot avoid,liv on plymouth st. | 3/5/2025 9:49 PM |
| 50 | 106 or 18 | 3/5/2025 9:37 PM |
| 51 | Pleasant and South st | 3/5/2025 9:25 PM |
| 52 | North st | 3/5/2025 9:00 PM |
| 53 | 106 or Vernon to spruce depending on my actual destination | 3/5/2025 8:59 PM |
| 54 | Not sure | 3/5/2025 8:42 PM |
| 55 | Mt Prospect to Center to Aldrich to 106 in W. Bridgewater. | 3/5/2025 8:39 PM |
| 56 | Pine street | 3/5/2025 8:37 PM |
| 57 | Union st | 3/5/2025 8:35 PM |
| 58 | Elm St, Union St, Vernon St, Center St | 3/5/2025 8:33 PM |
| 59 | 106 | 3/5/2025 8:06 PM |
| 60 | High and center st and Vernon | 3/5/2025 7:29 PM |
| 61 | Cut through high school & High st | 3/5/2025 7:27 PM |
| 62 | Vernon | 3/5/2025 7:25 PM |
| 63 | Forest/Vernon/Spruce | 3/5/2025 7:16 PM |
| 64 | South Street to Winter Street to Conant Street to Summer Street to Laurel Street to Pond Street to 104. | 3/5/2025 6:43 PM |
| 65 | Elm | 3/5/2025 6:23 PM |

| | | |
|---|---|---|
| 66 | West Bridgewater Rt24 exit at Rt106 exit, Vernon St, Prospect St | 3/5/2025 6:22 PM |
| 67 | Instead of driving through the center, I choose Center St., Union St., Crescent St. and going west, I use Vernon St., North St., Birch St. | 3/5/2025 6:02 PM |
| 68 | Vernon, Old Pleasant, Elm, | 3/5/2025 5:45 PM |
| 69 | Old Pleasant St. Winter St. | 3/5/2025 5:42 PM |
| 70 | Cut across at Elm st or old pleasant to pine st. Then spruce to Vernon to Forest to South St. | 3/5/2025 5:32 PM |
| 71 | route 28 or 106 | 3/5/2025 5:16 PM |
| 72 | I will take the longer route through West Bridgewater, forest Street to get to Route 18, etc. | 3/5/2025 5:09 PM |
| 73 | Water Street, Laurel Street, Summer Street, Conant Street, Winter Street, South Street, Forest Street, Vernon Street, Spruce Street | 3/5/2025 5:00 PM |
| 74 | Sometimes 106, sometimes 28 | 3/5/2025 4:59 PM |
| 75 | Prospect in Scotland, Center to High | 3/5/2025 4:49 PM |
| 76 | Vernon, Forest, summer, winter, south | 3/5/2025 4:39 PM |
| 77 | I take Union street to avoid the traffic at the stop sign where pleasant st and south st meet. | 3/5/2025 4:38 PM |
| 78 | Pleasant street and Vernon | 3/5/2025 4:31 PM |
| 79 | I'll drive to Raynham or West Bridgewater to avoid 104. | 3/5/2025 4:21 PM |
| 80 | Elm | 3/5/2025 4:20 PM |
| 81 | Union St, Church St, Main St | 3/5/2025 4:17 PM |
| 82 | Old pleasant | 3/5/2025 4:09 PM |
| 83 | Any and all | 3/5/2025 4:05 PM |
| 84 | High St between 104 & 18 to reach 106 | 3/5/2025 4:04 PM |
| 85 | Winter South High Vernon Water Flagg | 3/5/2025 3:57 PM |
| 86 | I would if I didn't live on 104. | 3/5/2025 3:56 PM |
| 87 | winter, copeland, water high, wall | 3/5/2025 3:53 PM |
| 88 | Old Pleasant st to Pine st to Spruce St to Vernon St to Forest St to South St | 3/5/2025 3:53 PM |
| 89 | Elm st, old pleasant, Center st, union, high street | 3/5/2025 3:52 PM |
| 90 | Union street | 3/5/2025 3:51 PM |
| 91 | High st, Vernon st, Elm st, north st. | 3/5/2025 3:50 PM |
| 92 | Crescent St, Mount Prospect | 3/3/2025 9:14 AM |
| 93 | Old Plymouth, around by the golf course, up Vernon to Forest, to South, then Winter, Conant, and summer! Not very direct, but we miss the traffic! | 3/2/2025 6:23 PM |
| 94 | Bedford Rd | 2/27/2025 3:17 PM |
| 95 | Union | 2/26/2025 6:54 PM |
| 96 | Crescent st, center st, union st, high st | 2/24/2025 1:05 PM |
| 97 | Old Pleasant, Spruce, Vernon, Forest Streets | 2/24/2025 1:00 PM |
| 98 | Only because I live on Old Pleasant . I want to take a right on red to get home but always have to wait because people go straight at light and many times I sit through 2-3 lights just to pull in my driveway. | 2/24/2025 12:50 PM |
| 99 | Aldrich Road to North street (via South Street, West Bridgewater), to avoid that short stretch of 104. | 2/23/2025 12:09 PM |
| 100 | Whitman st | 2/23/2025 8:37 AM |

| | | |
|---|---|---|
| 101 | Avoid town square roads. Use high street to avoid east 104. | 2/23/2025 8:19 AM |
| 102 | Water -> Laurel -> Conant -> Winter -> South -> Forest -> Vernon -> Spruce/Pleasant | 2/13/2025 10:34 PM |
| 103 | Flagg, Spruce, Pine, Winter and 106 which is worse than 104 right now | 2/13/2025 2:56 PM |
| 104 | Driving north on South Street I will avoid 104 at South Street by either going east Cottage Street or west on Crescent Street. Sometimes I will keep going on South and turn west on Mt Prospect, north on Union and keep on my way on Main. I try to avoid the center as much as possible. | 2/13/2025 1:22 PM |
| 105 | Flagg St., Vernon St., Auburn St., Walnut St., Water St., Laurel, Conant, Winter St. Forest St. | 2/13/2025 11:23 AM |
| 106 | High St | 2/13/2025 10:20 AM |
| 107 | Any other smaller roads, depending | 1/31/2025 11:30 AM |
| 108 | Center street | 1/31/2025 10:29 AM |
| 109 | Center Street | 1/31/2025 6:31 AM |
| 110 | Whatever has reliable lights. I've been using the bridge by the iron works these days to avoid the entire town. | 1/30/2025 4:30 PM |
| 111 | Rather than go through the Common and then onto 18/28, I take Center Street to High Street and then connect to 18/28 in the morning. Then the reverse of this for the afternoon/evening commute if before 7pm. | 1/30/2025 3:49 PM |

## Q12 What infrastructure investments and improvements would you like to see for the future of Route 104 (select all that apply)?

Answered: 202 Skipped: 11



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Less travel delay (1) | 49.01% | 99 |
| More sidewalks (6) | 37.13% | 75 |
| Other (please specify) (16) | 27.72% | 56 |
| More crosswalks (7) | 22.77% | 46 |
| Slower vehicular traveling speed (2) | 20.30% | 41 |
| More traffic signals (4) | 17.33% | 35 |
| More bicycling facilities (8) | 16.34% | 33 |
| Lower density of commercial development (15) | 15.35% | 31 |
| Constructing roundabouts if feasible (9) | 14.36% | 29 |
| More public transit (10) | 10.40% | 21 |
| Transit-oriented development (13) | 9.41% | 19 |
| Higher density of commercial development (14) | 9.41% | 19 |
| Mixed-used development (12) | 8.91% | 18 |
| Higher vehicular traveling Speed (3) | 7.43% | 15 |
| Less traffic signals (5) | 7.43% | 15 |
| Less driveways and better access management (11) | 6.93% | 14 |
| Total Respondents: 202 | | |

BASIC STATISTICS

| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 16.00 | 7.00 | 7.41 | 5.03 |

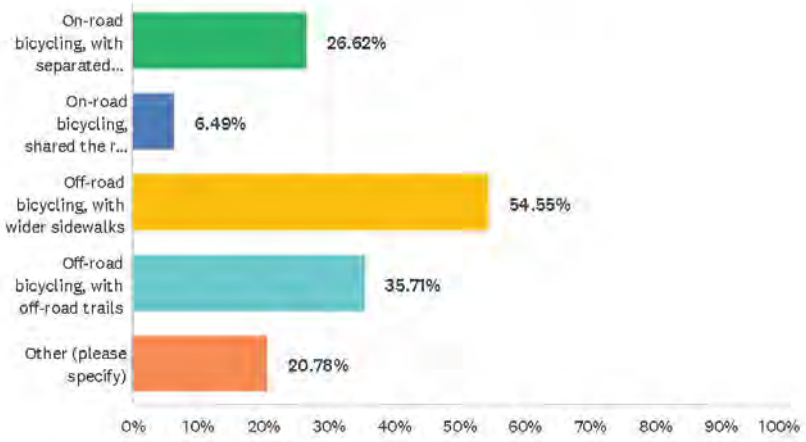
| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | Just stop building | 4/24/2025 10:07 PM |
| 2 | speed tables at crosswalks/ without congestion cars are going 50 and over | 4/23/2025 5:40 PM |
| 3 | Roundabouts like Ireland has | 4/21/2025 5:26 PM |
| 4 | Police Speed Control Measures | 4/14/2025 12:26 PM |
| 5 | Re-pave section from central square to Pleasant Streetno bike lanes | 4/3/2025 8:46 PM |
| 6 | pavement defects from heavy truck traffic need attention | 3/26/2025 5:09 PM |
| 7 | Reduce heavy commercial truck traffic | 3/22/2025 8:39 AM |
| 8 | Paved roads not pot hole paved roads. So pave the roads 1st! | 3/20/2025 7:22 PM |
| 9 | More restaurants, more retail, fewer apartments | 3/19/2025 8:04 PM |
| 10 | Ambiguous lanes at Rt 24 (westbound) and Elm St (east bound) lead to Wild West merging. Dedicated turn lanes might help. | 3/19/2025 11:09 AM |
| 11 | The speed limit is quite low by the police station. Feel like it should be consistent. | 3/12/2025 4:41 PM |
| 12 | The light at ELM/OLD Pleasant needs to be addressed, I sit there a few times a day, coming from Old Pleasant, or Elm, crossing over 104, and 2 people can go then the light turns red! | 3/11/2025 7:30 PM |

| | | |
|---|---|---|
| 13 | I cannot cross 104 safely while walking and I live on the road. No one sees us in the crosswalks. Are footbridges an option? | 3/11/2025 10:27 AM |
| 14 | Fix the asphalt, and fund the center of bridgewater repaving. Pay for my ball joint replacement | 3/10/2025 10:46 AM |
| 15 | Widen the road or make right turn lanes at each intersection | 3/10/2025 1:18 AM |
| 16 | Add a lane | 3/8/2025 9:34 PM |
| 17 | Turning lanes. Paving from route 24 to Raynham line | 3/8/2025 10:54 AM |
| 18 | I laugh at all of the above. Why would anyone want more mixed use? Rt 104 is primarily residential especially from south through Rt 24. We do NIT want more development. Please be mindful of people who live here and have for generations. No room to add a Kane. No room to add sidewalks on this stretch. Do NOT people's properties taken to widen a road! | 3/8/2025 10:38 AM |
| 19 | Better crosswalks with signaling | 3/8/2025 10:01 AM |
| 20 | No more development near the Nip. The traffic used to be manageable on 104 before all the buildings have gone up around there and the amount of cars that I see exiting and entering those buildings is unbelievable. | 3/8/2025 8:11 AM |
| 21 | better lighting | 3/7/2025 10:49 AM |
| 22 | More police presence | 3/7/2025 10:33 AM |
| 23 | Please no more commercial development on Route 104. There are many residences on Route 104 and further development will encroach on properties that preserve the character of the town. | 3/7/2025 7:53 AM |
| 24 | more traffic lanes | 3/6/2025 12:53 PM |
| 25 | Re-pave stretch of 104 from B'water line to Rt 24 - it's horrendous!! | 3/6/2025 12:27 PM |
| 26 | 2 lanes from center st to rte 24 | 3/6/2025 12:05 PM |
| 27 | Stop building | 3/6/2025 10:48 AM |
| 28 | Road is falling apart, please fix | 3/6/2025 10:27 AM |
| 29 | Less apartments | 3/6/2025 5:01 AM |
| 30 | Parking garages and have parallel parking along 104 to add travel lanes | 3/6/2025 12:01 AM |
| 31 | Restructuring of plymouth st,to much heavy duty tructs | 3/5/2025 9:49 PM |
| 32 | Better timing of traffic lights | 3/5/2025 9:00 PM |
| 33 | Additional lanes | 3/5/2025 8:57 PM |
| 34 | Better warnings when crosswalks are being used. Flashing amber or red lights to alert drivers | 3/5/2025 8:50 PM |
| 35 | Less apartments being built | 3/5/2025 7:56 PM |
| 36 | 2 lanes each way | 3/5/2025 7:25 PM |
| 37 | Less cars | 3/5/2025 7:07 PM |
| 38 | Left turn lane at 104 westbound at Vernon Street | 3/5/2025 6:43 PM |
| 39 | Widen Roads for 2 lanes, making more right turn only lanes | 3/5/2025 6:22 PM |
| 40 | I'd like to see better commercial options to keep my money in B'water. | 3/5/2025 6:02 PM |
| 41 | Turning lanes/widening intersections | 3/5/2025 5:32 PM |
| 42 | Notifying property owners of their responsibility to clear sidewalks. | 3/5/2025 5:00 PM |
| 43 | Double lanes where left hand turns cause delays | 3/5/2025 4:53 PM |
| 44 | More dedicated left turn lanes to allow traffic to decrease impedance of traffic flow | 3/5/2025 4:32 PM |
| 45 | 2 lanes of travel each way | 3/5/2025 4:21 PM |
| 46 | Better use of existing traffic lights. Delays in both directions to allow left turns Accross traffic. | 3/5/2025 4:09 PM |

| | | |
|---|---|---|
| | Road widening at intersections to allow traffic to pass. | |
| 47 | Teach the college kids how to cross the road appropriately or add a traffic cop to increase traffic flow at the railroad tracks due crossing | 3/5/2025 4:05 PM |
| 48 | It takes me 5+ minutes to take a left out of my driveway most mornings. | 3/5/2025 3:56 PM |
| 49 | Road resurfacing as many people are driving dangerously to avoid potholes or uneven driving surfaces | 3/5/2025 3:52 PM |
| 50 | Resurface | 3/5/2025 3:50 PM |
| 51 | Lighted signals at crosswalks for safety and no crosswalks between parked cars ever. | 3/3/2025 9:14 AM |
| 52 | Longer merge lanes | 2/23/2025 8:19 AM |
| 53 | Changing cross walks on BSU campus to be bridges over Rt 104 instead of walking across it. | 2/13/2025 10:34 PM |
| 54 | PD Enforcement (It is non-existent) | 2/10/2025 12:56 PM |
| 55 | Speed tables in the center. Slow people down. Put in lights and have them work right away. | 1/30/2025 4:30 PM |
| 56 | Turning lane at Vernon might be helpful. Need to do something, I don't know what at Scotland. Perhaps make "Old" Pleasant Street one way (from west to east). | 1/30/2025 3:49 PM |

## Q13 If available, which type(s) of bicycling facilities would you prefer to use to travel along Route 104 in Bridgewater (select all that apply)?

Answered: 154 Skipped: 59




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| On-road bicycling, with separated bicycle lanes (1) | 26.62% | 41 |
| On-road bicycling, shared the road with other vehicles (2) | 6.49% | 10 |
| Off-road bicycling, with wider sidewalks (3) | 54.55% | 84 |
| Off-road bicycling, with off-road trails (4) | 35.71% | 55 |
| Other (please specify) (5) | 20.78% | 32 |
| Total Respondents: 154 | | |

BASIC STATISTICS

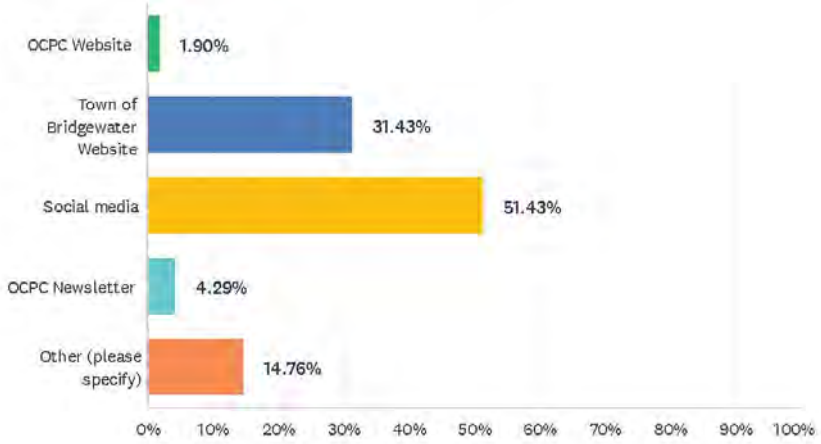
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 5.00 | 3.00 | 3.12 | 1.26 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | No bicycles at all | 4/24/2025 10:07 PM |
| 2 | no bike lanes | 4/3/2025 8:46 PM |
| 3 | None. Roads are for cars not bicycles | 3/27/2025 3:15 PM |
| 4 | None | 3/26/2025 4:16 PM |
| 5 | None of the above | 3/22/2025 8:39 AM |
| 6 | None...waste of resources | 3/20/2025 7:22 PM |
| 7 | wider Bike lanes for safety; maybe separated from the travel lane by a vegetated strip? | 3/18/2025 10:59 PM |

| | | |
|---|---|---|
| 8 | N/a | 3/14/2025 8:33 PM |
| 9 | bicycling lanes are over the top and out of control | 3/10/2025 10:46 AM |
| 10 | But do not want people's property taken to do these options. | 3/8/2025 10:38 AM |
| 11 | None | 3/7/2025 10:10 AM |
| 12 | No change... no bike lane | 3/6/2025 3:44 PM |
| 13 | None | 3/6/2025 10:48 AM |
| 14 | none | 3/6/2025 10:28 AM |
| 15 | None of these | 3/6/2025 10:27 AM |
| 16 | Unfortunately bikers don't care cars are there and take up road causing more delays | 3/6/2025 6:41 AM |
| 17 | No bikes at all | 3/6/2025 5:52 AM |
| 18 | I hate abingtons bikelanes | 3/6/2025 5:01 AM |
| 19 | Please dont | 3/6/2025 1:55 AM |
| 20 | No bicycling needed.to much train and college traffic | 3/5/2025 9:49 PM |
| 21 | No bike lanes. Too many cars now | 3/5/2025 7:27 PM |
| 22 | No bike lane | 3/5/2025 7:25 PM |
| 23 | I wouldn't dare bike along Rt 104 | 3/5/2025 6:22 PM |
| 24 | I won't ride my bike on the road--too dangerous. | 3/5/2025 6:02 PM |
| 25 | Too congested to be bicycling safely | 3/5/2025 5:09 PM |
| 26 | Bike lane for runners both directions | 3/5/2025 4:21 PM |
| 27 | None. Another waste of tax dollars. Ask mayor wu how's those are working out. | 3/5/2025 4:05 PM |
| 28 | None | 2/26/2025 6:54 PM |
| 29 | I'm too old for cycling! | 2/23/2025 12:09 PM |
| 30 | Not a great biking road. | 2/13/2025 11:23 AM |
| 31 | This will be difficult due to proximity of homes close to the road. I would NOT Want to see personal property be taken to widen the road at all. NOT | 2/5/2025 8:15 PM |
| 32 | no answer | 1/30/2025 4:30 PM |

## Q14 Please tell us how you found this survey (select all that apply)

Answered: 210 Skipped: 3




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| OCPC Website (1) | 1.90% | 4 |
| Town of Bridgewater Website (2) | 31.43% | 66 |
| Social media (3) | 51.43% | 108 |
| OCPC Newsletter (4) | 4.29% | 9 |
| Other (please specify) (5) | 14.76% | 31 |
| Total Respondents: 210 | | |

BASIC STATISTICS

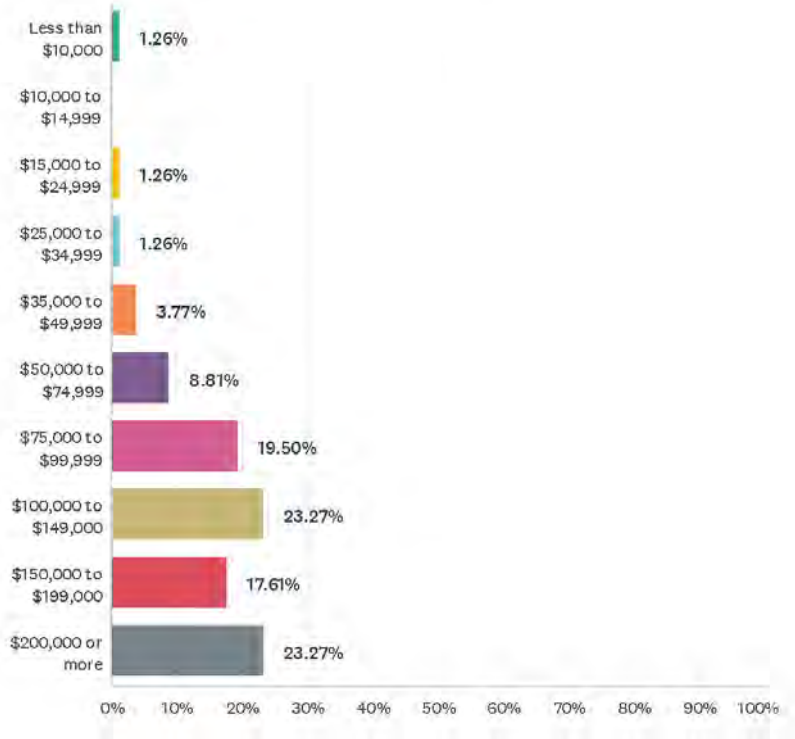
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 5.00 | 3.00 | 2.99 | 0.99 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | Buzz around Bridgewater newsletter | 5/19/2025 6:19 AM |
| 2 | BuzzaRound | 5/18/2025 9:20 AM |
| 3 | Saw it in the Bridgewater Public Library | 5/16/2025 6:23 PM |
| 4 | Bike day | 5/15/2025 6:59 AM |
| 5 | Broad st Tattoos | 5/6/2025 1:08 PM |
| 6 | Senior center news | 4/21/2025 5:26 PM |
| 7 | Email | 3/26/2025 9:07 PM |
| 8 | I should have know about this before stumbling on it seeing I'm a tax payer in Bridgewater | 3/20/2025 7:22 PM |

| | | |
|---|---|---|
| 9 | BSU Geography | 3/19/2025 11:09 AM |
| 10 | By accident; I was looking for something else. | 3/18/2025 10:59 PM |
| 11 | The Buzz newsletter | 3/9/2025 1:44 PM |
| 12 | Neighbor | 3/8/2025 5:20 PM |
| 13 | Word of mouth, neighbors | 3/8/2025 10:54 AM |
| 14 | Neighbor posted on Facebook group | 3/7/2025 10:33 AM |
| 15 | Sent to me by a friend | 3/5/2025 8:50 PM |
| 16 | Facebook | 3/5/2025 4:59 PM |
| 17 | Facebook | 3/5/2025 4:17 PM |
| 18 | facebook | 3/5/2025 3:53 PM |
| 19 | OCPC employee stakeholder presentation | 3/5/2025 3:08 PM |
| 20 | Downtown Business | 3/3/2025 9:14 AM |
| 21 | Bridgewater Buzz Around | 3/2/2025 6:23 PM |
| 22 | Buzz Around | 3/2/2025 8:12 AM |
| 23 | Bridgewater Public Library flyer | 2/27/2025 3:17 PM |
| 24 | Ocpc member dropped off paper | 2/26/2025 6:54 PM |
| 25 | Buzzing Around | 2/24/2025 12:50 PM |
| 26 | Buzz Around | 2/23/2025 12:09 PM |
| 27 | Buzz a round | 2/23/2025 9:57 AM |
| 28 | Buzz around bridgewater | 2/23/2025 8:37 AM |
| 29 | Planning Board, Town of Bridgewater | 2/10/2025 12:56 PM |
| 30 | Planning Board meeting | 2/5/2025 7:42 PM |
| 31 | Planning Board meeting 2/5/25 | 2/5/2025 7:41 PM |

## Q15 What is Your Estimated Household income (optional)?

Answered: 159 Skipped: 54



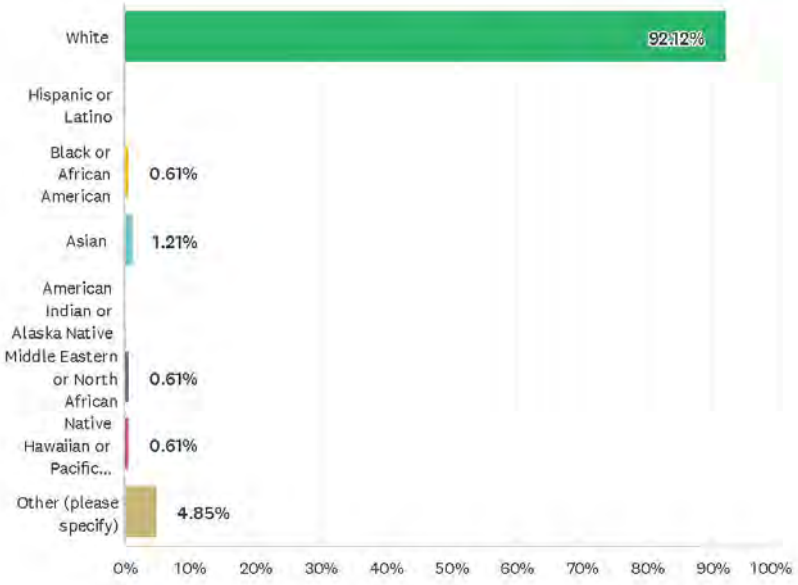
| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Less than $10,000 (1) | 1.26% | 2 |
| $10,000 to $14,999 (2) | 0.00% | 0 |
| $15,000 to $24,999 (3) | 1.26% | 2 |
| $25,000 to $34,999 (4) | 1.26% | 2 |
| $35,000 to $49,999 (5) | 3.77% | 6 |
| $50,000 to $74,999 (6) | 8.81% | 14 |
| $75,000 to $99,999 (7) | 19.50% | 31 |
| $100,000 to $149,000 (8) | 23.27% | 37 |
| $150,000 to $199,000 (9) | 17.61% | 28 |
| $200,000 or more (10) | 23.27% | 37 |
| TOTAL | | 159 |

BASIC STATISTICS

| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 10.00 | 8.00 | 7.96 | 1.77 |

# Q16 What is Your Ethnicity (optional)?

Answered: 165 Skipped: 48




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| White (1) | 92.12% | 152 |
| Hispanic or Latino (2) | 0.00% | 0 |
| Black or African American (3) | 0.61% | 1 |
| Asian (4) | 1.21% | 2 |
| American Indian or Alaska Native (5) | 0.00% | 0 |
| Middle Eastern or North African (6) | 0.61% | 1 |
| Native Hawaiian or Pacific Islander (7) | 0.61% | 1 |
| Other (please specify) (8) | 4.85% | 8 |
| TOTAL | | 165 |

BASIC STATISTICS

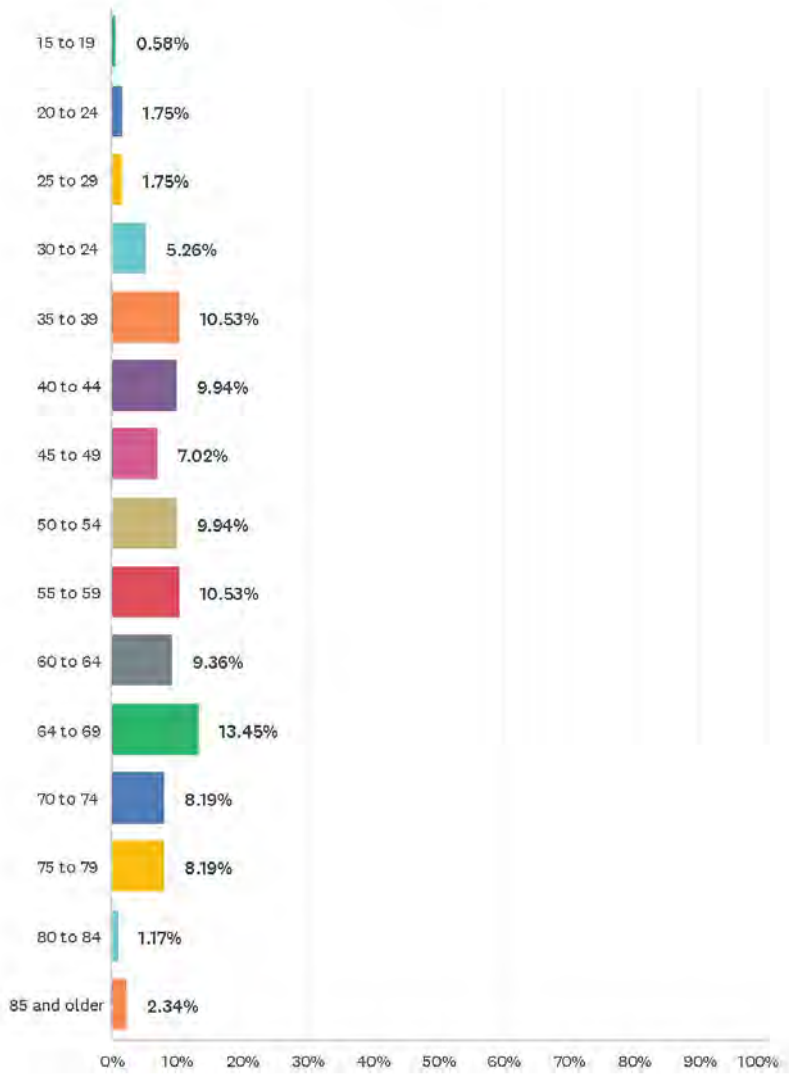
| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 8.00 | 1.00 | 1.45 | 1.63 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|---|---|
| 1 | Who care, american! | 4/16/2025 5:46 PM |

| | | |
|---|---|---|
| 2 | American - 400 years of ancestors! | 3/18/2025 10:59 PM |
| 3 | Why does it matter | 3/10/2025 6:23 PM |
| 4 | Mixed (black and white) | 3/5/2025 9:37 PM |
| 5 | 8th | 3/5/2025 8:59 PM |
| 6 | European/Canadian/English | 3/5/2025 6:02 PM |
| 7 | White and Asian | 3/5/2025 3:08 PM |
| 8 | Mixed | 2/24/2025 1:05 PM |

## Q17 What is your age (optional)?

Answered: 171 Skipped: 42

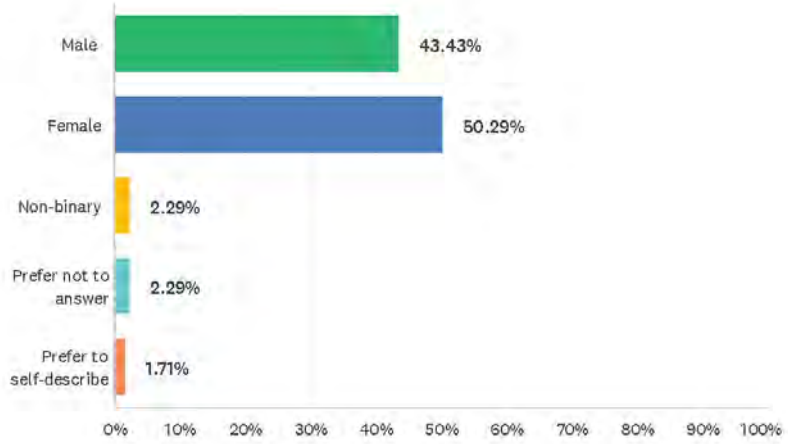


| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| 15 to 19 (1) | 0.58% | 1 |
| 20 to 24 (2) | 1.75% | 3 |
| 25 to 29 (3) | 1.75% | 3 |
| 30 to 24 (4) | 5.26% | 9 |
| 35 to 39 (5) | 10.53% | 18 |
| 40 to 44 (6) | 9.94% | 17 |
| 45 to 49 (7) | 7.02% | 12 |
| 50 to 54 (8) | 9.94% | 17 |
| 55 to 59 (9) | 10.53% | 18 |
| 60 to 64 (10) | 9.36% | 16 |
| 64 to 69 (11) | 13.45% | 23 |
| 70 to 74 (12) | 8.19% | 14 |
| 75 to 79 (13) | 8.19% | 14 |
| 80 to 84 (14) | 1.17% | 2 |
| 85 and older (15) | 2.34% | 4 |
| TOTAL | | 171 |

| BASIC STATISTICS | | | | |
|---|---|---|---|---|
| Minimum | Maximum | Median | Mean | Standard Deviation |
| 1.00 | 15.00 | 9.00 | 8.64 | 3.13 |

## Q18 What is your gender (optional)?

Answered: 175 Skipped: 38




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Male (1) | 43.43% | 76 |
| Female (2) | 50.29% | 88 |
| Non-binary (3) | 2.29% | 4 |
| Prefer not to answer (4) | 2.29% | 4 |
| Prefer to self-describe (5) | 1.71% | 3 |
| TOTAL | | 175 |

BASIC STATISTICS

| Minimum | Maximum | Median | Mean | Standard Deviation |
|---|---|---|---|---|
| 1.00 | 5.00 | 2.00 | 1.69 | 0.78 |

| # | PREFER TO SELF-DESCRIBE | DATE |
|---|---|---|
| 1 | These are stupid questions for this road survey; people are just people - no color, pronoun, or gender. | 3/18/2025 10:59 PM |
| 2 | Dumb question to have on this survey | 3/6/2025 12:01 AM |
| 3 | Genderfluid | 3/5/2025 3:08 PM |

# Q19 Please provide additional comments and concerns regarding transportation, travel, and safety when traveling on Route 104 in Bridgewater.

Answered: 79 Skipped: 134

| # | RESPONSES | DATE |
|---|---|---|
| 1 | The intersection of Center St. + Rte. 104 needs improvement to decrease delays. Either separate right/left turn lanes on Center St. or if that's not feasible a shorter light timing during peak travel times. The line down Center St. can be ridiculous. | 5/19/2025 6:19 AM |
| 2 | Don't mess with the Bridgewater Common! | 5/16/2025 6:23 PM |
| 3 | Happy there is a plan to improve rt 104 | 5/6/2025 1:08 PM |
| 4 | There needs to be a stop sign at the end of Pond St., coming by High and Plymouth. You cannot see coming cars coming down Pond, when trying to come out of High St., cars coming down Pond go way too fast. A stop sign at the end of Pond would be helpful. I do not feel that a stop sign is necessary for cars coming in the opposite direction down Plymouth, by the sand and gravel company, you can see those cars coming. Thank you | 4/30/2025 10:58 AM |
| 5 | slow it down | 4/23/2025 5:40 PM |
| 6 | The sand and gravel on Plymouth St. Is affecting our health with the trucks throwing out sand dust. New deck had to be power washed. Filthy mess. Have to go out daily and clean and sweep my deck. I think that's why we cough and sneeze all the time. | 4/21/2025 5:26 PM |
| 7 | From Home Depot to Cumberland farms it's horrible. It needs another lane to the Scotland church to t urn right. | 4/16/2025 5:46 PM |
| 8 | Slower Speed Limits strictly enforced, More Police crosswalk enforcement | 4/14/2025 12:26 PM |
| 9 | Need better traffic enforcement for those taking illegal left turn from Mt. Prospect Street onto South Street (Route 104) to avoid backup at Pleasant St during high traffic times. | 4/3/2025 8:46 PM |
| 10 | Desperately needed walkway bridge over Rt. 104 Plymouth St. at the RR crossing would prevent so many accidents and keep pedestrians safe. Widening roadways on Rt. 104 Pleasant St. for more lanes to sustain overburdened traffic lanes that back up for miles every day of the week now. | 3/26/2025 5:09 PM |
| 11 | Not enough room to make proper changes for the volume of traffic on the road | 3/23/2025 1:59 PM |
| 12 | Traffic speed a major concern making Union St a one way at pleasant st intersection | 3/22/2025 8:39 AM |
| 13 | All roads on Bridgewater are in a state of disrepair not just route 104. I'll name a few egregious streets. Flagg St, High St and Vernon St all streets I need to get from 24 to Walnut St. | 3/20/2025 7:22 PM |
| 14 | Widen road were needed and add sidewalks were needed. | 3/19/2025 3:42 PM |
| 15 | James H-B here – happy to chat. On a positive note: I was pleasantly surprised to realize that Pleasant St does have sidewalks for so much of its length. | 3/19/2025 11:09 AM |
| 16 | The highway is very busy during the commute, especially with BSU open. Slow the speed limit down. somehow separate the bike lane and the travel lane with more than 4 feet. | 3/18/2025 10:59 PM |
| 17 | The light at ELM/OLD Pleasant needs to be addressed, I sit there a few times a day, coming from Old Pleasant, or Elm, crossing over 104, and 2 people can go then the light turns red! | 3/11/2025 7:30 PM |
| 18 | The congestion near 24 is increasing with development on Elm St (some of it is west bridgewater side) and it is not safe to walk. PLease add wide sidewalks with bike lanes and flashing crosswalks becaure no one stops for us. | 3/11/2025 10:27 AM |
| 19 | Trucks travel too fast to stop, leave gravel on roads because of poor roads that flap on back of trucks open from the pot holes. Sidewalks over grown, sidewalks missing in some sections. | 3/10/2025 6:23 PM |

| | | |
|---|---|---|
| 20 | Please start a conversation with Bridgewater's Council and Town Manager today specific to funding the re-pavement and revitalization of the town center | 3/10/2025 10:46 AM |
| 21 | We need to focus on the safety of our roads and stop building houses. | 3/9/2025 7:17 PM |
| 22 | The signals coming off 24 are too frequent and impede the flow of traffic on 104. The road near Lakeshore Drive is in poor condition. | 3/8/2025 5:20 PM |
| 23 | People who actually live in Rt 104 should bethe only ones that matter on this survey. We live with the traffic every day. There is traffic in any town you travel through. Bridgewater is not the only town with traffic. People complain about it but I see the same traffic issues everywhere. Protect the gateway | 3/8/2025 10:38 AM |
| 24 | For a small town, the traffic is ridiculous. It takes me approximately 20 minutes to drive from the Raynham end of 104 to the center of Bridgewater on most days excluding weekends. | 3/8/2025 8:11 AM |
| 25 | Why is Lakeside Drive and Route 104 not on this survey? This intersection is just feet from where Route 104 South exits onto 104 and vehicles are travelling 50 mph plus. What about the other roads, along 104 as far as the Raynham line. All of additional apts building in the last 5-10 years has made a very busy road. | 3/7/2025 9:45 PM |
| 26 | The sidewalks I use all along Plymouth St. are often blocked by overgrown vegetation. Sidewalks east of Mill St. would be great for pedestrians. | 3/7/2025 1:03 PM |
| 27 | Pulling out of the road I live on, Goodwater Way, cars speed down 104 both ways. Difficult to get out | 3/7/2025 11:12 AM |
| 28 | The roadway from rt 24 heading towards Raynham is in terrible condition and needs desperately to be re paved! | 3/7/2025 10:49 AM |
| 29 | Why is Lakeside Drive and Route 104 not on this survey? This intersection is just feet from where Route 104 South exits onto 104 and vehicles are travelling 50 mph plus. What about the other roads along the Lake? Why has this area been ignored? | 3/7/2025 7:53 AM |
| 30 | Please don't mess with the common area unless the plan actually makes sense. None of the current plans make sense. | 3/7/2025 3:03 AM |
| 31 | With the significant increase in residents the roads across the board are in need of upgrades not just patching. Sink holes, sinking catch basins and rotting sidewalks. If it looks bad, and functions badly it spreads like a fungus to the surrounding areas with trash dumping and decay. | 3/6/2025 3:39 PM |
| 32 | I have to pre plan trips to avoid the traffic at certain times of day | 3/6/2025 12:53 PM |
| 33 | Please please please re-surface the section of 104 from the town line to Route 24 interchange. The pavement is a mess and empty rollaways make a HUGE noise that can be heard across the entire Nip area. Even the fish are scared!!! | 3/6/2025 12:27 PM |
| 34 | Traffic from the center st into 104 has no right turn lane since they widened the sidewalk at the corner. Anyone turning left backs up traffic. Turning into Vernon st is crazy. Should at least be a turning lane. Coming out of North st is hazardous. Coming from the highway traffic backs up till after the lights at Cumberland Farms. Should stay 2 lanes and fire department will make it worse. | 3/6/2025 12:05 PM |
| 35 | I want more speed enforcement between Birch St. and North St. Us living on this straight, nick name it bridgewater 1/4 mile race track. | 3/6/2025 10:28 AM |
| 36 | Road needs to be redone with turn lanes to accommodate side streets and businesses. ABSOLUTELY NO bike lanes. Road damage has led to car accidents and vehicle damage | 3/6/2025 10:27 AM |
| 37 | The pot holes are ridiculous and scooping some asphalt every year is useless | 3/6/2025 10:18 AM |
| 38 | We live off directly off of 104 and it is nearly impossible to get out of our street at all times of the day. The new fire station is going to make it worse. Cannot believe that is the location that was chosen for it. This town makes the worst decisions. And yes we voted NO for the new station. | 3/6/2025 8:32 AM |
| 39 | Develop a community rec center in the center of town. NO more residential development!!! | 3/6/2025 12:01 AM |
| 40 | No bike lanes (I am a biker). Fix the roads / sidewalks. | 3/5/2025 10:19 PM |

| | | |
|---|---|---|
| 41 | My business requires me to travel these roads all day long,overhead repaires and related work | 3/5/2025 9:49 PM |
| 42 | Nothing at this time | 3/5/2025 9:37 PM |
| 43 | Live on 104 in the stretch after Mill st. PLEASE lower the speed limit or have more police presence. This is a densely residential stretch of road between the Farm Supply and the BRS Sand and Stone. | 3/5/2025 9:25 PM |
| 44 | Too many people on thier phones not paying attention to the road. | 3/5/2025 8:50 PM |
| 45 | Michael Dutton squandered federal opportunity funds, the previous work of the consultants that were hear 11 years ago and not we're starting again. While there is time for public input, we need action. Enough studies have been done and now we need to make based decisions. I've lived here for 15 years and would leave in the next 5 if there isn't any growth or investment back into the town. Raise my taxes to give me a better experience. | 3/5/2025 8:42 PM |
| 46 | Potholes at Home Depot intersection | 3/5/2025 8:39 PM |
| 47 | As someone who lives off of 104 (Winthrop Ave), there is a complete disregard for traffic signals at the crescent street intersection. People on crescent always try to take the left onto 104 and race to beat the light, but the the light at center street is still red and not moving, now the car has blocked traffic on 104. Not to mention cars trying to get into Winthrop Ave can't because the intersection is blocked. | 3/5/2025 8:35 PM |
| 48 | It's impossible to get around on 104 by 24 between 4-6 pm. Its awful. | 3/5/2025 8:06 PM |
| 49 | I am concerned with the new fire department. I live in the neighborhood across the street. Rte 104 west - the fire dept driveway, it's located on a bend in the road, could be a blind spot for traffic that travels too fast and does not pay attention. | 3/5/2025 8:04 PM |
| 50 | When heading in or out of Bridgewater on Rt 104, there really is no alternate route. | 3/5/2025 8:01 PM |
| 51 | Stop building massive apartment buildings and huge developments on tiny lots. | 3/5/2025 7:56 PM |
| 52 | travel 24 / 104 to cumbies (live off vernon st) frequently a parking lot during the mornings and evenings | 3/5/2025 7:43 PM |
| 53 | Get your shit together. Paves the shitty roads. Install drainage new water mains on the failing streets and as sidewalks. This town never changes or gets upgrades to keep up with the times. Thank god for the acting town manager because you permant ppl at town hall and all managers should be long fired ago. | 3/5/2025 7:39 PM |
| 54 | A resident on Pleasant Steet (104) it's too residential from south street to Vernon street to consider 4 lanes. (Pleasant street strip). Route 18 Weymouth Abington line went 4 lanes and turned it into a race track. If anything lower the speed limit. | 3/5/2025 7:37 PM |
| 55 | Right where route 104 and route 106 intersect the road is in terrible shape. | 3/5/2025 7:30 PM |
| 56 | Needs to be 2 lanes each way | 3/5/2025 7:25 PM |
| 57 | Route 104 is one lane each way (mostly), it can't handle too much more traffic. Therefore, it is one of the many reasons that future development needs to be sensible. Over developing any area along it, will lead too many future issues. | 3/5/2025 7:12 PM |
| 58 | Considering the number of commuters, travel isn't bad on off hours. | 3/5/2025 7:07 PM |
| 59 | More sidewalks on eastern side of town. Better sidewalks in some areas toward the center of town for people using accessories. | 3/5/2025 6:02 PM |
| 60 | please do NOT put a rotary in the down town circle..... | 3/5/2025 5:45 PM |
| 61 | No bike lanes. Town needs to maintain the sidewalks which are overgrown with weeds all summer long. | 3/5/2025 5:32 PM |
| 62 | travel down route 104/pleasant st from 104 toward Jasmine way is terrible | 3/5/2025 5:16 PM |
| 63 | I drive a school bus throughout Bridgewater which includes a great deal of route 104. People drive like maniacs, ignore the stop sign, even when children are crossing, ignore the flashing lights, and I'm so afraid one of these days it's going to be more than a close call. In addition to infrastructure, I think we need more policing. Everyone is in a rush and I understand that, but the traffic is very frustrating. For example, at the intersection of Elm Street and Route 104 | 3/5/2025 5:09 PM |

| | | |
|---|---|---|
| | there has been a great deal of development to include an oil company, a school bus company with hundreds of buses, as well as a gigantic Amazon facility. All this additional traffic Can be overwhelming and when you get to the lights, only five cars can get through at a time. It's insanity. | |
| 64 | Tough with the schools, lots of foot traffic and not enough parking for businesses. | 3/5/2025 5:06 PM |
| 65 | Vernon Street through to Old Pleasant and Elm is very congested. Lots of accidents pulling out of Scotland and Vernon Streets | 3/5/2025 4:49 PM |
| 66 | I live on 104 and near crane st. The traffic is unbearable around 9am and 3:30-4pm because of the school traffic. The stop sign at pleasant and south st is often backed up beyond the police station. | 3/5/2025 4:38 PM |
| 67 | Safety for the general public, pedestrians, families, bicyclists | 3/5/2025 4:04 PM |
| 68 | less large commercial trucks, I have been hit by debris from salvage auto transport trucks | 3/5/2025 3:53 PM |
| 69 | Turn 104 over to the state. The town cannot service it ponds is poorly built has terrible drainage and no side walks | 3/5/2025 3:50 PM |
| 70 | There are many potholes. | 3/2/2025 8:12 AM |
| 71 | Moving here years ago, living off of 104, I loved it. Now I can't even sit in my backyard without hearing loud trucks, traffic and beeping. | 2/24/2025 12:50 PM |
| 72 | The exit from the MBTA station is dangerous, especially making that left turn on to Rte. 104. I prefer to drive through the BSU campus to make that left turn on to 104 instead. A light there would be helpful. | 2/23/2025 12:09 PM |
| 73 | Considering that it is the main road from one end of Bridgewater to the other, maybe the school busses should be forced to take back roads. Nothing screws up traffic worse than they do. It can be backed up for miles. | 2/13/2025 2:56 PM |
| 74 | 104 at South Street is my biggest safety concern. People don't want to wait to take a left from 104 onto South and they pull out so quickly/ wildly. It causes problems with the cars that are turning onto and from Maple Street. (Lots of braking and clustering) And those of us that are traveling south on South street from the center of town always have to be cautious of driving through the intersection because everyone assumes you're going to turn west onto 104. And please don't advocate for round abouts in the center of town. Traffic always flows heavy, but a round about is not the answer. Thank you!! | 2/13/2025 1:22 PM |
| 75 | I'd LOVE to see no litter and better weed control along the curbs in Bridgewater. When you get into Raynham, it looks pristene!! | 2/10/2025 12:56 PM |
| 76 | It is difficult to get out of the driveway due to volume of traffic. I would not want to see any thoughts of making it four lanes beyond where it is four lanes now. I feel the people who live directly on Rt 104 (homes not apartment complexes) should have the most say on this | 2/5/2025 8:15 PM |
| 77 | As an alumni of BSU, the traffic is horrible and too many accidents, congestion, and angry people coming out of Hooper Street and driving by on 104. The left hand turn from Summer onto Central Square, and the left hand turn from 28 to 18 needs serious work when college is in session. | 1/30/2025 4:30 PM |
| 78 | I ride my bike along Rt 104 and would definitely like to see traffic calming measures to decrease speeding, along with better shoulders or dedicated bike lanes. | 1/30/2025 4:01 PM |
| 79 | Probably want to make the age range 65-69 instead of 64-69. | 1/30/2025 3:49 PM |