

Central Square

Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan

Bridgewater, MA



March, 2014

Prepared under MassDOT Contract 62038



Old Colony Planning Council



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March 24, 2014

Mr. Michael Dutton
Bridgewater Town Manager
25 South Street
Bridgewater, MA 02324

Dear Mr. Dutton,

On behalf of Old Colony Planning Council, I am pleased to provide you with the enclosed ***Central Square Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan***. This project was funded at the request of the Town of Bridgewater through a South Coast Rail Technical Assistance Grant Award from the Massachusetts Department of Transportation (MassDOT) in conjunction with the Massachusetts Executive Office of Housing and Economic Development (EOHED). This grant was awarded as part of the implementation of the *South Coast Rail Economic Development and Land Use Corridor Plan*, which encourages appropriate residential, commercial, and industrial development in the Corridor in response to the proposal of restoring passenger rail service to the South Coast of Massachusetts.

The ***Central Square Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan*** includes several alternatives focused on changing the Central Square parking program and adding auxiliary improvements to bicycle, pedestrian, and traffic conditions to complement the recent Central Business District (CBD) mixed use zoning changes and the future Town facility improvements.

Should you have any questions regarding this material, or if any additional information is needed, please contact Jed Cornock at 508.583.1833 x209 or jcornock@ocpcrpa.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Charles Kilmer', with a long horizontal stroke extending to the right.

Charles Kilmer, AICP
Assistant Director/Transportation Program Manager

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The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the Massachusetts Department of Transportation and the Massachusetts Executive Office of Housing and Economic Development.

This Planning Level Study was prepared by the following members of the Old Colony Planning Council staff under the direction of Pat Ciaramella, Executive Director, and the supervision of Charles Kilmer, Assistant Director/Transportation Program Manager.

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1.0 Executive Summary

Bridgewater Center (a.k.a “Central Square”) is a historic traditional town center, where town offices, shops, banking and older grandfathered residential uses exist. Central Square has seen a decline in optimal commercial activity due to a variety of factors and the Town is devoted to redeveloping the area. The zoning of the downtown area (Central Business District and Residential D) prohibited the construction of multi-family and mixed used buildings until September 3, 2013, when the Bridgewater Town Council, pursuant to M.G.L., Chapter 40A, Section 5, voted unanimously to amend the Bridgewater Zoning Bylaw (Ordinances #D-2013-003-007) to allow for Mixed Use Buildings in the Central Business District (CBD). According to Ordinance D-2013-006, the purpose of the amendments is to allow for the redevelopment of the Central Business District to expand small retail and restaurant uses while providing flexibility to respond to changing household sizes and needs.



Bridgewater Academy Building

In an effort to revitalize Central Square, the Town has recently made exterior improvements to the Town Hall and Library and is currently investing 7.2 million dollars in a major renovation to the Academy Building to combine all town offices in one location. The redevelopment effort of Central Square is in full swing and the ***Central Square Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan*** includes potential directions for the town to consider in order to accommodate the aforementioned changes.

Central Square parking has long been an issue for the Town of Bridgewater. The current angle parking increases traffic congestion; creates hazardous pedestrian crossings; and, is not bicycle friendly. In addition, the angle parking is a safety issue for motorists backing out into traffic and the lack of parking enforcement allows for non-compliance. Therefore, four (4) alternatives are presented in this report that focus on changing the Central Square parking program and adding auxiliary improvements to bicycle, pedestrian, and traffic conditions.

The alternatives presented in this report are:

- Alternative #1: Limited Parking Improvement Program (*Low Cost & Short Term*)
- Alternative #2: Reduced Angle Parking Supply Program (*Low Cost & Short Term*)
- Alternative #3: Parallel Parking Program (*Medium Cost & Medium Term*)
- Alternative #4: Full Off-Site Parking Program (*High Cost & Long Term*)

The first two (2) alternatives focused on keeping the current angle parking in different ways; the third changed it to parallel parking; and, the fourth alternative converted it all to an off-street program. While each of the alternatives provides a different way of dealing with the existing parking issues, the consistent message is that Central Square needs to provide a more “complete streets” approach. The general pattern was to start with low cost and short term improvements first and build up to high cost and long term improvements in the end.

As noted, several general improvements for Central Square are identified in each of the alternatives as they provide for enhanced bicycle and pedestrian safety as well as low cost parking program changes. The general improvements include:

- Improve Bicycle, Pedestrian, and Parking Signage
- Install Formal Bicycle Parking throughout Central Square
- Add ADA Compliant Ramps and Truncated Domes to all Pedestrian Crossings
- Install Rapid Rectangular Flashing Beacons (RRFB) to all Pedestrian Crossings
- Install Curb Extensions to Pedestrian Crossings
- Institute a Shared Parking Program and a Satellite Lot Parking Program
- Improve Traffic Island Pavement Markings
- Create a Wayfinding Sign Program
- Improve Parking Enforcement Program
- Promote Commercial Entities in Central Square that appeal to University Students

The potential addition of new residents; the continued growth of Bridgewater State University; the improvements to the town municipal buildings; and, the desired expansion of commercial activity in Central Square, coupled with the current safety issues, make this issue a top priority. The existing Central Square Parking Program is antiquated and unsafe; therefore, it is recommended that the alternatives presented in this report be considered in order to make conditions safer for all users.

2.0 Introduction

The *Central Square Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan* was funded at the request of the Town of Bridgewater through a South Coast Rail Technical Assistance Grant Award from the Massachusetts Department of Transportation (MassDOT) in conjunction with the Massachusetts Executive Office of Housing and Economic Development (EOHED). This grant was awarded as part of the implementation of the *South Coast Rail Economic Development and Land Use Corridor Plan*, which encourages appropriate residential, commercial, and industrial development in the Corridor in response to the proposal of restoring passenger rail service to the South Coast of Massachusetts. As a designated Priority Development Area (PDA) in the *South Coast Rail Economic Development and Land Use Corridor Plan*, the Downtown Bridgewater PDA is seen as having the potential for future growth.

In order to foster that future growth, the Bridgewater Town Council, in September 2013, pursuant to M.G.L., Chapter 40A, Section 5, voted unanimously to amend the Bridgewater Zoning Bylaw (Ordinances #D-2013-003-007) to allow for Mixed Use Buildings in the Central Business District (CBD). Specifically, the zoning bylaw amendments allow for a maximum of five (5) residential units per acre; however, the Special Permit Granting Authority (Bridgewater Planning Board) may allow up to eight (8) units per acre if 25% of the total units are considered affordable. In addition, the ordinance specified that buildings should be placed close to the road and sidewalk to encourage pedestrian traffic and that the required two parking spaces per unit be placed to the side or rear of the buildings. Moreover, the passage of Ordinance #D-2013-007 allowed for the conversion of existing structures in the CBD into mixed use with a maximum of one commercial use on the first floor and two residential units above. This change represents a challenge to the Town of Bridgewater due to the current parking, bicycle and pedestrian, and traffic issues that plague Central Square.

The *Central Square Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan* builds upon the findings and recommendations in the *Bridgewater Traffic Circulation & Pedestrian Access Technical Assistance Project* completed in 2011. That project recommended that the town develop a plan to improve overall safety, physical conditions, and traffic operations for downtown Bridgewater. Since traffic and parking issues continue to plague the downtown, the Town requested that OCPC prepare a detailed parking and pedestrian improvement plan identifying parcels for the town to consider for future public parking as well as treatments for enhanced pedestrian circulation.

2.1 Project Purpose

Downtown Bridgewater, especially Central Square, suffers from a shortage of easily accessible off-street, long duration parking spaces for merchants, town employees, and visitors, and with the recent allowance for mixed use in the CBD, the need for more off-street parking increases exponentially. Therefore, the purpose of this study is to identify existing and future parking opportunities while improving traffic, bicycle, and pedestrian circulation in the Downtown Bridgewater Priority Development Area.

The specific goals of the *Central Square Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan* are to provide the Town of Bridgewater with assistance to:

- Identify potential parcels for the Town to consider for future parking to allow for the recommended traffic improvements, bikeway improvements, and pedestrian improvements, the Town's rezoning efforts, and the Town facilities improvements
- Enhance visibility, safety and accessibility to existing parking facilities
- Reduce parking conflicts between students, visitors and residents
- Improve pedestrian access between the university and the downtown
- Provide cost estimates for said improvements and funding options to implement the plan

The *Central Square Parking, Bicycle, Pedestrian, and Traffic Operations Improvement Plan* provides the Town with specific actions needed to complement the recent Central Business District (CBD) mixed use zoning changes and the future Town facility improvements.

3.0 Methodology

This report included a review of previous studies focused on bicycle and pedestrian conditions, traffic conditions, physical conditions, planned improvements, land use conditions, zoning, and community goals and plans. Also reviewed was the recently completed *Bridgewater Housing Production Plan*, which outlined the future housing objectives for Central Square. The summary of existing deficiencies that would need to be addressed in the recommendations section were derived from the review of this plan.

In addition, the information, methodology, and guidance found in the following planning, parking, and bicycle and pedestrian guidebooks and journal articles was used in this report:

- AASHTO: Guide for the Development of Bicycle Facilities (2012)
- AASHTO: A Policy on Geometric Design of Highways and Streets (2011)
- ITE: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010)
- MassDOT Project Development and Design Guidebook (2006)
- ULI: Shared Parking, Second Edition (2005)
- APA: Parking Standards (2002)
- ULI: The Dimensions of Parking, Fourth Edition (2000)
- The Institute of Transportation Engineers Journal Articles

The guidance found in the aforementioned documents was applied to the study area deficiencies while respecting the goals and objectives of the Town of Bridgewater for their Central Business District.

Bridgewater Central Business District (CBD)

The Bridgewater Central Business District (CBD) is a mixed-use district with a variety of residential, retail, restaurant, service, and public uses, which encompasses Central Square and surrounding areas along Broad Street (Route 18), South Street (Route 104), Summer Street (Route 104), Spring Street, and Bedford Street (Route 18). According to the Town of Bridgewater Zoning By-Laws (Spring, 2013), the goals and objectives for the CBD include economic revitalization and re-development through the attraction of uses that complement and support small retail and pedestrian service establishments. According to the by-laws, the historical nature of existing land uses within the downtown area shall be preserved, and pedestrian orientation of activities therein shall be encouraged. Goals to be achieved within the CBD shall also include enhancement of recreational uses such as pedestrian walkways, bicycle paths, and open space within that portion of the CBD. They should also reflect an intent that is consistent with growth patterns to be established by the proximity of the CBD to the MBTA station, Bridgewater State University, related parking areas, and pedestrian traffic.

3.1 Supporting Studies

Numerous studies for the Town of Bridgewater, dating back nearly thirty years, were reviewed in order to shape the content, conclusions, and recommendations found in this report. The following sections include a brief description of those studies and the relevant material that influenced the production of this report.

Bridgewater Center Traffic Study (1984)

The *Bridgewater Center Traffic Study* completed by Old Colony Planning Council in 1984, was a thorough examination of existing traffic, parking, and pedestrian conditions with an analysis of future conditions. The study also included an identification of existing and future problems with a detailed list of mitigating recommendations. According to the *Bridgewater Center Traffic Study*, the greatest demand for parking appeared to be the on-street angle spaces in Central Square. Technical analysis of traffic flow through Central Square revealed that a reduction in the number of on-street parked vehicles would reduce congestion and improve operating and safety conditions. Moreover, congestion and safety problems exist throughout the rotary area (particularly on the northbound side) as vehicles exiting the on-street angle parking spaces back directly into the vehicle travel lanes. A change to parallel parking would prevent this phenomenon and the additional surface width would improve the quality of traffic flow. The study also stated that parking situation was further compounded by Bridgewater State College (now University) students parking in Central Square and in the municipal lot rather than in the designated areas on campus.

Bridgewater Comprehensive Traffic Study (2001)

The *Bridgewater Comprehensive Traffic Study* completed in 2001 by Vanasse, Hangen, Brustlin, Inc. (VHB), analyzed and projected town wide traffic conditions, bicycle and pedestrian accommodations, and public transportation services in order to address the impacts of future commercial and residential growth in the Town. In summary, the study found that several important sections of the transportation infrastructure were inadequate to properly handle current and future vehicle traffic during peak hours. Central Square experienced long delays due to high volumes of traffic and failing operations at the signalized intersection at the north end of the Square. In addition, the parking utilization and turnover analysis done for the Central Business District found that there was sufficient parking provided in the downtown area to meet existing parking demand; however, it noted that as population and traffic continued to grow and businesses expand, parking may become increasingly constrained and alternatives may be necessary.

Bridgewater Slum & Blight Inventory (2011)

The *Bridgewater Slum & Blight Inventory* was completed in 2011 by JM Goldson, through the town's Community Development Advisory Committee. It was a comprehensive inventory of the Central Square Target Area to determine if the area meets the state definition of a substandard, blighted, or decadent area as stated in MGL c.121A and c.121B. Bridgewater Town Council, as the chief elected body, determined on October 4, 2011 that the Central Square Target Area is in disrepair and that there is a pattern of recognizable disinvestments. The inventory concluded that the Central Square Target Area had 48% of properties that meet criteria for physical deterioration, abandonment, or environmental contamination.

Bridgewater Traffic Circulation & Pedestrian Access Study (2011)

The *Bridgewater Traffic Circulation & Pedestrian Access Study* completed in 2011 by Old Colony Planning Council through the South Coast Rail Technical Assistance Program analyzed the potential of improving linkages between the Bridgewater MBTA station, Bridgewater State University, and the Downtown, and to improve traffic and pedestrian circulation in the Bridgewater Downtown Priority Development Area. The goals of the study were to identify specific improvements for pedestrian safety, parking, and traffic circulation in and around the Central Square area. The parking utilization and turnover analysis completed for the 2001 Comprehensive Traffic Study was replicated in order to analyze whether the current supply of parking still met the demand. Generally, similar to the 2001 study, it was found that there was enough parking supply to meet the existing parking demand; however, at certain times of the day several locations experienced over capacity and numerous time limit violators. Moreover, field observations reflected that Bridgewater State University students were using downtown public parking spaces rather than on campus designated parking areas.

Bridgewater Housing Production Plan (2012)

The *Bridgewater Housing Production Plan (HPP)*, prepared in 2012 by JM Goldson, in accordance with the Massachusetts Department of Housing and Community Development (DHCD) requirements, describes how the Town of Bridgewater will produce affordable housing units to obtain certification of compliance by DHCD. The plan is comprised of a comprehensive housing needs assessment, affordable housing goals and implementation strategies, along with a detailed analysis of land area within Bridgewater that is not available for development due to current land use, environmental constraints, protected open space, and public ownership. According to the HPP, as of November 2011, the Subsidized Housing Inventory (SHI) included 220 units that qualified as Chapter 40B units in Bridgewater, representing 2.65% of Bridgewater's 2010 housing base of 8,336 units.* Bridgewater needs to add another 614 units to reach the 10% benchmark of affordable housing under Chapter 40B.

Specific to this study, Goal #2 of the *Bridgewater Housing Production Plan* aimed at creating new affordable housing downtown in multi-family and mixed-use buildings. The following strategies were included to implement Goal #2:

1. Permit multi-family dwellings downtown
2. Permit multi-use buildings downtown
3. Amend dimensional and parking requirements for downtown to accommodate construction of appropriately scaled multi-family and multi-use buildings
4. Encourage redevelopment of underutilized sites downtown through 40B Comprehensive Permits
5. Adopt an inclusionary zoning ordinance

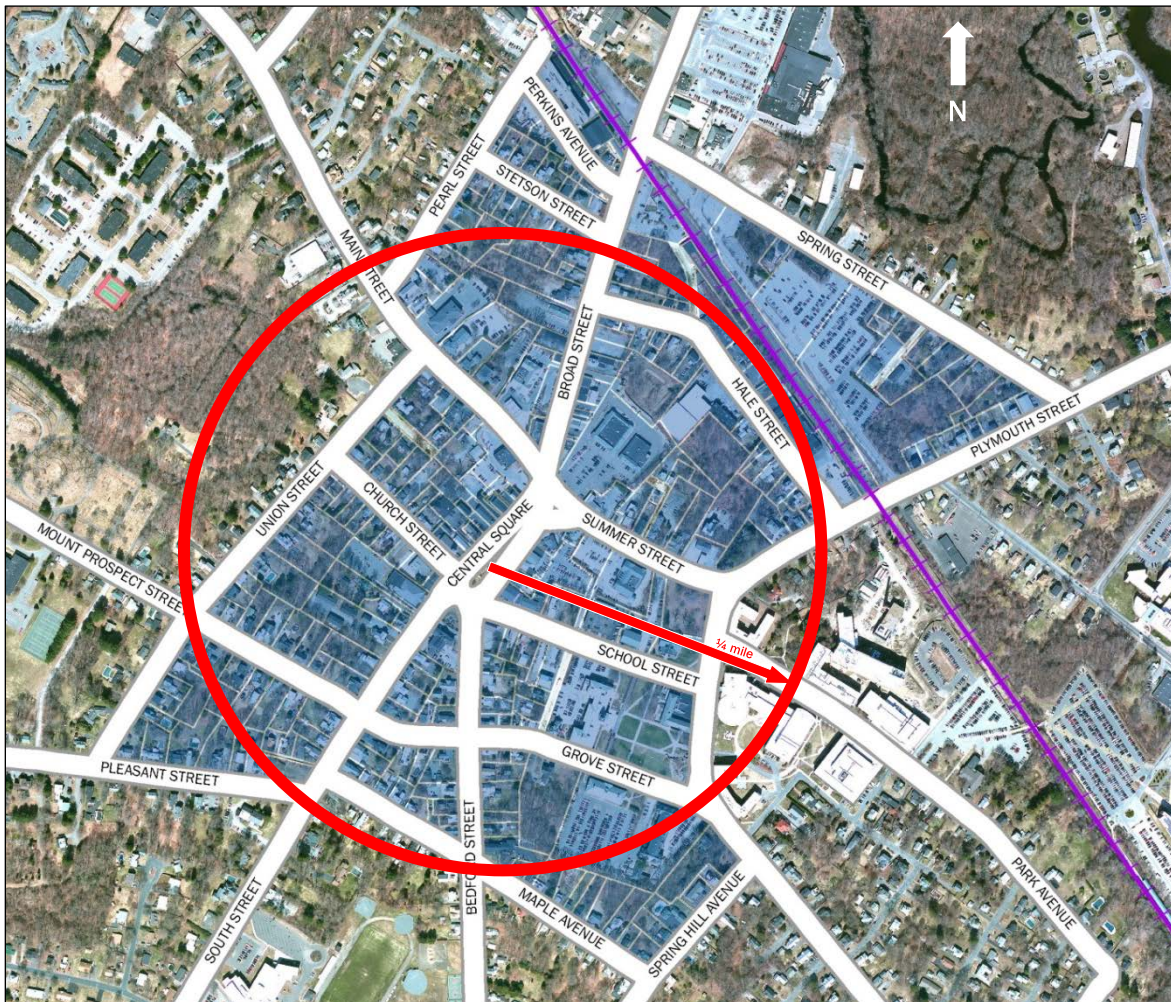
Implementation of the strategies included the Town Planner submitting zoning bylaw amendments to the Town Council for their approval in Summer 2013.

*As of April 2013, the SHI included 517 units in Bridgewater, representing 6.24% of the housing base.

4.0 Study Area

The geographic scope of this study (a.k.a. “Downtown Bridgewater”) includes Central Square in Bridgewater; sections of Broad Street (Route 18); Bedford Street (Route 18/28); and Pleasant Street and Plymouth Street (Route 104). The study area was defined by using the ¼ mile distance that most pedestrians are generally willing to walk (approximately 5-6 minutes) to a destination (*MassDOT Project Development & Design Guide, 2006*). Considering that a key purpose of this project is to identify potential parcels for the Town to consider for future parking to allow for the recommended traffic, bikeway, and pedestrian improvements, the Town's rezoning efforts, and the Town facilities improvements, it was critical to refine the study area to make the future potential parking areas accessible to Central Square.

Figure 1: Study Area (Downtown Bridgewater)
(Red line is ¼ mile distance from Central Square – General ¼ mile area shaded in blue)



It is important to note that this report analyzes conditions within the study area with a broad appreciation of the existing and future vision for the entire Central Business District. The CBD is a mixed-use district with a variety of residential, retail, restaurant, service, and public uses, which encompasses Central Square and surrounding areas along Broad Street (Route 18), South Street (Route 104), Summer Street (Route 104), Spring Street, and Bedford Street (Route 18). The heart of the district is Central Square, which includes a number of well-preserved historic buildings around the Town Common.

5.0 Existing Conditions

This section describes the conditions of the study area in four (4) sections: Housing; Parking; Bicycle and Pedestrian; and Traffic. This section is meant to itemize the positive and negative aspects of the study area as they relate to each aforementioned section.

5.1 Housing

The study area consists of a mix of high and low density housing and serves a mix of residents. The resident population increases in the fall, winter, and spring months as Bridgewater State University (BSU) students are attending classes. The majority of those students living off campus tend to rent apartments in multi-family houses (high density) close to the BSU campus. Areas such as Plymouth Street (Route 104), Spring Street, Main Street (Route 28), Hale Street, and Grove Street see an increase in parking, bicyclists, pedestrians, and traffic due to the student population. There is also a significant number of single family homes scattered throughout the study area (predominately in the Union Street, Church Street, and Pleasant Street (Route 104) area) where the resident population and therefore parking and traffic demands remain constant throughout the year.



*Multi-Family Housing on
Plymouth Street (Route 104)*

As the centerpiece of the study area, Central Square is the traditional town center, where town offices, shops, banking and some older grandfathered residential uses exist. The west side of



Bridgewater Town Hall in Central Square

the Bridgewater State University (BSU) campus is located one block behind Central Square and contains a mix of residences, educational space, and administration offices. A number of the buildings in the downtown are functionally obsolete and over the last four years, a number of businesses have closed. These closures have created opportunities for developers looking to invest in the downtown area.

In an effort to revitalize Central Square, the town recently passed zoning changes to allow for mixed use zoning in the Central Business District (CBD). This zoning change allows either the construction of new mixed use buildings

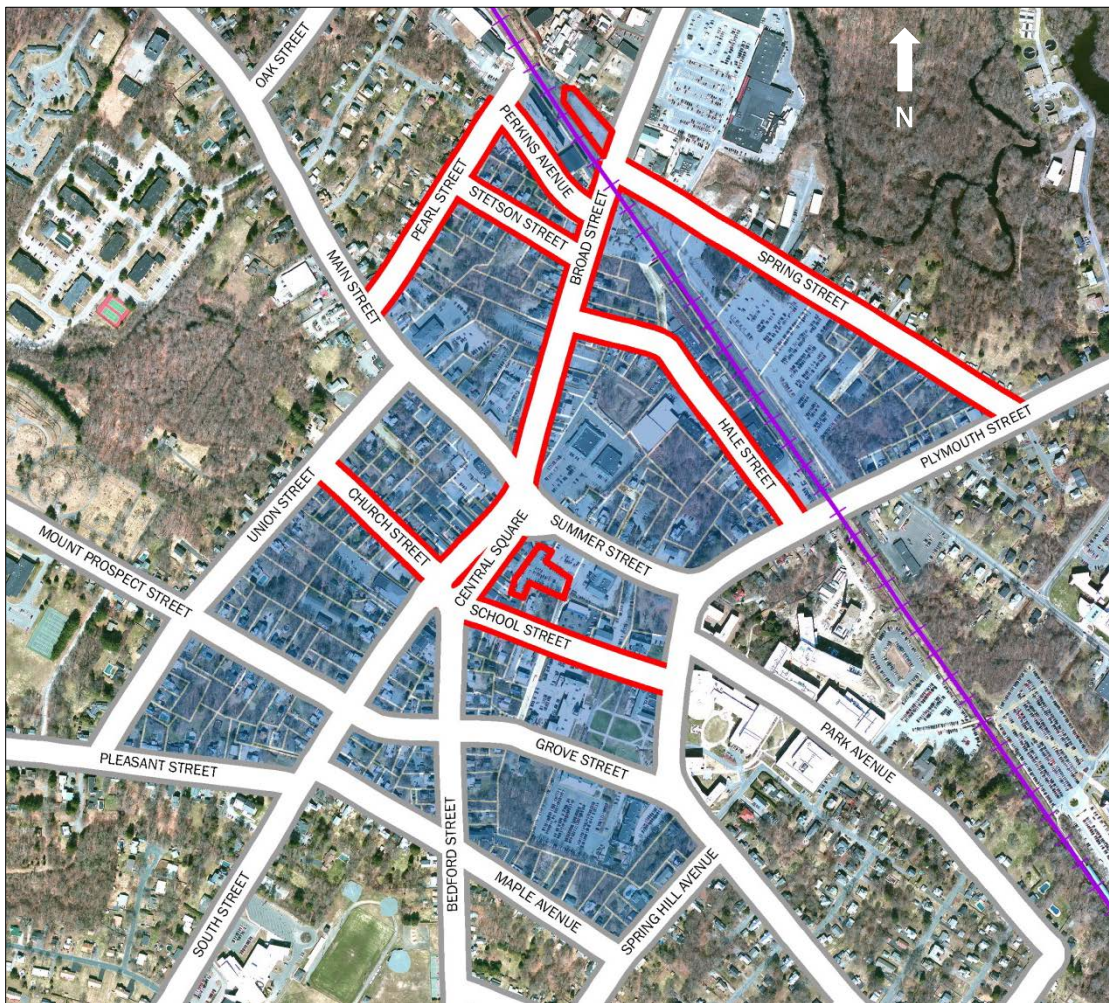
or for the conversion of existing buildings to include a mix of commercial and residential. Importantly, the new zoning requires that two parking spaces per unit plus one visitor parking space for every three units be provided. This addition of new residential units in the downtown has the potential to add to the existing affordable housing stock and to enhance the commercial activity in Central Square; however, without proper planning it can also create negative impacts on existing parking, bicycle and pedestrian safety, and traffic flow, potentially inhibiting successful revitalization efforts.

Conceptual strategies could be developed to provide for flexibility in the current residential parking requirements to limit the pressure on the existing system. For example, the current parking requirement could be reduced from two spaces per unit to one space per unit if the location and type of unit fit certain criteria (i.e. – studio or one bedroom units) or the visitor space requirement to be located in a shared or satellite lot or waived.

5.2 Parking

According to several previous studies, the study area has a sufficient supply of parking; however, it is constrained at certain locations and particular times of the day due to demands from Bridgewater State University students and town and local merchant employees. The Central Square area (south of Summer Street) is served by forty-one (41) angled parking spaces (21 on the west side and 20 on the east side); a fifty (50) space municipal lot (permit and public parking); and unmarked on-street parking on Church Street and School Street. The remainder of parking (north of Summer Street) consists of thirty-seven (37) marked spaces on Broad Street (Route 18); an unmarked town owned off-street gravel parking lot just north of the railroad tracks off of Broad Street (Route 18); and unmarked on-street parking on Hale Street, Pearl Street, Perkins Avenue, Spring Street, and Stetson Street. The majority of parking in the study area has a 60 minute time limit; there are two locations with 45 minute and 40 minute limits; and, one location with a 15 minute limit. In 2010, OCPC conducted the same parking utilization and turnover studies for the Central Business District that was done as part of the *2001 Comprehensive Town Wide Study* in order to analyze whether the current supply of parking still met the demand. Figure 2 shows the study area parking supply.

Figure 2: Study Area Parking Supply
(Areas surveyed outlined in red – General ¼ mile area shaded in blue)



The studies (2001 and 2010) were conducted by inventorying parking spaces every half-hour and recording whether or not the space was occupied and/or occupied by the same vehicle. Table 1 summarizes the parking utilization and turnover results for the 2010 study.

Table 1: 2010 Bridgewater CBD Parking Utilization and Turnover Study Results

Location	Number of Spaces	Total Vehicles Parked	Average Vehicles Per Space	Average Duration	Posted Parking Limit	Number of vehicles exceeding limit	Percent of vehicles exceeding limit
Municipal Lot	50	141	2.8	107 min.	60 min.	68	48%
Central Square (West Side)	21	111	5.3	80 min.	60 min.	11	10%
Central Square (East Side)	20	150	7.5	46 min.	60 min.	16	11%
Broad Street (Rt. 18) (West Side)	19	81	4.3	59 min.	60 min.	11	14%
Broad Street (Rt. 18) (East Side)	18	85	4.7	65 min.	60 min.	20	24%
Hale Street	15	63	4.2	124 min.	45 min.	33	52%
Spring Street	15	23	1.5	72 min.	40 min.	14	61%
School Street	10	92	9.2	70 min.	15 min.	38	41%

Central Square

The east and west side of Central Square generally had a quick turnover rate as a low percentage of the total vehicles parked exceeded the 60 minute time limit. As expected, the east side of Central Square tended to turnover faster than the west side due to the civic uses (Town Hall) on the east side and the commercial uses on the west side.

Municipal Lot

The municipal lot is a shared public parking and permit only lot located directly behind the shops on the east side of Central Square. It contains approximately 19 public parking spaces and approximately 31 town permit only parking spaces. During the 2010 survey, the pavement markings were very badly faded which made it challenging for proper vehicle parking as well as determining the actual parking supply. Table 1 shows that the municipal lot had a very low number of vehicles per space mainly due to the shared nature of the lot with permit parking having no time limit. The municipal lot also serves as the parking area for the fire station located on School Street.

Broad Street (Route 18)

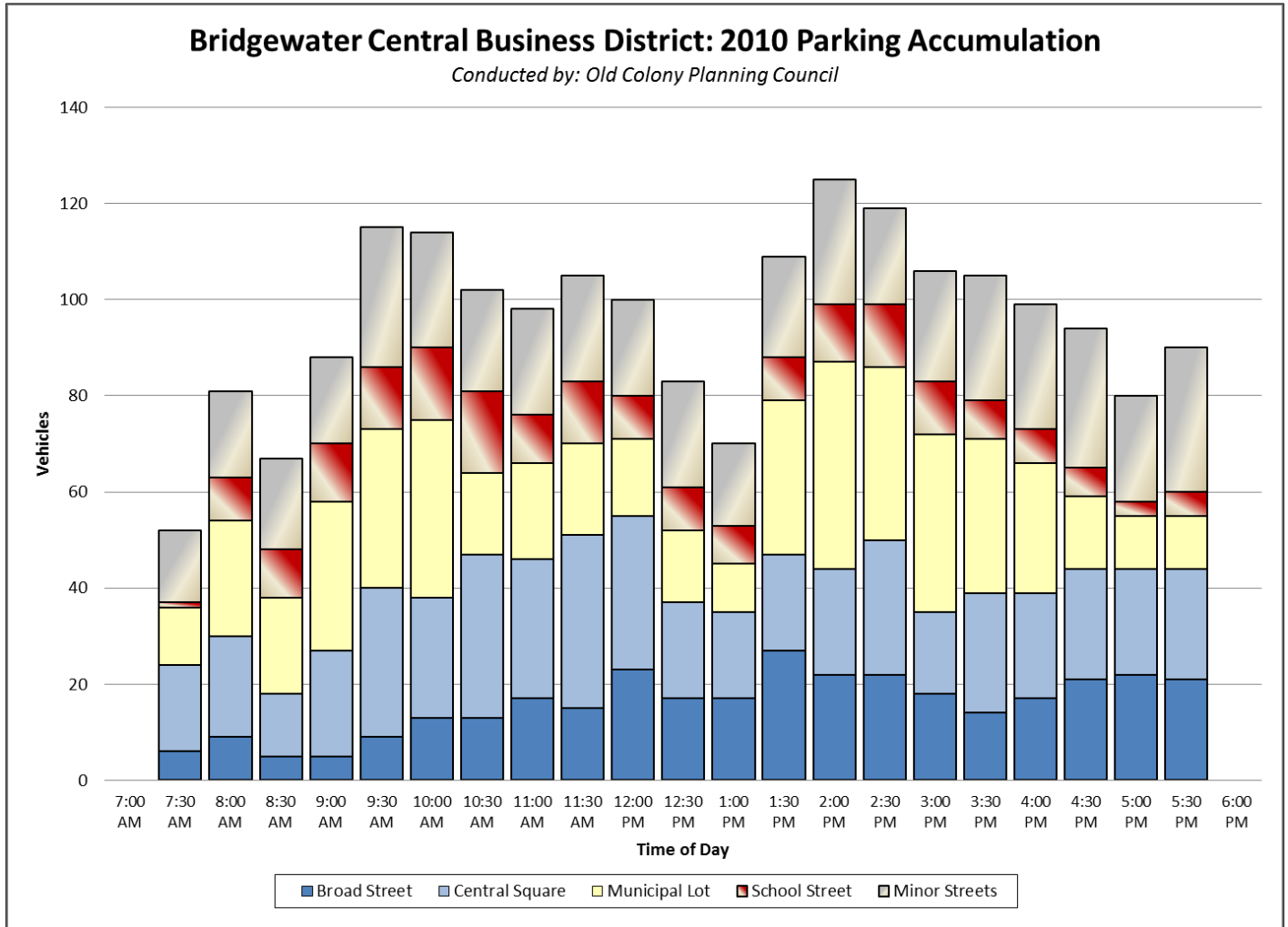
The east and west side of Broad Street (Route 18) generally had very similar characteristics as Central Square. This pattern is not surprising considering the predominant commercial uses on both sides of the road. A small percentage of vehicles exceeded the allowable 60 minute time limit.

Minor Streets

The lack of parking enforcement on the minor streets is showed in the percentage of time limit violators. The Town of Bridgewater has a comprehensive list of streets where no parking is allowed (Appendix); however, with a limited parking enforcement program, motorists will continue to park in areas that are not allowed as well as exceed time limits in areas where parking is allowed.

Overall, the parking demand in the CBD was higher in the afternoon than in the morning but not by a significant amount. The parking demand appears to be relatively constant throughout the day with low points first thing in the morning and during the lunch time period. Figure 3 displays the parking accumulation data for the Central Business District in 2010.

Figure 3: 2010 Bridgewater CBD Parking Accumulations



Parking in Central Square (On Street Angled Spaces, Municipal Lot, and School Street) experienced two peaks, the first around 10:00 A.M. and the second around 2:00 P.M and a similar number of motorists using the on-street parking as compared to those using the municipal lot.

5.3 Bicycle and Pedestrian

Bicycle and pedestrian traffic in Central Square is primarily generated by town employees, Bridgewater State University students and faculty, and visitors patronizing the local businesses. Several municipal buildings, including the Town Hall and Public Library are located within Central Square and generate pedestrian and bicycle trips. Due to the timing of their trip and the demand for parking, in some cases visitors who arrive by automobile must park some distance away from their ultimate destination, and travel from their parking spot to the destination on foot. Bridgewater State University, which abuts Central Square, is a major generator of pedestrian traffic as numerous students frequent the downtown eateries and shops. Many students living in nearby off-campus housing walk or bike to their classes. As noted previously and observed during field visits, numerous students whom commute from far distances tend to park in Central Square occupying valuable parking supply.

Central Square does not provide bicycle lanes so bicycles must share the road with the two lanes of traffic on the northbound and southbound sides of the square. Parking maneuvers such as vehicles backing out of parking spaces create a hazardous condition for bicycle traffic in Central Square. Bicycle storage consists of informal areas such as utility and light poles, trees, and the internal common area guardrail; however, no formal bicycle parking areas exist in Central Square.

The presence of sidewalks is an important feature within a road corridor and at key intersections, especially within town centers. Adequate sidewalks can link residential areas to commercial areas and transit stops to surrounding areas, and can provide an alternative mode to the motor vehicle.

Sidewalks are provided within Central Square and along the highway corridors and other roads to and from the square. Central Square sidewalks consist of a 4-5 foot flagstone walkway with 3-4 foot brick buffer area and raised granite curbing. The size of the sidewalk is capable of supporting pedestrian traffic; however, the texture is problematic due to the uneven surface as well as the challenge to make passable in winter weather. Despite the adequate sidewalks, crossing from one side of Central Square to the other side remains problematic. Central Square lacks adequate signs warning motorists passing through to stop for pedestrians in crosswalks. In addition, the angled parking creates a situation where parked vehicles, especially vans and SUV's, block sight lines, as pedestrians emerge from behind vehicles to cross Central Square. Trucks also add to the hazardous conditions as they block sight lines and impose on adjacent lanes of traffic as they navigate through the square.

The crosswalks in Central Square are faded and lack adequate advance warning signage indicating the presence of pedestrians to motorists. The area can be greatly served by enhanced pedestrian amenities, including pedestrian countdown signals at signalized intersections and possibly raised crosswalks at major crossing points.



Central Square Sidewalk

5.4 Traffic

Central Square, which is under town jurisdiction, is at the junction of three state numbered routes: Broad Street (Route 18), Main Street (Route 28), and Summer Street (Route 104) forming an oval with commercial and residential development on either side. In addition to the convergence of inter-regional arterials, Central Square is also the traditional town center, where town hall and other civic structures are located, as well as a place where shops and eateries are frequented by local residents. The northern side of Central Square is a signalized intersection of the three routes and the southern end of Central Square consists of two yield control access points with South Street (Route 104) entering the oval with a yield control, and Bedford Street (Route 18/28) at the other yield controlled access. Due to the number of access points, turning movements, and angled parking in Central Square, motorists entering, within, and exiting the oval are often forced to focus primarily on other vehicles rather than on bicycles or pedestrians.

Approximately 30,000 vehicles per day (including many trucks) pass through Central Square every day and experience long delays and backups due to complicated weaving and turning movements. This volume of traffic results in a difficult and dangerous automotive and pedestrian environment which limits the connectivity between either side of the Square; between the Bridgewater State University students and the downtown; and, limits residents and visitors using Central Square.



Traffic in Central Square

Northern End

The *2011 Traffic Circulation and Pedestrian Access Study* found that Central Square experiences heavy congestion and failing operations during the morning and afternoon peak periods. Specifically, the Broad Street (Route 18)/Main Street (Route 28)/Summer Street (Route 104) signalized intersection operates under delays with LOS “D” during the morning peak hour and LOS “E” during the afternoon peak hour. Vehicles back up into Central Square from this intersection during the morning and afternoon peak hours and interfere with vehicles entering Central Square from the South Street (Route 104) approach and the Bedford Street (Route 18/28) approach). Moreover, traffic queues from the Plymouth Street (Route 104) BSU Spring Street commuter lot pedestrian crossing and the signalized Plymouth Street (Route 104) & Summer Street intersection back up into the Broad Street (Route 18) & Main Street (Route 28)/Summer Street (Route 104) intersection adding to the back-ups and congestion within Central Square.

Southern End

The southern end of Central Square consists of two yield control access points entering approximately 100 feet from each other. The first yield control is located where South Street (Route 104) and Church Street merge from the west and the second is located where Bedford Street (Route 18/28) and School Street merge from south and east. Church Street intersects the southbound side of the oval providing a cut through between Union Street and Main Street (Route 28) to the north or to Pleasant Street (Route 104) to the south. School Street intersects the northbound side of the oval (just north of the Bedford Street (Route 18/28) approach to the oval) and provides a connection to the west campus of Bridgewater State University. In addition, the Bridgewater Central Fire Station is located just behind Town Hall on School Street and in emergency situations on the west side of Town, the fire trucks must enter Central Square and travel against northbound traffic adding to the complexity and safety of the intersection. Even with the emergency signal preemption system, at times traffic fails to yield to the fire trucks, adding to their response time. The high number of conflicting vehicular movements; the concentration of pedestrian activity; and the public safety component create a congestion and safety problem in need of resolution.

6.0 Alternatives Analysis

The Alternatives Analysis section briefly describes issues that have been identified; the goals of the report; the guiding principles; and a description of each alternative presented. Central Square parking was a central issue identified in the existing conditions section of the report; therefore, each alternative is presented as a change to the Central Square parking program with auxiliary improvements to bicycle, pedestrian, and traffic conditions.

The alternatives presented in this report are:

- Alternative #1: Limited Parking Improvement Program
- Alternative #2: Reduced Angle Parking Supply Program
- Alternative #3: Parallel Parking Program
- Alternative #4: Full Off-Site Parking Program

Identified Issues

The identified issues for Central Square are:

- Central Square angle parking creates hazardous pedestrian crossings and is not bicycle friendly
- Central Square angle parking creates traffic congestion and safety issues for vehicles attempting to leave parking spaces
- The Municipal parking lot is in disrepair, lacks visible parking lines and signage, and does not allow for enough public parking
- Town employees absorb a sizable portion of the downtown parking supply
- Lack of available parking enforcement creates abuse
- Traffic operations at downstream intersections and pedestrian crossings create vehicle backups into Central Square
- Bedford Street (Route 18/28) & School Street & Central Square intersection has numerous conflicting movements adding to traffic congestion and unsafe conditions
- Future residential units in Central Square will further constrain parking supply
- Lack of bicycle accommodations limit bicycle travel
- Commercial development in Central Square is suffering due to the “travel through” rather than “travel to” commuter concept

Goals

The specific goals of this project are to provide the town with assistance to:

- Identify potential parcels for the Town to consider for future parking to allow for the recommended traffic improvements, bikeway improvements, pedestrian improvements, the Town's rezoning efforts, and the Town facilities improvements
- Enhance visibility, safety, and accessibility to existing parking facilities
- Reduce parking conflicts between the students, visitors and residents
- Improve pedestrian access between the university and the downtown
- Provide cost estimate for said improvements and funding options to implement the plan

General Improvements

The following general improvements for Central Square are found in each alternative:

- Improve Bicycle, Pedestrian, and Parking Signage
- Install Formal Bicycle Parking throughout Central Square
- Add ADA Compliant Ramps and Truncated Domes to all Pedestrian Crossings
- Install Rapid Rectangular Flashing Beacons (RRFB) to all Pedestrian Crossings
- Install Curb Extensions to Pedestrian Crossings
- Institute a Shared Parking Program and a Satellite Lot Parking Program
- Improve Traffic Island Pavement Markings
- Create a Wayfinding Sign Program
- Improve Parking Enforcement Program
- Promote Commercial Entities in Central Square that appeal to University Students

While each of the alternatives provides a different way of dealing with the existing parking issues, the consistent message is that Central Square needs to provide a more “complete streets” approach. The potential addition of new residents; the continued growth of Bridgewater State University; the improvements to the town municipal buildings; and, the desired expansion of commercial activity in Central Square, coupled with the current safety issues, make this issue a top priority. The Central Square Parking Program is antiquated and unsafe; therefore, it is recommended that the alternatives presented in this report be considered in order to make conditions safer for all users. Table 2 provides a comparison of each presented alternative and their individual components.

Table 2: Alternatives Comparison

Components	Alternatives			
	Limited	Reduced	Parallel	Off-Street
Parking				
<i>Municipal Lot Upgrades</i>	X	X	X	
<i>Shared Parking Program</i>	X	X	X	X
<i>Satellite Parking Program</i>	X	X	X	X
<i>Large Surface Lot</i>				X
<i>Parking Garage</i>				X
Bicycle				
<i>Improve Signage</i>	X	X	X	X
<i>Install Formal Bicycle Racks</i>	X	X	X	X
<i>Sharrows</i>			X	X
<i>Bike Lanes</i>				X
Pedestrian				
<i>Adding ADA Compliant Ramps with Truncated Domes</i>	X	X	X	X
<i>Improve Signage at all Crossings (RRFB)</i>	X	X	X	X
<i>Adding Colored Textured Crosswalks</i>	X	X	X	X
<i>Reduction from 3 Crossings to 2</i>	X			
<i>Keep and Realign 3 Crossings</i>		X	X	X
<i>Expanding Width of Sidewalks</i>			X	X
Traffic				
<i>Minor Signal Timing Adjustments</i>	X	X	X	X
<i>Improve Traffic Island Pavement Markings</i>	X	X	X	X
<i>School Street Modifications</i>			X	X
<i>Right Turn IN and OUT Only</i>			X	X
<i>One Way OUT Only</i>				X
<i>Closed to Thru Traffic</i>				X

Guiding Principles

The following guiding principals were applied to the aforementioned list of issues while considering the specific goals of the project in order to identify the group of alternatives highlighted in Sections 5.1 - 5.4.

Pedestrians

The typical pedestrian will not walk over 1 mile to work or over ½ mile to catch a bus, and about 80 percent of the distances traveled by the pedestrian will be less than ½ mile. In addition, pedestrians tend to walk in a path representing the shortest distance between two points. Very young pedestrians are often careless in traffic from either inexperience or exuberance, whereas older pedestrians may be affected by limitations in sensory, perceptual, cognitive, or motor skills (*AASHTO: A Policy on Geometric Design of Highways and Streets (2011)*).

GreenDOT

A policy directive of the Massachusetts Department of Transportation (MassDOT), GreenDOT is a comprehensive environmental and sustainability initiative that will make MassDOT a national leader in “greening” the state’s transportation system. MassDOT will promote sustainable economic development, protect the natural environment, and enhance the quality of life for all of the Commonwealth’s residents and visitors through the full range of activities, from strategic planning to construction and system operations. GreenDOT will be driven by three primary goals: reduce greenhouse gas emissions; promote healthy transportation options of walking, bicycling and public transit; and support smart growth development.

Complete Streets

Complete Streets is a design initiative that supports safe, attractive, and comfortable access for all users, including motorists, pedestrians, bicyclists, and transit users. In addition to enhancing safety and mobility, “Complete Street” designed roadways often enhance the surrounding community and environment through traffic calming techniques and vegetated streetscapes. Complete Streets are characterized by wide paved shoulders or separate bicycling lanes; sidewalks separated from the roadway by raised curbing and/or vegetation; well-placed and well-designed crosswalks; raised medians providing crossing refuge; and bulb-outs at intersections to prevent high-speed turning vehicles and shorten crossing distance for pedestrians.

Intermodalism

The intermodal aspect of transportation involves the transfer to and from one mode of transportation to another. Intermodal facilities succeed when they are convenient and cost effective. Intermodalism integrates all transportation modes such as: Automobile, Motorcycle, Transit, Rail, Bus, Water, Air, Walking, and Bicycling to create a seamless transportation network that provides a hub that supports all transportation modes, attracts more people, and increases efficiency.

Access Management

Access Management is the planning of the location, design, and operation of driveways, median openings, interchanges, and street connections. Although some access management techniques include limiting the number of curb cuts, adding medians, and reducing turning movements, studies show that well planned access management design and modifications do not negatively impact businesses. Access Management applications result in reduced blocking of driveways by queues, better access between neighborhoods and businesses, and safer overall driving conditions.

Shared Parking

Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. This approach allows for a specific parking space to have more usage while benefiting complementary users.

6.1 Alternative #1: Limited Parking Improvement Program

The Limited Parking Improvement Program Alternative includes no change to the angle parking in Central Square; improvements to the Municipal Lot; a Shared Parking Program; a Satellite Lot Parking Program; addition of bicycle accommodations; realignment of pedestrian crossings; and, minor traffic signal operations improvements. The Limited Parking Improvement Program Alternative utilized the Low Cost and Short Term improvement approach.

Parking

Municipal Lot Upgrades

The Municipal Lot would be resurfaced and repainted to accommodate more public parking and a portion of the permit parking spaces for town employees could be relocated to satellite lots with potential shuttle services. With a one way circulation and clear space painting similar to the neighboring CVS parking lot, the Municipal Lot could accommodate approximately 35-50 parking spaces, which could allow for more public parking or future residential needs. This upgrade could be a public/private partnership as both entities would benefit from the improvements.

Shared Parking Program

Central Square businesses would be encouraged to participate in a shared parking program where tenants of future residential units could park in their lots during down time and be required to leave when the businesses open for operation. The following parcels have been identified as potential areas for the Shared Parking Program:

- 34-57-0-R: Bridgewater Savings Bank
- 34-185-0-R: CVS Pharmacy
- 34-204-3-0-R: Walgreens Pharmacy
- 34-47-0-R: Cumberland Farms Overflow Parking Lot

The agreements for the shared parking program could include language regarding the number of spaces dedicated for the program, their location, and the associated time limits. The business owners would likely benefit from the increased business from residents living in close proximity to their establishments while the residents would benefit from having their vehicle nearby.

Satellite Lot Parking Program

The Satellite Lot Parking Program would provide off-street parking for town employees, visitors, and residents willing to participate in the program. Shuttle services could be provided by the town; however, the cost would need to be considered before implementing such a service. The following parcels have been identified as potential areas for the Satellite Lot Parking Program:

- 20-40-0-E: McElwain School
- 21-A-CR-0-E: Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot
- 21-202-0-R & 21-203-0-R: Vacant Parcels (Paved)
- 34-218-0-R: Former Mobil Gas Station (Vacant)

The McElwain School is owned by the Town and can be used as a satellite lot in the short term. The Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot is currently being used by Crispi's Restaurant, for other commercial establishments in the immediate area, and as a public lot. There are discussions underway between the Town, the MBTA, and Bridgewater State University to formally transfer ownership of adjacent parking areas which could make this a formal Town owned lot. The vacant parcels (21-202-0-R & 21-203-0-R) on Bedford Street (Route 18) and the Former Mobil Gas station parcel are privately owned and therefore would require their purchase, lease, or formal agreement between the parties to allow for the use in the Satellite Lot Parking Program.

Bicycle and Pedestrian

Bicycle Accommodations

Bicycle lanes cannot be included in Central Square in its current form due to the lack of available space so bicycles must share the road with the two lanes of traffic on the northbound and southbound sides. The use of sharrows would also not be recommended due to the head-in-first angle parking as vehicles attempting to leave their spots would have a difficult time seeing an approaching bicyclist resulting in a dangerous situation. Adding appropriate bicyclist signage (R4-11, W11-1, or W16-1P) to improve bicycle safety would be the only item included in Alternative #1. The roadways leading to Central Square would have the same treatment unless roadway right of way and vehicle speeds allows for bicycle lanes and/or sharrows. Formal bicycle racks would be provided at key locations within Central Square.

Pedestrian Accommodations

The pedestrian accommodations would include the reduction and realignment of the three (3) existing pedestrian crossings. The reduction would include keeping the two (2) pedestrian crossings at both ends of Central Square and eliminating the pedestrian crossing located in the middle due to the angle parking remaining in place and the associated safety issues identified in the existing conditions section. The two remaining pedestrian crossings would be realigned to connect straight across Central Square instead of at angles. In addition, all Central Square pedestrian crosswalks would include a colored textured surface, Americans with Disabilities Act (ADA) compliant ramps with truncated domes, and appropriate signage to enhance visibility of the pedestrian crossing areas.



Colored Textured Crosswalk

Traffic

Signal Operation

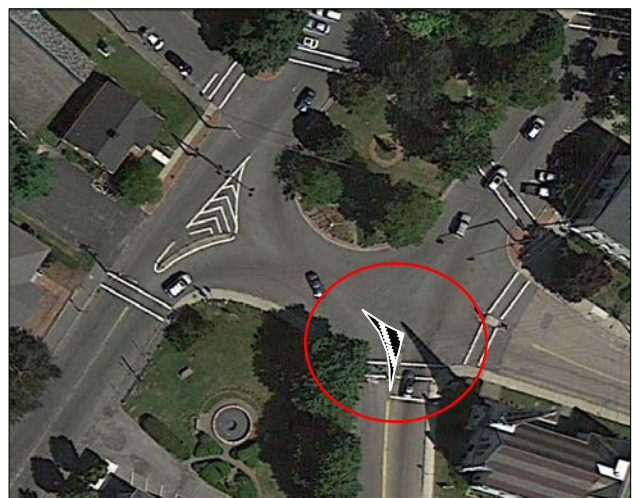
Traffic operations improvements would include optimizing the Broad Street (Route 18) & Main Street (Route 28) / Summer Street (Route 104) and Pleasant Street (Route 104) & Summer Street signal timings to provide for better phasing and reduced vehicle queuing. In addition, both aforementioned signals could potentially be changed to a coordinated signal system similar to that found at the signals at the Route 24 & Route 104 interchange area.

Pavement Markings

A smaller version of the painted triangle found at the southern end of Central Square where South Street (Route 104) and Church Street intersect with Central Square would be applied where Bedford Street (Route 18/28) and School Street intersect with Central Square. This application would provide clearer vehicle channelization at the intersection where there exists numerous conflicting movements.

Depending on the size, this painted traffic island could reduce the speeds of the vehicles traveling southbound at that intersection. The addition of enhanced pedestrian signage (as discussed below) would also provide traffic calming at that location.

In addition, retroreflective paint could be added to the curb of the existing Municipal Lot entrance to enhance visibility during the evenings.



Pavement Marking Improvement

Signage

Parking

A consistent parking signage program would be instituted in order to communicate a clear direction for motorists. The Parking Area Guide Sign (D4-1) found in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) is currently posted on the northbound side of Central Square directing motorists to the Municipal Lot; however, it is in poor condition and need of replacement. The new signs would be retroreflective and would have a reflective post panels to enhance visibility.



Parking Area Guide Sign (D4-1)

Bicycle and Pedestrian

Bicycle advisory signs would be installed at the entrance to Central Square on both the northern and southern end to emphasize the existence of bicycle traffic and the need to share the road. In addition, pedestrian actuated Rapid Rectangular Flashing Beacons (RRFB) would be installed at all of the crosswalk locations in Central Square. Signs would be installed at both sides of the street at crossings where bi-directional traffic exists and each sign post would have a double sign (back to back) allowing for visibility from both directions of travel. The flashing signs are pedestrian actuated and high intensity flashing lights improve visibility of pedestrian crossings.



Pedestrian Actuated Rapid Rectangular Flashing Beacon



Bicycle Advisory Sign (W11-1)



Advisory Sign (W16-1P)

Wayfinding

A wayfinding sign program which directs visitors to commercial business areas, civic locations, open space locations, and to the Bridgewater State University areas would help reduce the confusion and therefore added congestion from motorists who circle Central Square looking for parking and access to those aforementioned uses. This wayfinding sign program could be designed in partnership with the local business community as well as with the Bridgewater State University to allow for collaborative input.

6.2 Alternative #2: Reduced Angle Parking Supply Program

The Reduced Angle Parking Supply Program Alternative includes the same improvements to the Municipal Lot; the Shared Parking Program; the Satellite Lot Parking Program; and, the addition of bicycle accommodations found in the Limited Parking Improvement Program Alternative.

New elements incorporated in the Reduced Angle Parking Supply Program include eliminating all angle parking on the northbound side Central Square; providing different locations for pedestrian crossings; and, different traffic signal operations improvements. The Reduced Angle Parking Supply Program Alternative also utilized the Low Cost and Short Term improvement approach.

Parking

Northbound On-Street Parking Elimination

The on-street angle parking on the northbound side of Central Square would be eliminated to allow for Route 104 traffic traveling through Central Square to do so without getting caught in the queue of vehicles which at times is constricted by the angle parking. Route 104 vehicle queuing would be reduced and parking safety issues would be eliminated on the northbound side of Central Square; however, the parking safety issues on the southbound side would remain and the additional Route 104 traffic would impact the next signal at Plymouth Street (Route 104) & Summer Street as well as the Spring Street BSU commuter lot pedestrian crossing. In addition, the twenty (20) angle spaces would need to be moved to the Municipal Lot and therefore, more parking program shifting would be required.

Municipal Lot Upgrades (Same as Limited Program)

The Municipal Lot would be resurfaced and repainted to accommodate more public parking and a portion of the permit parking spaces for town employees could be relocated to satellite lots with potential shuttle services. With a one way circulation and clear space painting similar to the neighboring CVS parking lot, the Municipal Lot could accommodate approximately 35-50 parking spaces, which could allow for more public parking, more town employees, or future residential needs. It should be noted that with the elimination of the twenty (20) angled parking spaces on the northbound side of Central Square, the municipal lot would be the logical place for their relocation, thus, reducing the future residential capacity. This upgrade could be a public/private partnership as both entities would benefit from the improvements.

Shared Parking Program (Same as Limited Program)

Central Square businesses would be encouraged to participate in a shared parking program where tenants of future residential units could park in their lots during down time and be required to leave when the businesses open for operation. The following parcels have been identified as potential areas for the Shared Parking Program:

- 34-57-0-R: Bridgewater Savings Bank
- 34-185-0-R: CVS Pharmacy
- 34-204-3-0-R: Walgreens Pharmacy
- 34-47-0-R: Cumberland Farms Overflow Parking Lot

The agreements for the shared parking program could include language regarding the number of spaces dedicated for the program, their location, and the associated time limits. The business owners would likely benefit from the increased business from residents living in close proximity to their establishments while the residents would benefit from having their vehicle nearby.

Satellite Lot Parking Program (Same as Limited Program)

The Satellite Lot Parking Program would provide off-street parking for town employees, visitors, and residents willing to participate in the program. Shuttle services could be provided by the town; however, the cost would need to be considered before implementing such a service. The following parcels have been identified as potential areas for the Satellite Lot Parking Program:

- 20-40-0-E: McElwain School
- 21-A-CR-0-E: Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot
- 21-202-0-R & 21-203-0-R: Vacant Parcels (Paved)
- 34-218-0-R: Former Mobil Gas Station (Vacant)

The McElwain School is owned by the Town and can be used as a satellite lot in the short term. The Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot is currently being used by Crispi's Restaurant, for other commercial establishments in the immediate area, and as a public lot. There are discussions underway between the Town, the MBTA, and Bridgewater State University to formally transfer ownership of adjacent parking areas which could make this a formal Town owned lot. The vacant parcels (21-202-0-R & 21-203-0-R) on Bedford Street (Route 18) and the Former Mobil Gas station parcel are privately owned and therefore would require their purchase, lease, or formal agreement between the parties to allow for the use in the Satellite Lot Parking Program.

Bicycle and Pedestrian

Bicycle Accommodations

A bicycle lane could be accommodated on the northbound side of Central Square with the elimination of the angle parking; however, due to the lack of a bicycle lane on the southbound side it would not be recommended due to the lack of consistency. The bicyclists would need to continue to share the road with the two lanes of traffic on the northbound and southbound sides. The use of sharrows would also not be recommended due to the head-in-first angle parking and the lack of consistency in Central Square. Adding appropriate bicyclist signage (R4-11, W11-1, or W16-1P) to improve bicycle safety would continue to be the only item included in Alternative #2. The roadways leading to Central Square would have the same treatment unless roadway right of way and vehicle speeds allows for bicycle lanes and/or sharrows. Formal bicycle racks would be provided at key locations within Central Square.

Pedestrian Accommodations

The pedestrian accommodations would include keeping the three (3) existing pedestrian crossings in Central Square and realigning them to connect straight across instead of at angles. In addition, all Central Square pedestrian crosswalks would include a colored textured surface, Americans with Disabilities Act (ADA) compliant ramps with truncated domes, and appropriate signage to enhance visibility of the pedestrian crossing areas.

Keeping the three (3) pedestrian crossings would potentially include losing approximately 1-2 angle parking spaces on the southbound side due to the realignment of the northernmost crosswalk; however, the middle crossing would connect directly with the Municipal Lot (via the existing alley way) with appropriate pavement markings and signage providing visitors with information on how to access the businesses of Central Square.



Colored Textured Crosswalk

Traffic

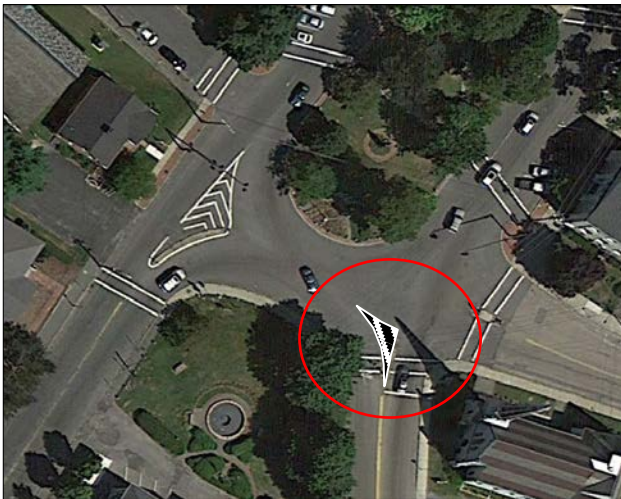
Signal Operation

Traffic operations improvements would include changing the timing of the Broad Street (Route 18) & Main Street (Route 28) / Summer Street (Route 104) signal to allow for more Central Square northbound green time especially in the afternoon peak period. This would provide less queuing on the northbound side of Central Square; however, the Pleasant Street (Route 104) & Summer Street signal would also need retiming and the Spring Street BSU Commuter Lot pedestrian crossing would need to be upgraded in order to handle the increased eastbound flow of traffic on Route 104. In addition, both aforementioned signals could potentially be changed to a coordinated signal system similar to that found at the signals at the Route 24 & Route 104 interchange area.

Pavement Markings (Same as Limited Program)

A smaller version of the painted triangle found at the southern end of Central Square where South Street (Route 104) and Church Street intersect with Central Square would be applied where Bedford Street (Route 18/28) and School Street intersect with Central Square. This application would provide clearer vehicle channelization at the intersection where there exists numerous conflicting movements.

Pavement Marking Improvement



Depending on the size, this painted traffic island could reduce the speeds of the vehicles traveling southbound at that intersection. The addition of enhanced pedestrian signage (as discussed below) would also provide traffic calming at that location.

In addition, retroreflective paint could be added to the curb of the existing Municipal Lot entrance to enhance visibility during the evenings.

Signage

Parking (Same as Limited Program)

A consistent parking signage program would be instituted in order to communicate a clear direction for motorists. The Parking Area Guide Sign (D4-1) found in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) is currently posted on the northbound side of Central Square directing motorists to the Municipal Lot; however, it is in poor condition and need of replacement. The new signs would be retroreflective and would have a reflective post panels to enhance visibility.



Parking Area Guide Sign (D4-1)

Bicycle and Pedestrian (Same as Limited Program)

Bicycle advisory signs would be installed at the entrance to Central Square on both the northern and southern end to emphasize the existence of bicycle traffic and the need to share the road. In addition, pedestrian actuated Rapid Rectangular Flashing Beacons (RRFB) would be installed at all of the crosswalk locations in Central Square. Signs would be installed at both sides of the street at crossings where bi-directional traffic exists and each sign post would have a double sign (back to back) allowing for visibility from both directions of travel. The flashing signs are pedestrian actuated and high intensity flashing lights improve visibility of pedestrian crossings.



Pedestrian Actuated Rapid Rectangular Flashing Beacon



Bicycle Advisory Sign (W11-1)



Advisory Sign (W16-1P)

Wayfinding (Same as Limited Program)

A wayfinding sign program which directs visitors to commercial business areas, civic locations, open space locations, and to the Bridgewater State University areas would help reduce the confusion and therefore added congestion from motorists who circle Central Square looking for parking and access to those aforementioned uses. This wayfinding sign program could be designed in partnership with the local business community as well as with the Bridgewater State University to allow for collaborative input.

6.3 Alternative #3: Parallel Parking Program

The Parallel Parking Program Alternative includes the same improvements to the Municipal Lot; the Shared Parking Program; and, the Satellite Lot Parking Program found in the Limited Parking Improvement Program Alternative.

New elements incorporated in the Parallel Parking Program include changing the entire supply of existing angle parking in Central Square to parallel parking; different bicycle accommodations; new realignment of the pedestrian crossings; minor traffic signal operations improvements; and, a potential traffic modification for School Street. The Parallel Parking Program Alternative utilized the Medium Cost and Medium Term improvement approach.

Parking

Angle to Parallel Parking

The entire supply of on-street angle parking in Central Square would be changed to parallel parking. This would have many benefits; namely it would allow for Route 104 traffic traveling through Central Square to do so without getting caught in the queue of vehicles, which at times is constricted by the angle parking. Route 104 vehicle queuing would be reduced and parking safety issues would be eliminated on both sides of Central Square. The northbound side of Central Square contains approximately 260 feet from curb to curb and the southbound side of Central Square contains approximately 360 feet from curb to curb. Using a standard size of 9' x 24' for a parallel parking space and accounting for the existing driveways and pedestrian crossings, approximately 8-9 parallel parking spaces could fit on the northbound side of Central Square and approximately 9-10 parallel parking spaces could fit on the southbound side of Central Square.

Figure 4: Angle Parking Versus Parallel Parking

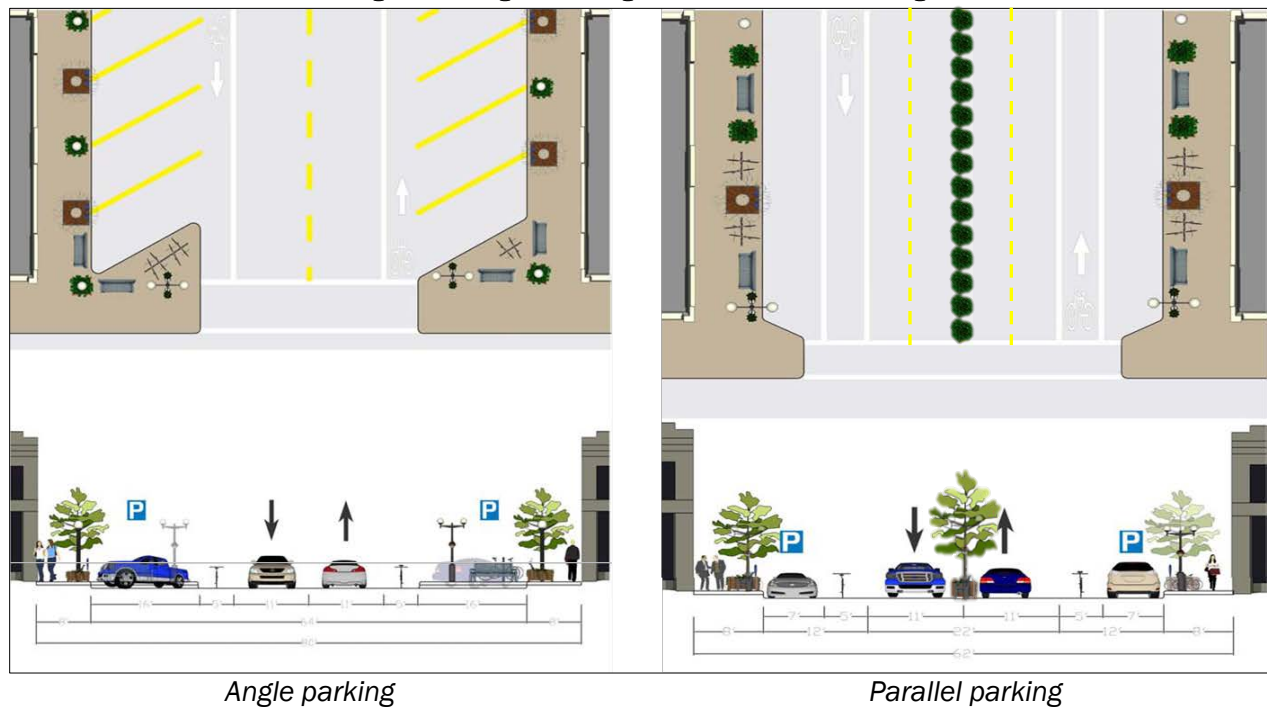


Figure 5: Central Square Parallel Parking Rendering



(Figure does not show actual parking program – for conceptual use only)

Figure 5 shows that the parallel parking program would allow for two lanes of traffic on both sides of Central Square; therefore, increasing the capacity of the circle. However, capacity will be influenced by visitors arriving to and leaving from parking spaces. The parallel parking program would also provide for bicycle accommodations (sharrows) and for better sight distances for pedestrians crossing the street.

Municipal Lot Upgrades (Same as Limited Program)

The Municipal Lot would be resurfaced and repainted to accommodate more public parking and a portion of the permit parking spaces for town employees could be relocated to satellite lots with potential shuttle services. With a one way circulation and clear space painting similar to the neighboring CVS parking lot, the Municipal Lot could accommodate approximately 35-50 parking spaces which could allow for more public parking, more town employees, or future residential needs. It should be noted that with the elimination of the twenty (20) angled parking spaces on the northbound side of Central Square, the municipal lot would be the logical place for their relocation, thus, reducing the future residential capacity. This upgrade could be a public/private partnership as both entities would benefit from the improvements.

Shared Parking Program (Same as Limited Program)

Central Square businesses would be encouraged to participate in a shared parking program where tenants of future residential units could park in their lots during down time and be required to leave when the businesses open for operation. The following parcels have been identified as potential areas for the Shared Parking Program:

- 34-57-0-R: Bridgewater Savings Bank
- 34-185-0-R: CVS Pharmacy
- 34-204-3-0-R: Walgreens Pharmacy
- 34-47-0-R: Cumberland Farms Overflow Parking Lot

The agreements for the shared parking program could include language regarding the number of spaces dedicated for the program, their location, and the associated time limits. The business owners would likely

benefit from the increased business from residents living in close proximity to their establishments while the residents would benefit from having their vehicle nearby.

Satellite Lot Parking Program (Same as Limited Program)

The Satellite Lot Parking Program would provide off-street parking for town employees, visitors, and residents willing to participate in the program. Shuttle services could be provided by the town; however, the cost would need to be considered before implementing such a service. The following parcels have been identified as potential areas for the Satellite Lot Parking Program:

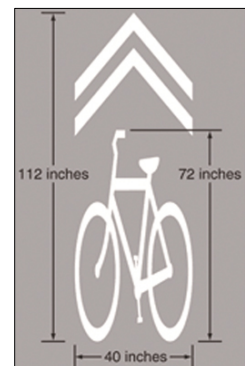
- 20-40-0-E: McElwain School
- 21-A-CR-0-E: Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot
- 21-202-0-R & 21-203-0-R: Vacant Parcels (Paved)
- 34-218-0-R: Former Mobil Gas Station (Vacant)

The McElwain School is owned by the Town and can be used as a satellite lot in the short term. The Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot is currently being used by Crispi's Restaurant, for other commercial establishments in the immediate area, and as a public lot. There are discussions underway between the Town, the MBTA, and Bridgewater State University to formally transfer ownership of adjacent parking areas which could make this a formal Town owned lot. The vacant parcels (21-202-0-R & 21-203-0-R) on Bedford Street (Route 18) and the Former Mobil Gas station parcel are privately owned and therefore would require their purchase, lease, or formal agreement between the parties to allow for the use in the Satellite Lot Parking Program.

Bicycle and Pedestrian

Bicycle Accommodations

The bicyclists would need to continue to share the road with the two lanes of traffic on the northbound and southbound sides; however, the use of sharrows would be recommended due to the parallel parking. Adding appropriate bicyclist signage (R4-11, W11-1, or W16-1P) to improve bicycle safety would supplement the addition of sharrows. The roadways leading to Central Square would have the same treatment unless roadway right of way and vehicle speeds allows for bicycle lanes and/or sharrows. Formal bicycle racks would be provided at key locations within Central Square.



Bicycle Sharrow

Pedestrian Accommodations (Same as Reduced Program)

The pedestrian accommodations would include keeping the three (3) existing pedestrian crossings in Central Square and realigning them to connect straight across instead of at angles. In addition, all Central Square pedestrian crosswalks would include a colored textured surface and Americans with Disabilities Act (ADA) compliant ramps with truncated domes to enhance visibility of the pedestrian crossing areas.



Colored Textured Crosswalk

Keeping the three (3) pedestrian crossings would potentially include losing approximately 4-5 parallel parking spaces on both sides due to the existing driveways; however, the middle crossing would connect directly with the Municipal Lot (via the existing alley way) with appropriate pavement markings and signage providing visitors with information on how to access the businesses of Central Square. The crosswalks at the top and bottom of Central Square present challenges in this option due to the merging traffic

and the two lane layout, therefore, additional accommodations may be needed or consideration may need to be given to reducing the number of crossings.

Traffic

Signal Operation (Same as Reduced Program)

Traffic operations improvements would include changing the timing of the Broad Street (Route 18) & Main Street (Route 28) / Summer Street (Route 104) signal to allow for more Central Square northbound green time. This would provide less queuing on the northbound side of Central Square; however, the Pleasant Street (Route 104) & Summer Street signal would also need retiming and the Spring Street BSU Commuter Lot pedestrian crossing would need to be upgraded in order to handle the increased eastbound flow of traffic on Route 104. In addition, both aforementioned signals could potentially be changed to a coordinated signal system similar to that found at the signals at the Route 24 & Route 104 interchange area.

School Street Modifications and Pavement Markings

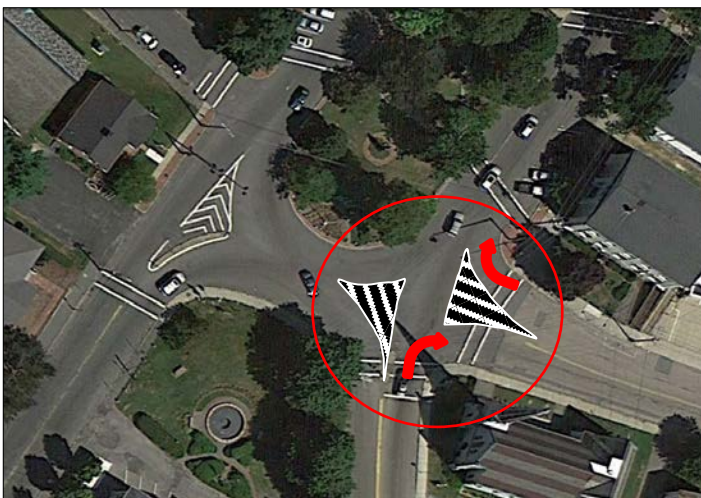
Traffic modifications to School Street could be considered to reduce the conflicts where Bedford Street (Route 18/28) & School Street merge with Central Square. As previously noted, this intersection has a high number of conflicting vehicular movements and a concentration of pedestrian activity (junction of Central Square and BSU). As such, the following traffic modification to School Street is presented as a potential mitigating strategy:

Right Turn In and Right Turn Out

The Right Turn In and Right Turn Out option would continue to allow for traffic circulation in and out of the Municipal Lot located behind Town Hall and for vehicles to access Central Square from School Street via a right turn while no longer allowing vehicles in Central Square to make a thru movement to School Street. This option is very similar to a One Way Out restriction; however, a Bedford Street (Route 18/28) northbound right turn onto School Street would still be allowed (access to BSU).

Additional painted triangles would be applied where Bedford Street (Route 18/28) and School Street merge with Central Square to change the operation to a right turn in and right turn out function with straight thru movements from Central Square to School Street being eliminated. This application would

Right Turn In Right Turn Out Pavement Marking Improvement



provide clearer vehicle channelization at the intersection where there exists numerous conflicting movements while allowing for continued use of School Street.

The addition of enhanced pedestrian signage (as discussed below) would also provide traffic calming at that location. In addition, retroreflective paint could be added to the curb of the existing Municipal Lot entrance to enhance visibility during the evenings.

Signage

Parking (Same as Limited Program)

A consistent parking signage program would be instituted in order to communicate a clear direction for motorists. The Parking Area Guide Sign (D4-1) found in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) is currently posted on the northbound side of Central Square directing motorists to the Municipal Lot; however, it is in poor condition and need of replacement. The new signs would be retroreflective and would have a reflective post panels to enhance visibility.



Parking Area Guide Sign (D4-1)

Bicycle and Pedestrian (Same as Limited Program)

Bicycle advisory signs would be installed at the entrance to Central Square on both the northern and southern end to emphasize the existence of bicycle traffic and the need to share the road. In addition, pedestrian actuated Rapid Rectangular Flashing Beacons (RRFB) would be installed at all of the crosswalk locations in Central Square. Signs would be installed at both sides of the street at crossings where bi-directional traffic exists and each sign post would have a double sign (back to back) allowing for visibility from both directions of travel. The flashing signs are pedestrian actuated and high intensity flashing lights improve visibility of pedestrian crossings.



Pedestrian Actuated Rapid Rectangular Flashing Beacon



Bicycle Advisory Sign (W11-1)



Advisory Sign (W16-1P)

Wayfinding (Same as Limited Program)

A wayfinding sign program which directs visitors to commercial business areas, civic locations, open space locations, and to the Bridgewater State University areas would help reduce the confusion and therefore added congestion from motorists who circle Central Square looking for parking and access to those aforementioned uses. This wayfinding sign program could be designed in partnership with the local business community as well as with the Bridgewater State University to allow for collaborative input.

6.4 Alternative #4: Full Off-Street Parking Program

The Full Off-Street Parking Program Alternative only includes the same Shared Parking Program and the Satellite Lot Parking Program found in the Limited Parking Improvement Program Alternative.

New items found in the Full Off-Street Parking Program include eliminating all on-street parking in Central Square and constructing either a large surface lot or structured parking garage at the Municipal Lot, Fire Station and adjacent house lot (#15 School Street) location; the addition of bicycle lanes on both sides of Central Square; slightly different pedestrian crossing accommodations; and, three potential traffic modification options for School Street.

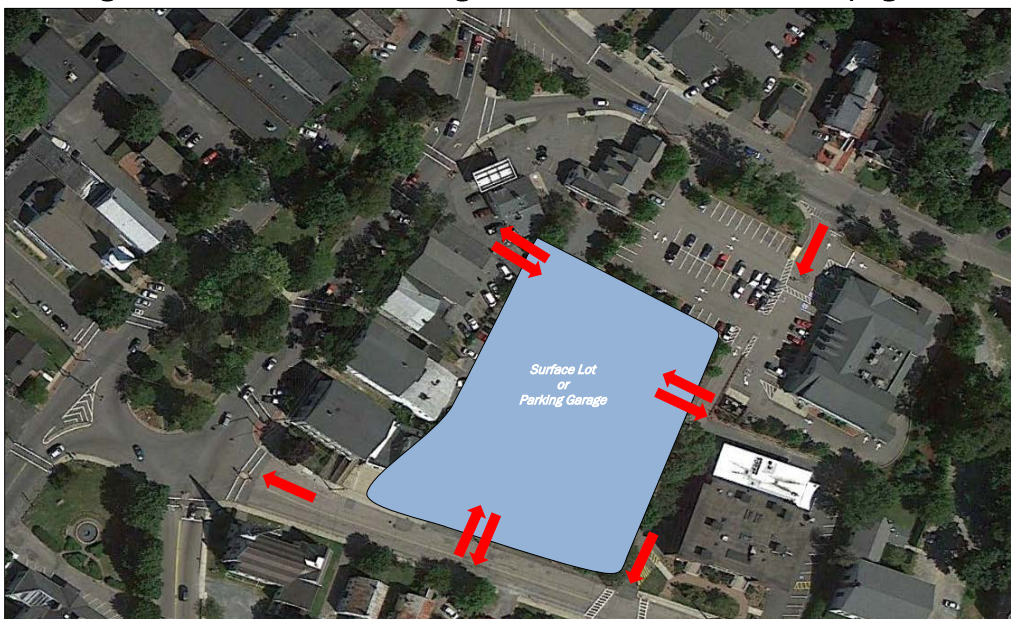
Specifically, School Street Option #1 (also found in the Parallel Parking Program) would be a Right Turn In and Right Turn Out restriction; Option #2 would be a One Way Out restriction; and, Option #3 would be a Full Closure restriction. The Full Off-Street Parking Program Alternative utilized the High Cost and Long Term improvement approach.

Parking

Full Off-Street Parking

The entire supply of on-street angle parking (41 spaces) in Central Square would be eliminated and moved to the future large surface lot or structured parking garage behind Town Hall. In this alternative, the Fire Station would be relocated and the adjacent house would be demolished or relocated to make room for either a surface lot or parking structure. The combination of the three parcels (Municipal Lot, Fire Station, and adjacent house) would allow for approximately 100-150 surface spaces or approximately 200-250 structured spaces. The elimination of the angle parking would improve traffic circulation (parked vehicles would not block traffic); enhance pedestrian safety; provide for safer bicycle travel; and, reduce conflicts at the School Street approach. Figure 7 displays the location of the potential surface lot or parking structure as well as the potential access and egress points.

Figure 6: Surface Lot or Parking Structure Location and Access/Egress



Figures do not show actual parking program – for conceptual use only

The off street parking program would require traffic modifications to be made on School Street to accommodate the vehicles entering and exiting the parking lot or structure. The traffic section (see below) highlights the three (3) potential modifications provided and summarizes their components.

The structured parking option would provide for a larger parking supply (compared to the surface lot option) depending on the size and height but the potential cost is generally much more than a surface lot. However, the centralized nature of the parking structure could serve a multitude of needs and as a public/private partnership as the first floor could have commercial entities facing the street. This added economic development would help with the redevelopment efforts underway and the added parking supply could potentially serve the future residential as part of the mixed use zoning change. Moreover, the off street parking program would include the relocation of the fire station solving the current issue of fire trucks having to Central Square and travel against northbound traffic. Figure 8 shows a rendering of a potential parking structure constructed behind Town Hall in Central Square.

Figure 7: Central Square Structured Parking Rendering



(Figure does not show actual parking program – for conceptual use only)

The benefits of the parking structure include, but are not limited to: serving as a satellite parking lot location; serving as a potential shared parking lot location; and serving as an intermodal site where transfers to and from one mode of transportation to another could occur. The Town would need to work closely with Bridgewater State University and the Central Square business owners to determine the appropriate location, size, height, and design as all parties could benefit from this option.

Shared Parking Program (Same as Limited Program)

Central Square businesses would be encouraged to participate in a shared parking program where tenants of future residential units could park in their lots during down time and be required to leave when the businesses open for operation. The following parcels have been identified as potential areas for the Shared Parking Program:

- 34-57-0-R: Bridgewater Savings Bank
- 34-185-0-R: CVS Pharmacy
- 34-204-3-0-R: Walgreens Pharmacy
- 34-47-0-R: Cumberland Farms Overflow Parking Lot

The agreements for the shared parking program could include language regarding the number of spaces dedicated for the program, their location, and the associated time limits. The business owners would likely benefit from the increased business from residents living in close proximity to their establishments while the residents would benefit from having their vehicle nearby.

Satellite Lot Parking Program (Same as Limited Program)

The Satellite Lot Parking Program would provide off-street parking for town employees, visitors, and residents willing to participate in the program. Shuttle services could be provided by the town; however, the cost would need to be considered before implementing such a service. The following parcels have been identified as potential areas for the Satellite Lot Parking Program:

- 20-40-0-E: McElwain School
- 21-A-CR-0-E: Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot
- 21-202-0-R & 21-203-0-R: Vacant Parcels (Paved)
- 34-218-0-R: Former Mobil Gas Station (Vacant)

The McElwain School is owned by the Town and can be used as a satellite lot in the short term. The Commonwealth of Massachusetts Rail ROW & Unpaved Parking Lot is currently being used by Crispi's Restaurant, for other commercial establishments in the immediate area, and as a public lot. There are discussions underway between the Town, the MBTA, and Bridgewater State University to formally transfer ownership of adjacent parking areas which could make this a formal Town owned lot. The vacant parcels (21-202-0-R & 21-203-0-R) on Bedford Street (Route 18) and the Former Mobil Gas station parcel are privately owned and therefore would require their purchase, lease, or formal agreement between the parties to allow for the use in the Satellite Lot Parking Program.

Bicycle and Pedestrian

Bicycle Accommodations

The elimination of on-street parking would now allow for a bicycle lane on both sides of Central Square. The bicycle lane would be 5 feet wide with the two lanes of traffic on the northbound and southbound sides. Appropriate bicycle lane signage (R3-17) would need to be added to make motorists aware of the bicycle lanes. The roadways leading to and away from Central Square would need to have the same treatment in order to implement this improvement. Formal bicycle racks would be provided at key locations within Central Square.



Bicycle Lane Sign (R3-17)

Pedestrian Accommodations

The pedestrian accommodations would include keeping the three (3) existing pedestrian crossings in Central Square and realigning them to connect straight across instead of at angles. In addition, all Central Square pedestrian crosswalks would include a colored textured surface to enhance visibility of the pedestrian crossing areas. The middle crossing would connect directly with the Municipal Lot (via the existing alley way) with appropriate pavement markings and signage providing visitors with information on how to access the businesses of Central Square. The crosswalks at the top and bottom of Central Square present challenges in this option due to the merging traffic and the two lane layout, therefore, additional accommodations may be needed or consideration may need to be given to reducing the number of crossings.

Figure 8: Full Off-Street Parking Program Street Rendering



(Figure does not show actual street program – for conceptual use only)



Supplemental Pedestrian Crosswalk Signs



Colored Textured Crosswalk

Traffic

Signal Operation

Traffic operations improvements would include changing the timing of the Broad Street (Route 18) & Main Street (Route 28) / Summer Street (Route 104) signal to allow for more Central Square northbound green time. This would provide less queuing on the northbound side of Central Square; however, the Pleasant Street (Route 104) & Summer Street signal would also need retiming and the Spring Street BSU Commuter Lot pedestrian crossing would need to be upgraded in order to handle the increased eastbound flow of traffic on Route 104. In addition, both aforementioned signals could potentially be changed to a coordinated signal system similar to that found at the signals at the Route 24 & Route 104 interchange area.

School Street Modifications and Pavement Markings

Traffic modifications to School Street would need to be considered to accommodate the vehicles entering and exiting the parking lot or structure. As previously noted, the intersection where Bedford Street (Route 18/28) and School Street merge with Central Square has a high number of conflicting vehicular movements and a concentration of pedestrian activity (junction of Central Square and BSU) and with the added trips to and from the off-street parking area would exacerbate the current congestion and safety problem. As such, the following traffic modifications to School Street are presented as potential mitigating strategies:

Option #1: Right Turn In and Right Turn Out (also found in the Parallel Parking Program)

The Right Turn In and Right Turn Out option would continue to allow for vehicles to access Central Square from School Street via a right turn while no longer allowing vehicles in Central Square to make a thru movement to School Street. This option is very similar to the One Way Out restriction; however, a Bedford Street (Route 18/28) northbound right turn onto School Street would still be allowed.

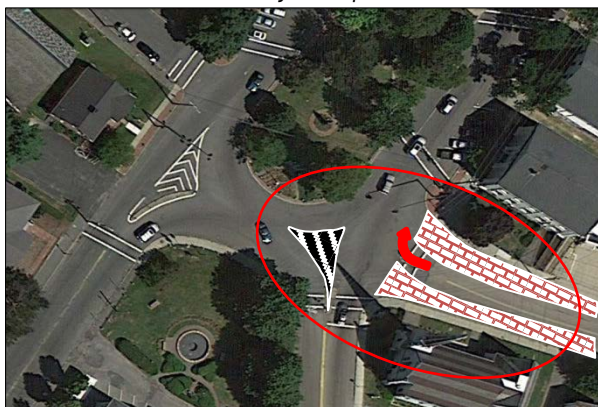
Option #2: One Way Out

The One Way Out option would also allow for traffic circulation in and out of the parking area located behind Town Hall. Similar to the Right Turn In and Right Turn Out option, it would continue to allow for vehicles to access Central Square from School Street via a right turn while importantly, no longer allowing vehicles in Central Square to make a thru movement to School Street.

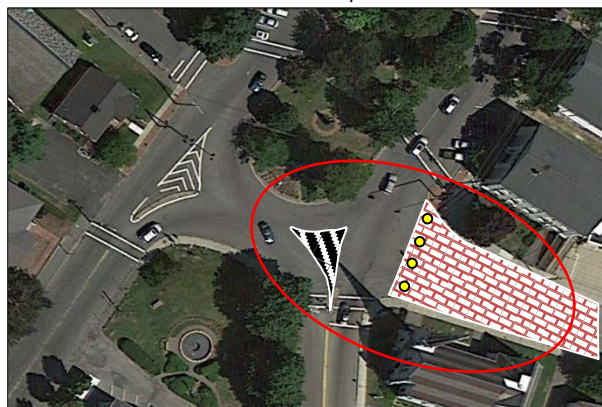
Option #3: Full Closure

The Full Closure option would not allow for general traffic to enter or exit School Street. This option would reduce the current high number of conflicting vehicular movements and enhance pedestrian safety at the activity however, removable bollards could be installed to allow for emergency personnel to access School Street if necessary.

One Way Out Option



Full Closure Option



Signage

Parking (Same as Limited Program)

A consistent parking signage program would be instituted in order to communicate a clear direction for motorists. The Parking Area Guide Sign (D4-1) found in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) is currently posted on the northbound side of Central Square directing motorists to the Municipal Lot; however, it is in poor condition and need of replacement. The new signs would be retroreflective and would have a reflective post panels to enhance visibility.



Parking Area Guide Sign (D4-1)

Bicycle and Pedestrian (Same as Limited Program)

In the case where the bicycle lane option was not implemented, bicycle advisory signs would be installed at the entrance to Central Square on both the northern and southern end to emphasize the existence of bicycle traffic and the need to share the road. In addition, pedestrian actuated Rapid Rectangular Flashing Beacons (RRFB) would be installed at all of the crosswalk locations in Central Square. Signs would be installed at both sides of the street at crossings where bi-directional traffic exists and each sign post would have a double sign (back to back) allowing for visibility from both directions of travel. The flashing signs are pedestrian actuated and high intensity flashing lights improve visibility of pedestrian crossings.



Pedestrian Actuated Rapid Rectangular Flashing Beacon



Bicycle Advisory Sign (W11-1)



Advisory Sign (W16-1P)

Wayfinding (Same as Limited Program)

A wayfinding sign program which directs visitors to commercial business areas, civic locations, open space locations, and to the Bridgewater State University areas would help reduce the confusion and therefore added congestion from motorists who circle Central Square looking for parking and access to those aforementioned uses. This wayfinding sign program could be designed in partnership with the local business community as well as with the Bridgewater State University to allow for collaborative input.

7.0 Conclusions

Bridgewater Center (a.k.a “Central Square”) is a historic traditional town center, where town offices, shops, banking and older grandfathered residential uses exist. Central Square has seen a decline in optimal commercial activity due to a variety of factors and the Town is devoted to redeveloping the area. A key component of this project was the recent allowance of mixed use in the Central Business District and how added residential uses will affect the parking, bicycle and pedestrian, and traffic operations of Central Square. The existing conditions section of this report highlighted the numerous issues and the alternatives section aimed at providing reasonable solutions.

The issues identified were the following:

- Angled parking allowed on Central Square creates hazardous crossings for pedestrians
- Angled parking allowed on Central Square is not bicycle friendly
- Angled parking allowed on Central Square creates traffic congestion and safety issues for vehicles attempting to leave the space
- The Municipal parking lot is in disrepair, lacks visible parking lines and signage, and does not allow for enough public parking
- Town employees absorb a sizable portion of the downtown parking supply
- Traffic operations at downstream intersections and pedestrian crossings create vehicle backups into Central Square
- Bedford Street (Route 18/28) & School Street & Central Square intersection has numerous conflicting movements adding to traffic congestion and unsafe conditions
- Lack of available parking enforcement creates abuse
- Future residential units in Central Square will further constrain parking supply
- Lack of bicycle accommodations limit bicycle travel
- Commercial development in Central Square is suffering due to the “travel through” rather than “travel to” commuter concept

Central Square parking has long been an issue for the Town of Bridgewater. The current angle parking increases traffic congestion; creates hazardous pedestrian crossings; and, is not bicycle friendly. In addition, the angle parking is a safety issue for motorists backing out into traffic and the lack of parking enforcement allows for non-compliance. Therefore, four (4) alternatives are presented in this report that focus on changing the Central Square parking program and adding auxiliary improvements to bicycle, pedestrian, and traffic conditions.

The alternatives presented in this report were:

- Alternative #1: Limited Parking Improvement Program (*Low Cost & Short Term*)
- Alternative #2: Reduced Angle Parking Supply Program (*Low Cost & Short Term*)
- Alternative #3: Parallel Parking Program (*Medium Cost & Medium Term*)
- Alternative #4: Full Off-Site Parking Program (*High Cost & Long Term*)

The first two (2) alternatives focused on keeping the current angle parking in different ways; the third changed it to parallel parking; and, the fourth alternative converted it all to an off-street program. While each of the alternatives provides a different way of dealing with the existing parking issues, the consistent message is that Central Square needs to provide a more “complete streets” approach. The general pattern was to start with low cost and short term improvements first and build up to high cost and long term improvements in the end.

As a result, several general improvements for Central Square were identified in each of the alternatives as they provide for enhanced bicycle and pedestrian safety as well as low cost parking program changes. The general improvements included:

- Improve Bicycle, Pedestrian, and Parking Signage
- Install Formal Bicycle Parking throughout Central Square
- Add ADA Compliant Ramps and Truncated Domes to all Pedestrian Crossings
- Install Rapid Rectangular Flashing Beacons (RRFB) to all Pedestrian Crossings
- Install Curb Extensions to Pedestrian Crossings
- Institute a Shared Parking Program and a Satellite Lot Parking Program
- Improve Traffic Island Pavement Markings
- Create a Wayfinding Sign Program
- Improve Parking Enforcement Program
- Promote Commercial Entities in Central Square that appeal to University Students

The potential addition of new residents; the continued growth of Bridgewater State University; the improvements to the town municipal buildings; and, the optimistic expansion of commercial activity in Central Square, coupled with the current safety issues, make this issue a top priority. The Central Square Parking Program is antiquated and unsafe; therefore, it is recommended that each alternative presented in this report be considered in order to make conditions safer for all users. The Town officials, Bridgewater State University representatives, business owners, and residents need to work closely together in order to build consensus as all parties will benefit from changes made to the Central Square parking program.

7.1 Funding Options

There are a number of potential funding options available for implementation of recommended improvements. Some of the funding programs, such as the Congestion Mitigation and Air Quality (CMAQ) Program, are for specific types of projects that meet specific criteria, while other programs such as Chapter 90 can be utilized on a much broader range of projects. Federal aid eligible projects on the Transportation Improvement Program go through a comprehensive evaluation process to determine priority for funding; therefore, the programming of the TIP is a competitive process. In general, the process to fund a project through the TIP may take up to five years. Therefore, due to this limitation of TIP funding, communities are encouraged to seek alternate funding avenues for priority projects.

Funding Programs include:

- *Local Capital Improvement Program (CIP)* and Local Funding have 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.
- *MassWorks Infrastructure Program* grants are designed to assist municipalities seeking infrastructure improvements that support economic development and job creation.
- *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).
- *Chapter 90* provides funding for highway construction, preservation, and improvement projects that create or extend the life of capital facilities. The Chapter 90 Program is a reimbursement program, as the community must initially pay the cost of a particular project.
- *Congestion Mitigation and Air Quality Improvement Program (CMAQ)* directs funds toward transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. OCPC is located in the Boston non-attainment area for ozone.
- *Surface Transportation Program (STP)* is a block grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are collectively referred to as federal-aid eligible roads.
- *National Highway System (NHS)* consists primarily of existing Interstate Highway routes and portions of the Primary System. This program was established to focus federal resources on roads that are the most important to interstate travel, national defense, inter-modal connections, and international commerce.
- *Non-Federal Aid (NFA)* provides state funds for projects that due to federal fiscal constraints would not be able to receive federal funding. Projects under this category are listed for informational purposes only.
- *Transportation Bond Bill (TBB)* authorizes and directs the MassDOT to expend monies for transportation projects such as reconstruction, resurfacing, rehabilitation or improvements of highways, bridges, and parking facilities. From this, the State will issue either general obligation or special obligation bonds.
- *Federal Appropriations* allocate Federal funding for Federal Aid eligible projects.
- *Public/Private Partnerships* are agreements between public entities and private parties which are crafted in order to improve or provide services.

8.0 References

1. AASHTO: Guide for the Development of Bicycle Facilities. American Association of State Highway and Transportation Officials, Washington, DC, 2012.
2. AASHTO. *A Policy on Geometric Design of Highways and Streets*. American Association of State Highway and Transportation Officials, Washington, DC, 2011.
3. ITE. *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. Institute of Transportation Engineers, Washington, DC, 2010.
4. ULI. *Shared Parking, Second Edition*. Urban Land Institute, Washington, DC, 2005.
5. ULI. *The Dimensions of Parking, Fourth Edition*. Urban Land Institute, Washington, DC, 2000.
6. APA. *Parking Standards*. American Planning Association Planning Advisory Service Report Number 510/511, Washington DC, 2002.

9.0 Appendix

1. Town of Bridgewater Town Council Mixed Use Zoning Bylaw Approval Meeting Notice & Documentation
2. Town of Bridgewater No Parking List
3. South Coast Rail FY 2013 Technical Assistance Program Bridgewater Central Square Application



BRIDGEWATER TOWN COUNCIL

Tuesday, September 3, 2013

7:30 PM

BTV Studios, 80 Spring Street

AGENDA

A. APPROVAL OF MINUTES FROM PREVIOUS MEETINGS

- a) July 19, 2013
- b) August 6, 2013

B. ANNOUNCEMENTS FROM THE PRESIDENT

C. PROCLAMATIONS

D. CITIZEN OPEN FORUM

E. APPOINTMENTS

- a) Planning Board – Rebekah Caylor

F. HEARINGS

G. LICENSE TRANSACTIONS

- a) Petition #P-2013-029: (2) One Day Alcohol Licenses – Sodexo @ BSU

H. PRESENTATIONS

- a) Roselli & Clark Associates – FY12 Audit Report

I. TOWN MANAGER'S REPORT

J. DISCUSSIONS

- a) Town Manager Accomplishments Summary (*Councilor Whitaker*)

K. SUBCOMMITTEE REPORTS

L. LEGISLATION FOR ACTION -

M. OLD BUSINESS

- a) **Ordinance #D-2013-003: Amend Zoning Bylaw: Article A. CBD Mixed Use Buildings**
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance and the Community and Economic Development Committee voted 3-0 to recommend approval. This measure has been duly advertised and may be finally considered this evening.
- b) **Ordinance #D-2013-004: Amend Zoning Bylaw: Article B. CBD Mixed Use Buildings**
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance and the Community and Economic Development Committee voted 3-0 to recommend approval. This measure has been duly advertised and may be finally considered this evening.
- c) **Ordinance #D-2013-005: Amend Zoning Bylaw: Article C. CBD Mixed Use Buildings**
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance and the Community and Economic Development Committee voted 3-0 to recommend approval. This measure has been duly advertised and may be finally considered this evening.
- Ordinance #D-2013-006: Amend Zoning Bylaw: Article D. CBD Mixed Use Buildings**
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance and the Community and Economic Development Committee voted 3-0 to recommend approval. This measure has been duly advertised and may be finally considered this evening.
- d) **Ordinance #D-2013-007: Amend Zoning Bylaw: Article E. CBD Mixed Use Conversion**
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance with one minor modification and the Community and Economic Development Committee voted 3-0 to recommend approval with the modification. This measure has been duly advertised and may be finally considered this evening.

- e) Ordinance #D-2013-008: Amend Zoning Bylaw: Article F. Bed and Breakfast
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance and the Community and Economic Development Committee voted 3-0 to recommend approval. This measure has been duly advertised and may be finally considered this evening.
- f) Ordinance #D-2013-009: Amend Zoning Bylaw: Article G. Bed and Breakfast
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance and the Community and Economic Development Committee voted 3-0 to recommend approval. This measure has been duly advertised and may be finally considered this evening.
- g) Ordinance #D-2013-010: Amend Zoning Bylaw: Article H. Bed and Breakfast
At a joint public hearing held July 19, 2013, the Planning Board voted to recommend the proposed ordinance and the Community and Economic Development Committee voted 3-0 to recommend approval. This measure has been duly advertised and may be finally considered this evening.
- h) Ordinance #D-2013-002: Repeal SFI Ordinance #D-2012-007
This measure was referred to the Council SFI Committee who met on 8/6/13 and recommend proposed amendments. This measure requires advertising and may not be finally considered at this evening's meeting.
- i) Ordinance #D-2013-012: Medical Marijuana Dispensaries
This measure was referred to the Planning Board and the Council Rules and Procedures Committee who held a joint public hearing on 8/19/13. Both Boards voted to recommend approval with one proposed amendment. This measure requires further advertising pending adoption of amendments and may not be finally considered at this evening's meeting.
- j) Transfer #T-2013-017: Relocation of Fiber Optic Cable Project
This measure was referred to the Finance Committee and the Council Budget & Finance Committee. The Council Budget & Finance Committee will meet 9/3/13 and will report their disposition to the full Council 9/3/13.
- k) Transfer #T-2013-018: Library Workers Transfer
This measure was referred to the Finance Committee and the Council Budget & Finance Committee. The Council Budget & Finance Committee will meet 9/3/13 and will report their disposition to the full Council 9/3/13.
- l) Transfer #T-2013-019: Unpaid Invoice for Police/Fire Medical Expense
This measure was referred to the Finance Committee and the Council Budget & Finance Committee. The Council Budget & Finance Committee will meet 9/3/13 and will report their disposition to the full Council 9/3/13.
- m) Olde Scotland Links Equipment Lease
This measure was referred to the Finance Committee and the Council Budget & Finance Committee. The Council Budget & Finance Committee will meet 9/3/13 and will report their disposition to the full Council 9/3/13.

N. NEW BUSINESS

- a) Order #O-2013-031: Acceptance of a Gift (*Town Manager*)
- b) Order #O-2013-032: Direct Deposit Payment To Employees (*Town Manager*)
- c) Order #O-2013-033: Oliver Place - Chapter 61B – Exercise Right to Purchase Land (*Town Manager*)
- d) Order #O-2013-034: Loan Order – Academy Building Preservation and Restoration Project (*Town Manager*)
- e) Transfer #T-2013-020: CPC Funds – Memorial Building Ceiling Restoration Project (*Town Manager*)
- f) Transfer #T-2013-021: USW Retroactive Increases Funding (*Town Manager*)

O. CITIZEN COMMENTS

P. COUNCIL COMMENTS

Q. EXECUTIVE SESSION

Pursuant to M.G.L., Section 21A (3): To discuss strategy with respect to collective bargaining or litigation if an open meeting may have a detrimental effect on the bargaining or litigating position of the public body and the chair so declares.

R. ADJOURNMENT



Bridgewater Town Council

In Town Council, Tuesday, September 3, 2013

Council Ordinance: D-2013-003

Introduced By: Councilors Timothy Fitzgibbons and William Wood
 Date Introduced: May 21, 2013
 First Reading: May 21, 2013
 Second Reading: August 6, 2013
 Third Reading: September 3, 2013
 Amendments Adopted: None
 Date Adopted:
 Date Effective:

Proposed Ordinance D-2013-003

ZONING BYLAW AMENDMENT: Article A. CBD Mixed Use Buildings

ORDERED that pursuant to M.G.L., Chapter 40A, Section 5; the Town Council of the Town of Bridgewater, Massachusetts in Town Council assembled vote to amend the Bridgewater Zoning Bylaw, Article A as follows:

Replace existing language with the following:

Section 6.10 Except as provided by law or in this Ordinance in each district no building, structure or land shall be used or occupied except for the purposes permitted as set forth in the accompanying Table of Use Regulations, Section 6.30. Any use not listed shall be construed to be not allowed. The use of lands within an aquifer protection district, shall in addition, be subject to section 15.40 of this Ordinance.

Explanation: The purpose of this ordinance is to allow for mixed use development in the downtown area. The primary change is allowing residential usage in the downtown area as has been recommended since 2002 by Master Plan.

Committee Referrals and Dispositions:

<i>Referral(s)</i>	<i>Disposition(s)</i>
<ul style="list-style-type: none"> • This measure received a first reading 5/21/13. • This measure was referred to the Planning Board • This measure was referred to the Community and Economic Development Committee • A joint public hearing was conducted on 7/15/13 • Public Hearing notices were published and posted as required by MGL • This measure was duly advertised in the Enterprise 8/21/13 therefore may be finally considered. 	<ul style="list-style-type: none"> • 7/15/13: Vote unanimous to recommend • 7/15/13: Vote 3-0 to recommend approval

ROLL CALL VOTE – PASSAGE REQUIRES 2/3 VOTE OF FULL COUNCIL (6)



Bridgewater Town Council

In Town Council, Tuesday, September 3, 2013

Council Ordinance: D-2013-004

Introduced By: Councilors Timothy Fitzgibbons and William Wood
 Date Introduced: May 21, 2013
 First Reading: May 21, 2013
 Second Reading: August 6, 2013
 Third Reading: September 3, 2013
 Amendments Adopted: None
 Date Adopted:
 Date Effective:

Proposed Ordinance D-2013-004

ZONING BYLAW AMENDMENT: Article B. CBD Mixed Use Buildings

ORDERED that pursuant to M.G.L., Chapter 40A, Section 5; the Town Council of the Town of Bridgewater, Massachusetts in Town Council assembled vote to amend the Bridgewater Zoning Bylaw, Article A as follows:

Create a new subsection below section 6.10

Section 6.11 Multiple uses Mixed use building or multiple uses on a property in the Central Business District may be allowed through the special permit process. The special permit granting authority may allow for more than one principal and/or accessory use if the property meets the requirements of Section 19.4 of the Mixed Use Ordinance. The parking requirements for each use shall apply to the portion of the building or land so used.

Explanation: The purpose of this ordinance is to allow for mixed use development in the downtown area. The primary change is allowing residential usage in the downtown area as has been recommended since 2002 by Master Plan.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
<ul style="list-style-type: none"> • This measure received a first reading 5/21/13. • This measure was referred to the Planning Board • This measure was referred to the Community and Economic Development Committee • A joint public hearing was conducted on 7/15/13 • Public Hearing notices were published and posted as required by MGL • This measure was duly advertised in the Enterprise 8/21/13 therefore may be finally considered. 	<ul style="list-style-type: none"> • 7/15/13: Vote unanimous to recommend • 7/15/13: Vote 3-0 to recommend approval

ROLL CALL VOTE – PASSAGE REQUIRES 2/3 VOTE OF FULL COUNCIL (6)



Bridgewater Town Council

In Town Council, Tuesday, September 3, 2013

Council Ordinance: D-2013-005

Introduced By: Councilors Timothy Fitzgibbons and William Wood
Date Introduced: May 21, 2013
First Reading: May 21, 2013
Second Reading: August 6, 2013
Third Reading: September 3, 2013
Amendments Adopted:
Date Adopted:
Date Effective:

Proposed Ordinance D-2013-005

ZONING BYLAW AMENDMENT: Article C. CBD Mixed Use Buildings

ORDERED that pursuant to M.G.L., Chapter 40A, Section 5; the Town Council of the Town of Bridgewater, Massachusetts in Town Council assembled vote to amend the Bridgewater Zoning Bylaw, Article A as follows:

Additional definitions to Section 2 Definitions

Use, Principal: The main or primary purpose for which a structure or lot is designed, arranged, or intended, or for which it may be used, occupied or maintained under this Ordinance. Only one principal use shall be allowed by-right for each lot.

Use, Accessory: A use incidental and subordinate to the principal use of a structure or lot, as identified in 6.30 Table of Use Regulations, i. Accessory Uses and Off-Street Parking. An accessory use by area shall not exceed 40 percent of the total area of the structure (s) and/or lot in which such use is located. Only one accessory use shall be allowed by-right for each lot.

Explanation: The purpose of this ordinance is to allow for mixed use development in the downtown area. The primary change is allowing residential usage in the downtown area as has been recommended since 2002 by Master Plan.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
<ul style="list-style-type: none">• This measure received a first reading 5/21/13.• This measure was referred to the Planning Board• This measure was referred to the Community and Economic Development Committee• A joint public hearing was conducted on 7/15/13• Public Hearing notices were published and posted as required by MGL• This measure was duly advertised in the Enterprise 8/22/13 therefore may be finally considered.	<ul style="list-style-type: none">• 7/15/13: Vote unanimous to recommend• 7/15/13: Vote 3-0 to recommend approval

ROLL CALL VOTE – PASSAGE REQUIRES 2/3 VOTE OF FULL COUNCIL (6)



Bridgewater Town Council

In Town Council, Tuesday, September 3, 2013

Council Ordinance: D-2013-006

Introduced By:	Councilors Timothy Fitzgibbons and William Wood
Date Introduced:	May 21, 2013
First Reading:	May 21, 2013
Second Reading:	August 6, 2013
Third Reading:	September 3, 2013
Amendments Adopted:	
Date Adopted:	
Date Effective:	

Proposed Ordinance D-2013-006

ZONING BYLAW AMENDMENT: Article D. CBD Mixed Use Buildings

ORDERED that pursuant to M.G.L., Chapter 40A, Section 5; the Town Council of the Town of Bridgewater, Massachusetts in Town Council assembled vote to amend the Bridgewater Zoning Bylaw, Article A as follows:

To create a new Mixed Use (CBD) Section

Section 19 Mixed Use (CBD)

19.1 Purpose:

The purpose of this section is to allow for the redevelopment of the Central Business District to expand small retail and restaurant uses while providing flexibility to respond to changing household sizes and needs.

19.2 Powers and Administrative Procedures:

The Planning Board is hereby designated the Special Permit Granting Authority (SPGA) for Mixed Use Development. The SPGA shall adopt rules relative to the issuance of special permits for Mixed Use Development and file a copy with the Town Clerk. The SPGA shall follow the procedural requirements for special permits as set forth in Section 9 of M.G.L. Chapter 40A. After notice and public hearing and after due consideration of the reports and recommendations of other town boards, commissions and or departments, the SPGA may grant such a permit. The SPGA shall also impose, in addition to any applicable conditions specified in this section, such applicable conditions as the SPGA finds reasonably appropriate to improve the site design, housing, traffic flow, safety and or otherwise serve the purpose of this section. Such conditions shall be imposed in writing and the applicant may be required to post a bond or other surety for compliance with said conditions in an amount satisfactory to the SPGA.

19.3 Applicability:

No Mixed Use Development special permit shall be granted unless the application and site plan meet the requirements contained in Section 19.4 and the SPGAs Rules and Regulations for Mixed Use Development applications.

19.4 Requirements:

A Mixed Use Development shall be allowed by special permit, subject of the following requirements:

1. The proposal shall meet all the land space requirements table (Section 8.40);
2. The location, size and proposed uses of the development are properly located on the site;
3. Adjacent properties are protected from nuisance caused by noise, fumes, drainage, shading, traffic and/or glare of lights;
4. Significant natural features are preserved as much as possible;
5. Preservation of historic features or buildings;
6. Properties located within the Historic District shall comply with the rules and regulations of the Historic District Commission.
7. Commercial uses shall be required on the street frontage of the first floor;
8. Architectural details of new buildings and additions, textures of wall and roof materials, should be harmonious with the building's overall architectural style and should preserve and enhance the character of the surrounding area.
9. The mass, proportion and scale of the building, proportions and relationships between doors and windows should be harmonious among themselves and with those of the surrounding area.
10. The building's location shall be parallel or perpendicular to the street. The design of proposed buildings, structures and additions shall complement, whenever feasible, the general setback, roof line, roof pitch, arrangement of openings, color, exterior materials, proportion and scale of existing buildings in the vicinity.
11. Buildings should be placed close to the road and sidewalk to encourage pedestrian traffic; parking areas should be placed to the side or rear of buildings; long horizontal facades should be avoided by incorporating recesses and projections, of a minimum of two feet in depth; entrance ways should be emphasized by use of rooflines, changes in materials, landscape treatments or other architectural elements; franchise architecture with highly contrasting color scheme, non-traditional forms, reflective siding and roof materials should be avoided; drive-through elements should be architecturally incorporated into the building; drive-through elements generally should not face the street; the material used for additions should complement the materials of the original structure.
12. Rooflines: the use of flat roofs should be avoided, A-frame roofs are preferred; roof colors should be earth tones or a color that is darker than the facade and garish roof colors should not be used; visible roofing materials should complement the color and texture of the building's facade; roof mounted mechanical equipment should be screened from public view or grouped at the rear of the structure where visibility is limited.
13. Building Signs: sign colors should complement the colors on the building; carved wooded signs are encouraged; internally illuminated signs are not allowed; lighting fixtures illuminating signs should be located so light is directed only onto the sign facade.

- 14.** A minimum of 60% of the building's street side facade shall contain windows. The windows should be divided by muntins and framed with a casing trim; awnings should be designed as an integral part of the building facade; metal awnings are discouraged.
- 15.** The maximum number of residential units shall be five (5) units per acre, provided, however, that the SPGA, as a part of the special permit, may allow up to eight (8) units per acre if 25% of the total units are affordable (ownership or rental) as established by the Commonwealth's Division of Housing and Community Development or as revised by the Town.
- a) Affordable housing units shall be integrated with the rest of the development and shall be compatible in exterior design, exterior appearance, construction and use the same quality of materials with as the other units.
 - b) The SPGA shall require the applicant to comply with local preference requirements, if any, as established by the Town Council
 - c) Applicants under this Ordinance shall submit a marketing plan or other method approved by the SPGA, which describes how the affordable units will be marketed to potential homebuyers. This plan shall include a description of the lottery or other process to be used for selecting buyers.
 - d) Each affordable unit created in accordance with this Ordinance shall have the following limitations governing its resale. The purpose of these limitations is to preserve the long-term affordability of the unit and to ensure its continued availability for affordable income households. The resale/rent controls shall be established through a deed restriction on the property, recorded at the Plymouth County Registry of Deeds or the Land Court, and shall be in force for as long a period as is lawful.
 - e) The purchaser of an affordable housing unit developed as a result of this Ordinance shall agree to execute a deed rider prepared by the Town, granting, among other things, the Town's (or assignee) right of first refusal for a period not less than one hundred and eighty (180) days to purchase the property of assignment thereof, in the event that, despite diligent efforts to sell the property, a subsequent qualified purchaser cannot be located.
 - f) The SPGA shall require, as a condition for special permit approval under this Ordinance, that the deeds to the affordable housing units contain a restriction against renting, leasing or sub-leasing said affordable unit so that the rent does not exceed the maximum level as established by the Commonwealth's Division of Housing and Community Development (as may be revised) during the period for which the housing unit contains a restriction on affordability.
 - g) The SPGA shall require, as a condition for special permit approval under this Ordinance, that the applicant comply with the mandatory set-asides and accompanying restrictions on affordability, including the execution of the deed rider. The Zoning Enforcement Officer shall not issue an occupancy permit for any affordable unit until the deed restriction is recorded at the Plymouth County Registry of Deeds or the Land Court.
- 16.** Two parking spaces per unit plus one visitor parking space for every three units shall be provided.
- 17.** A properly screened dumpster shall be located that meet the following requirements; buffer adjacent residential uses, provides easy access for removal service, doesn't conflict with parking or interior vehicle access, plastic tops to reduce noise.
- 18.** A suitable snow storage area shall be provided without loss of any of the required parking spaces or displacement of drainage basin, swales, etc. The snow storage area shall accommodate a six (6) inch

storm event for the driveways and access ways, parking, loading and sidewalk areas contained within the development.

19. Drives and parking areas shall not be illuminated by lighting fixtures higher than twenty (20) feet. Sidewalks shall not be illuminated by lighting fixtures higher than fifteen (15) feet. All lighting fixtures shall be shielded to have a total cutoff of all light at less than ninety (90) degrees. The total cutoff of all light shall occur within the property lines of the parcel to be developed.

20. A Traffic Impact Assessment, Traffic Impact Statement and Regional Traffic Analysis shall be submitted as required by the Traffic Impact Study By-law.

19.5 Compliance:

An as-built, certified by a registered professional land surveyor or engineer shall be submitted to the SPGA and Building Inspector before the issuance of a permanent occupancy permit. The as-built plan shall attest to a development’s conformity to its approved site plan by indicating landscaping, buildings, drainage flow, number of parking stalls, and limits of parking areas and drives.

Any changes in the approved special permit shall be submitted to the SPGA for review and approval prior to issuance of permanent occupancy permit.

The special permit is granted for a period of two years and shall lapse if substantial use or construction has not been commenced by such date, except for good cause shown and provided that said construction once begun shall be actively and continuously pursued to completion within a reasonable time. Good cause and reasonable time shall be determined by a vote of the SPGA.

19.6 Appeals:

Any person aggrieved by a decision of the SPGA under this section may appeal to the Superior Court, the Land Court or the District Court pursuant to Chapter 40A of the Massachusetts General Laws.

Explanation: The purpose of this ordinance is to allow for mixed use development in the downtown area. The primary change is allowing residential usage in the downtown area as has been recommended since 2002 by Master Plan.

Committee Referrals and Dispositions:

Referral(s)	Disposition(s)
<ul style="list-style-type: none"> • This measure received a first reading 5/21/13. • This measure was referred to the Planning Board • This measure was referred to the Community and Economic Development Committee • A joint public hearing was conducted on 7/15/13 • Public Hearing notices were published and posted as required by MGL • This measure was duly advertised in the Enterprise 8/22/13 therefore may be finally considered. 	<ul style="list-style-type: none"> • 7/15/13: Vote unanimous to recommend • 7/15/13: Vote 3-0 to recommend approval



Bridgewater Town Council

In Town Council, Tuesday, September 3, 2013

Council Ordinance: D-2013-007

Introduced By: Councilors Timothy Fitzgibbons and William Wood
 Date Introduced: May 21, 2013
 First Reading: May 21, 2013
 Second Reading: August 6, 2013
 Third Reading: September 3, 2013
 Amendments Adopted: August 6, 2013
 Date Adopted:
 Date Effective:

Proposed Ordinance D-2013-007

ZONING BYLAW AMENDMENT: Article E. CBD Mixed Use Buildings

ORDERED that pursuant to M.G.L., Chapter 40A, Section 5; the Town Council of the Town of Bridgewater, Massachusetts in Town Council assembled vote to amend the Bridgewater Zoning Bylaw, Article A as follows:

Add new line in Section 6.30

Section 6.30, Table of Use Regulations, I, Accessory Uses, 11, to allow the conversion of existing buildings into mixed use :

I	Accessory Uses	Res A/B	Res C	Res D	CBD	SBD	Bus B	Ind A	IND B	PD	MHEC	GBD
11.	Conversion of existing structure into a mixed use with a maximum of one commercial use on the first floor and two residential units * The conversion shall maintain the appearance of the existing structure.	N	N	N	Y	N	N	N	N	N	N	N

Explanation: The purpose of this ordinance is to allow for mixed use development in the downtown area. The primary change is allowing residential usage in the downtown area as has been recommended since 2002 by Master Plan.

Committee Referrals and Dispositions:

<i>Referral(s)</i>	<i>Disposition(s)</i>
<ul style="list-style-type: none">• This measure received a first reading 5/21/13.• This measure was referred to the Planning Board• This measure was referred to the Community and Economic Development Committee• A joint public hearing was conducted on 7/15/13• Public Hearing notices were published and posted as required by MGL• This measure was duly advertised in the Enterprise 8/22/13 therefore may be finally considered.	<ul style="list-style-type: none">• 7/15/13: Vote unanimous to recommend with amendment above.• 7/15/13: Vote 3-0 to recommend approval as amended.

Town of Bridgewater

No Parking List

Street Name	Description	Notes	Date
Bedford Street	Westerly side in front of "People's Disco" for 460 feet and on the east side for 385 feet.		5/5/1975
Beebe Road	Both sides of street for the Full length of the street from 8:00 am to 6:00 pm		
Birch Street	Westbound drivers (North side) at North Street	Should add a distance (80 ft from Stop bar)	
Birch Street	Eastbound drivers (South side) at Pleasant Street	Should add a distance (100 ft from Stop bar) due to curve at intersection	
Bourne Street	Both sides of the street for 1010 feet to Park Avenue		11/28/1972
Bridge Street	Westbound drivers (North side) at High Street	Should add a distance (200 ft from intersection) due to curve at intersection	
Broad Street	Easterly and Westerly sides from Central Square to Hale Street	Need to update this	11/4/1947
Broad Street	Southerly side, between Central Square and a point approximately 80 feet easterly	?	1952
Burrill Avenue	Both sides from Plymouth Street to the State College property	permit #7-1744	9/5/1980
Cedar Street	West side from School Street to Grove Street	permit #E7 42-2424	9/10/1984
Center Street	45 feet south from intersection of Main Street on westerly side and 94 feet south from Main Street on the easterly side		9/16/1976
Center Street	Westerly side, 1300 feet south of the intersection of center street and Main Street		11/28/1977
Center Street	Easterly side from intersection of Pleasant Street north to Mt. Prospect Street		10/4/1982
Center Street	Easterly side for a distance of 391 feet starting 1100 feet north of Mary Lane		7/26/1982
Church Street	Easterly side between Union Street and South Street		
Clarence Avenue	Both side from Summer Street southerly 492 to Shaw Road.		5/1/1972
Conant Street	East and West bound drivers on Conant Street and Flagg Street		
Cook Street	Both sides from Titicut Street southerly for a distance of 200 feet.		6/10/1989
Covington Street	Both Sides 1100 feet from Summer Street to Park Avenue		5/1/1972
Dean Street	Both sides, from Summer Street southerly 725 feet to Warchester Street		9/11/1972
Depot Street	Easterly side from Hale Street to the Dead end of Depot Street		4/5/1976
East Street	Northwest bound drivers on East Street at Plymouth Street to East Bridgewater		
Elwell Avenue	Both sides from Park Avenue to Shaw Road.		2/7/1956
Fruit Street	Both sides westerly from Pleasant Street for a distance of 356 feet		4/4/1983

Town of Bridgewater

No Parking List

Goodwin Street	No Parking signs to be change to read "Resident Parking by permit only"		12/17/1996
Grove Street	Both sides between Bedford and Summer Streets		
Grove Street	Bedford Street to Spring Hill Avenue		
Grove Street	Both sides from Summer Street to South Street		10/5/1962
Grove Street	Both sides from South Street to Bedford Street		5/1/1972
Grove Street	Both sides, NO PARKING from the intersection of Grove Street and Bedford Street to the intersection of Grove and Summer Street	Permit # 7-1745	9/5/1980
Hale Street	No Parking on the southerly side of Hale Street beginning at the interesection of Broad Street for a distance of 574 feet eastelry ending at the entrance to Sunco Warehouse		11/26/1984
Hale Street	No parking on the northerly side from its intersection with Plymouth Street for a distance of 150 feet east ending at the loading platform of the factory		11/26/1984
Hale Street	Both sides, at the corner of Broad Street for 40 feet	<i>(Easterly?)</i>	8/15/1967
Hayward Street	Both sides, NO PARKING from the intersection of High Street to East Street in the Town of East Bridgewater	Permit # 7-1741	9/5/1980
Hayward Street	North and southbound drivers on Hayward Street at High Street	<i>(Need distance)recommend 100 feet both sides of Hayward Street/both sides of the intersection of High Street.</i>	
High Street	Northerly side, from the west corner of the interesction of Wall Street and High Street for 60 feet.	Permit # 7-1488	5/10/1979
High Street	Southerly side from the interesction of Wall Street and high street westerly for 120 feet.	Permit # 7-1488	5/10/1979
Lakeside Drive	Northerly both sides, to intersection of Bridle Road for a distance of 450 feet thence continue northerly for 1,039 feet to #229 Lakeside Drive.	Permit 7-2167	4/4/1983
Leonard Street	Both sides 528 feet from summer Street to Wareham Street		11/28/1972
Main Street	Northerly side from Broad Street westerly for a distance of 125 feet.		9/30/1947
Main Street	Northerly side of Main street from Oak Street to Heritage Circle		12/17/1996
Main Street	Northerly side of Main Street from a point north of Bridgewater Saving Bank and running southerly on Main Street and westerly on South Street for a total distance of 250 feet.		
Main Street	Southerly side for 100 feet from the interesection of Main Street and Broad Street		May-50
Maple Avenue	Both sides a distance of 625 feet westbound from Springhill Avenue.		9/7/1982

Town of Bridgewater

No Parking List

Mellin Place	Both sides 328 feet from Summer Street to the dead end of Mullin Place		5/1/1972
Mill Street	Southbound drivers on Mill Street at Plymouth Street	<i>Need a distance: recommend a minimum of 200 feet because of the curve</i>	
North Street	Southbound drivers on North Street at Pleasant Street	<i>Need a distance: recommend a minimum of 60 feet from intersection</i>	
Oak Street	North and southbound drivers on Oak Street at High Street	<i>Need a distance: recommend a minimum of 75 feet on both sides of Oak Street north of High Street and 60 feet on both side of Oak Street south of High Street</i>	
Park Avenue	On northerly side from Summer Street to the junction of Covington Street	<i>Should rewrite and combine with other Park Avenue cards</i>	1/7/1956
Park Avenue	Both sides, from Summer Street easterly 528 feet, northerly 150 feet to Bourne Street	<i>Should rewrite and combine with other Park Avenue cards</i>	3/29/1973
Park Avenue	Both sides, from upper and easterly to Bourne Street 2,262 feet from Summer Street to Bourne Street	<i>Should rewrite and combine with other Park Avenue cards</i>	5/1/1972
Park Avenue	In front of 95 Park Avenue	Permit # 7-1742	9/5/1980
Park Terrace	Both sides of Park Terrace from Summer Street to intersection of Shaw Road (468 feet).		5/1/1972
Pearl Street	Easterly side from the intersection of Perkins Street	<i>Should be rewritten maybe only</i>	9/16/1976
Perkins Street	Southerly side from Borad street to Pearl Street for a distance of approximatley 638 feet		1/25/1973
Perkins Street	Northern side from the intersection of Broad and Perkins for a distance of 175 feet.	Permit # 7-2112 <i>maybe cleaner to make it 190 feet.</i>	11/5/1982
Pleasant Street	Eastbound drivers on Pleasant Street at South Street	<i>Needs a distance would recoomend at least 100 feet</i>	
Pleasant Street	Both sides of Pleasant Street 258 feet going in a westerly dierection from South Street	<i>Needs to be combined</i>	8/15/1967
Pleasant Street	Both sides from the interesction Scotland Boulevard and Pleasant Street and Pleasant Street	permit # 7-1743	9/5/1980
Plymouth Street	Both sides of Plymouth street from the interesction of Summer Street to the Railroad crossing		5/1/1972
Prospect Street	Westerly side "No parking to corner" 20 feet north of the interesction of Prospect Street and Vernon Street. Easterly side No Parking from Route 104 (Pleasant Street) to Vernon Street.	Permit # 7-1622	12/3/1979
Rawayne Park	Northeast bound drivers on Rawayne Park at Main Street	<i>Needs a distance would recoomend at least 60 feet from interesction with Main Street on the easterly side of Rawayne Park</i>	
Sanger Street	No Parking signs to be change to read "Resident Parking by permit only"		12/17/1996

Town of Bridgewater

No Parking List

School Street	South Side from entrance to Fire Station easterly for a distance of 214 feet.	Note: No parking is required because 214 feet is needed for the ladder truck to make a swing in either direction	
School Street	Southerly side from the interesection of Bedford Street to the interesction with Summer Street.	<i>conflict with previous School Street entry doesn't address change in the intersection of School and Summer Streets</i>	10/5/1967
Shaw Road	From intersection with Park Terrace 910 feet to the Dead End	<i>Shaw Road appears to be 730 feet long</i>	5/1/1972
South Street	Both sides southerly from Porter Place to Cottage Street		10/4/1982
South Street	Easterly side from brook southerly to the corner of Cootage Street for a diastance of 150 feet	<i>Brook made have been altered by School since 1972 may want to rewrite to include the east side of South Street from Pleasant street to Cottage Streets</i>	10/11/1972
Spring Hill Avenue	Both sides 900 feet to Maple Avenue		5/1/1972
Spring Hill Avenue	From Summer Street to Worcester Street (right hand sides)	<i>Right hand sides??? Recommend combining both Springhill Avenue and restricting parking on both sides from Summer Street to Worcester Street</i>	
Spring Street	Southeast drivers on Spring Street at interesection of South Street	<i>Spring Street does not intersect with South Street if you are traveling south on Spring Street you interesct with Plymouth Street (Route 104)</i>	
Summer Street	Easterly side from Park Terrace northerly direction to the junction of Park Avenue		2/7/1956
Summer Street	Westerly side from 16 Central Square to School Street 984 feet and westerly side from Grove Street to Beebe Road for 2,050 feet and easterly side from 14 Summer Street to Covington Street for 2960 feet	<i>Recommend both sides of Summer Street from 16 Central Square to Park Avenue</i>	5/1/1972
Summer Street	Westerly side from School Street to Grove Street	F - 7 42-2339	6/25/1984
Summer Street	Easterly side between Park Avenue and Park Terrace		
Summer Street	East side to Clarence Avenue		
Union Street	West side from intersection with Church Street to Mt. Prospect Street		
Union Street	North and Southbound drivers on Union Street at Mt. Prospect Street	<i>(Need distance)</i>	
Vernon Street	Easterly side for a distance of 75 feet from the intersection of Beach Street in a southerly direction	DPW permit #7 -1689	5/22/1980

Town of Bridgewater			
No Parking List			
Vernon Street	Easterly side for a distance of 75 feet from the intersection of Beach Street in a northerly direction	DPW permit #7 -1688	5/22/1980

COMMONWEALTH OF MASSACHUSETTS
SOUTH COAST RAIL



SOUTH COAST RAIL

FISCAL YEAR 2013 TECHNICAL ASSISTANCE PROGRAM

Communities are invited to apply for Technical Assistance to advance the recommendations of the South Coast Rail Economic Development Corridor Plan (Corridor Plan). The planning assistance will be provided primarily by staff from the Regional Planning Agencies (RPAs). You may apply for up to two separate projects, but a maximum of one project will be funded per community.

Communities should consult with their RPA prior to submitting an application for Technical Assistance to ensure that the proposed work supports the advancement of a Priority Development Area or Priority Protection Area as identified in the Corridor Plan.

SECTION I. APPLICANT INFORMATION

Municipality: Bridgewater
Contact Name: Greg Guimond
Contact Title: Town Planner
Street Address, Zip Code: 64 Central Square , 02324
Phone: (508) 697 - 0950
Email Address: gguimond@bridgewaterma.org

SECTION II: PROJECT INFORMATION

Project Title: Central Square Parking , Pedestrian Safety and Traffic Operations Improvement Plan
Project Goals and Description:

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vistors during most of the day. A number of recommended changes (including zoning, roadway, bikeway and pedestrian safety) and actions (major renovation to several town buildings and grounds) will substantially reduce the existing parking supply and threaten to create a serious parking short fall that would limit the town's ability to revitalize the downtown. The goals of this application is to provide the town with assistance to: 1. identify potential parcels for the town to consider for future parking to allow for the recommended traffic improvements, pedestrian improvements and bikeway improvements, town's rezoning efforts and town facilities improvements, 2. enhance visibility, safety and accessibility to existing parking facilities, 3. reduce parking conflicts between the students, vistors and residents in the downtown, 4. improve pedestrian access between the university and the downtown 5. provide cost estimate for said improvements and funding options to implement

SECTION III. PLANNING AHEAD FOR GROWTH

Does this project advance the goals of a Priority Development or Priority Protection Area?

Yes No

If Yes, please identify the Priority Development or Priority Protection Area:

Area Name: Downtown Bridgewater Priority Development Area (D9)

Please indicate if the Area mentioned above was designated a Priority Development or Priority Protection Area at the regional or state level:

Regional State Both

Please explain how Technical Assistance will advance the municipality's goals for the Priority Development or Protection Area:

Central Square is a traditional town center, where town hall and other civic structures are located, as well as a place where shops and eateries are frequented by local residents and visitors. It is a confluence of three state numbered routes (Route 18, 28/106 & 104) forming an oval with commercial and residential development on either side. Central Square is a vital focal point of the town. A number of the buildings in the downtown are functionally obsolescent and over the last four years a number of business have closed. The Town has recently made exterior improvements to the Town Hall and library and this has spurred exterior

Does this application support the reuse or redevelopment of a previously developed site?

Yes No Not Applicable

Does this application support development containing a mix of residential and commercial uses?

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Yes No Not Applicable

Does this application support the development of new housing with a residential density of at least four units to the acre?

Yes No Not Applicable

Does this application support the preservation of currently unprotected land?

Yes No Not Applicable

Please describe how the proposed project advances the Smart Growth recommendations from the Corridor Plan (available at: www.mass.gov/southcoastrail):

currently updating its Master Plan and undertaking a comprehensive water, stormwater and wastewater study for the entire town. Bridgewater is also a green community and undertaking a energy audit of eight of the town's buildings. Bridgewater is currently preparing a number of by-law and regulations changes that will improve the permitting process in town. Therefore the town is clearly advancing the Commonwealth Sustainable Development Principles, targeting investment where infrastructure already exists and working towards preserving critical environmental resources on a local and regional level.

Please describe the actions your community will take to help ensure the success of this project (e.g. for zoning proposals that need Town Meeting approval, will you host forums or workshops in support of the bylaw or other outreach activities?):

The town would like to hire an outside consultant to assist with the public outreach and a series of visual preference survey workshops (to be recorded and shown on BTV) to assist the downtown revitalization committee, Town Planner and Old Colony Planning Council with gaining acceptance with allowing residential uses in the downtown, the proper density of residential units, the lowering of the current parking requirements for mixed use in the downtown area, the identification of parcels for possible acquisition for public parking, prior to bring the zoning improvements to the Planning Board and Town Council.

SECTION IV. TECHNICAL ASSISTANCE

Please contact your RPA if you require assistance with this section.

Does this application support work previously advanced with Technical Assistance funding?

Yes No

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If Yes, please describe how previous work will be advanced:

The 2011 Technical Assistance Project recommended that the town develop a plan to improve overall safety, physical conditions, and traffic operations for downtown Bridgewater. Traffic and parking issues continue to plague the downtown; therefore, building upon the previous study, a detailed parking and pedestrian improvement study identifying parcels for the town to consider for future public parking as well as treatments for enhanced pedestrian circulation is needed. This additional work will allow the Town officials with the specific actions and cost estimates needed for the Town Council to address the underlying concern about moving forward on mixed use zoning changes for the downtown and town facility improvements because of the lack of parking and it's its effect on businesses in the downtown.

SECTION V. SOUTH COAST TASK FORCE INFORMATION

South Coast Task Force Member from your Municipality

Name: Peter Colombotos

Title: Town Council Member

Organization: Town of Bridgewater

Phone: () -

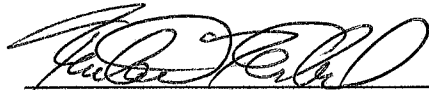
Email Address: pcolombotos@bridgewaterma.org

SECTION VI. CERTIFICATION OF CHIEF ELECTED OFFICIAL AUTHORIZATION

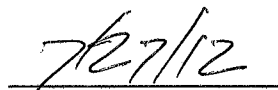
I hereby confirm that I am duly authorized to submit this application on behalf of the municipality.

Name: Richard Kerbel

Title: Intern town Manager



Signature



Date

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SOUTH COAST RAIL

Applications are due on July 31, 2012. Please return applications via email or mail to:

Jean C. Fox
South Coast Rail Project Manager
MassDOT
10 Park Plaza Boston, MA 02116
Email: jean.fox@state.ma.us
Phone: 617-973-7314

Please consult with your RPA prior to submitting application.