



BROCKTON TRAFFIC COMMISSION

Thursday, June 26th, 2025

6:00 P.M.

MINUTES

The Traffic held its monthly meeting at City Hall, 45 School Street, GAR Room. Brockton, MA 02301, at 6:00 p.m. on Thursday, June 26th, 2025.

Present were Traffic Commission Members: Traffic Commissioner Captain Mark Porcaro, DPW Commissioner Patrick Hill, Retired Fire Chief Kenneth Galligan, Councilor John 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. Upon motion made by James Sweeney, seconded by Councilor Lally, to waive and approve the reading of the two sets of May 15th, 2025 Meeting Minutes and the May 22nd, 2025 Traffic Commission Meeting Minutes.

Motion was made by Councilor John Lally to take items with individuals present out of order and properly seconded by DPW Commissioner Patrick Hill. The motion carried by a hand vote, 5 in the affirmative.

OLD BUSINESS

1. BACKLUND DRIVE AT EAST STREET

Requested by: Kenneth LeGrice

Request/Issue: cars are parking at the top of Backlund Drive where it meets East Street. It makes it difficult to make the turn onto Backlund Drive and makes it so two cars cannot pass at the sometime.

SUBCOMMITTEE RECOMMENDATION:

A. Install a NO PARKING CORNER TO HERE sign on Pole #8 for the eastbound traffic on Backlund Drive.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

2. WEST CHESTNUT AND LINWOOD STREET

Requested by: Jaime Berrezuta

Request/Issue: This is a very dangerous intersection. It is also very time consuming as it takes between 10/15 minutes every day to turn especially when it's busy. The light at this intersection doesn't change color, it only flashes.

Requesting a traffic light that changes color (red, yellow, green). **(The TC Secretary researched this location and did not find a study relative to this exact location)**

SUBCOMMITTEE RECOMMENDATION:

Recommend a traffic signal engineering study.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Councilor Lally, the motion carried by a hand vote; 5 in the affirmative.

3. ELLIOT STREET BETWEEN MULBERRY AND N. MONTELLO STREET

Requested by: BPD Lieutenant William Schlieman

Request/Issue: The line of sight for those pulling out of the garage bays will be increased. The roadway seems too narrow underneath the railroad bridge, causing a bottleneck effect where two way traffic is difficult when the cars are parked in this stretch of road. Requesting No Parking signs.

SUBCOMMITTEE RECOMMENDATION:

DPW Traffic Division will select the previously-approved sign locations and install them

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

4. 10 FATHER KENNEY WAY

Requested by: Lauren Conrad, Assistant Director of the Council on Aging

Request/Issue: Requesting an illuminated crosswalk sign. Mainly due to the high speeds at which vehicles travel on Main Street while navigating the entry and exit points of Father Kenney Way. Additionally, the ability for cars to park on both sides of the road further impedes visibility for drivers and walkers.

SUBCOMMITTEE RECOMMENDATIONS:

A. Add the ladder design to the existing crosswalk that extends from Fr. Kenney Wy. across Main St. to the YMCA.

B. Install two CROSSWALK signs to support and enhance this crosswalk: one sign to be mounted on Pole #5231 (on the YMCA side of Main St.) for the northbound traffic on Main St., and the other on Pole #22 (on the westside of Main St.) for the southbound traffic on Main Street.

C. Install a NO PARKING CORNER TO HERE sign on the existing NO PARKING signpost just south of Pole #22 and have this new side face the southbound traffic on Main St.)

D. Hashmark the westside of Main Street (fog line to curbing) from Fr. Kenney Wy. south to the NO PARKING/NO PARKING CORNER TO HERE signpost.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by James Sweeney, seconded by Councilor Lally, the motion carried by a hand vote; 5 in the affirmative.

5. CAFFREY TOWERS

Requested by: Caffrey Towers Tenant President Keither Lennards and State Rep. Michelle DuBois on behalf of the tenants of Caffrey Towers.

Request/Issue: The light signal does not stay red long enough for tenants from Caffrey Towers to safely cross the street in the crosswalk. Requesting longer walk time at this location.

SUBCOMMITTEE RECOMMENDATION:
BFD Signal Division will handle this.

VOTED: TAKE NO ACTION AT THIS TIME- IT'S BEING HANDLED BY BFD SIGNAL DIVISION.

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

6. BERNICE AVENUE

Requested by: LaWanda Finley-Osorio

Request/Issue: The request is for a traffic barrier for the one-way street Forest Avenue at Bernice Avenue. There's been an increase of vehicles driving down the one-way street (Bernice Avenue) which poses a danger to the residents walking/driving up Bernice Avenue. Would like the barrier at Pole # 65T.

SUBCOMMITTEE RECOMMENDATIONS:

A. Install two NO RIGHT TURN symbol signs, one on Pole #35 and the other on Pole #36, both for the eastbound traffic on Forest Ave.

B. Angle the two current DO NOT ENTER signs on Bernice Ave. at Forest Ave. so as to provide better visibility to Forest Ave. traffic.

C. Allow one-way traffic on Bernice Ave. from Ridge Hill Ave. northerly to Forest Ave. Bernice Ave. from Ridge Hill Ave. southerly will allow for two-way traffic.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

7. BROOK STREET

Requested by: Virginia O'Brien

Request/Issue: Requesting Speed bumps be installed.

SUBCOMMITTEE RECOMMENDATIONS:

A. Traffic enforcement when manpower permits.

B. Otherwise, take no action.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Councilor Lally, the motion carried by a hand vote; 5 in the affirmative.

8. HOWARD SQUARE

Requested by: George Mor

Request/Issue: Would like the No Parking signs in front of my house removed and would like to work with you to determine proper locations.

SUBCOMMITTEE RECOMMENDATION:

A. Parking enforcement when manpower permits.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Councilor Lally, the motion carried by a hand vote; 5 in the affirmative.

9. CEREL CIRCLE

Requested: Councilor John Lally on behalf of Joe Rose

Request/Issue: Cars are using this neighborhood as a cut through and speeding when doing so.

SUBCOMMITTEE RECOMMENDATION:

A. Parking enforcement for the dump truck that parks on Anne-Marie Dr. near Cerel Cir.

B. Traffic enforcement when manpower permits.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION WITH THE ADDITION OF "B".

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

10. THE ARC, 1215 W. CHESTNUT STREET

Requested by Mayor Sullivan and The Arc, 1250 W. Chestnut St.

Issue/Request: Would like a crosswalk connecting The Arc's current location at 1250 W. Chestnut St. to its newly-acquired second location at 1215 W. Chestnut St. **(See attached letters)**

SUBCOMMITTEE RECOMMENDATION:

A crosswalk engineering study is already underway

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

NEW BUSINESS

11. INTERSECTION OF GROVE STREET AND LAWRENCE STREET

Requested by: Mary Waldron

Request/Issue: To discuss the Road Safety Audit conducted by Old Colony Planning Council

Discussion: Present were Mary Waldron and Ray Guarino of OCPC. As well as Jed Hresko. Mr. Guarino stated that he had a handout with a summary, that was also sent electronically. We have the summary of the results of the recommendations. Ms. Waldron stated that Ray is going to talk about the technical piece. I know along with Councilor Thompson, we were before the Traffic Commission a few months ago and put the offer for Old County Planning Council to do the road safety audit and that has been completed. You were all provided an electronic copy as well for your records. She stated that Ray will walk through the power point presentation. Ray stated he had a summary of the road safety audit and Chief Gallagher was with us on March 3rd. This summarizes the background data, the classification of the road traffic numbers as well as the number of crashes for brevity. I'm not going to go through all the technical statistics that we had. What I'd like to do is focus on this page with the yellow, the recommendations and potential safety enhancements because basically what happened on that day is we had a meeting at Old Colony Planning Council and we looked at the intersection and background crashes. Then we went out in the field and we talked about the issues, the safety issues. Then we went back to the office and we come up with a number of recommendations for the city. The city owns the road and it's they're implementation jurisdiction. He further stated that we have some recommendations that are long term and they cost a lot of money and then we have some that are short term, they don't cost a lot money and that are less expensive and this is up the City as to how they want to proceed. This intersection does warrant a traffic signal but that's for the to city decide. He further stated that there are other options. One of the important things that we looked at when we were out there was two busloads of students that were dropped off at Grove Street right near Trinity. There's a lot of students crossing right there. There's no

crosswalks. One of the recommendations is that we need ADA complaint crosswalks for this intersection. One of the recommendations is a rapid rectangular flashing beacon (RRFB) where you can just push the button and the kids can walk across safely. Evaluating the school bus stops is also recommended because some of the kids were going up Lawrence Street dropped off on Grove Street and had to cross through the intersection. There are also no bicycle accommodations. Another long term solution is to consider realigning the intersection. There's also potential for, instead of using flexible barriers for temporary just to control the vehicles on the turning radii because as vehicles enter the intersection the radii is so wide that it becomes actually a two lane. So, if you're approaching on Lawrence Street there's a separate left turn lane and then it turns into a right turn lane there. You can narrow the radius so there's a one lane approach right there. Some of the crashes were, if you look at the crashes, they were run off the road crashes, they would go into that left lane, especially at night. There were at least four crashes that they ran off the road. They were trying to find Grove Street and they just went into the poles. Then the opposite direction coming down Grove Street because of the turning radii as vehicles were waiting to go left on Lawrence they would be clipping the people waiting there left and going right. Either using temporary barriers as a short term recommendation or actually realigning the curbs right there would be recommended. Another recommendation is for warning signs on the northbound side of Grove Street to slow vehicles down and consider installing speed feedback signs especially on Grove Street on the northbound because we found we had traffic counters out there and it was a higher speed on Grove Street as they were going north to approach the intersection. There's a crest right there too which impedes sight. There were two pedestrians that were hit crossing in this vicinity just south of Trinity where the Trinity approach is, something to control speeds is important. It is also recommended to consider installing overhead flashing beacons and intersection visibility with red on the stop sign approaches. Also, someone else had recommended having flashing LED for the visibility on the stop sign. There's not a lot of vehicles coming in and out of Trinity but you could consider right turn in and right turn out only because coming from Lawrence Street into Trinity they do make that lag which is very awkward across very busy Grove Street. This is sort of a minor recommendation. The exhaust shop, they do park their trucks right on the corner and that impedes visibility. There are pictures that show if you are looking southbound on Grove Street, you can see that if someone's coming on Lawrence Street, there's trucks right there and they have to edge out even more and they're already in the travel lane. Consider sign inventory and evaluation of the height of the sign and placement of the sign and the LED on the stop sign. These were the recommendations and it's up to the City to go through the Road Safety Audit and determine what recommendations it would like to implement. Mary Waldron stated that she would like to follow up on what Ray has presented. She stated that we are giving these suggestions and they are recommendations. She stated that Old Colony Planning Council serves as an independent entity. We have no stake in the game other than our offices are downtown and a couple of us are residents. But besides that, it is an independent review and recommendations are made. We do road safety audits all over the region in all of our 17 communities. She also stated that it's done with a lot of federal and state funding, local folks involved in the engagement of that. The recommendations as Ray said they are from low to high cost. In the past it's been

a letter to the mayor. The road safety audit itself has an approximate cost of about \$15,000 to \$20,000, which includes staff time, field time, reporting, discussions and mapping. But that is not a cost to the city. That is a cost that we through our organization take on with funding that comes from MassDOT. We continue to do that work. I think its high integrity of the staff. I won't begin to start talking about the engineering piece because that's not where my forte is. But the recommendations are serious and they're well thought out and they're well engaged. This road safety audit, certainly if you have specific questions of Ray or after the fact, staff will be made available. We have our joint transportation committee. We also have our OCPC Metropolitan Planning Organization. There are monthly meetings and we talk about everything that we have under our project list and those are made public. The challenge that I think everyone has is that here's a report and now what do you do with it and try to find the funding. But we've worked collaboratively with the city on applying for grants for regional issues, the Safe Streets for all. We're pretty aggressive in going after that. Anytime that we of hear issues, like the pedestrian that was hit in Bridgewater, we are aware of it. The other traffic issues, we have our radar up and we constantly get together when we say did we do a recent road safety audit? I will share again with this committee that we have a listing of all our road safety audits that we've done over the past five years. She stated that my hope is that those audits will give links directly to our website so you can review them. But our hope is that they get in some fashion in the decision making process. Traffic Commissioner Porcaro stated that he wanted to thank Mary Walden, Ray Guarino and everybody at Old Colony Planning Council. We had an issue brought to us as a result of an accident. You stepped up and offered your assistance through this road safety audit. I didn't realize how much it cost and how much time it took. We have engineering studies done all the time through CDM Smith Engineering and you guys did us a favor with this RSA. So, I want to say thank you and to everybody at Old County Planning Council. I'm really grateful, we all are, for the work you have done in compiling all this information for us. Ray stated that when it comes to implementation and funding please stay in touch with us because as Mary said there's some new funding such as Safe Streets for all and it doesn't have to go through the TIP. Mary stated TIP is the transportation implementation program. Ray further stated that Grove Street is eligible for federal funding whereas Lawrence Street is a local road, classified locally but Grove Street is classified, higher than a local street and is eligible for for federal funding. It takes longer to get a project through TIP but there is other funding. He also stated that OCPC has funding specialists, like Charlie Kilmer, our deputy and we also have a funding person on staff. Councilor Thompson was also present and he thanked OCPC for their Road Safety Audit and stated that safety enhancements are pretty thorough. He also stated that he understands that the traffic commission is limited with the type of solutions it can make. Like signalization is going to be a much bigger and costly project. But some of these lower level ones, maybe we could discuss one of them like the barriers. This may be the most bang for the buck. I don't know if that's something that this traffic commission has funds for? Is that anything we have ever done in the past? Traffic Commissioner Porcaro stated that he wanted to thank Councilor Thompson because since day one he's been actively involved in this endeavor too. He also stated that in the past we bought from one of our local vendors the big orange plastic barriers that you fill with sand. We bought things of that nature. But are these sort of vertical like pipe style barriers?

That you see maybe at an airport or a parking lot. We've never purchased those before, but I think it's something that we can look into. He further stated that the only thing that we would need help with is where exactly to place those barriers because we don't engineer lanes. We would need an engineer to come out and say these barriers have to go in these exact spots for us. We can buy them. But an actual engineer would need to tell us where they go. Councilor Thompson asked if that's something that OCPC does and DPW Commissioner Hill stated that he is sure we could get someone out there to do this. Mary Waldron stated that I think that's a great first economical step, it won't solve everything. Councilor Thompson stated that it will be a visual deterrent. He also stated that he is friendly with Lou from the muffler shop and I can stop by as one of the recommendations was asking not to have large vehicles parked right there on the corner. Mr. Guarino stated another thing that I think is important is to try to get the crosswalk and I know, these cost money, but maybe a rapid rectangular flashing beacon and some crosswalks there for the students because they're just crossing diagonally. He also stated that the vast majority of motorists are good but there's always that one person that might go around and when you have two bus loads with 40 kids on each bus right outside Trinity these recommendations are worth the money. DPW Commissioner Hill stated that RRFB's require engineer review. They are about \$10,000 to purchase. Councilor Thompson asked if there is a specific bus drop off location of which Mr. Guarino stated that it's right outside of Trinity. It's going north on Grove Street. Councilor Thompson further asked if there was any recommendation to change that bus stop? He suggested that we could always reach out to the school department to make sure that maybe the bus stop is located a little further down. DPW Commissioner Hill stated that it's a very narrow road right there. DPW Commissioner Hill stated that today the Safer Streets for All application went in and the Safe Routes for School, I think is in the fall. Mary Waldron stated that she believes they have some funding under that program because it involved for temporary measures. Councilor Thompson stated that I can definitely reach out to the School Department relative to moving the bus stop. I am on the transportation committee as well. So maybe we can move it further back. Councilor Lally stated that he's asked the School Department to move bus stops in the past and they will go out and evaluate it and it doesn't take a long time. They might wait for the beginning or end of the school year, so this is a perfect time to evaluate that because it is the summer. Councilor Lally also stated that he would be remiss if I didn't join the commissioner in thanking OCPC because we depended on them for a while. He further stated that when I look at these safety enhancements I'm thinking of what OCPC did in my ward at the corner at the intersection of North Quincy and Chestnut in Abington where they created the roundabout. And long term, I don't know what you want to do with the structure of the intersection especially because roundabouts are much more expensive to install. But the philosophy behind it is to make it as inhospitable to speeding as possible, to tighten the corner, to bump everything out, to narrow the lane of travel, everything like that. So, whatever can be physically structurally done to reshape the intersection I think is a short to medium term best solution. Then obviously something like a light or a roundabout would be long term. But lights I'm not too sold on for this because the problems are largely based around speeding. He also stated that lights are less of a fix as it use to be because people run lights all the time. Councilor Thompson asked if we could keep this on the agenda and maybe

put it back on for the September Agenda to give us an opportunity to check into the cones or the barriers and to give us an opportunity of speak with schools to see their input on changing the bus stop of which Traffic Commissioner Porcaro stated yes. Mr. Guarino stated that he would also keep the speed feedback sign in mind also for the northbound on road speed because that's where the two pedestrians were hit right there near Trinity and that's where the crest in the road is and the vehicles are coming really fast and the sight lines are not good. James Sweeney asked about the likelihood of funding for this project and Mary Waldron stated that herself and DPW Commissioner Hill meet often to discuss the city's priorities. DPW Commissioner Hill stated that you're looking at like six to eight years before it gets constructed. Mary Waldron stated that sometimes the Commissioner and the City will look for other grant funding to see if they can find funding but, in the meantime, it stays on the transportation Improvement Program (TIP) and you don't want to lose that place. James Sweeney further stated that you can't get specific funding for a specific project of which DPW Commissioner Hill stated that you can but it's the timing of the project that takes a long time and the rules that MassDOT sets, it's only their rules. So, you have to go through very specific criteria to get to 25% and its years' worth of meetings. Traffic Commissioner Porcaro stated that we can handle minor signs, flex barriers and speed enforcement. Everything else is probably going to be packaged into a letter to the mayor's office. We don't handle bump outs, roadway design or traffic signalization. We're just not geared for that. We don't have the capability. So most of this is going to be packaged into a letter to the mayor's office along with this summary and a copy of the RSA. Ultimately, it'll be up to the mayor's office and DPW to reach out and connect with OCPC on funding issues because we don't get involved with funding issues of that magnitude. Mr. Jed Hresko was also present and stated he's a Ward 5 resident and director of Brockton Bikes. Our involvement became because we had a safety march about road safety not just for cyclists but for drivers, pedestrians from here through downtown on the very day after the girl got hit getting off the bus. I am not an engineer and I also haven't seen the police report from the incident but from what I read in the newspaper, the driver acknowledged that he had come to Lawrence Street, probably stopped, I'm not sure, but then hit that wide curve and the girl was in the blind spot around the corner on Grove Street. One of the cool things about the road safety audit is they have their own some drones. So, they had drone footage. We were able to watch midday what happens at this intersection. If I'm sitting trying to take a left on Grove cars coming from Grove because it's so wide there are accidents. I want to endorse the recommendation for I think it would probably take a combination of maybe a couple of barriers and the flex post in between them to achieve that bump out and to make it a 90 degree intersection. I think that would give a lot more defensible space to folks. Also, another thing we observed regarding school buses. The bus comes north on Grove, stops right at that corner where the turn is into the housing development and has at least 30 students that get off and walk down Lawrence, probably almost all the way towards the railroad. Another thing was that the drone operators of people reviewing the video observed that one of the bus drivers, in fact, when they pulled onto Lawrence, I guess there was a stop there, pulled their bus in the middle of the road, turned on the flashers to make sure that no cars could come around and hit the kids. Lastly, on the bike side of things, as the head of Brockton Bikes, we are not calling for bike lanes whatsoever there because

there's simply not the width for it. So, what's in our interest as cyclists is the same thing as in the interest of pedestrians and drivers, which is that people slow down there. My concern on a practical level, I would never expect bike lanes there. I bike down the street, but I'm afraid of getting hit by someone coming down Lawrence 50MPH and taking me by surprise. He further stated that one of the observations, I think was the sidewalks coming from the intersection, particularly coming from the intersection on Grove Street north, that little stretch aren't even wide enough for a wheelchair because you've got property line asphalt and a telephone pole there. So, the road's not going to get wider to hold the bike lane. If anything, the other side, the road's going to get narrow because of the sidewalk, if it was done right, it has to come out. Mary Waldron stated that we have three drone pilots at OCPC and we do utilize them and if there's an interest we can share all of that information with you. Retired Fire Chief Galligan stated that the problem down here is that the intersection is like a belt and it's wide open. The day we were there, we all agreed that that intersection needs to be closed in and we have to create a 90 degree turn. Right now, it's on an angle. Personally, I was heading east on Lawrence. I wanted to take a left on Grove and a car came down Grove and passed me on the right just like you explained. My thought the day we were there was this would be a great intersection for traffic signals maybe 10 years from now. We have a whole list of where traffic signals need to be put. This can be a short term fix for not a lot of money to close those intersection in and make it a tight tee and then all these other little things that become part of that. But 90% of the problem done there could be solved realistically with short money just by closing in that intersection. He further stated that I agree with everything that you said. We saw it. And lastly, on the school bus, while we were there, ironically, two school buses stopped and unloaded kids on Grove Street. A significant number of those kids crossed the busy intersection and went up Lawrence Street. It was our opinion as we watched all this that if a bus turned onto Lawrence and unloaded the kids at Otis Street, virtually all of these kids would have been out of that intersection. So, for some reason the bus discharged the students on the road and I think at least one of the buses took a left and went up Lawrence Street empty after all the kids were off the bus. It was the opinion of all of us that were there that day that this would be a great intersection for a traffic signal. But we also realized what it's going to cost and how long it's going to take. We also thought that this could get moved along quicker if we just closed in the intersection, made it a T intersection. Traffic Commissioner Porcaro stated that to reconfigure that intersection using flex barriers to be the type T, we'll need CDM Smith's help in designing that for us. Retired Fire Chief Galligan stated that my only thought on putting those up is I would be surprised if they lasted more than 24 hours. They're going to get wiped out. He further stated that I think we're going to have to bite the bullet and say the intersection needs to be closed in. We can do it one of two ways. Close it down and put up stop signs, stop ahead or we signalize the intersection. Personally, I think if we go the signaling route, it's going to be a long time to get there because of the pecking order, does this intersection rise to the top traffic signalization list? Maybe not. But realistically, if we could close that intersection down and at least control the movement of the vehicles, I think 90% of the problem will go away. Traffic Commissioner Porcaro stated so you're suggesting it would have to be closed down through roadway design of which Retired Fire Chief Galligan stated yes and it's well beyond us. Retired Fire Chief Galligan stated that they gave us

two options in here. Either close the road down or do traffic signals. So, it's just my opinion that I think we could get more buck for the bank quicker if we did a redesign of the intersection. But I just think if we wait for traffic signals down there, it's going to be a long wait. Traffic Commissioner Porcaro stated that he doesn't mind reaching out to CDM Smith in asking for their assistance as to where to put those flex barriers. Are they going to get hit? We'll see what the future holds. In the meantime, we can do the minor signs, the speed enforcement, everything else here will have to go to the mayor. In September, we're not going to talk about the roadway design anymore. We'll talk about the signs and the flex barriers and the traffic enforcement. Just so everyone's clear, we're not going to talk about bump outs in September or the RRFB. We're going to send a letter to the mayor and we'll be done with that aspect because we don't have the capability to do it even if we wanted to and there's no sense in discussing it again in September. Retired Fire Chief Galligan stated that he didn't disagree. He also stated that I think commission has identified a problem and we have identified a possible solution. Now it's up beyond us and it's up to the Mayor's office to decide what solution they want to take. Mary Waldron stated the only other thing that I heard is the fact that we discussed changing the bus stop before September and that in September they will be back to school so perhaps that is something that between now and September the bus stop can be moved of which Councilor Thompson stated that he will reach out to the Superintendent directly and discuss moving the bus stop before school starts back up in September.

VOTED: SEND OCPC RSA AUDIT TO THE MAYOR'S OFFICE AND TO CONTINUE TO THE SEPTEMBER MEETING.

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative

12. WARREN AVENUE AT MARKET STREET

Requested by: Darcie Edwards

Request/Issue: The school year for Huntington School us being used again at 1121 Warren Avenue. I am the nurse at the school and there have been 10 car accidents since September at this intersection that require cars emergency service and cars being towed. Requesting that this intersection be a 4 way stop for the safety of the kids crossing the intersection. **(Traffic Commission members please see previous CDM Smith engineering study)**

Discussion: Present were Ward 3 Councilor Phil Griffin and Darice Edwards. Ms. Edwards stated that one of Ms. Santiago's tenants works at the school that I work at. I came up in front of you all in January and I know you said it's already been approved for a traffic light and another letter was going to go to the mayor but there still has not been any action taken on that. I'm extremely concerned about this intersection. We really like to push to get a four stop sign put in until this can happen. I reached out to Councilor Phil to try to get more action done on this. I know you're very concern. My coworker who is one of her tenants has now been sending pictures of the accidents and they aren't just fender benders. These are serious head on collisions. Cars being towed, people going to the hospital when it

is a head on collision since I'm the nurse of the school, I go out to assist. There are now two schools functioning within the vicinity of this intersection. So, we have Promise College, Infer Academy, Brockton Virtual Learning Academy which are both inside the Huntington school and then we have South Middle School there. We have kids crossing during many times, you know in the morning and the afternoon. One day my tenant had sent me pictures and there were three accidents within one hour. There was one accident. Fifteen minutes later the officer was still on the scene writing up that one, another one happened and then about 40 minutes later a third one happened which a car hit another car and that car went into the driveway that she owns. We really, really want to push to at least a minimum to get a four way stop sign put in. A letter was written to the mayor last February and another one was written to him this February. There still hasn't been any action and there is still public safety concern. I know it does take years, I know it's a lot of money but people's lives are at risk and it's very concerning. Traffic Commissioner Porcaro stated what I'm going to do is because I actually have a folder on this intersection. I'm going to bring everybody up to speed on what the traffic commission has done just so everybody's aware this came before us back in 2023 and on July 27th of 2023 we voted to send this to CDM Smith Engineering so that they could do an engineering study for us of which they did. They got back to us with their study dated January 5th of 2024. A few months later and at that time, January 2024 their conclusion was the installation of a traffic signal at the intersection of Market Street and Warren Avenue may be appropriate. The intersection meets four of the nine signal warrants and experiences crashes that can likely be corrected with signalization. Paragraph one of their conclusion is signalizing the location. Paragraph two is if the city determines that signalization is too costly to be installed immediately, a multi way stop control solution may be viable as a short term solution. When we got this report back in January, it was on the agenda the end of January and on February 6, 2024 we sent a letter to the mayor regarding the intersection of Warren Avenue and Market Street and we told them what the engineering firm had done and what they're recommending and then we were done with it. It then came back on our agenda last year, with the same report, same study because it's still fresh, from January 2024. We did the same thing almost a year later, February 4th, -2025, we sent a letter to the Mayor's office regarding the intersection of Warren Avenue and Market Street informing him of our continued support for this study to signalize the location. DPW Commissioner Hill stated that if you read through that report, the next paragraph that talks about if you can't signalize the intersection, if you find it is too costly, basically you could change the blinking yellow to blinking red and make it a four way intersection. It wouldn't be a four way intersection, it would be a three way intersection. Traffic Commissioner Porcaro stated that the engineers are telling us, if the city determines that signalization is too costly and no one's ever reached out to us saying that signalization is going to be too costly then the Traffic commission could make it a four way stop? DPW Commissioner Hill stated that maybe we should go out there as a subcommittee and look at it. Honestly, I don't think it's a big lift to make it a three way intersection and change the light, even if it's a temporary solution until we can come up with a long term solution funding. Councilor Lally stated that you are bringing the matter to the council, to the traffic commission and we'll pick this up in July. But it might have to go to the mayor as well because the ball is in his court. He further stated that he thinks it's worth trying

a three way stop. I think if we vote to implement a three way stop, we should have a set number of months where it's postponed, where this comes back up on the agenda and we review the 3 way stop. He further stated that my primary concern is that I just want to make sure that the people who are trying to cross Warren don't take the three way stop for granted and somebody blows it or ignores it and causes an escalation in accidents. I think that it's worth a shot. But if we do it, we need to have an automatic revisit in a couple of months to make sure it's made a positive difference. DPW Commissioner Hill stated that we also have, the yellow light going to red. Retired Fire Chief Galligan stated that it's very easy to change the flashing yellow light to red. We've got to give people notification that it's going to be a three way intersection. One suggestion was one of those flashing sign boards on Warren Avenue to let people know that traffic changes are coming to warn the public. That we can do with no problem at all. One of the biggest things that we've got to consider if we want to make this a three way stop is that we can no longer have two lanes of traffic coming out of Market Street heading east. That's going to have to be narrowed down to one lane. And in the recommendation the engineers said that it may cause a backlog as far back as the entrance to South Junior High School. But it would be helpful. If you get two cars heading east, there's going to be a problem who has the right of way to go that can be addressed. He further stated that when you look at this intersection from Forest Avenue and Warren Avenue to Clifton Avenue, there's nothing to stop anybody. It's just wide open. We have constantly heard about these problems. The school was not used for a period of time. Now it's open again and there's a lot of kids, a lot of school buses. We have done numerous four way stops in the city and to my knowledge those four way stops, every one of them has been successful. It has solved the problem. The difference with this one is we have two pretty main streets, Warren Avenue and Market Street really takes all the traffic from the industrial park. I would not be opposed to making a three way intersection. But I think we've got to do some preliminary things before we actually do it. I think trying to get traffic heading east on Market street into one lane is going to be a little bit of a challenge that we need to do. I'm glad that there's some elected officials here to hear this conversation because if we do make it a three way intersection, there's probably going to be a lot of people saying why are you doing this on the main road? But I think there's testimony here that there are problems at this intersection. My take is I think it's something we should look at. I don't think we should delay this month after month. I mean schools would open up again in September. Here it is June, we look at it in July, we come up with some ideas. It gives us a wiggle room to think about what we want to do. But I think the day has come where whether you like to stop on Warren Avenue or not, I think you're going to have to stop on Warren Avenue. Traffic Commissioner Porcaro stated that I think we're all in agreement there's a problem there. Retired Fire Chief Galligan stated that we're going to need some help on probably striping Market Street to narrow it down to one lane. If we can encourage parking on the south side by the church, that would kind of force it into one lane. Right now, it's wide open for two lanes. James Sweeney stated that the traffic really is from 24 all the way from West Chestnut to Market. DPW Commissioner Hill stated that it's not just school buses it's also a lot of tracker trailers that come up and down that street. Traffic Commissioner Porcaro stated that with reducing Market Street from two to one lane, we'll need the engineers to show us exactly how to do that and if we take a vote to make it an all way stop, I

would want their input on where exactly to put the stop signs and the stop bars. DPW Commissioner Hill stated that assuming that we're probably going to do that, would it be helpful to have the engineer maybe meet us on site when subcommittee goes out? Of which Traffic Commissioner Porcaro stated, yes. Retired Fire Chief Galligan stated that we would probably want to consider stop signs that have the flashing light. He further stated that this is going to be a major change in how people act on Warren Avenue. Councilor Griffin stated that he wanted to thank the Traffic Commission as this item has been on the agenda for quite a few years now.

VOTED: SEND TO SUBCOMMITTEE

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative

13. 22 GRAND STREET

Requested by: Robert Cook

Request/Issue: Would like a handicap spot in front of his home. **(handicap placard has been provided)**

Discussion: Present was Robert Cook. He stated that I'd like to see if I can get a handicap sign where my walkway comes out of my house. Somewhere in that area out front of my house because parking has become increasingly busy like in Boston in the wintertime. There are so many cars parking along Montello Street and they take up so many parking spaces, sometimes I can't even park in front of my house. I have some disabilities-service connected. I would like to be able to get into my home and carry on with my activities that I have.

VOTED: APPROVE THE HANDICAP SIGN AND SEND TO SUBCOMMITTEE TO DETERMINE THE LOCATION OF THE HANDICAP SIGN.

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

14. 77 STERLING ROAD

Requested by: Ashley Donoghue

Request/Issue: Sterling Road is a cut through where people are heavily speeding in the morning and afternoon. Also, the members of City Center Gym are often speeding out of the parking lot and onto our street. Requesting Radar Speed signs, Advisory speed signs and/or regulatory speed limit signs.

Discussion: Present was Ashley Donoghue. As well as Jennifer Francni, Virginia Turner and Gail Lang. Ms. Donoghue stated that Sterling Road is used as a cutoff by Centre Street and in the morning and afternoon there's a lot of traffic and people are heavily speeding. There was a dog that did get hit by a car and that car was going at least 60 MPH. We had my neighbor's car get smashed into from a car speeding around the corner. Just nailed this guy's Mercedes twice. I felt really bad.

There's a lot of kids at the end. Like those last four houses where I am, there's a ton of young children and I have a young son as well. Sometimes, you know, you lose sightings for a second and there's just cars flying down the street. It's a very dangerous road for children. My whole neighborhood would like to see us get some sort of signage or just something to try and alleviate that speeding. Mr. Donoghue stated that particularly where we are at 77. We're at the end of the road. When people make that turn from Centre onto Sterling, it is about a fifth of a mile, this straight shot to the end of the road going towards Brockton Hospital. Coming out of the gym or making that turn, people do tend to just floor it. I work from home, so I am there all the time. I can hear it all the time. Cars driving, their engine going straight down the street. Almost like it's a drag strip. It's like Ashley said, our neighbor's dog was hit by a car speeding. It was dragged about four houses. The driver never hit the brakes, never stopped. Just took the dog with them. Pretty much our neighbor's car that was hit and if our other neighbor didn't stand in front of it, he would have just taken off as well. With the center city gym, we have cars especially more in the evening when they're coming out of there. DPW Commissioner Hill stated that a lot of people use that street to cut through to avoid the intersection. Mr. Donoghue stated there's a yellow sports car, there's a black car with stone crossbones on the hood and there's a red pickup truck. Almost every day they'll sit in the gym and shake our house with their base. But that's a complaint for another day. But then when they pull out they just fly towards Brockton Hospital. Retired Fire Chief Galligan stated is there a particular time in the morning like say 7 to 9 or in the afternoon? The resident stated afternoon after work hours. Morning can vary but after work hours, when more people are hitting the gym. But then also when there's just more traffic after working people are coming home. In that intersection specifically when school was getting out a lot of people would cut through to get around it from the Mary Baker School. That intersection gets so backed up so people would cut around from different sides. We'll see how it is now that school is out. The evening after work hours was when it was predominantly the worst. But again, throughout the day it does happen. James Sweeney asked like 6 to 7:30? Ms. Donoghue stated 5 to 8 p.m. and in the morning between 6:30-9 a.m. Another resident that was present stated that it's a cut through street as you probably know right between Centre and Crescent Street. People fly down there, like really really fast. You try to get them to slow down. My dog was killed on the street back in May. Somebody was flying down and didn't stop and hit her, unfortunately. It's probably going to end up being a kid someday because they don't pay attention. And then that corner too between Beaumont Avenue and Stirling, today when I saw two people that were walking, a car was coming and I was coming and they almost crashed into us, it was a scary situation for a second because you can't see around that corner. Somebody almost really got hurt today. I would love to make Stirling a dead end. I don't know if you guys would agree to that. It would stop all of the cut through traffic. The nursing home would be able to still get their people on and off. The nursing home had issues too. They provided me with a letter. I forgot to bring it unfortunately. Somebody crashed right into the front of their front steps and they had to do their front steps recently. Virginia Turner was also present and stated that she lives on Sterling Road and I live right next to the last house on the left. Beaumont Avenue is right there. It's like a blind curve. Centre City Gym is right there and his building has been hit twice and he ended up putting a big huge boulder in front of this building. I don't know if there's anything

that can be done where it is a blind curve. As you're coming up Beaumont people are coming down Sterling more times I've almost She further stated that we all know how dangerous it has become with the traffic, the lights, the people not paying attention and people without licenses. We've seen it all and that's why we're here.

VOTED: SEND TO SUBCOMMITTEE REVIEW.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Councilor Lally, the motion carried by a hand vote; 5 in the affirmative.

15. STERLING ROAD AND BEAUMONT AVENUE

Requested by: Council President Jeffrey Thompson

Request/Issue: Requesting the Traffic Commission's recommendations to increase the safety of local residents and business at this intersecting bend.

Discussion: Present was Councilor Thompson. As this item was already discussed in Item 14. It was voted to take no action on this request.

VOTED: TAKE NO ACTION.

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative

16. LINWOOD STREET

Requested by: Joseph Collins

Request/Issue: Requesting speed bumps on Linwood Street to reduce speeding. There are no sidewalks and when walking you are putting your life in danger. Pets and other animals have been killed or injured do to the speeding. Please keep residents and pets safe.

Discussion: Joseph Collins was not present. Traffic Commissioner Porcaro stated that he's had traffic enforcement in this area. Retired Fire Chief Galligan stated that you can't walk on this street, it needs to be totally rebuilt.

VOTED: SEND TO SUBCOMMITTEE.

Upon duly motion made by Retired Fire Chief Galligan, seconded by Councilor Lally, the motion carried by a hand vote; 5 in the affirmative.

17. 1154 WARREN AVENUE

Requested by: Franchesca Santiago

Request/Issue: I am in the corner house of Market Street and Warren Avenue. I have owned this home for a short time and have notice a concerning number of accidents, at least 1-3 times a month. Many have caused property damage and cars are landing on top of the lawn. Requesting a guardrail.

Discussion: Present were Councilor Griffin and Franchesca Santiago. Ms. Santiago stated I own the property. I've owned the property for three years now, and I'm the landlord of this property. It's a multifamily home, and it's in the intersection of Market Street and Warren Ave and it's the corner house. My neighbors do have a guardrail because they've had an accident that actually went into their basement. I'm trying to avoid that as well as avoid any future property damage because I've had to replace my fence on multiple occasions. My tenants do not feel comfortable living in the house. It's an elderly family and they have grandchildren that visit them regularly, like especially now in the summer. And they've actually been in the home for over 20 years and seen all sorts of accidents. The most notable was the one two years ago where it actually hit two elementary school kids on that street. In regards to the guardrail for my home, I'm hoping to get that installed to one, protect my home. Two, have some sort of security and approval for my tenants to hopefully use their backyard and actually take that and utilize it. Have some sort of comfort and stress level diminished. I do not personally feel safe knowing, especially with the July 4th holiday coming around the corner that causes a lot of people to be on the streets, celebrating and everything like that. I can say with confidence that there might be a crash that day or some sort of accident because that has been the trend. I've only been in that property for three years and my tenants, when speaking to them, it seems that they can confirm that's the trend because they've been in that situation for 20 years. For the moment, I'm petitioning for that guardrail to be installed on that corner. I do know that there's a stop sign and nobody honestly respects it, sadly. DPW Commissioner Hill asked if she was looking for the guardrail to be put on the corner and she stated yes, on the corner, right there of Market and Warren Avenue. He asked if she wanted it on her property of which she stated, yes on my property. DPW Commissioner Hill asked if the pole gets hit and she replied, yes, it's gotten replaced, like maybe three to five years ago. Councilor Lally stated the house on the corner has a guardrail and you just kind of want them to extend the guardrail a little? Of which she replied, No, my house on the opposite side. Councilor Griffin was also present and stated that Ms. Santiago reached out to me and her argument is pretty compelling. It's a very busy intersection. As she stated she has some tenants there that have children there quite often. I think the guardrail will be perfectly acceptable there. I don't see any negative effects to the neighborhood at all. It will provide a better quality of life for her and make her feel more secure in her home for herself. So, we want to thank you very much for the assistance. Ms. Santiago stated that she wanted to thank Councilor Griffin for his guidance and assistance with trying to get a guardrail for her property. DPW Commissioner Hill stated that he is almost certain that this intersection was put into the Safe Streets for all grant. We've done multiple looks at this and it needs a light. Pedestrian wise, it's a very, very dangerous intersection, but I can't see anybody on this commission turning down a guardrail for your property.

VOTED: SEND TO SUBCOMMITTEE REVIEW.

Upon duly motion made by Councilor Lally, seconded by Director James Sweeney, the motion carried by a hand vote; 5 in the affirmative

18. 107 DIVISION STREET

Requested by: Lillian Vallee

Request/Issue: My grandmother is 85 years old and it is easier for her to get in and out of the car in front of the house. I also have issues getting in and out of the car.

Requesting Handicap Parking in front of the house.

Discussion: Lillian Valle was present and stated we live on Division Street and I'm sure you guys know about Division Street. It's a very busy street for some reason. For the last couple of months, a lot of cars have just been parking wherever they feel like parking. I unfortunately got a ticket because I was halfway in my driveway because someone had pulled up in front of the house, like four cars in front of the house. I couldn't put my car into the driveway, so I got a ticket. But my grandmother, I take her shopping and I take her to her doctor's appointments and it's easier for her to come out the front door and then get into my car. I have a Highlander, so it's kind of high. It's easier for her to get into the car when the car is parked in the front. The grass is not leveled so for her to walk into the driveway to get into the car, it's kind of hard, but it's like maybe 10ft to the street, and it's easier for her to get in and out. DPW Commissioner Hill asked if it would be helpful if you had a particular spot out in front of your house where you wouldn't have to necessarily worry about being able to get in and out because it would be a handicap spot of which Ms. Vallee stated yes.

VOTED: APPROVE HANDICAP SIGN AND SEND TO SUBCOMMITTEE TO DETERMINE THE LOCATION OF THE HANDICAP SIGN.

Upon duly motion made by James Sweeney, seconded by Councilor Lally, the motion carried by a hand vote; 5 in the affirmative.

19. 85 MANNERS AVENUE

Requested by: Ahmad Taha

Request/issue: High speeds on my street. The Slow Down Children sign is already up but people still speed and I was told that I have to fill this form out before I submit a complaint.

Discussion: Ahmad Taha was present and stated it's pretty much a similar situation as Sterling Street. People driving at very high speeds between hours of like 4 to 8 in the evening. It's not a cut through or anything like that. It was paved last year and it's a nice and smooth straight away. I think its just people from the neighborhood gunning it. I have a small child, my neighbor's next door across the street have small children. They all play outside and it's terrifying sometimes. There's a sign now at Manner Court and Manners Avenue, Children drive slow but no one pays attention to it.

VOTED: SEND TO SUBCOMMITTEE REVIEW AND DO TRAFFIC ENFORCEMENT WHEN MANPOWER PERMITS.

Upon duly motion made by Councilor Lally, seconded by DPW Commissioner Patrick Hill, the motion carried by a hand vote; 5 in the affirmative.

20. 19 HAWTHORNE STREET

Requested by: Ahmad Taha

Request/issue: Temporary No Parking sign in order to move dumpster off of the property. Unable to do so now because the street is too tight.

Discussion: Ahmad Taha was present and stated that he still has the same issue, however, he found that it can be resolved just by knocking on the neighbor's door. It's a tight street and there's a dumpster in our driveway. Anytime it has to be removed or brought back, if anyone's parks across the street, the dump truck can't swing properly and make the turn.

VOTED: TAKE NO ACTION AS THIS WAS RESOLVED PRIOR TO THE MEETING.

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

21. GUILD ROAD AND PINEHURST AVENUE

Requested by: Councilor Thompson

Request/Issue: Would like the Traffic Commission to determine if a stop sign on Guild Road would increase safety and request a trimming of overgrowth limiting visibility.

Discussion: Councilor Thompson was present and stated I don't know if some of you are familiar with Guild Road and Pinehurst. This is an area where on the left of Guild Road you have undeveloped land as well as a big telephone pole right there at the corner. A lot of times during summer, a lot of overgrowth comes on that left hand side. People have a hard time looking around to the left, looking down Pinehurst. Pinehurst was recently repaved through Eversource, probably about a year ago. So now the road's in a lot better condition. Speeding picks up. It's a really tight bend. When you're at the top of Guild looking left, you can probably see 20ft to 30ft. Then the bend goes and you can't see any further. People kind of creep out but there are cars halfway into Pinehurst before they can actually feel comfortable coming out left or right. Right now, there is no stop sign. People kind of just drive up and roll the dice. If there's a stop sign, I think that would encourage people to actually take a stop and then maybe creep out. I'm asking the Traffic Commission to determine if that's the safest thing to do. Secondly, if we could get DPW up there with some trimmers to cut back that brush so they can have a clearer view looking left. Councilor Lally stated that I've walked around down there before and it's a pretty thick foliage there. You can't see around and you do have to go halfway up the street to get out.

VOTED: SEND TO SUBCOMMITTEE.

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 5 in the affirmative.

Motion was made by DPW Commissioner Patrick Hill, seconded by, Councilor Lally to adjourn the meeting. All were in favor. Meeting adjourned at 7:45p.m.

Respectfully submitted,

Michelle Yaffe

Michelle Yaffe

Secretary to the Traffic Commission

PLEASE NOTE THAT THE NEXT TRAFFIC COMMISSION MEETING IS SCHEDULED FOR THURSDAY, JULY 24th, 2025 AND ALL REQUESTS MUST BE SUBMITTED BY THURSDAY, JULY 17th, 2025.