



Town of Bridgewater Transportation Committee

December 3, 2025

10:30 AM

Academy Building

Room 201A

MEETING AGENDA

A. Call to Order

B. New Business

- a) Stop Sign on Cherry Street
- b) "No Turn on Red" Sign - Main Street onto South Street
- c) Downtown Crosswalks
- d) Curve Street - Center Line
- e) Broad Street & High Street — Curbing

C. Adjournment of Meeting

From: [McGraw, Joshua](#)
Bcc: [Casanova-Davis, Justin](#); [Rulli, Robert](#); [Delmonte, Christopher](#); [Schlatz, John](#); [Decosta, Paul](#)
Subject: FW: Cherry Street Stop Sign
Date: Tuesday, November 18, 2025 10:33:00 AM

Cherry Street request below.

Joshua McGraw

Special Assistant to the Town Manager for Boards, Commissions, and Committees
Town of Bridgewater
Municipal Office Building
66 Central Square - 2nd floor
Bridgewater, MA 02324
Office: 508-659-1253

From: Rick Splaine <Splaine_R@msn.com>
Sent: Tuesday, November 11, 2025 9:21 AM
To: McGraw, Joshua <JMCRAW@bridgewaterma.org>
Subject: Re: Cherry Street Stop Sign

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Joshua

We requested a stop sign be installed at the corner of "Short ST and Cherry St". Accident have occurred and the US Post Office made us move our mailbox due to speeding cars, also a school bus stop is at this location and cars speed around the corner from Short St.

Please let me know the status of our request.

Richard Splaine
351 Cherry St

From: Rick Splaine <Splaine_R@msn.com>
Sent: Monday, August 25, 2025 5:54 PM
To: McGraw, Joshua <JMCRAW@bridgewaterma.org>
Subject: Re: Cherry Street Stop Sign

Joshua

Thank you for your efforts on our behalf.

As we discussed, all members of my family have had close calls leaving our driveway due to the speed of cars coming around the corner from Short Street. We have installed a traffic mirror that helps but does not solve the problem.

As I stated, there was a significant accident at the Short/Cherry Street in June or July. Also, the US Post Office made us

relocate our mailbox from in front of our driveway due to cars coming around the corner from Short Street at a high rate of speed. Our neighbor at 347 Cherry has the same problem and runs a home schooling class from their house with many young children coming and going. It is an unsafe stressful situation and I feel the simple and inexpensive solution is a "Stop Sign" located at the end of Short Street where it intersects with Cherry St.

Thank you

Richard (Rick) Splaine, 351 Cherry St, Bridgewater, MA

From: McGraw, Joshua <JMCGRAW@bridgewaterma.org>

Sent: Monday, August 25, 2025 3:59 PM

To: splaine_r@msn.com <splaine_r@msn.com>

Subject: Cherry Street Stop Sign

Hi Rich,

As a follow-up to our telephone call, we will be holding a Transportation Committee meeting to discuss the installation of a stop sign. I will update you once the committee meeting has concluded.

Thank you again bringing this to the attention of the town! If you have any additional questions in the meantime, please do not hesitate to reach out.

Best,

Josh

Joshua McGraw

Special Assistant to the Town Manager for Boards, Commissions, and Committees

Town of Bridgewater

Municipal Office Building

66 Central Square - 2nd floor

Bridgewater, MA 02324

Office: 508-659-1253

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From: [Casanova-Davis, Justin](#)
To: [McGraw, Joshua](#)
Subject: FW: No Right Turn on Red - Main Street
Date: Monday, November 17, 2025 4:11:02 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)



Justin Casanova-Davis | Town Manager

Town of Bridgewater | 66 Central Square | Bridgewater, MA 02324

t: 508-697-0919

jcasanovadavis@bridgewaterma.org



From: Bill Wood <wdw388@gmail.com>
Sent: Monday, November 17, 2025 4:09 PM
To: Loreti, Johnny <jloreti@bridgewaterma.org>; Murphy, Paul <pmurphy@bridgewaterma.org>; Perry, Kevin <kperry@bridgewaterma.org>; Kennedy, Sean <skennedy@bridgewaterma.org>; Ellenberg, Adelene <aellenberg@bridgewaterma.org>; McGrath, Mary <mmcgrath@bridgewaterma.org>; Linde, Mark <mlinde@bridgewaterma.org>; Hunt, Marilee <mhunt@bridgewaterma.org>; Striggles, Sonya Lee <sstriggles@bridgewaterma.org>
Cc: Casanova-Davis, Justin <jcasanovadavis@bridgewaterma.org>
Subject: No Right Turn on Red - Main Street

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All!

I strongly endorse the measure to make the right turn from Main into the Common a “No Right Turn on Red”, and let me tell you why.

First, I’d like to coach you a little on Queuing Theory, as this plays a critical role in how to think about this issue. I was first introduced to Queuing Theory during a class on Operation Management. It is used to study how deep a queue will get before needing to add a queue. It’s often used in grocery stores to add a cashier or in a bank to add a teller. Wow, that sounds complicated, but it’s actually not. During my banking career, I built systems with parallel queues to handle millions of transactions a day; I have a lot of experience with queue theory, so please ask for clarification on anything you don’t understand here.

I encourage each and everyone of you to spend some time and stand in the Bluestone parking lot to study the traffic patterns. The end of the day is often the busiest.

There are many many things going on in the intersection at the same time. People are traversing the intersection. Cars are turning left and right, as well as going straight. Cars are exiting Bluestone right at the point that cars from Summer and Main are merging.

The assertion here is that eliminating the right turn on red from Main Street into the Common will not have a negative impact on the Main Street traffic flow.

The queue study needs to be limited to the time the light for Main Street is red and there is no green arrow. Trust me, nothing else matters for the analysis.

The question then becomes, how does that affect the Main Street right lane if cars must wait for a green arrow or a solid green light?

- 1.
- 2.
3. Remember that Main Street cars have a green arrow to take a right when the left arrow
4. from the common is on. You are only interested in the Main Street right lane red light. Ignore the combined red and green arrow time. The only time that matters is the red without a green arrow.
- 5.
- 6.
- 7.
8. How long is the total red light for the right lane on Main Street? You need to know
9. that first. And you only need to know the red light period, not the green arrow or the entire light cycle for the entire intersection. And not for the left lane of Main, just the right lane. They are different because the right lane has a period of a green
10. arrow while the left lane is red.
- 11.
- 12.
- 13.
14. During that right lane red period, how many cars take a right-on-red? This count can
15. be done by observation since you may not have time for a full traffic study. Late afternoon is often the best time to see the most traffic.
- 16.
- 17.
- 18.
19. During the right lane green period (arrow and full green), how many cars take a right.
- 20.
- 21.
- 22.
23. The sum of 2 and 3 give the throughput of the Main Street right-turn queue, and would
24. be the MAX queue depth for one full light cycle, if held during the red light period.
- 25.
- 26.

- 27.
28. Reminder - during the Main Street green arrow or the right turn-on-red for the right
29. lane, nothing is moving in the left lane as they have a red and can not move.
- 30.
- 31.
- 32.
33. Now that you have the total queue depth, from step 5, does the queue depth times the
34. average vehicle distance (length of vehicle and space behind it) exceed the right lane length? Meaning, could it ever impede the left lane more than it currently does? The right lane is about 335 feet long, so we could expect that 10 cars could easily
35. be held in the queue in that lane during a red, with zero impact to the left lane. Also remember, the left lane backs up due to the inability of a left turn due to traffic crossing from Summer Street. People often forget that aspect when thinking about the
36. right lane.
- 37.
- 38.
- 39.
40. Now you have your queue dimensions. I think you'll find the right lane can drain just
41. fine under an arrow or solid green and that the right-turn-on-red does not offer any value at all.
- 42.

Conclusion

I think that what you'll find is that most, if not all, of the right lane queue drains during the green arrow and solid green, and that very few cars can actually exit the queue right during the red. And that if you add the total that can exit during the red to the sum of the possible queue, that the depth will never impede the left lane from its natural flow.

The advantages will be less risk, better traffic flow, and better pedestrian safety. Certainly the aggression and anger we see today between a right-turn-on red from Main and a left turn from Summer will be greatly diminished.

I encourage you to change Main to a "No Turn on Red". Everything will be fine.

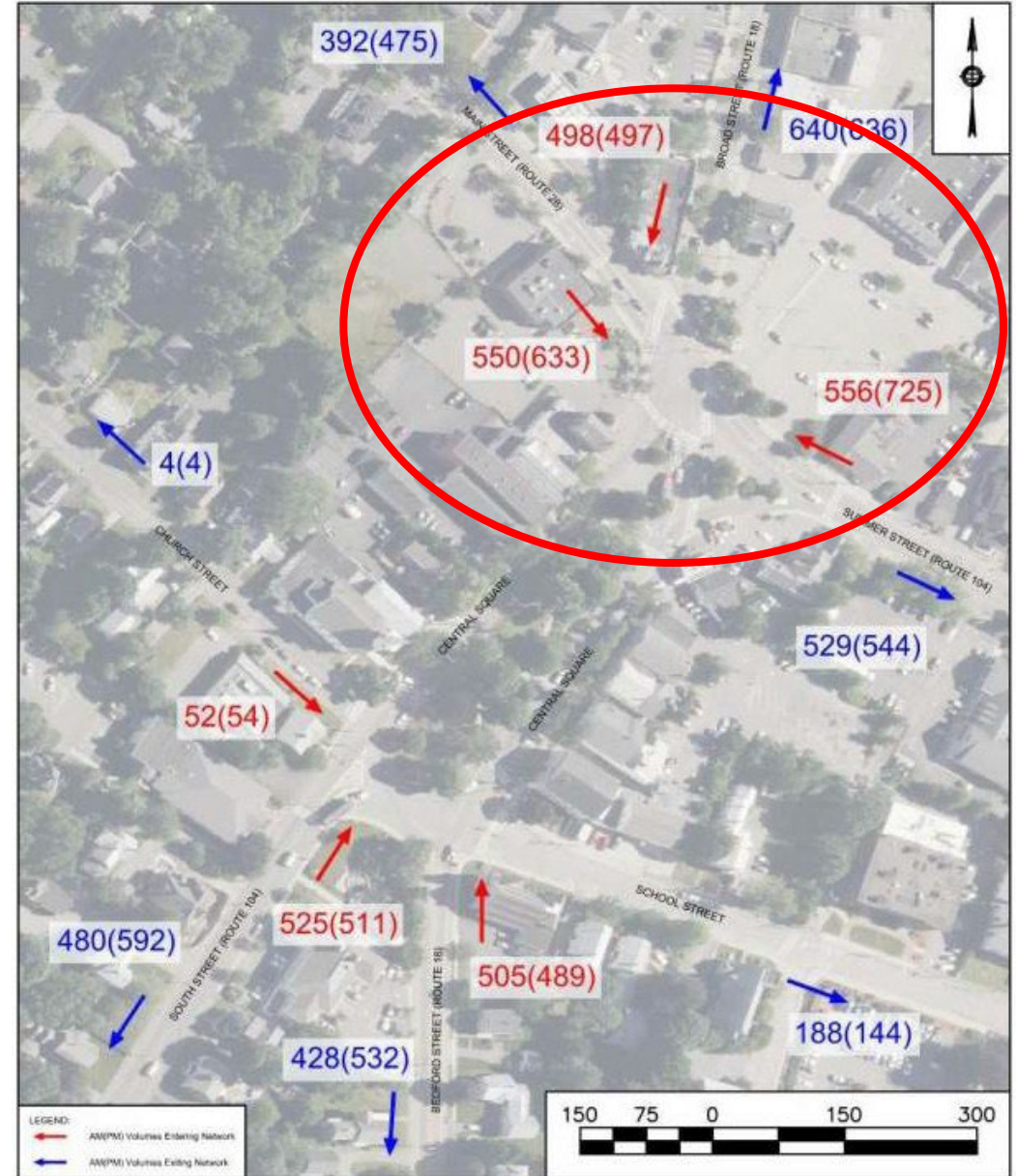
Thanks
Bill Wood
388 Hayward St.
Bridgewater

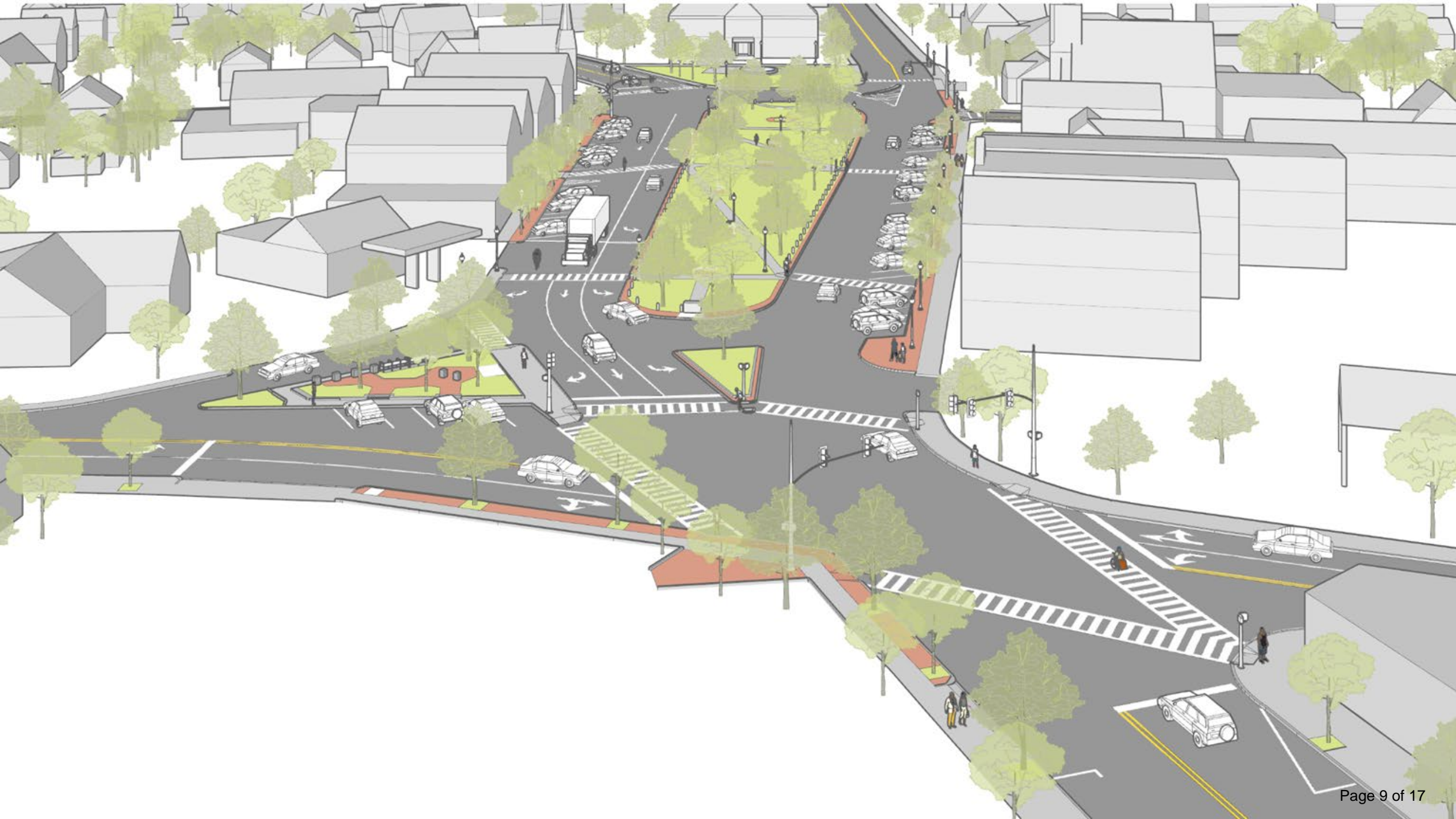
Peak Hour Link Volumes

Legend

AM (PM) # Vehicles Entering Square →

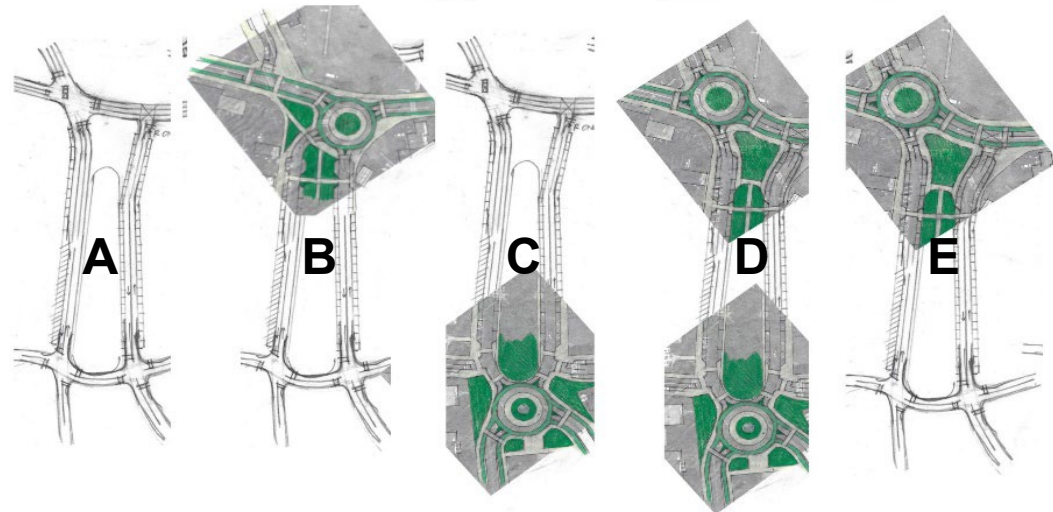
AM(PM) # Vehicles Exiting Square →





Overall Delay by Alternative (seconds per vehicle)

Configuration		Central Square North	Rotary	Signal	Northeast Roundabout	Signal	Northwest Roundabout	Northwest Roundabout			
		Central Square South		4-Way Pair	4-Way Pair	South Roundabout	South Roundabout	4-Way Pair			
Location	Intersection	Peak Hour	Existing	A	B	C	D	E			
Central Square North	Major	AM	85.8	76.3	41.7	76.3	48.0	48.0			
		PM	81.0	113.2	95.8	113.2	78.6	78.6			
	Minor	AM	N/A	4.1	237.8	4.1	4.1	4.1			
		PM		4.4	313.7	4.4	4.4	4.4			
Central Square South	West	AM	174.1	50.3	18.1	N/A	N/A	50.3			
		PM	153.4	78.6	23.5			78.6			
	East	AM	34.9	39.1	20.1			39.1			
		PM	35.1	48.9	25.0			48.9			
	Roundabout	AM	N/A					20.4	20.4	N/A	
		PM	N/A					30.8	30.8		



From: [McGraw, Joshua](#)
Bcc: [Casanova-Davis, Justin](#); [Decosta, Paul](#); [Rulli, Robert](#); [Delmonte, Christopher](#); [Schlatz, John](#)
Subject: FW: Curve Street - Center Line
Date: Tuesday, November 18, 2025 7:58:00 AM

All,

For today's Transportation Meeting discussion.

Josh

Joshua McGraw

Special Assistant to the Town Manager for Boards, Commissions, and Committees
Town of Bridgewater
Municipal Office Building
66 Central Square - 2nd floor
Bridgewater, MA 02324
Office: 508-659-1253

From: Robyn McMicken <rsmcmicken@gmail.com>
Sent: Monday, November 17, 2025 4:23 PM
To: Decosta, Paul <PDECOSTA@bridgewaterma.org>
Cc: Harris, Mike <mharris@bridgewaterma.org>; Casanova-Davis, Justin <jcasanovadavis@bridgewaterma.org>; McGraw, Joshua <JMCGRAW@bridgewaterma.org>; Brogan, Lisa <LBROGAN@bridgewaterma.org>
Subject: Re: Curve Street - Center Line

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I'm following up again on this message I sent last month after no action for over a year on getting a centerline repainted on the east half of Curve Street following the road work and new paving that was done years ago during early stages of construction at Duxburrow Estates.

You can still find the original single, yellow line beginning at the corner of Curve and Duxburrow and I would ask again that the line be repainted from that point back to the entrance of Curve at Auburn St.

Cars, especially those of Duxburrow who did not live here when the line existed, drive far off the edges and well over their side of the road creating unsafe conditions for approaching

vehicles.

Thank you,
Robyn Golden

On Fri, Oct 24, 2025 at 8:28 AM Robyn McMicken <rsmcmicken@gmail.com> wrote:

Good morning,

It has been a year and a half since I last wrote about the issue of the missing center line on Curve Street. There has been no action taken. As the leaves fall and folks drive even more toward the center of the street instead of keeping to their sides, it continues to be dangerous without the center line present. Can you please provide an update on when this can be repainted?

Thank you,
Robyn Golden

On Fri, Mar 8, 2024 at 11:25 AM Robyn McMicken <rsmcmicken@gmail.com> wrote:

Hi Paul,

I realized I did not reply. Thanks for looking into this temporary measure, as I believe the project won't be complete for quite some time. I hope you enjoy this sunny Friday!

Robyn

On Thu, Feb 29, 2024 at 11:31 AM Decosta, Paul <PDECOSTA@bridgewaterma.org> wrote:

Good Morning,

Thank you for your email. I will reach out to the contractor about possibly adding some temporary lines in the spring. Once all construction is completed, we will absolutely have more permanent lines installed. I hope this helps.

Paul DeCosta
Town of Bridgewater
Highway Superintendent
151 High Street
Bridgewater, Ma 02324
508-697-0931
508-245-8244

Pdecosta@bridgewaterma.org

From: Robyn McMicken <rsmcmicken@gmail.com>

Sent: Wednesday, February 28, 2024 2:50 PM

To: Decosta, Paul <PDECOSTA@bridgewaterma.org>; Harris, Mike <mharris@bridgewaterma.org>

Cc: Resmini-Bamberg, Kimberly <KRBAMBERG@bridgewaterma.org>

Subject: Curve Street - Center Line

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Greetings!

I am a resident of Curve Street. When the portion of Curve Street from Auburn St to Duxburrow Way was "improved" and the sidewalk and granite edging installed, the single, center yellow line was never repainted. While it is not clear if the road is actually narrower now due to the granite edging, it has the impression of being narrower as drivers do not like to travel close to the edges. This, coupled with the lack of a center-line, means that vehicles typically travel down the middle and often do not move fully to their side, even when approaching another vehicle. It also creates confusion at the corner of Curve/Duxburrow where the road bends left (if approaching from Auburn), but is not a left turn, as the line is not continuous. The center-line remains on the rest of Curve St. I've attached a few photos here.

If possible, please consider repainting the single, center yellow line for that stretch of Curve Street.

Thank you,
Robyn Golden

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From: [Beardsley, Kajelyn](#)
To: [McGraw, Joshua](#)
Subject: FW: Urgent Request to Reconfigure the Intersection of Broad Street & High Street Due to Ongoing Safety Hazard
Date: Monday, December 1, 2025 12:18:38 PM
Attachments: [image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)

Josh,

Please see below for the Transportation Committee:

Thank you,
Town of Bridgewater

From: Cait Ferreira <caitf@cmghomeloans.com>
Sent: Wednesday, November 26, 2025 12:50 PM
To: Beardsley, Kajelyn <kbeardsley@bridgewaterma.org>
Subject: Urgent Request to Reconfigure the Intersection of Broad Street & High Street Due to Ongoing Safety Hazard

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I am writing to formally express serious safety concerns regarding the configuration of the intersection at Broad Street and High Street. The current design poses a significant and ongoing hazard to drivers, particularly for vehicles traveling straight onto High Street while another driver is positioned in the intersection preparing to turn left onto Route 18.

The issue stems specifically from the curb extending from the east side of High Street into the westbound travel path. The curb protrudes so far into the roadway that it creates an unavoidable obstruction when traffic is queued in the intersection. As a result, drivers proceeding straight onto High Street—especially in larger vehicles—have minimal room to safely

maneuver without striking the curb.

I am unfortunately speaking from firsthand experience. I have now damaged two tires on a large SUV due to this exact configuration. This is not an isolated incident. I personally know five to six other local residents who have suffered similar damage within the past year, including tire blowouts, bent rims, broken axles, and damaged tie rods.

Additionally, when I discussed this with a tow truck operator who services this area, I was informed that they tow an average of 7 to 10 vehicles per week from this very intersection due to the same issue. The frequency of these incidents clearly demonstrates a systemic roadway design problem—not driver error.

This intersection presents a daily risk to residents, commuters, and emergency responders. The configuration does not provide adequate clearance, does not support safe vehicle movement, and is inconsistent with what would be expected at a heavily trafficked connection to Route 18. The hazard is especially problematic at night, during inclement weather, and for drivers unfamiliar with the area.

I respectfully request that the Town conduct an immediate review of the intersection with consideration for:

- Reconfiguring the curb line to allow proper vehicle clearance;
- Adjusting lane alignment or markings to guide drivers safely through the intersection;
- Adding reflective markers or signage as an interim safety measure; and
- Evaluating long-term redesign needs to prevent further accidents and vehicle damage.

This matter is urgent, and addressing it proactively will prevent ongoing financial losses for residents and reduce avoidable safety risks.

Thank you for your prompt attention to this issue. I would appreciate a response outlining the Town's plan to review and remedy the hazard. I would also welcome the opportunity to discuss my experience further or provide additional information.

Sincerely,

Cait Ferreira
Loan Officer

✉ caitf@cmghomeloans.com
☎ [\(508\) 369-6103](tel:(508)369-6103) [\(508\) 570-2170](tel:(508)570-2170)
📍 264 Beacon St, Suite 5R, Boston, MA 02116

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