



**BROCKTON TRAFFIC COMMISSION**  
**Thursday, March 28<sup>th</sup>, 2024**  
**6:00 P.M.**

**MINUTES**

The Traffic held its monthly meeting at the Arnone School Little Theater, 135 Belmont Street, Brockton, MA 02301, at 6:00 p.m. on Thursday, March 28<sup>th</sup>, 2024.

Present were Traffic Commission Members: Traffic Commissioner Captain Mark Porcaro, Retired Fire Chief Kenneth Galligan, DPW Commissioner Patrick Hill, Director Stephan Hooke, Deputy Fire Chief Joseph DePasquale, Councilor John Lally, Councilor-at-Large David Teixeira, James Sweeney, Geoffrey Keenan-DPW, Jamal Andrade, Traffic Maintenance Man, Michelle Yaffe, Secretary to the Traffic Commission.

There being a proper quorum, the meeting was called to order by Traffic Commissioner Captain Porcaro at 6:08 p.m. Upon motion made by Councilor Lally, seconded by Deputy Fire Chief DePasquale, to waive and approve the reading of the February 28<sup>th</sup>, 2024 Meeting 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. Resend letter to homeowner of 309 West Elm Street relative to removing the shrubs located on the corner of his property;**

**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.**

**VOTED: REPLACE RECOMMENDATION “B” WITH RESENDING A LETTER TO THE HOMEOWNER OF 309 WEST ELM STREET TO REMOVE THE SHRUBS ON HIS PROPERTY ON THE CORNER OF WEST ELM STREET AND BELMONT AVENUE AND TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS AS AMENDED.**

Upon duly motion made by Councilor Lally, seconded by Director Hooke, the motion carried by a hand vote; 8 in the affirmative.

## **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.**

**\*MOTION MADE TO PROHIBIT PARKING ON THE EAST SIDE OF MONTELLO STREET FROM ELLIOT STREET NORTHERLY TO EAST ASHLAND STREET.**

Upon duly motion made by Retired Fire Chief Galligan, seconded by DPW Commission Hill, the motion carried by a hand vote; 8 in the affirmative.

## **VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.**

Upon duly motion made by DPW Commissioner Patrick Hill seconded by James Sweeney, the motion carried by a hand vote; 8 in the affirmative.

### **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.

**VOTED: TO ACCEPT THE RECOMMENDATIONS OF THE ENGINEERING STUDY CONCLUDED BY CDM SMITH. ALSO, TO SEND A LETTER TO THE MAYOR (COPY TO DPW COMMISSIONER) STATING THAT THE TRAFFIC COMMISSION HAS REVIEWED AND APPROVED THE ENGINEERING REPORT AND SUPPORTS THE RECOMMENDATIONS.**

Upon duly motion made by Retired Fire Chief Galligan, seconded by James Sweeney, the motion carried by a hand vote; 8 in the affirmative.

## **NEW BUSINESS**

### **4. MENLO & TRIBOU ST @ FIRST STREET**

Requested by: Councilor Philip Griffin

Request/Issue: Requesting stop signs at this location.

**VOTED: SEND TO SUBCOMMITTEE REVIEW**

Upon duly motion made by Councilor Lally, seconded by DPW Commissioner Hill, the motion carried by a hand vote; 8 in the affirmative.

### **5. TRIBOU STREET AT NASON STREET**

Requested by: Councilor Philip Griffin

Request/Issue: Requesting stop signs at this location.

**VOTED: SEND TO SUBCOMMITTEE REVIEW.**

Upon duly motion made by Councilor Lally, seconded by DPW Commissioner Hill, the motion carried by a hand vote; 8 in the affirmative.

**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.

**VOTED: SEND TO SUBCOMMITTEE REVIEW.**

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 8 in the affirmative.

**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 and pedestrian crossing push button.

Discussion: Resident Jackie Mitchell was present and stated that we are here for the safety concern for the community. The intersection is very dangerous. We have a list of accidents that have been taking place since we bought the house here in July of 2019. One of the accidents that occurred damaged our house. We are concerned because there are kids in the area and a lot of foot traffic because of the Baker School and the school buses stop here. We are hoping that there can be some type of resolution to this. Councilor Lally stated that he just wanted to add that this is something that the commission has taken a look at and that has been discussed in the past. With the amount of schools and the amount of traffic, the two major roadways all right in that spot and there are a decent amount of accidents up there too. Improvements to the signalization is sort of a no brainer and it is something that is underway and I don't have the particulars on it. Councilor Lally further stated that Deputy Fire Chief DePasquale is looking into what we have to do to put a push to walk button at this location and in the past we have requested that the school department increase its presence of the crossing guards. You have kids crossing in both directions to get to the school buses and Superintendent Thomas was very amendable to that and had his crossing guards arrive early and stay late in order to catch traffic for the middle and high school students as well who might be crossing the intersection to catch the bus. I don't know if that practice has continued after the Superintendent's leave. Deputy Fire Chief DePasquale

stated that we have received numerous requests for the pedestrian crossing because of the proximity and it's high up on our list, these things can take time and hopefully with the school department's cooperation they can continue to post crossing guards there. There was also discussion about placing a No Turn on Red sign at this location near the resident's house because people just take the corner. Retired Fire Chief Galligan stated that if you are heading east on Court Street you can't see to the left or the right. Traffic Commissioner Captain Porcaro stated that the upgrade to the crosswalk at this location could be done in the summertime when the line painting company goes out to do its' annual pavement line painting. He also stated that crosswalk painting is usually the first thing they start with because of the pedestrian safety.

**VOTED: SEND TO SUBCOMMITTEE REVIEW AND SEND CORRESPONDENCE TO THE SCHOOL DEPARTMENT REQUESTING THAT THEY INCREASE CROSSING GUARDS AT THIS LOCATION INCLUDING FOR THE MIDDLE SCHOOLERS AND HIGH SCHOOLERS.**

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 8 in the affirmative.

**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.

Discussion: Michelle Mortimer was unable to attend and her father attended in her absence. He stated that we have lived at 41 Loring Street for almost 50 years and originally it was a dead end road. We did all we could to keep the development from going in because we like having a dead end road. So they put the development in and since then, cars, including UPS and other delivery trucks come speeding down the street. The corner house between Loring Street and the entrance to Loring Street Extension and Arminston Street. The corner house has a stockade fence and any cars coming down Loring Street or coming into Loring Street are blindsided. Pratt Street has a stop sign. There are no stop signs at our intersection. So we'd like to see something done about keeping these cars and trucks from flying down the street. Councilor Lally stated that the development behind Loring Street, Pratt, Allerton and Armiston has sprung up in the last couple of years. They got all their permissions in 2014-2015 for the final time but they dragged it and it was a decade to get to that point. Councilor Lally stated that it's been a difficult road for the area. Loring Street is right at the corner of North Quincy Street and North Cary Street and as such there's already a lot of speeding in the

area. Loring Street kind of gets it both ways. People will hook the corner coming from North Quincy Street going pretty quick and if they are going onto Loring they will go pretty quick entering the neighborhood. He further stated that there is a real visibility challenge where Loring Street and Loring Street extension meet Allerton. Therefore, I would request that we send this to subcommittee to take a look at it. Retired Fire Chief Galligan asked if there was a stop sign on Loring Street at North Quincy Street, of which the resident stated yes there is. There was discussion about how there was a request to turn Loring Street into a one way years ago. Councilor Lally stated that the commission's policy on turning a road into a one way is a huge change and everybody on the street who would be impacted needs to be on board and at the time it was about 50/50 who said yes or no, therefore, the commission didn't pursue it. Councilor Lally further stated that it makes logical sense because it's really impossible to exit off of Loring Street. Retired Fire Chief Galligan stated that we are looking at eastbound at Allerton Street for a stop sign and Councilor Lally stated and whatever else we can implement, speed limits, even a possible stop sign at Loring and Loring Street extension, make it a three way stop.

**VOTED: SEND TO SUBCOMMITTEE REVIEW.**

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 8 in the affirmative.

**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 reflective 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.

Discussion: Residents Michelle Dias and Ellie Gomes were present. Michelle stated that before Mayor Carpenter become mayor we had a ward meeting and had a petition that was signed. We really wanted to have it one way on Provost and that didn't happen and the reason why was because of Brockton Hospital. We thought maybe the traffic would slow down right now because of the temporary closure of the hospital, however, traffic hasn't slowed down. People are still flying around the corner. We had patrol for a while that helped some but with the latest accident that happened it has affected us both greatly. The recent accident totaled my husband's car, our fences, the side of my porch and my driveway is all busted up because the fence posts were cemented into the ground and my shed got hit when the car stopped rolling. She also stated that they went through the car insurance for the car that did all this damage and they both received letters that



their claims were denied because they stated that the car was stolen at the time. We really need help. If we could have a stop sign on the guardrail that has the flashing lights because no one sees the guardrail, it looks like a continuance of our street. She also stated that her sons' cars have gotten hit in the past along with her cars getting hit in the driveway on multiple occasions. We never park in the street. She stated that it has become a real nuisance. She further stated that she doesn't believe a sidewalk could be put in because the street is already really narrow. Ellie stated that she purchased her house 15 years ago and the guardrail has been hit at least 5 times. The most recent accident was one of the worse because the car had flipped over and ended up in both of our backyards. Ellie stated that Michelle has had a car in her kitchen. The guardrail for me is not enough, it does protect the cars from going into my house but I would like to see, it have some lights on it that you can see, but at least a stop sign on the guardrail would help. Maybe that would help for them to see that there is a house there, even an extension to the guardrail would be helpful. Michelle stated that on New Years Eve like 15 years ago her house was hit and the table got pushed across the kitchen, no one was home but the whole front of the house had to be taken off, replaced and fixed. There was also discussion about how the lighting is in this area. Michelle and Ellie stated that there is a light right at the corner. DPW Commissioner Hill stated that they could probably face another light in the other direction because this one seems to go towards Provost and the wattage of the lights could also be increased. Both Michelle and Ellie did not object to this. James Sweeney stated that he could see on the stop sign that it could use some of the reflective stripping on it. He further stated that having something on the guardrail that reflects so if you parked a car, even if there is a car there, it's above the standard car. Councilor Lally stated the we could expand the words "Stop" on the street, making them a lot taller and easier for people to see on the ground, install a yellow t-shaped sign, a stop ahead sign, there's probably a lot we can do at this location. Retired Fire Chief Galligan asked if it would be a problem if the guardrail was extended all the way over to the end of the driveway, right to the end of the blacktop? And it was stated that that was not a problem at all. He further stated placing a guardrail on the other side right up to the driveway as well. There was also discussion relative to the flashing stop signs.

**VOTED: SEND TO SUBCOMMITTEE REVIEW.**

Upon duly motion made by Councilor Lally, seconded by Director Hooke, the motion carried by a hand vote; 8 in the affirmative.

**Motion was made by DPW Commissioner Hill, seconded by James Sweeney, to adjourn the meeting. All were in favor. Meeting adjourned at 7:22 p.m.**

Respectfully submitted,

*Michelle Yaffe*

Michelle Yaffe

Secretary to the Traffic Commission



***PLEASE NOTE THAT THE NEXT TRAFFIC COMMISSION MEETING IS SCHEDULED FOR THURSDAY, APRIL 25<sup>TH</sup>, 2024 AND ALL REQUESTS MUST BE SUBMITTED BY FRIDAY, April 12<sup>th</sup>, 2024.***