



City of Brockton

ROBERT F. SULLIVAN
MAYOR

CAPTAIN MARK PORCARO
TRAFFIC COMMISSIONER

MICHELLE YAFFE
SECRETARY TO THE TRAFFIC COMMISSION
PARKING CLERK

CITY OF BROCKTON TRAFFIC COMMISSION AGENDA

Board or Committee	Traffic Commission
Day & Date	Thursday, March 28th, 2024
Time of Meeting	6:00 p.m.
Meeting Location:	Arnone School Theater 135 Belmont Street Brockton, MA 02301
Traffic Commissioner Captain Mark Porcaro	Date: 3-22-2024

1. Call to Order
2. Quorum
3. Reading or Waiving and acceptance of the February 29th, 2024 Minutes.

OLD BUSINESS

1. **BELMONT AVENUE AT WEST ELM STREET**

Requested by: Wayde Francis

Request/Issue: I moved to this address a little under a year ago and I have witnessed over 14 car crashes right at West Elm Street and Belmont Avenue. This is where my kids stand to take the school bus and there is a car crash every day. I am worried for my child's safety.

Requesting a traffic signal with a functional green, red and amber light.

SUBCOMMITTEE RECOMMENDATIONS:

A. Request that the Brockton Public Schools relocate the afternoon bus stop drop-off location from its current location on Belmont Avenue just north of the intersection to in front of 326 W. Elm Street. This location is already the bus stop's morning pick-up location and is supported with a clearly-marked crosswalk. Also, Jennifer Perez at BPS

Transportation Safety has been emailed about this issue and indicated that BPS would take a look at this location as well.

B. Install a pedestrian crosswalk button at the intersection for the crosswalk across 326 W. Elm Street.

C. Add red reflective striping to the STOP sign post located on Belmont Ave. (southbound lane) at the W. Elm St. intersection.

D. Relocate the STOP AHEAD sign currently on Pole #12 on Belmont Ave. (by 175 Belmont Ave.) approximately 20 yards south so as to provide better warning of the STOP sign at the intersection. This will require a new signpost with yellow reflective striping as well.

2. 333 NORTH MONTELLO STREET

Requested by: Matt Hurley

Request/Issue: Illegal on street parking continues to create a safety hazard and makes it difficult for our employees and customers to leave our business. Blocks the parking lot to avoid trash and broken glass which ends up in our lot. Requesting No Parking on both sides of the area of 333 North Montello Street.

SUBCOMMITTEE RECOMMENDATIONS:

A. Install NO PARKING signs and signposts on the east side of N. Montello St. from Elliott St. north to E. Ashland St. Signposts should be located on the backside of the sidewalk so as not to hamper plowing.

B. Install NO PARKING signs on the west side of N. Montello St. on the utility poles so as to bring notice to the already existing no parking regulation that currently exists there.

3. SOUTHWORTH STREET

Requested by: Nancy Halverson

Request/Issue: On Saturday (9/9) a car crashed into the telephone pole in front of my house. All day cars speed up and down the street. It's so dangerous. Looking for help.

(Traffic Commission members please see attached CDM Smith study)

CONCLUSION:

Based on the criteria outlined in the Guidance and Regulations section of this report and analysis of the area, CDM Smith finds that the installation of a traffic signal at the intersection of West Chestnut Street and Southworth Street may be appropriate. The intersection meets all three primary volume warrants; therefore, a traffic signal is recommended at the intersection. The types of crashes typically correctable by signalization are not prevalent at this intersection; therefore, supplemental measures such as enhanced lighting, intersection warning, and advisory speed plaques are needed to mitigate driver behavior.

If the City decides not to move forward with a traffic signal at this time, the following measures could be implemented to help enhance visibility and reduce excessive speeding within the horizontal curve at the intersection. Tightening of the radius on the southern corner of the intersection would be an impactful safety improvement as it would force eastbound drivers on West Chestnut Street to slow down to navigate the right turn onto Southworth Street. A sketch of the improvement is shown below. This sketch provides an illustrative view of the improvement. The exact radius required to accommodate the largest design vehicles would need to be determined during design.

The reduction of the radius on this corner also provides a pedestrian improvement, decreasing the crossing distance from 90 feet to approximately 70 feet. The radius on the north side of the intersection could also be reduced, shortening the crosswalk distance by another 20 feet. If the City opts to install a traffic signal at the intersection, it is recommended that these radii be reduced to provide a more comfortable pedestrian crossing environment and to reduce the speed of turning vehicles. Another advantage of reducing the radius on the south side of the intersection is that it provides the opportunity to install the westbound curve warning sign to a more advantageous position within the curve as opposed to its current location at the end of the horizontal curve.

If the City does not install a traffic signal at the intersection, other signage recommendations include the following:

- * Replace the non-compliant large chevron signs with the W1-6 curve warning signs as shown in Figure 2. The eastbound warning sign could be located in the median on Southworth Street but should be installed far enough back to ensure sight distance is not obscured.
- * Install 25 mph advisory speed limit signs on the eastbound and westbound approaches of the curve, per MUTCD guidance.
- * Install snow-plowable Raised Pavement Markers within the dashed double yellow pavement markings. They should be spaced every third dash.
- *The use of retroreflective signs and delineations are recommended to increase visibility and conspicuity to drivers.

It is also recommended to enhance the lighting at the intersection to enhance visibility at night.

NEW BUSINESS

4. MENLO & TRIBOU ST @ FIRST STREET

Requested by: Councilor Philip Griffin
Request/Issue: Requesting stop signs at this location.

5. TRIBOU STREET AT NASON STREET

Requested by: Councilor Philip Griffin
Request/Issue: Requesting stop signs at this location.

6. HERROD AVENUE

Requested by: Kenneth Wesley Robinson
Request/Issue: Public safety concern as there is a blind spot and there is constant traffic & children that cross to go to school. Requesting No Parking signs at the corners of Herrod Avenue & North Main Street.

7. N. QUINCY ST./COURT ST./QUINCY STREET

Requested by: Jackie Mitchell
Request/Issue: There have been a number of accidents at this intersection. I would like to request the following: Install No Turn on Red Sign, install solar speed radar, repaint the crosswalks as this is busy intersection located near the Baker School & student bus stops.

8. LORING STREET AND LORING STREET EXT.

Requested by: Michelle Mortimer

Request/Issue: My neighborhood has now expanded with new houses and residents. There are more children in the neighborhood and there are cars speeding down the street all the time. As a mother I am extremely concerned. We do not live on a main street. Requesting Slow down children playing sign or a stop sign.

9. 70 AND 66 HOBSON STREET

Requested by: Michelle Dias and Ellie Gomes

Request/Issue: The street is very dangerous and we frequently have cars speeding through and coming up on my lawn at 70. We are requesting that the guardrail that was just placed at this location be extended out to the 70 Hobson Street driveway and also would like a big stop sign to be placed on the guardrail and more reflectives on both sides of the guardrail. We also are very concerned with the path that children need to walk to the East Jr High. We would also like a guardrail or preferably a sidewalk be added in front of 70 Hobson Street for the children to be a little safer when walking.