



BROCKTON TRAFFIC COMMISSION
Wednesday, April 3rd, 2024
6:00 P.M.

MINUTES

The Traffic held a special meeting via Zoom, at 6:00 p.m. on Wednesday, April 3rd, 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 and James Sweeney. Also present were Lisa Sherman, CDM Smith, Jake Howlett, CDM Smith and Brockton Fire Chief Brian Nardelli.

There being a proper quorum, the meeting was called to order by Traffic Commissioner Captain Porcaro at 6:00 p.m.

NEW BUSINESS

1. **BROCKTON PUBLIC SAFETY BUILDING- WARREN AVENUE TWO-WAY TRAFFIC**

Requested by: Lisa Sherman, CDM Smith

Request/Issue: CDM Smith to present a project update relative to design and also to discuss the SMART grant components.

Discussion: Jake Howlett and Lisa Sherman were both present from CDM Smith. Lisa stated that the project was first presented to the Traffic Commission in 2022 and is moving forward and she began with her slideshow. She stated that the primary need for this project is to convert Warren Avenue to two-way traffic so that we can facilitate operations at the new Public Safety Facility. In addition to that this is essentially the first phase of a downtown conversion to two-way traffic, which would be Warren Avenue and Main Street and some of the streets in between. So converting Warren Avenue is the first step towards eventually converting all of downtown to two-way. The project location that we are working on is along Warren Avenue and it starts at the intersection of Belmont Street to the south and it travels along Warren Avenue to the north up to Spring Street.

In addition to this we have some side street work, along the various side streets (yellow on the slide show). We are also going to be converting Goddard Road to two way and some of the road reconstruction will happen along West Elm Street and we will present some of the design for Highland Street as well. The Project Location page of the slide show summarizes some of the intersection that are located along Warren Avenue and Goddard Road and that is essentially the project location. Lisa moved on to Existing Conditions and stated that we have one way traffic heading in the southbound direction on Warren Avenue, there are no accommodations for bicyclists, there are deteriorating sidewalks and curb ramps that are non-compliant with PROWAG accessibility standards. She also stated that the PROWAG is all about the ADA and is the new guidebook that presents the requirements to provide accessible ways that are in performance with the ADA. She continued to state that we have poor pavement conditions along Warren Avenue with all of the utility construction that's been going on. For street lighting we have what we call COBRA head street lighting and they are high. They are really focused on the roadway more than the pedestrians and in addition we also have one way traffic on Goddard Road. For the traffic signals we do have a mix of traffic signal controller components. There are two types of traffic controllers. There are count down units and back plate that provides signal support. We don't see much coordination between the intersections, meaning if you leave one intersection on a green signal that when you reach the next intersection you would expect to have the green signal as well, so we do see that lack of coordination. In addition, she stated she mentioned ADA earlier, we want to have pedestrian push buttons and those buttons are the kind called auto tactile, so that anyone struggling with vision or hearing they can use the buttons appropriately. There are also few countdown pedestrian heads, the countdown is where it gives you the walk person and wait and the timing unit for how long each of those phases will last. Most of the mast arms along the corridor are of the old style, they have been in place for a number of years. The more modern ones are those up at Pleasant Street and Spring Street. There is a back plate that provides signal support. Lisa went on to the Proposed Project Components and stated that it accommodates two way traffic along Warren Avenue and Goddard Road, two southbound lanes and two northbound lanes between Legion Parkway and West Elm Street. For the remainder of the Warren Avenue corridor would be one lane in each direction. We are looking to realign Highland Street, the east bound approach to Warren Avenue, that's looking to be realigned with Legion Parkway. We are including stormwater management improvements, that's to make sure that the stormwater management along the roadways is compliant with your MS4 permit. In addition to this, we have some turn lanes at intersections, to accommodate turning vehicles and design vehicles that were selected, we have tractor trailers movement at the Belmont Street and Pleasant Street intersections, since both of those provide access back to Route 24 and the rest of the intersections accommodate emergency vehicles and an SU30 which is a box truck. All of these components in this proposed roadway improvement project are all based on the City's request for proposals to design these specific improvements along the corridor. She presented a slide of proposed traffic conversion. Belmont Street will provide turning lanes and this location will require some property from the Courthouse. Outside of the Public Safety Building, we have some on street handicap parking and a Bus pull over area because there are three different bus routes along Warren Avenue with BAT bus and we have been coordinating with BAT bus on the improvements. We also have a right turn lane to go down West Elm Street. Highland Street will have a

realigned movement for Highland Street heading eastbound onto Legion Parkway. You have direct access to Legion Parkway in that direction. The westbound movement on Highland Street would be where it is now. This area also includes a raised crosswalk for speed control and we have some parking along one side. There will also be a loading zone/pick up/drop off for public safety as well. We have one lane in each direction until we get to Pleasant Street and at Pleasant Street and Spring Street it was reconstructed in 2015 and we are proposing some traffic signals modifications here to accommodate the northbound movement. We are trying to keep as much of the traffic signals in place at this location. We have a channelized right turn, which is intended for vehicles to make the move, in order to accommodate the right size vehicle we did have to make this a channelized area. The parcel that exists here use to be McMenemy's Fish Market and is a opportunity for green space there. Lisa continued to state that the proposed components for traffic control are that we are proposing new traffic installation Belmont Street, West Elm Street, Frederick Douglas Avenue and Highland Street/Legion Parkway. We want to maintain existing equipment at Pleasant Street and Spring Street to reduce costs, so we are just modifying and adding some equipment that is already out there. The new traffic signals outside of Pleasant/Spring Streets will be painted black to confirm with the plans for downtown and will be the federal green color to make sure that everything matching at this location. All of the traffic signals will have detection using cameras with the current technology in the industry and cameras are much more efficient as far as maintenance goes. All of the detection is being done by a camera. Traffic signals will be coordinated with emergency vehicles preemption and transit signal priority. That means that the traffic signals will coordinate along the corridor so that you get a green signal and then another green signal and so on, this keeps traffic moving. Emergency vehicle operations are expected to remain the same as that of Station 1 on Pleasant Street. Retired Fire Chief Galligan asked about the transit signal priority and ask does that allow the bus to held a green light longer than normal? Lisa responded that we can set it up several different ways, one of which would be to extend the green light to get the bus through or service and provide the green light when the bus comes along. But to be clear the emergency vehicle will always override a bus call. Retired Fire Chief Galligan further asked can a bus that's going up Pleasant Street preamp a light just like a fire truck could? Lisa responded that it's similar but it wouldn't override the fire truck. Retired Chief Galligan stated that the reason he's asking is because when we put these in years ago the bus had the ability to hold a green light but they did not have the ability to capture a green light. Retired Fire Chief Galligan asked Chief Nardelli if he had heard about this and Fire Chief Nardelli stated that yes he did and further stated that whatever the programming will be we will make sure that we are clear with that as we are going in. Lisa continued to state that for project components that are safety related we will be updating the pedestrian signal equipment as part of the full upgrades at all of the locations as well as Pleasant and Spring Streets, all of the buttons will be updated accordingly .We will also be providing ADA Complaint sidewalks and crosswalk. We are also going to be providing bicyclists accommodations, southbound bicyclist along Warren Avenue. The bicyclist s will continue to use Main Street. In addition, we are proposing improved street lighting along the corridor that we call pedestrian scaled. These lights are shorter than the COBRA street lights, you can plug in holiday decorations. The pedestrian scaled street lighting do so much more to light up a corridor , especially sidewalks, which is a huge improvement in safety. There will also be a bus shelter and provided by BAT and not paid for through this

project. There are items being funded through the SMART grant, such as new trash cans that will have fillable and temperature sensors, air quality sensors, pavement temperature sensors and streetlight sensors. All of which are funded through the grant. The SMART grant program is a pilot program so it allows us to test the equipment for future purchases. If the City was looking to expand on the equipment that would be through a supplemental grant. Lisa moved onto the funding aspect of the project and stated that we have two grants that we have secured. One is the SMART grant which is 1.3 million and the other one is MassDOT Complete Streets grant for \$500,000 towards the sidewalks and bicycle accommodations. Lisa then moved onto the Project Milestones and Construction Schedule, in which she stated that they've completed all the traffic data collection and analysis, Eversource gas main replacement, combination of topographic survey files various project, test pits to verify underground utility locations, borings to verify mast arm location, stormwater modeling, preliminary design and intermediate design. The upcoming Milestones are water main replacement completion, NEPA approval (SMART grant- which has been approved), Conservation Commission Notice of Intent (filing in May), National Grid pole relocation, appraisal services (underway), final design, City Council review/approval of offers of easements, bid, constructions services and diversion study (how people are reacting to the two way conversion, who's uses it, if other things have changed at other intersections in the area and if there are mitigation measures needed). Lisa stated in order for us to get out to bid we need to get through Conversation Commission & NEPA (already approved), the right-of-way needs to be completed, we need to finish our final design & special provisions, we need to put together a URAM, which is a plan for the contractor to work with soils that need adjustments and appropriate treatment, we need to finalize our estimate of construction costs, we are continuing to do coordination with Public Safety Facility and the team and the watermain completion needs to happen. We do anticipate bidding the project in 2024, hopefully this summer. The goal is to accommodate two way traffic on Warren Avenue, to make sure we support the Public Safety occupancy, our proposed construction phasing is to maintain one southbound lane of traffic during construction and to coordinate with abutters. Lisa then opened up the meeting for questions and James Sweeney asked if the right of way on city property or is it private? Lisa replied that the city owns the corridor but there are some areas where the existing city layout and what the abutters own. There are some areas that are on private property and that's why we would need a permanent easement. Mr. Sweeney stated particularly on the corner where it meets Belmont Street, the parking lot across from the courthouse, does the city own that? Of which Lisa responded the city does not own that parking lot, it's owned by the Commonwealth of Massachusetts. Mr. Sweeney further asked what the accommodations would be for the businesses. Lisa stated that we want to make sure that we provide temporary access, ramps for asphalt, the sidewalks areas are still passable and we want our contractor to coordinate with the abutters. She further stated that they are working with BAT, in the event that any buses need to be relocated during construction and BAT will provide appropriate signage. Traffic Commissioner Captain Porcaro asked what further traffic commission assistance would they need, as far as any new regulation, parking prohibition? And he also stated that part of the overall plan is for Goddard Road to become two way, would you need our involvement with improving any no parking with any areas? Lisa stated that certainly Goddard Road is one and she wasn't sure if the previous prohibitions discussed with the traffic commission were approved. She asked DPW Commissioner Hill what he recalled. He stated that he

does not believe we have prohibited parking yet and that it's something that will need to be done prior to construction and with the Public Safety building ramping up and with the equipment coming in and out, it's probably something that we should consider sooner rather than later. He stated that people park on the westerly side of Goddard Road consistently during the day and it's not going to work once this project starts. Once we have a better schedule as to when this project is going to start we can put something in front of the traffic commission to prohibit parking on Goddard Road until such time that it goes to two way traffic. Retired Fire Chief Galligan stated that once the Public Safety Building becomes occupied, the response from the police and most of their activity will be going from Goddard Road, towards West Elm, towards Highland Street and I also think that the Fire Department is going to have significant activity on Goddard Road and turning to get into the parking lot for the Fire Department is going to be difficult and you could not have parking on the westerly side of Goddard Road. He further stated that we have to look at prohibiting parking on both sides of Goddard Road. DPW Commissioner Patrick Hill stated that he doesn't see how it could work any other way as the road isn't wide enough to accommodate a parked car. He agreed with Retired Fire Chief Galligan that maybe prohibiting parking now may be the enforcement part of it, we don't necessarily have to enforce it right away but as soon as the construction ramps up it will give people an opportunity to find another place to park other than Goddard Road. He further stated that Retired Fire Chief Galligan is right that everyone will be using Goddard Road, especially the police because they will be going in and out of the garage and the garage entrance/exit is going to be put them right back onto Goddard Road. Retired Fire Chief Galligan stated that we should have a preliminary conversation with the Brockton Housing Authority because all during the day they park on the west side coming and going in front of the Highrise. They have to think about opening up access from their parking lot so that people that want to go into that High Rise wouldn't use the door on Goddard Road. BHA may have to do some things to accommodate that and we should have a conversation with them beforehand. DPW Commissioner Hill stated that what we have found, especially during storms is that most of the parking on Goddard Road is from the two/three family houses that are just north of the BHA. Most of the housing individuals park in the parking lot in the rear. The BHA has a little small parking lot in front as well which they use for staffing. He further stated that the people that are up and down Goddard Road are either from Ellsworth Street or Goddard Road. Retired Fire Chief Galligan stated he was thinking about the BAT buses that they use to pick up the elderly. Chief Nardelli stated that he believes the Dial-A-Bat goes out back. Chief Nardelli stated that whenever we are doing any kind of training ,etc. the apparatus will be pulling in the back, they won't be responding out of there but there's no way they will be able to get the apparatus into the back parking lot for training and that will be hard if there is parking in this area. You will have to figure out the radius if you are going to allow any parking in this area. He agrees that he doesn't believe parking back there is a smart idea as it will get very congested quickly with the size of the fire apparatus we have now. DPW Commissioner stated that he would get the no parking on the next traffic commission agenda and he will have a discussion with the BHA to let them now that it's coming. He stated the sooner we do it the better. Lisa also mentioned that there is parking along Highland Street and that she doesn't know if that's allowed or not. DPW Commissioner Hill stated that he doesn't know if that's allowed, it's a rather narrow street and it's certainly going to see a lot more traffic now and with the new street layout it's going to be impossible. Mr. Sweeney asked

about the pedestrian lighting and whether or not it was going to go the full length of the conversion or just in front of the building or what's the extent of it of which Lisa replied it's the full length of Warren Avenue, except for the area between Pleasant Street and Spring Street. Retired Fire Chief Galligan stated the style of lighting on Main Street is not replicated on Warren Avenue. DPW Commissioner Hill stated that what we have found is that the lighting on Main Street does not encompass the sidewalk areas, which we do get frequent complaints about, so we went with a smaller style pole and different fixture so that it would not only capture the sidewalks it would capture the streets too. Every portion of the street is captured with the lighting. The lights will be ten feet lower because the poles are ten feet smaller. Retired Fire Chief Galligan stated that currently the lighting is bad, it doesn't go down and it doesn't reflect on any of the buildings and it makes it very dark. It wasn't designed properly on Main Street and if something different is done on Warren Avenue that is better because if you put the lights on Warren Avenue that are on Main Street it won't be pretty. Mr. Sweeney asked about the speed control on Highland Street and Lisa replied that there is a proposed crosswalk that would be raised. Mr. Sweeney replied that it will be a crosswalk elevated, would you call it a speed table of which Lisa replied yes. Fire Chief Nardelli stated that we had a meeting to discuss the Highland Street navigation and the parking and I had some deep concerns and that's why some of the changes happened about the parking. Another concern is that once it's lined up to Highland it's going to become a raceway. Lisa stated that there will be lights up on the mast arms at the intersection, they enhance the crosswalks. She further stated that one of the requests was for future installation of providing the power connection to the blue light towers, like an emergency call box and that is something that we can provide the power for. Mr. Sweeney asked what part of this project do you see being the most challenging as far as time of which Lisa replied there is a few things, the traffic signal equipment there is a supply chain issue, it takes a long time to get the mast arms in. Pat and I have been working with the SMART grant individuals to try and get that equipment early and procure that equipment ahead of the construction. She further stated that reconstructing the corridor, the roadway itself, trying to accompany the traffic, trying to reconstruct the corridor, the pavement itself and still coordinate with DPW. Retired Fire Chief Galligan stated that it will be critical that the Warren Avenue project be done before the building is occupied. DPW Commissioner Hill stated the timing is definitely going to be a challenge during the construction and the phasing on how we are going to do each little corridor whether it be between Belmont Street and West Elm and how to phase that, do we do half of the road and continue on and do another half of the road or do we do that corridor and then move up to the next section. It's going to be challenging but I think that it's something that will really need to be worked out with the contractor and public safety side at the same time. That's my biggest concern for this whole project is timing and how is timing going to work out with all of that stuff going on at once. Lisa also stated that the utility pole relocation is also another critical schedule. I can't tell you how many times our projects, the utility relocation is dragging behind the schedule so you end up with roads being reconstructed, the contractor needs to keep going on the project and rebuilds the road then you end up with utility poles that are in the road and you have to get a jersey barrier in front of them because it takes so long for the utility owners to get the new poles installed, then every line has to be moved from the old pole to the new pole. DPW Commissioner Hill stated that it's not just one utility company that's the other problem. You may have a good handle on National Grid but Verizon could hold you up

and vice versa. He further stated that most of the utility poles that will be replaced will be outside of the perimeter of the Public Safety Building but I do envision that being a long term problem until the road is complete. He further stated that we can't control the utility companies schedule, if they get an emergency they could shut down for a month. They prioritize what they want to prioritize. This building is important to the City but that doesn't mean it's important to the utility companies. He also stated that he thinks it could be an issue but that it wouldn't impact the roadway portion of it but it may impact the final project of the sidewalks. Lisa stated that to Retired Fire Chief Galligan's point of getting this road project done for public safety occupancy, like Pat said we are looking at all different construction phasing, one of the other alternatives that we have looked at too is to try and rebuild Goddard Road before Warren Avenue gets rebuild so that you have that opportunity to use that as a detour route for some traffic. Lisa also stated that the main goal that we have is to make sure that traffic from the Public Safety Building, the emergency, the police are able to get in and out of the Public Safety Building and have that presumption along the corridor. If they are finalizing sidewalks down on Belmont Street that that doesn't have a significant impact on emergency operations, so our goal really is to make sure that we aren't facilitating the movement in and out of the Public Safety Building. Retired Fire Chief Galligan stated that he has a suggestion, Pat had mentioned that about Goddard Road, maybe what the Traffic Commission should do is look at the entire area to come up with some ideas on where we should allow or not allow parking and it doesn't have to be done in one night or voted on in one night but at least initiate a discussion of prohibiting parking on both sides of Warren Avenue from Spring Street to Belmont Street, prohibiting parking on West Elm Street from Warren Avenue westerly to some distance. I think that it would be wise to have the traffic commission think about where we would like to see parking regulated and right now we probably have some areas on Highland Street where parking is not regulated on the south side but it is on the north side. He further stated that we might have to prohibit parking on Highland Street on the south side from Warren Avenue to Goddard Avenue. The original question was how does the traffic commission play into this and my suggestion would be that the traffic commission spend a little time looking this over and if we do have a final vote in a couple of months, we would have it in place. He also stated that it certainly appears that Goddard Road is going to have to be no parking on both sides but we may want to look at Highland Street, West Elm Street and a couple of the other streets, no parking away from corners, which may not be regulated right now, turning movements for trucks, things to that nature. James Sweeney stated that he would add on Legion Parkway also. Retired Fire Chief Galligan stated that yes, that's a potential area that we are going to have to look at. He further stated that if you look at the Boys and Girls club right now, even though we have posted no standing, no parking signs, it just continues that parents want to pick up their kids and park on Warren Avenue. Right now where it's one way you can squeeze by a car that is parked there but if it's two way, they can't allow any parking whatsoever, it will totally shut a lane down. He stated that this is one area that we are going to have to take a look at. DPW Commissioner Patrick Hill stated that it may be a good idea to do a special Subcommittee meeting to ride the project and look at everything of which Retired Fire Chief Galligan agreed. Councilor Lally asked if we still planned on doing the rest of the one ways downtown? Of which DPW Commissioner Patrick Hill stated that all of that work will be done through a grant, the planning and design side of it such as Frederick Douglas, L Street, West Elm, Green Street as all those streets right now are getting new

watermains and the thought that at some point they will be changed but the Raise grant will get into the planning and design side of it and take a look at the rest of the downtown corridor to determine what needs to be changed and what needs to stay. Retired Fire Chief asked if it's the consensus of everybody that the two way conversion of Warren Avenue and North Warren Avenue is critical from Spring Street to Belmont Street? Of which the members stated that they all agree on that. DPW Commissioner Patrick Hill stated that it would be difficult to pick and choose which portion of that corridor we were going to switch, we would all agree that West Elm Street to Pleasant Street has to be switched no matter what. If you were to leave the section between Belmont Street and West Elm Street and the section between Pleasant Street and Spring Street as one way I think it would be a nightmare and I think it's all or nothing with this of which Retired Fire Chief Galligan agreed.

Motion was made by James Sweeney, seconded by Director Stephan Hooke, to adjourn the meeting. All were in favor. Meeting adjourned at 7:02 p.m.

Respectfully submitted,

Michelle Yaffe

Michelle Yaffe

Secretary to the Traffic Commission