



BROCKTON TRAFFIC COMMISSION
Thursday, April 10th, 2025
6:00 P.M.

MINUTES

The Traffic held a Special Traffic Commission meeting via Zoom at 6:00 p.m. on Thursday, April 10th, 2025.

Present were Traffic Commission Members: Traffic Commissioner Captain Mark Porcaro, Deputy Fire Chief Joseph DePasquale, DPW Commissioner Patrick Hill, Retired Fire Chief Kenneth Galligan, Director Stephan Hooke, Councilor Lally and James Sweeney.

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 will present an update on the Warren Avenue construction schedule as well as discussing the replacement of the Newbury Street bridge.

Discussion: Lisa Sherman and Jason Fliestra were present from CDM Smith. Lisa begun the meeting and stated that she was in front of the Traffic Commission a couple years ago to present the Warren Avenue two-way project relative to the Public Safety Building. Tonight I am here to give you an update as far as construction goes and to discuss the Newbury Street Bridge. We will discuss the Warren Avenue proposed project components and the Construction Schedule and Phasing then Jason will discuss the Newbury Street bridge and

way it needs to be replaced. We will be accommodating two-way traffic both on Warren Avenue and Goddard Road. There will be two southbound lanes and one northbound lane between Legion Parkway and West Elm Street right in front of the Public Safety Building. It will be one southbound and one northbound everywhere else along Warren and that will be between Belmont and Spring Streets. We will also be realigning Highland Street so that it lines up better with Legion Parkway. There will be stormwater management and the lanes we do widen out to provide turn lanes. To process traffic at each intersection. WE are making accommodations for tractor trailers on Belmont Street and Warren Avenue as well as Belmont Street and Warren Avenue because those two routes get you back to Route 24. Emergency vehicles and SU-30 (box trucks) have been used to design the remaining intersections. Page 4 of the presentation (Project Components) illustrated the work on West Elm Street up to Pleasant Street as it relates to the Public Safety Building. Lisa further stated that she was going to talk briefly on each intersection improvements. At the southerly most intersection of the project is Belmont Street, accompanying two-way traffic along Warren Avenue. We will still have a right turn lane, a thru lane and a left turn lane for Warren Avenue southbound. Heading along Warren Avenue northbound a left turn lane and a shared lane that can go through or right. At the intersection of West Elm, again two-way traffic on Warren Avenue and for now before the future downtown conversion project. West Elm will be two-way on the west side and one way on the east. We are trying to realign Highland Street as it heads eastbound so that it can go straight across to Legion Parkway. At Pleasant Street, what we are doing with this lot, the former McMenemy's Fish Market, the city has inquired that lot to install a right turn lane that is channelized and that is to facilitate emergency vehicles and tractor trailers. We will have a northbound lane for the left turns and a northbound lane that is traditionally to head straight along Spring Street. The accommodations on Pleasant Street will remain the same. We have all new traffic signal installations going in at Belmont Street, West Elm Street, Frederick Douglas Avenue and Highland Street/Legion Parkway. At the intersection of Pleasant Street and Spring Street we are maintain existing equipment but we are actually be adding some equipment to accommodate the northbound traffic flow. All of the intersections will now be detected by using video cameras. There will be traffic signal coordination with emergency vehicle preemption and transit signal priority for the Brockton Area Transit buses. Emergency vehicle operations are expected to remain similar to that of Station 1 on Pleasant Street. Northern/Western Destinations they will head north along Warren Avenue and Pleasant Street. Southern/Eastern Destinations will use Legion Parkway or continue along Warren Avenue southbound to West Elm Street or Belmont Street. It's our understanding the emergency apparatus will use Legion Parkway or they can continue along Warren Avenue southbound to West Elm Street or Belmont Street. A reminder on Project Components as far as safety is concerned, we are updating all of pedestrian signal equipment. You will have audio/tactile push buttons as well as countdown pedestrian signal heads. We will have all new ADA/PROWAG compliant sidewalks, ramps and crosswalks. We also have a designated bicycle area for southbound bicyclists along Warren Avenue. Northbound bicyclists could use Main Street. We will have all new street lighting. They are called pedestrian

scaled street lights. They are not high mast or tall street lights, they are closer to the ground and they do a much better job projecting light onto the sidewalk and the roadway and of course we will have new traffic signs and pavement markings. The Project Components for Transit, we have designed a bus pullover area along Warren Avenue southbound adjacent to the public safety building with an area set aside for a BAT bus shelter. This accommodates three bus routes that travel along Warren Avenue. We are also working with BAT's Pasio system which gives you the bus arrival times which will be working with the traffic signal equipment. Part of this project is funded by a SMART grant, it's one of the grants available through the IJJ law and that is being used to procure the traffic signal equipment, the signal coordination equipment both for emergency vehicles and transit signal priority for the BAT buses. We will also have new trash cans along the corridor that have fill levels and temperature sensors. There will be air quality sensors installed on the mast arms and a few pavement temperature sensors that can monitor the pavement temperature and this helps DPW with treatments of the pavement along the corridor during inclement weather. Then we will have streetlight sensors that will help monitoring the street light health and output, all into a monitoring platform that DPW will have access to. With that being said, we meet with you a year ago and there are temporary construction easements and some permanent easements that are needed along the corridor. these easements were appraised by a certified appraiser and they went before City Council for review, the easement plans were recorded at the Registry of Deeds and the Solicitor's Office has sent out instructions to the property owners that are impacted by the project with instructions on how to pick up their check. Keep in mind not every property along the corridor has an easement involved on it so what that means is not every single abutter will be receiving an easement check. Our schedule is tied to the Public Safety Building and we are trying our best to the two-way traffic open at least between Pleasant Street and West Elm Street in time for the ribbon cutting ceremony in late August. The Construction phasing, corridor wide, includes some test pits, tree removal and installation of sedimentation control. The sedimentation control is needed down towards Belmont Street because there is a culvert along Belmont Street and a river bank area. The project will really focus on Pleasant Street and West Elm Street to do conduit and drainage installation, roadway paving and then traffic signal installation. We are coordinating with the Public Safety Contractor regularly to work on the sidewalk reconstruction in front of the Public Safety Building, the conduit installation that will actually go into the Public Safety Building and then access points that the contractor needs to get onto their site.

Jason Fliestra stated that the Newbury Street Bridge is right at the intersection of Newbury Street and Ellsworth Street and this is a good way to identify it because a lot of people do not realize that there is a bridge here unless you know it's there. The Salisbury Brook is channeled underneath east to west, there's an extra wide sidewalk to the west of the bridge and this is about a 300 foot culvert that abuts right up to the bridge. This project came about late 2023, there was a pretty big rain event and this happens to be the low point on Newbury Street, so a lot of water was running down there and there was a whole on the right side of the bridge, the west side. The Fire Department notified DPW that it was there

and DPW notified us that it was there. WE came out and inspected it. We believed there was an intentional drainage point there where water was going right into the Salisbury Brook. It pretty tight in this area with not a lot of room to work so we are going to be closing this intersection down for the demolishing and reconstructions of this bridge. It's a small bridge and we hope to get it done in one construction season. He continued to speak relative to the existing conditions of the bridge regarding the east elevation looking upstream with no a lot of clearance. Downstream channel lined with the masonry walls and inside the culvert looking upstream to the channel inlet, it's about 300 foot long and really restricted what we could do with the water handle. There was a photo depicting a lot of the wholes that were witnesses and a lot of the debris pulling up there and this is the lowest spot of the bridge. So, in addition to reconstructing the bridge we are moving the low point of Newbury Street to the south a little bit and installing some new deep base catch basins to treat some of the run off water before it gets discharged into the Salisbury Brook. Standing under the east sidewalk we were going to close it down right away, we didn't want any additional weight on there. The rest of the bridge is just a cast in place slab. We had closed this sidewalk down and had NDT come out and do some nondestructive testing for us to get an idea of how thick the slab was, the thickness of the overlay was, He showed the Commission the NDT report and stated after we did our inspection we notified Massachusetts Bridge Inspection to go out and perform a low rating. They came back with some results that we were inspecting to see, 3 for the Deck and Superstructure which is serious needing immediate attention and the abutments, being the stack granite blocks, the rated those as a 6. S we did look a t a way to try and save those and we just weren't able to do that. There is a bout a 2 foot sand gap in between the bedrock and the masonry abutments. Unfortunately, we can't reuse them. Over the years there are a lot of utilities that are punctured through the masonry abutments. A full bridge replacement is preferred. He showed a slide of what the bridge would look like after the construction. It's going to go out to bid this month and if everything goes as planned we are hoping to have NTP by July 7th, with a construction duration of about 140 days. Most of it will be demolishing the existing abutments and putting them back in. They have to be casted in place and we have to do one at a time for the water handling. The superstructure should go quick and opening the road up as soon as possible is the goal. Funding is through city funds and we also have an application in with the Small Bridge Municipal Grants and we are waiting to hear if we get that award. He further stated for maintaining traffic and parking in the area, there's a lot of residential parking along Newbury Street. There isn't a lot of parking we are taking during the construction. Currently there is restricted parking on the east side of Newbury Street and within the west side of our construction limits there are currently no parking signs. So, there may be a few spots just to the north on Newbury Street and then right near the intersection on Ellsworth Street. We don't want to see any bus or truck traffic on it and we don't believe that's being enforced. The truck traffic should be aware of the detours that will take place. WAE have identified two detour routes with detour # 1 being the preferred route but with the Two-way project and the Public Safety project we may have to post alternate detours to go around Newbury Street to the west. There will be coordination with the ongoing project and we hope we can minimize

these detours to as short of a duration as we can. Retired Fire Chief Galligan stated that when they detour cars up Goddard Road, right now Goddard Road is a parking nightmare. For a car to take a left from Goddard Road into Highland Street it's extremely difficult so we may have to restrict parking back from that intersection. Lisa Sherman stated that there is going to be a parking restriction on Goddard Road as part of the tow-way conversion project because Goddard will become two-way. DPW Commissioner Hill stated then there will be no parking on either side. DPW Commissioner Hill further stated that even when the two-way conversion is complete the Highland Street traffic heading east with the new roadway as proposed, we may have to consider traffic restrictions on Highland Street from Newbury Street heading east. Retired Fire Chief Galligan stated the cars are parked on the west side of Goddard Road and on the south side of Highland Street and particular at night they park right up at the corner, so if you are heading north on Goddard Road as part of your detour it's going to be impossible to see to the left. Lisa Sherman stated we will definitely need some parking restrictions on Highland Street which we would want because we shouldn't have parking too close to the intersection to begin with. Lisa Sherman asked if this was something that we could vote on tonight and both Traffic Commissioner Porcaro and DPW Commissioner Hill stated it would need to be placed on another agenda. Lisa further stated that we would like to see buses and trucks not using Newbury Street right now because of the load restriction and because of the condition of the bridge. DPW Commissioner Hill stated that he has passed that along to the School Department several times but I will reiterate those detours that have been in place for over a year now with the Transportation Department. Lisa Sherman stated that we are hopeful that most of Warren Avenue will be two-way by the time July comes with the Newbury Street bridge project. Jason stated that the first thing they would do is to close the road and start demolishing the superstructure, extending the channel is what it would look like. Then they could put in their water handling measures and start taking out the abutments. This will take the longest duration. Retired Fire Chief Galligan stated you'll have to close down Ellsworth Street also of which Jason replied the whole intersection will be closed but we don't think we will have to close down very far down Ellsworth, maybe less than 100 feet of it. DPW Commissioner Hill stated that while we are bringing some of these potential parking restrictions to the Traffic Commission that we should consider posting the culvert No Parking because as you can see many people use the culvert as a parking area wither they don't realize it's a culvert they are parking on or they don't care but we should post no parking up and down that culvert. There was also mention of a few dump trucks that park near the culvert, they have been there for years and if they go over the culvert it could collapse as it did in the past with a dump truck going over it. Retired Fire Chief Galligan mentioned painting No Parking right on the culvert. He further stated that we could place a few jersey barriers there as well. There was also discussion about the dump trucks being unregistered and uninsured. Traffic Commissioner Porcaro stated that he could have Code Enforcement to go down there and check it out. Retired Fire Chief Galligan stated that once this project is underway Lisa may want to put signage up near Newbury Street letting people know that Newbury Street is closed. Lisa stated that we would recommend the black on orange for construction detour signs.

Maybe even a dynamic message board. Retired Fire Chief Galligan stated that one of the message boards could go up a couple weeks before this takes place. DPW Commissioner Hill asked Director Hooke if we could use a couple of the message boards that he has and which he replied whatever you need. There was discussion about holding another special meeting relative to just the parking restrictions that need to take place.

Motion was made by DPW Commissioner Patrick Hill, seconded by James Sweeney, to adjourn the meeting. All were in favor. Meeting adjourned at 6:56 p.m.

Respectfully submitted,

Michelle Yaffe

Michelle Yaffe

Secretary to the Traffic Commission