



BROCKTON TRAFFIC COMMISSION
Wednesday, September 24th, 2025
6:00 P.M.

MINUTES

The Traffic held its monthly meeting at the Arnone School Little Theater, 135 Belmont Street, Brockton, MA 02301, at 6:00 p.m. on Wednesday, September 24th, 2025.

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

1. 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 Councilor Lally, seconded by James Sweeney, to waive and approve the reading of the 8-26-2025 Traffic Commission Minutes and the 8-4-2025 Special Traffic Commission Minutes.

Motion was made by Councilor John Lally to take items with individuals present out of order and properly seconded by James Sweeney. The motion carried by a hand vote, 6 in the affirmative.

OLD BUSINESS

1. RUFUS STREET

Requested by: Michael DeYoung

Request/Issue: We are at the end of a dead end street. We have 4 cars but the driveway can only accommodate 3. All other residents have 2 spaces. We only have 1. We would like Resident Parking Only.

SUBCOMMITTEE RECOMMENDATIONS:

A. Install two DEAD END signs on the current street name sign post, one smaller sign above the green sign and one larger diamond sign below it.

B. Take no further action at this time, but continue to monitor the parking issue.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 6 in the affirmative.

2. 191 CROSS STREET

Requested by: Stephen McCall

Request/Issue: No marked cross walk at this dangerous intersection. School children from both the Raymond and North Junior High and South Easton Voc and Brockton High cross at this corner. Not only are vehicles speeding on Battles there is no sidewalk on Cross Street. Requesting a crosswalk at this location.

SUBCOMMITTEE RECOMMENDATIONS:

- A. Straighten the current STOP sign on Cross St. at Battles St.**
- B. STOP for pavement line painting.**
- C. Install a PEDESTRIAN sign on a signpost opposite Pole #30/Kurland Ave. for Battles St. westbound traffic.**
- D. Install a PEDESTRIAN sign on Pole #34 for Battles St. eastbound traffic.**
- E. Request a crosswalk engineering study.**
- F. Add two (2) 30 MPH signs on Battles Street, one eastbound and one westbound.**

Discussion: Mr. McCall was present and stated that he spoke with Councilor Asack about this and there are no posted speed limit signs from Oak to Battles all the way straight down to Battles and Main Street, on one side she stated that she was going to mention it to see if they could install signs. Traffic Commissioner Porcaro stated maybe we can install one 30 MPH eastbound and one 30 MPH sign westbound.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS WITH THE ADDITION OF "F".

Upon duly motion made by DPW Commissioner Hill, seconded by Councilor Lally, the motion carried by a hand vote; 6 in the affirmative.

3. ENTRANCE TO LENOX STREET, INTERSECTIONS OF PLEASANT/WEST, WEST/MARLENE, WEST/PALMER AND WEST/MONSON

Requested by: Wanda Alves

Request/Issue: Entrances to Lenox Street become blocked regularly due to backed up traffic from the light at Pleasant and West. Requesting "Do not block the intersection" signs at the Entrance of Lenox and the intersections of West and Marlene, West and Palmer, West and Monson.

SUBCOMMITTEE RECOMMENDATIONS:

- A. Install an oversized DO NOT BLOCK SIDE STREETS sign with signpost and yellow reflective striping in front of 92 West Street for northbound traffic.**

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

Upon duly motion made by James Sweeney, seconded by Councilor Lally, the motion carried by a hand vote; 6 in the affirmative.

4. 37 HOLLIS STREET

Requested by: Shawn Hudson

Request/Issue: Nonresidents using small dead end street for parking and blocking street entrance and driveways. Would like No Parking Here to Corner sign.

SUBCOMMITTEE RECOMMENDATIONS:

A. Install a NO PARKING CORNER TO HERE sign with signpost on the westside of Hollis St. approximately 40 feet south from Hovenden Avenue.

B. Add a No Parking sign on the westside of Hollis St north of Hovenden Street, up to 54 not including 54.

C. Add a No Parking sign on the eastside of Hollis Street from Hovenden Avenue to the 1st telephone pole.

Discussion: Councilor Lally stated that he spoke to the residents that reached out about this, residents on each side of Hollis. The residents on the northside of the street do use the space in front of their house. So they appreciate any parking restriction to begin after their driveway not before. Additionally, I have continued to receive photos and messages regarding the problem across the street. I know this was debated as to whether or not anything should be implemented on the opposite side of the street but I would ask that even if we change it later, we reverse it later, to address the ongoing problem that we add no parking signs for the north side of Hollis from Hovenden to the first telephone pole on the street.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

5. 57 MANOMET STREET

Requested by: Donald St. George

Request/Issue: I have been having issues with the neighbors across the street for years having parties on a regular basis. They have sometimes 15 to 20 cars parking on the sidewalks on both sides of the street and blocking driveways. I call the police on a regular basis. Requesting Resident Only Parking.

SUBCOMMITTEE RECOMMENDATIONS:

A. Install NO PARKING THIS SIDE signs on the westside of Manomet St. between Leavitt St. and Winona St. on the following pole numbers: 3, 4, 5, 5-1, 6, and 7 for the southbound traffic.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

6. 111 PORTER STREET EXT.

Requested by: Captain Porcaro (BPD) on behalf of Mr. Carl Platter (homeowner and requester)

Request/Issue: Mr. Platter's residence is the only house on this portion of Porter Street Ext. and abuts Battles Farm Village. Vehicles frequently turn onto his street/driveway, then realize it's a dead end and end up turning around onto his property to get out. Requesting a Dead End or Not a Thru Way sign to be installed on the existing signpost for the green Porter Street Ext. street name sign.

SUBCOMMITTEE RECOMMENDATIONS:

A. Install two DEAD END signs on the current green street name signpost, one above the street name sign, and a larger diamond shaped sign below the green sign.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

7. 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 **(Continued for an update)**

VOTED: TO CONTINUE TO THE OCTOBER MEETING.

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

8. M & M SEAFOOD (1124 MAIN STREET)

Requested by: Manny Monteiro, M & M Seafood (owner)

Request/Issue: Would like to modify the current ONE HOUR parking regulation in front of his business on Main Street to 30 Minute parking.

Discussion: Manny Monteiro and Attorney Paul Clancy were both present. Attorney Clancy stated that the Traffic Commission is probably familiar with Mr. Monteiro's business down on South Main Street. I think it's 1114 to 1124 Main Street, that covers a good part of that block down there by Perkins Avenue. Currently there is one hour parking in front of his business. There's no meters down there, but it's one hour parking. He's been having some issues down there with his customers being able to come in and out his store and make purchases. They go in, do their shopping and then leave. It's probably 10 to 15 minutes at best. Previously his

store had access to the parking garage that was just behind the gas dept over there but he tells me several years ago he lost that ability to have his customers park there so they're required to park on the streets. There's been some issues with the cars parking there for well over an hour. Manny tells me that they're there for like 8 hours at a time. What he would like to have done is have the one hour limit reduced down to half an hour for those four or five spots that are in front of his business so the cars can turn over quicker and it won't affect his business. Just by way of background, I think he was here three years ago and he had petitioned the city to make the parking just for M & M Seaford and he was advised that they can't do that just for one business. But that it was suggested that they could reduce the timeframe from one hour to half an hour and I think he agreed with that and it didn't materialize. But that's what we're here for tonight, just to help his business a bit and allow the customers to come in and out, do their shopping briefly. It's just the area in the front of the store. I think it's four or five spots in front of his store and we ask that it be reduced to half an hour parking. There was another resident present for another item on the agenda and she stated that she does shop at M & M Market and it is difficult because they have a barber shop there now and one next to the post office on his block and it's difficult to get to his store and I buy food from here all the time. It is difficult to park in front of his store because the participants from the barber shop are always there for a longer period of time. It would actually help that area if it was a 30 minute parking verses an hour parking. There was an additional resident present that stated that she sometimes wants to stop and get something quickly and she waits quite a bit sometimes 45 minutes and the cars don't leave and so I leave and he misses out on my business. I use to go in there a lot but there's no place to park. Retired Fire Chief Galligan stated that we have been to this location in the past and we were requested to set up parking for one hour because the complaint was people were parking there for the T station and cars were parked there all day long. So the one hour parking was established to cause those people to move to some other location. Secondly, you said that you don't have access to the parking lot on South Street. Why is that? That's a public lot. Mr. Monteiro stated that previous mayor's, I had no problem with parking there then I started having issues parking there, including my trucks. Then I had to move my trucks out of Brockton because I had no parking space and had to move them to West Bridgewater and most of the time now if we park in there we get tickets. We start work at 5 o'clock in the morning and we go to work and then the people from the parking authority don't know and they think we've been there all night and they give us a ticket. He further stated that the one hour parking on Main Street doesn't help and even with the half an hour, we are going to have problems. The cars are sitting there from 8 o'clock until night time. It's all day long. We need someone to help us. Police have gone there and then when they leave the cars are parking there all day long for hours at a time. I need help. I need 30 minute parking and someone out there to work on it. Even if it's my customers that get a ticket after 30 minutes. Retired Fire Chief Galligan stated that even though it's marked for one hour parking that there are cars that are there all day long? Mr. Monteiro stated that's correct. Retired Fire Chief Galligan stated that's an enforcement problem and I think that problem with the parking lot was the overnight parking of the truck? They did not want trucks parked overnight in the parking lot? He further stated they don't want any trucks or cars parked overnight but during the daytime that parking lot is available for anybody that wants to use it.

Mr. Monteiro stated that sometimes my employees get tickets because we start early. Sometimes Brockton Police ticket the cars and sometimes it's the parking authority. Parking Authority does more than the Brockton Police. Traffic Commissioner Porcaro stated that it's a Brockton Authority parking lot and they control the South Street lot. Retired Fire Chief Galligan stated that no matter what we put down there for a timeframe, the people that are sitting there all day long are still going to sit there all day long until enforcement happens. So your biggest problem is lack of enforcement. James Sweeney stated that he doesn't see why we can't change it to 30 minute parking. Retired Fire Chief Galligan stated that he suggest we send this to subcommittee and we have a conversation with the City Councilor because this is her ward and it would affect other businesses at this location. There's a lot of business down here that have the right to use those spots. If we reduce it we could get other businesses, like the barber shop that say I have people coming in for a haircut and they are going to be here longer than half an hour. James Sweeney asked if Mr. Monteiro has talked to the barbershop? And Mr. Monteiro stated that they are the only business that parks there for hours and if you want to stop at my business to just buy a gallon of milk you can't because the customers from the barbershop are there for hours. Retired Fire Chief Galligan asked if he was requesting 30 minute parking on the east side of Main Street from Perkins Avenue southerly to East Market Street, that whole block? Mr. Monteiro stated from South Street to East Market Street and its about five spaces. He also stated that he went to the Parking Authority and they said they told him that they would put a 30 minute parking sign there and DPW Commissioner Hill stated that they don't regulate the parking on public ways and Traffic Commissioner Porcaro also stated that they wouldn't regulate those particular spots and maybe they were going to recommend that but it never got done. Councilor Lally asked if it was the Parking Authority that you were in front of? Mr. Monteiro stated yes and they stated that they would put up a 30 minute parking sign. Eric from the Parking Authority told me that you have to go to the Traffic Commission because we don't put up 30 minute parking signs. Traffic Commissioner Porcaro asked if the loading zone is working out okay and Attorney Clancy stated yes.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by Retired Fire Chief Galligan, seconded by DPW Commissioner Hill, the motion carried by a hand vote; 6 in the affirmative.

NEW BUSINESS

9. WEST STREET

Requested by: Stephen O'Malley

Request/Issue: Reynolds Memorial Highway crossing Pleasant Street onto West Street southerly the 2 lanes abruptly turn into 1 lane and the left lane ends near Palmer Street. No signage or pavement markings are present. Requesting Lane ends/merge sign along with required pavement markings.

Discussion: Mass DOT controlled.

VOTED: TO SEND LETTER TO MASS DOT

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

10. WEST CHESTNUT & DONALD STREET

Requested by: Felicia Plummer

Request/Issue: Current signs are constantly being driven over and cars meeting myself and others head on as we proceed up West Chestnut Street. Requesting a plastic barrier at W. Chestnut and Donald Street.

Discussion: Felicia Plummer, Ethel Plummer and Flora Machani were all present. It was stated that every time they install a sign they're actually going down West Chestnut Street into incoming cars or they're driving directly over the barrier that is there. Jamal installed the last sign and it's kind of low. We've had a higher sign, we have low signs. The little orange plastic poles, they've all been knocked down. They are broken in half. It's not enough to stop someone or really even at time for them to see, even though they are bright. The sign is pretty decent, I believe it says one way. It doesn't matter because multiple times they are driving down the hill. I am afraid they are going to hit someone head on. They haven't hit us, as we've detoured around them but they proceed down the hill. We are asking for something bigger, not concrete but the plastic orange barriers, we've seen them on other corners in Brockton. One of the residents' present stated that there was a pretty bad collision there a few years ago when they just came up West Chestnut and bam they were hit head on. Sometimes there are also cars parked on the side of the street. DPW Commissioner Hill stated that we should send this to subcommittee to see many barriers should go here and that the plastic barriers have been difficult to get lately but that he may have a few on hand. It was also stated by a resident that maybe one would do because they already have the fire lane there. James Sweeney mentioned maybe a blinking chevron light would work. Retired Fire Chief Galligan stated that we could set this up like Menlo Street and Bouve Avenue and DPW Commissioner stated that we just did this down on Summer and Otto Street as well. Retired Fire Chief Galligan asked if they were coming out of Echo Street and it was stated that they are usually coming straight down West Chestnut Street and going straight through the barriers, it's a little bit of everything, out of Echo, out of Hardley. Retired Fire Chief Galligan stated that we should approve the barriers tonight and then go to subcommittee to determine how many barriers the location calls for.

VOTED: APPROVE ONE OR MORE ORANGE PLASTIC BARRIERS & YELLOW ARROW SIGN TOWARDS DONALD STREET AND SEND TO SUBCOMMITTEE

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

11. 106 MAIN STREET

Requested by: Maria Daveiga

Request/Issue: Only one handicap parking space in front of 106 Main Street for over a 100 residents and it's not specific to the building. Requesting a Handicap Spot.

Discussion: Maria DaVeiga, Jed Hresko, Marc Osborne and Steven Clay were all present. Ms. DaVeiga passed out a map of the location to all of the Traffic Commission members. She stated as you can see there's two handicap parking spaces. One of them is a full size, it's about 10 feet and the other one is probably seven feet, smaller. One this picture, you can see how small it is and you can see when cars come off of the street next to it, it's almost clipping it. So the picture with the Xfinity truck, that parking space is very small and to prove how small it is, I parked my SUV there. Basically, it goes over the crosswalk and also blocks the ramp for someone like Steven will not be able to use. There is sometimes the sports that's a handicap that you can actually fit a car in. The same car is there all day for hours. They don't move. So I have a friend that lives there that I take care of and he has ambulatory issues. So dropping him off and picking him up is a problem because there's nowhere to park. There is another spot but he's going to delay traffic because he's very, very slow.

What takes you and me probably an hour in the mall will take him six hours to walk. And he has problems lifting up his left foot. He was in traumatic brain injury. I am the only person that takes care of him. So I can't, it makes it difficult. There's no drop-offs or pickups there. In addition to this picture right here of cars not coming and parking here, we have vendors or, I don't know, trucks that will stop there right here. And he can't navigate here. He can't do it. He has to have a ramp. It's very difficult for him. So I'm asking, you know, for excess accessibility and safety. Not just for him. There's other people that live there also that I think would benefit, but someone taking a handicap parking space for the whole day, it's not good. He does have a handicap card. Jed Hresko stated that he went up, we've been talking about this issue, and so I'm assisting Maria, and then I ran into Steve while I was up there, measuring. So I went up there with a tape measure. So just to be clear, the space in question she's talking about are marked A and B on here on the northeast corner. And it looks like it's a space, it's a single space that somehow got marked as two spaces because there is a, can't see it on the satellite, but there actually is a dividing line. It's in her color photos. He further stated as you could see those two spaces combined are 27 feet when the regular spot, space F is 29 feet and then the typical spaces are around 20. 21 feet, so the regular space is 21 feet and then on the block before across from Brockton Beer, also pretty 21 feet or very close. And then the existing handicapped space across from Brockton Beer Space C is 21 feet of course. So here as she said clearly, they're too small, they're too short. And then she was talking about the speed of this gentleman, it's not practical for him to go to space, for her to park in Space C because he'll just hold up school street traffic, right? So one of the things, I mean, it's her request, so it's ultimately obviously whether she wants a space or a loading zone, but one of the things we had talked about as a possible solution is a 15-minute loading zone, because you had said to me

that was enough time for you to get him out of the building and that would solve the problem of some other people with placards just posting up all day in the space, right? Because you've got a second space, theoretically, someone else might just take that space all day long. And then we happen to go visit Tanya or Tania from the bakery and that I encouraged that owner to come to the meeting. I wish she had, but her business is also right next door to us based on pickups. When I went to her website, she makes cakes and basically people come and get them and she brings them out to the car and on a practical level, from what Steve told me, people tend to park in front of that, the Hydrant. Yeah. So right here above F when they're getting the cakes from her place. So there could be I think there's a solution that I would suggest suits everybody. Mr. Clay stated that 106 Street Main street, is coming off of School Street ,when you come around that corner, right there, there's a ramp. And when they fix the streets, you know how you have a car that goes right up against the ramp? There's nothing. The wheelchair can't get up and on. And when you get to those handicapped spots, there are people that park in them. They don't have any stickers that have handicapped stickers. There's nothing on their plates. They have nothing. And they're taking that spot. As Jed said, there's two spots, but they should be separated and they'll also be a fire lane right where that get hydrate is. Because they park there. They don't care like me. I try to cross over to from 106 and the crosswalk designs. Like you have them up on the adult ones. They have a countdown from 19 on. These ones that are in the corners, they only blink like 3 minutes and then they stop. And that's kind of like, as though she said, she has a friend who lives in that building who has a cane and he moves awful slow. And I see him again off the bus. I've seen people get hit by the bus because they're not getting across too quickly. And her friend that he lives in the building, he does have a problem. We got multiple handicapped elderly in that building. There is one car that parks in the first sport all night long. She's a tenant. Her husband just passed. I don't know if her placard is for him or for her, but that's what's always taken. What if I need it to be picked up? Because with the BAMSA system, and they have to bring a van. They can't park there because they're there all the time. It's just a hassle for these people in that high rise to even be able to park. I understand we got the bakery, we got a driving school, we have a travel agency around the corner that's all part of Bixby, Brockton. And even on Brockton Center too, across the street, it's the same way. There's no handicapped parking for anyone. So we need to think about a solution to as they said, do a 15-minute parking only. And after the hours, they're going to move their vehicles. I don't ever see a cop coming up and saying, hey, ma'am, you can't be parked there. You have to move it. It doesn't seem like the cops even pay attention to that when they should be. Because I've seen a lot of people hitting you, getting wheelchairs, because the sidewalks are being dug up like over where Main Street. They got that whole sidewalk dug up and they got these concrete there. I have to ride a long hoping I don't get hit because there's nowhere for me to get on to a sidewalk. And it's all the construction I understand.

Main Street's going to be a two-way. But what after it is, who's going to get hurt? There's going to be tons of car accidents, there's going to be tons of people in wheelchairs, in wheelchairs, elderly that are going to drive across and there's no signs to keep the blinking until it ends. So we need to figure out something to straighten it out and there's parking in front of the hydrant and I thought that was a law. You can't park there. But no one seems to care. Like we have meter maids. They just look at the meter maids and they give a ticket, but they see someone parked in front of a hydrant, they don't say a word. And it's the same two all the time. It's just questionable what is going on and how are we going to prevent someone like me or her friend from getting hurt. Jed Hresko stated that I'd be happy to help Steve if you want to split the two issues. So. So the four ramps at the corner from her particular issue, if that helps us sort of solve it, I'd be happy to help him file that with the commission and make it another. Councilor Lally stated that so Jed went out and measured. Right. You have a 27-foot handicap space. You have a 21-foot parking space. Right. Then you have a 29-foot parking space. Ms. DaVeiga stated from on this side right here. So Jed counts that as a handicap space. That is 27 feet. Mr. Hresko stated there's currently a white line dividing it into two. Ms. DaVeiga stated there's one that's about 10 and 7. So yes, it depends on where you stick the measurement tape, where he's getting his, I'm getting mine. But it's small and it does not fit a car of which Councilor Lally stated no, it does not. Ms. DaVeiga stated that we do have two parking signs right here. It's almost like there's two handicap parking spaces. Councilor Lally stated that these signs have a handicap space and an arrow, which says that basically from here to here is handicapped parking. So it doesn't specify. Ms. DaVeiga stated that the line is dividing it. Councilor Lally stated that the line is dividing it. I don't know who put the line there because that's not a spot and it's really short. He further stated that I don't know who put the line there and made two spots. That doesn't count as it doesn't work. They're too small. This just says that there is handicap between, so it does not say this too space. What we have functionally is one handicapped space. Not technically with the white line, but we have functional one handicap space. Then we have one parking space, anything goes parking space. Then we have another anything goes parking space. Mr. Clay asked if the two handicap spots are supposed to be split because there's two handicap spots painted on the ground and it was stated no, I think somebody got creative. Councilor Lally further stated that if you regulate the size of all of these parking spaces to about 21 feet, you free up 14 feet of space. That is not enough for another space, but it is enough, if we look at the picture, to move all of these spaces south 21 feet, 21 feet, 21 feet and add those extra 14 feet of space to the north of this top parking spot. If we line that the same way we've lined everything around the existing parking spaces that gives you more wiggle room to pull in, put your hazards on and wait for this gentleman to get to your car. It's not a handicap spot on its own and you couldn't leave a car there. But if you're picking him up and dropping him off. Ms. DaVeiga stated that I have his handicap placard but the cars are there all day long. Can we at least have one space that says that has a limit? People are picking up

people to take them to their appointments, take them to the dentist, take them food shopping. Traffic Commissioner Captain Porcaro stated spaces A and B are the handicap spaces, right? Ms. DaVeiga yeah and Traffic Commissioner Porcaro stated you really don't like those? Of which Ms. DaVeiga stated it's too small. Traffic Commissioner Porcaro stated that if you could have handicapped parking, show me point to where it would be. Of which Ms. DaVeiga stated in front, next to the door. I think it would be over here, in front of 106. Right here is where the door is. Traffic Commissioner Porcaro stated what if we left all of the space is the same? And we combine A and B into one space? And then we have space E and space F. So where would you want it? In combined space A, B, E, or F? Ms. DaVeiga states that she think that's fine, but one person parks there all day, I still can't drop him off. I still can't help him to take his things upstairs. Traffic Commissioner Porcaro stated if we combined A and B into one handicapped space and just put a time limit on it, maybe if that's allowable. Ms. DaVeiga stated what if you took another parking, just one parking space and made a 15-minute limit? Of which Traffic Commissioner Porcaro asked non-handicap parking just a regular parking space? Ms. DaVeiga stated because there's somebody else that is taking it and what are you going to do to that lady who parks there all day? Traffic Commissioner Porcaro stated so you'd want to keep the handicap space and make a second space, maybe space E will say 15-minute parking for anyone and then leave Space F alone? Ms. DaVeiga stated yes. Councilor Lally stated that we are calling this one space. A and B are one space, 27 feet. So this line here shrinks that to 21 feet. Then this line, and this line is 21 feet to the next spot and then this is 29 feet. We shrink that to 21. That's eight more feet. We shrink it down here. This space is now empty. So if we line it and stripe it like we've striped everything else up here, this creates sort of a void where there's just no parking. So now if you were to pull up here and put your hazards on, you could let him get in and out of the car because you'd still be right here Ms. DaVeiga stated that he needs help sometimes to bring something up. So because he has a cane and he is unsteady, if he takes one foot, one step back and he'll fall back. I had to carry a soda upstairs for him because he can't do it. Councilor Lally stated that I'm more than comfortable with a 15 or 30 minute timer the third spot on the northern most spot, which is spot F on this map. Mr. Clay stated what about if we make two different handicap spots in front of your 106? Put one closer to the door and keep the one that we already got. Just make it two different handicap spots. So that way there's two spots for handicap. And then the third one that's in front of the travel agency there that's right around the corner from School Street, the bakery, the driving school too. What about taking and extending those for your regular parking, but make it so it's they don't have to park there all day long. Do like a 15-minute parking or a 10-minute parking and put some sort of a sign in front of the hydrant. That says you fire lane only. Because people park in front of that hydrant. And if a fire truck has to get in to put out a fire, they're going to have to move that car and that person's probably not around or they're probably at city hall. Traffic Commissioner Porcaro stated that those are great ideas and we're certainly going to take that into consideration but

we have to go out there. Retired Fire Chief Galligan stated that what I'm hearing here, is there's three parking places between School Street and Church Street. Why don't we designate two full size handicapped parking spaces in one general parking. While we go there, we can look on Church Street and there's a possibility of creating a handicap drop-off location on Church Street. So what you are describing, where you're going to spend 15 minutes there, you could park on Church Street, which is out of the mainstream of Main Street and possibly put restricted drop-off for handicaps, which will always keep that place open on Church Street. Traffic Commissioner Porcaro stated that because we're talking about possibly redesigning regular and handicap parking spaces, a lot of state and federal rules get implicated. I don't know if these meet the proper dimensions for a handicaps. So we may have to get an engineer to map this out for us. DPW Commissioner Hill stated that the whole street was redone by the state 10 years ago and it's probably only one space and 27 feet is probably handicap accessible space by state code.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by James Sweeney, seconded by Councilor Lally, the motion carried by a hand vote; 6 in the affirmative.

12.20 GEORGENE ROAD

Requested by: Moya Swaby

Request/Issue: My son is autistic and because of that I would like people to be aware of their speed while driving. Requesting an Autistic Child sign.

Discussion: Moya Swaby was present and stated that my son is 20 years old and autistic and my sister-in-law lives across the street and he will just walk from my house even though I tell him you have to look both ways before you cross the street, he doesn't have sense of that. People drive down that street fast and it's a short street.

VOTED: APPROVE AUTISITIC CHILD SIGN AND TO SEND TO SUBCOMMITTEE FOR PLACEMENT LOCATION.

Upon duly motion made by James Sweeney, seconded by DPW Commissioner Hill, the motion carried by a hand vote; 6 in the affirmative.

13.156 RIVERVIEW STREET

Requested by: Tanya Sloan

Request/Issue: My child is autistic and tends to run into the street. Requesting an Autistic Child sign.

Discussion: Ms. Sloan was not present. Reach out to requestor for medical documentation and continue to October.

VOTED: CONTINUE TO OCTOBER MEETING

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

14.81 EAST ASHLAND STREET

Requested by: Anne Beauregard on behalf of Ms. Ki Song

Request/Issue: People keep driving into her wall and it keeps on coming down. Requesting a guardrail.

Discussion: Anne Beauregard and Ki Song both were present. Ms. Song showed the Traffic Commission pictures of what's been going on at her property. She stated that this area is surrounded with little kids and they run all around. There is also a park up the street and a lot of people are also walking to go shopping at Save-A-Lot and it's a main street. She stated she's near Mulberry Street and National Grid. The cars area coming down East Ashland to Montello Street and it's getting worse. There's a gradual hill here and people walk with children a lot. Many times the cars run into my yard and I am concerned with safety. She stated that she has lived here for 41 years. 10 years ago it wasn't this bad and it's so scary. Behind my house, there's an apartment that has 6/7 children that live there and play outside. I really appreciate anything that you can do for me.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by Retired Fire Chief Galligan, seconded by Councilor Lally, the motion carried by a hand vote; 6 in the affirmative.

15. BURROUGHS ROAD & HIGHFIELD DRIVE

Requested by: John Messia

Request/Issue: Due to heavy equipment, tractor trailers and other large vehicles cutting from Belmont Street down Linwood to Highfield and up Burroughs there is a safety issue at hand. The vehicles blow the stop sign and are causing major disruptions on these street. Requesting a No Commercial Vehicles sign.

Discussion: John Messia was present and stated that our family has been at this residence since 1969 and it's progressively getting worse the last decade or so. Most people, Ward 3 know it's cut through from Linwood Street to Highfield, up Burroughs to Ash Street either way, whichever way you go now, for some reason since that light at McMenemy's, which I believe everyone is familiar with, there's an excellent light to go across Belmont, it's driving commercial traffic down Linwood Street to Highfield to Burroughs. Speeding is an issue, just yesterday I was dropping my dad off and a car went around me on Highfield Street. When I turned the corner to go he went up Burroughs past two cars on the left hand side. Mr. Messia stated maybe getting a few patrol cars to sit up there and write a few violations for blowing the stop signs because it's ongoing. I know you can't have speed bumps because it's a residential area. I know the light up stop signs like other towns is a hard issue to pass in a municipality but I feel with the tractor trailers coming down Belmont going to Linwood Street instead of going Manley to West

Chestnut, which is the route they should be taking, maybe consider a no commercial vehicles. Maybe this would stop the commercial vehicles in this neighborhood, which has a lot of kids. Retired Fire Chief Galligan stated that he was on Burroughs the other day going about 25 MPH and a car went right by me as if I was standing still. James Sweeney stated this is a blessing and a curse because one end anchored with a light and the other end at Linwood and West Chestnut without one.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 6 in the affirmative.

16. 333 NORTH QUINCY STREET

Requested by: Donna Stadnik

Request/Issue: we have had cars hit our car parked in our driveway twice. Yesterday (9/9/2025) is the most recent. We need a barrier, blinking light or something for safety. This is obviously a huge concern for us as well as our neighbors. This requires immediate action.

Discussion: Donna Stadnik was not present. Councilor Lally stated that he spoke to this resident. 333 North Quincy Street is near the VFW, north of the VFW, right where the hill is. Someone was going way too fast, southbound, left their lane of travel and went clean into the driveway in front of this house. This is not the first time this has happened. They are asking us to come out and take a look at it and see what can be done. They need some sort of relief because it's pretty high speed, high impact area. There is no traffic light from East Ashland Street to the middle of Holbrook and there is nothing to physically alter your speed or trajectory to from East Ashland Street to the rotary at Boundary Avenue.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by DPW Commissioner Hill, seconded by Councilor Lally, the motion carried by a hand vote; 6 in the affirmative.

17. DODGE ROAD AT DIXON ROAD

Requested by: Councilor John Lally

Request/Issue: Requesting a stop sign for southbound traffic on Dodge Road at Dixon Road

Discussion: Councilor Lally was present and stated this is a similar request like I had submitted for Roslyn and Royal Road. Two neighborhood streets, campanelli development, nobody ever thought to put a stop sign up, people would like to see one there, it's close to the Ashfield School. Some people are just trying to scoop through the intersection.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

18. CONNELL AVENUE AT COURT STREET

Requested by: Councilor John Lally

Request/Issue: Requesting a stop sign for southbound traffic on Connell Avenue at Court Street

Discussion: Councilor Lally was present and stated that this is a constituent request. There is no stop sign for southbound traffic on Connell that will enter Court.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

19. SULLY ROAD @ JON DRIVE

Requested by: Councilor John Lally

Request/Issue: Requesting that the 4 way stop be changed to flashing stop signs.

Discussion: There was discussion that the recommendations placed on the Agenda were actually recommendations for the Lisa Drive engineering study that was previously on our agenda and that we should send this request to subcommittee. Councilor Lally stated that we came up with items A and B on our own and then my additional request was for flashing stop signs on Sully at Jon that came from residents at the intersection who have been grappling with speeding and people running the stop sign on their way into and out of the Brookfield School. They suggested solar-powered flashing signs may help with the situation and that these signs are for Lisa and Sully and I am asking for additional flashing signs. Secretary for the Traffic Commission, Michelle Yaffe stated that you want the recommendations on the agenda to be posted on the old Lisa Drive item and put on the October Agenda and for this item to be sent to subcommittee which Councilor Lally stated yes.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by DPW Commissioner Hill, seconded by Councilor Lally, the motion carried by a hand vote; 6 in the affirmative.

20. AMES STREET

Requested by: Councilor John Lally

Request/Issue: Requesting that the stop at the top of Ames Road be changed to a flashing stop.

Discussion: Councilor Lally was present and stated that he understands that point for the sign as people like to inch out ahead and we are forever attempting to make that intersection safer. DPW Commissioner Hill stated that I believe there are appropriate placements for flashing stop signs but that I don't think that a request should come in for a blinking red stop sign at the top of my street because you know it's busy. Retired Fire Chief Galligan stated that we should set parameters for flashing stop sign request of which DPW Commissioner Hill stated that we need to. Traffic Commissioner Porcaro stated that it's not just that people aren't seeing the signs. There needs to be criteria.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by Councilor Lally, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

21. INTERSECTION OF BOUNDARY AVENUE @ N. QUINCY STREET

Requested by: Councilor John Lally

Request/Issue: Requesting that this intersection be reviewed for safety measures.

Discussion: Michael Merriam was present along with Councilor Lally. Councilor Lally stated that a few years ago, Mass DOT redid the intersection of North Quincy Street and Boundary Avenue, they put in a roundabout. There are a lot of people trying to scoop through, yield means just go and intimidate the other guy to stop. There have been accidents at the corner, a lot of signs knocked down and accidents between a couple of cars. Some of my constituents were involved in an accident, that left the car in really bad shape. It's lead to questions about liability and who's watching the intersection. I brought them here to see what we can do about improving the safety at this intersection and what we can do to improve our ability to observe it i.e. cameras. I know this is something that comes out of the Mayor's office or police department but I thought as the Traffic Commission it would be a good place for us to start with the issue and also a letter from the commission recommending cameras at the intersection to review and to review accidents and people can have those for there insurance companies and have it for the records would be helpful. Mr. Merriam stated that if anyone has ever driven down N. Quincy street heading towards the Braintree mall you know this intersection and once you get to the Holbrook Brockton line it's kind of just a nightmare. My wife was involved in an accident about a week ago and a lady had failed to yield. 85 % of the signs that have been put there have been taken down. They're just steel nubs in the ground now. We have 53 foot tractor trailers that come through the rotary and I'm not sure if the street itself has a weight limit on it. A young girl drove up on my neighbor's lawn and knocked out a big boulder probably 30 feet into his lawn just flying through it. I think there should be some sort of eye in the sky watching what's going on. I know there are major intersections in Brockton that have them. Councilor Lally stated that a lot of the reason we have cameras up are for this kind of purpose and I feel it's appropriate. It's a problem we continue to have, both people taking out the signs. So every time I go up here there's another sign gone. They further stated that the Commission has attempted to try and tackle the problem with trucks in the past. Mass DOT removed the no

truck rule from Boundary when they did the roundabout. The Traffic Commission installed signs back a couple years later once Mass DOT had left the intersection alone, as part of a couple of changes that we made. So that would fall under enforcement primarily. I ask that we send this to Subcommittee so that we can go out and look at it but cameras are a big ask. Mr. Merriam dad stated many trucks are running up and down the street, early in the morning and I believe the weight limit is suppose to be 12,000 pounds. These trucks are way over that and they are using engine brakes and they are dangerous. There's a lot of blaring horns. It's the intersection of Boundary Avenue, N. Quincy Street and Chestnut Street. I think there have been 4/5 people killed at this intersection over the years. It's pretty bad. As my son stated, 85 % of the signs have been knocked down. As for the tractor trailers, you can tell that their wheels are up on the center part of the rotary. This whole thing is dangerous. Councilor Lally stated that we could look at please no engine brakes sign, like the one we have on Howard Street. We could also have our GIS guy and get this to the trucks GPS's, that they can't cut through there. James Sweeney asked Councilor Lally if he wanted to see a road study on and Councilor Lally stated that he wouldn't rule it out. I am wary of bringing the state back because of how they left it last time. They made a couple of decisions that were good on paper without thinking about the actual landscape that they were affecting. For example taking away the truck restriction on Boundary. He further stated that I wouldn't rule it out if we wanted to revisit it later but I think the primary problem is a mixture of enforcement and some tweaks we can try to make to the intersection itself. It would be very helpful for people involved in accidents there, for the city, for the police department, for everyone involved. It would be helpful if we were able to have cameras up there. Director Hooke stated that he travels this rotary multiple times a day and it certainly is a problem with people yielding, especially coming down Chestnut up to Boundary, it's a problem. He further stated that he heard that Mass Dot was looking to redesign this rotary and DPW Commissioner Hill stated that he had not heard that, they kind of squeezed in the roundabout as it was. Which is probably why you are seeing a lot more trucks traffic on Boundary because the trucks used to use that as a cut through and now they use Boundary because it's hard to navigate around the roundabout with a tractor trailer. Retired Fire Chief Galligan stated that if there are signs missing up there we can replace those signs. I am going to suggest that we send the sign guy up there to make sure that the signs are up. The second thing I noticed at night up there, is that the lighting at night at the roundabout is horrible. Councilor Lally stated that a couple of the lights are down. Retired Fire Chief Galligan stated that because the lights haven't been put back up it's complete darkness up there, when they were there it was all lite up. DPW Commissioner Hill stated that he will have his light guy go up there and take a look. Mr. Merriam asked about a truck limit sign and Retired Fire Chief Galligan stated that we can't ban trucks we have to go through the state because we have to designate them another route.

VOTED: HAVE DPW CHECK ON THE LIGHTING AT THIS LOCATION, MAKE SURE ALL THE SIGNAGE IS STILL IN PLACE AND TO SEND TO SUBCOMMITTEE

Upon duly motion made by Director Hooke, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

22. E. ASHLAND STREET

Requested by: Councilor John Lally

Request/Issue: Requesting No Parking restrictions on E. Ashland Street from N. Quincy Street to the Abington line.

Discussion: Councilor Lally was present and stated East Ashland Street from North Quincy Street to the Abington line, the fog line is right up against the curve. There is no place to pull over. It is a narrow street and some people take it at speed and there usually is no wiggle room. What we have is people pulling over. There's a gentleman hosting parties and people will try and park on the side of the road. That makes East Ashland which is a major roadway, a one way street. It's one of the things that I did call about and made sure that we didn't already have this regulated. Because I expected it to be regulated but the fact that there are no parking restrictions on this stretch of East Ashland Street is wild. There is no place for a car to pull over safely.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

23.23 ELECTRIC AVENUE

Requested by: Councilor Jeffrey Thompson on behalf of Jacquolyn Payne-Thompson

Request/Issue: Requesting a handicap spot in front of her house. (**handicap placard provided**)

VOTED: TO SEND TO SUBCOMMITTEE

Discussion: DPW Commissioner Hill stated that Electric Avenue is a very narrow street that sees a lot of traffic with the school and a car parked on Electric Avenue breaks this down to a one way street. Certainly putting up a handicap spot out in the street is going to cause issue.

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

24.55 SUMMER STREET

Requested by: Councilor Jeffrey Thompson

Request/Issue: Seeking the Traffic Commission's review of parking and additional safety enhancements of the wide street area near 55 Summer Street.

Discussion: Jed Hresko was present and stated that it very wide and cars bear to the left to go up Pine and you've got people barreling down Summer Street.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by James Sweeney, seconded by Councilor Lally, the motion carried by a hand vote; 6 in the affirmative.

25. WESTLAND STREET

Requested by: Capt. Mark Porcaro, BPD.

Issue/request: A resident would like the current and faded NO PARKING THIS SIDE signs replaced on the eastside of Westland Street, but no record of this parking regulation exists. The current signs appear to have been in place for many years. Restricted parking would allow for two-way and large vehicle traffic to flow better, as well as emergency vehicles. Would like to formally adopt the parking regulation (no parking on the eastside of Westland Street from Pleasant Street north to the dead end) so that a record may officially exist.

Discussion: DPW Commissioner Hill stated that I would make a motion to approve this as written because during plow season Westland Street is one of the biggest nightmares I have as far as plowing goes.

VOTED: APPROVE NO PARKING SIGNS AS INDICATED IN REQUEST.

Upon duly motion made by DPW Commissioner Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

Motion was made by DPW Commissioner Hill, seconded by, James Sweeney to adjourn the meeting. All were in favor. Meeting adjourned at 8:09 p.m.

Respectfully submitted,

Michelle Yaffe

Michelle Yaffe

Secretary to the Traffic Commission

PLEASE NOTE THAT THE NEXT TRAFFIC COMMISSION MEETING IS SCHEDULED FOR THURSDAY, OCTOBER 23RD, 2025 AND ALL REQUESTS MUST BE SUBMITTED BY THURSDAY, OCTOBER 16TH, 2025.