



BROCKTON TRAFFIC COMMISSION
Wednesday, October 22nd, 2025
6:00 P.M.

MINUTES

The Traffic held a Special Traffic Commission meeting via Zoom at 6:00 p.m. on Wednesday October 22th, 2025.

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

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

NEW BUSINESS

1. 40 PETRONELLI WAY

Requested by: Joseph Goncalves, New Vision Enterprise

Request/Issue: We are beginning a new development at 40 Petronelli Way (Rigside Residences) As we plan to commence work the next few weeks, we are requesting a review of our proposed fencing strategy for the development. **(see attachments)**

Discussion: Joseph Goncalves and Kevin Paten were both present. Mr. Goncalves stated that he wanted to thank the commission for providing this special meeting for the Ringside Residence development. I do want to introduce my architect, Kevin Paten from BK Architects. We have a further detailed plan that we would like to share the screen with, which actually specifies a little more in depth the signage that we're looking to propose at the other locations of the fencing. He then shared the map on the screen. He stated that for those that are not familiar with the project, the proposed building here is shown, in this blue shape, it's located roughly halfway between Montello and Main Street and is flanked to the north by Franklin and to the south by Petronelli Way. In addition to the site that the building is proposed to be constructed on, Joe also controls this site on the north side of Franklin.

The building takes up the majority of the lot, so to construct this, Joe needs to have laydown space on the north side of Franklin as well as crane space to be able to get the materials over to the project site and get the building built. The proposed building is five stories, so there's a lot of material being handled and moved around on the property. Joe is proposing to fence both lots as one and close traffic on Franklin at the fence line. There would be construction entrances with signage on both sides of the fence. Franklin is currently today a one-way street, so we would allow traffic to continue to come down Franklin service and access these properties. Hagler is two-way traffic today and I would like to propose to turn it into one-way traffic heading south towards Petronelli and then sign it at Petronelli as a one-way, do not enter. This would prohibit traffic from moving west on Petronelli towards Main Street from taking a right on Hagler and becoming stuck with no way to turn around safely. Petronelli obviously is two-way traffic, so you can come down Franklin, come down Hagler, and then go east or west to get to your destination. The sidewalks we would want to notify that they'd be obstructed on Main Street. You would be able to come down the sidewalk on Petronelli and get to the Petronelli building but there's no crossing over to get to the other side of Petronelli between Montello and Main Street. So it would be essentially constrained to just the north side of the Petronelli. The south side sidewalk of Petronelli would remain as it is today, unobstructed. We would have a similar condition on Franklin. Franklin, of course, would be because it's one-way traffic to Main Street, would be closed to vehicular traffic altogether on the west side of the fencing. But we would also want to notify that to any pedestrians, that the sidewalk would be closed or they would reach a, essentially a dead end on the sidewalk if for whatever reason they needed to walk down this street. Then of course, Franklin would be signed, left turn only, street closed and head here out the gate and that they would only be able to make a left turn. There is a fire hydrant located on Petronelli. This was put in, I believe recently and we would, of course accommodate access to that with the fencing so that it would never be obstructed from access to emergency use. We would be looking to ask for the one-year maximum. Construction can take turns and delays, so we will, like to at least ask for the maximum amount of closure and hope that we would have it closed for less time than one year. Mr. Goncalves stated that we are open to questions or comments. DPW Commissioner Hill stated that he had a couple of questions. Are, are you looking to change or cut the traffic off on Franklin Street for a year? Mr. Paten stated through traffic from to the west of the property for a year, yes. DPW Commissioner Hill stated because even that cut through, we'll call it an aisle because it's not really a street, that goes over to Court Street that's not even a right-of-way. Mr. Paten stated that I do apologize. It is an overlay. I'm overlaying on top of Google Maps and I can't shut these paper streets off. So, it is deceptive and it doesn't actually exist there. DPW Commissioner Hill stated that I'm not 100% sure that the Traffic Commission approves shutting down a public ways. Is that correct? Traffic Commissioner Porcaro stated we have in the past, I believe, road closures and things of that sort. DPW Commissioner Hill stated like a permanent road closure on a public way? I know the sidewalks, but I don't think the streets. I cannot see shutting down a public way downtown. The traffic is a nightmare anyway, for any length of time, let alone an extended period of time and there's a whole lot of issues that come with this, whether it be snow, pedestrian traffic or parking. Its proximity to all the construction downtown. Sidewalk I'm okay with but shutting down the street,

to me that's a big reach. Traffic Commissioner Porcaro stated that Franklin Street, it's a one-way side street that's not well traveled. He asked how else will they accomplish the goal of this development? DPW Commissioner Hill stated that it's actually, James Sweeney stated that I'm sitting here at the location and I've been here for about an hour. I wanted to see it during rush hour. I'm right next to the Marvin Hagler statue and I haven't counted a single car on Franklin go from the one-way all the way up to the top yet. There is traffic, at a rush hour on Petronelli, some of that gets used, but for a small sample size during rush hour, there is heavy traffic on Court Street right now and there hasn't been a car go by me in an hour. Mr. Goncalves stated that one other thing like I would like to add also is because what we were trying to avoid because the depth that we have of the lot and why it has to be closed, is we're trying to avoid, at all costs, to have any type of disruption on Petronelli or Marvin Hagler. So yes, we did feel like seeing the traffic count and studies, that Franklin would be the best way, but we can construct the majority of the building from the backside, but we need the depth. So, for us to constantly disrupt and close, because this is heavy equipment, these are panels, these are pump trucks, these are just massive. It would literally be a constant closure, and I think would cause a lot more disruption if we're every day trying to figure out how the weather plays out, what equipment's coming in, rather than a more of a consistent understanding of this is how this street is closed for this temporary period of time, rather than daily of depending on where we are with our equipment. But more importantly, it's like I said, if we can't access that and have that closed off, we can't overhead a public way with a crane and material over a public road. By many requirements I can't do that. If we don't have this, it doesn't allow us to build the building. DPW Commissioner Hill Franklin Street sees a lot more traffic than people think. It certainly sees a lot more traffic based on the MBTA because a lot of people use that street to cut through and around. I have concerns about snow, what's going to happen. I have concerns about infrastructure underground. How do I get access to that stuff. I certainly have had issues on Franklin Street with both water and sewer. A permanent shutdown for this, and I understand the concerns about the traffic side of things, but in the middle of a, of a roadway in downtown, I don't know. I, I have concerns about it. Retired Fire Chief Galligan stated that in our Traffic Commission Chapter 71, it says that the Traffic Authority has the ability to shut streets down for not more than two weeks of a temporary nature for the convenience or public safety. However, if it's going to be more than two weeks, we have to print it in the newspaper for two successive weeks that the street will be shut down. So I think on a permanent basis or every year, we have to publicize it, we have to take a vote, and then it has to be published for two weeks in the paper. If something came up, we, as a board, can close a street down, like what we do for the Brockton Fair on West Street we used to close that down every year by a vote of the Traffic Commission. So that's a temporary. But when I read this, it sounds like on a temporary basis we can do that as a board, but if we're going to do something beyond that, we have to notify the public by publication in the paper. James Sweeney stated that if there was an issue with infrastructure, and maybe this is a question for developers, could the DPW access that even with the closure? Mr. Goncalves stated that would be something that we would definitely be accommodating any which way to allow access. Again, it would be a fencing system, so we're not putting barricades, we're not doing anything of that nature. It would be a

fencing system that we could allow if it's through, lockboxes, Knox boxes, there's an array of ways of allowing access to any municipal department to make sure if that needs to be open that it won't be hindered. Snow management, we can definitely be involved in that perspective, or allow for the availability of it. We are just really open to work with every department just to ensure that this is a successful venture and that we're not impeding any more than we have to here. There are all valid concerns Mr. Hill. I just want to just ensure you that we will allow any and all access through there, at any point in time that, if you would need that. Again, it's all temporary fencing systems, so it's not something that we're bolting into the ground or putting barricades. Mr. Paten stated that my graphic does illustrate that these are gates at the streets. It's not permanent fencing, by any mean because we do need to allow construction vehicles to pass through and continue down to Main Street. Traffic Commissioner Porcaro stated that obviously we do realize that when, assuming it gets approved. While you're at work doing the construction, the developing, it'll be shut down. What about when you're not at work? Will Franklin Street be open or is it going to be shut down 24/7 until this project's done? Mr. Paten stated that you would want, because it's not necessarily a safe zone for the general public to pass through, ideally, we would keep it closed during non-work hours also. But like Joe alluded to, allow for emergency vehicle, DPW access through any means that works well for you. If that's a, a lockbox on the gate, that's fine. Mr. Goncalves stated that if we did try to temporarily do that if someone parks a car there and we have a large piece of equipment, it's again, allowing that is just going really disrupt the site. I just really feel sectioning it off, but again, reiterating that anything to do with the municipality, they'll have full access at all times. We have a project manager that's going be on site at all times but you'll have full access through Franklin Street at any point in time. It's only temporary fencing. Retired Fire Chief Galligan has question about security fencing. When you're not there, is this place going to be closed to the point where it's going to be a secure area to keep people out of there that don't belong there? Mr. Goncalves states, yes, exactly, so it's going to be under surveillance. It will be fully fenced in. Again, as you guys are probably aware, we're going with an uphill battle in that area, there is a lot of things that can happen. We are going to have a full secure system with security camera. We will have some lighting as well, just to make sure that the site is illuminated and should try to keep as many people out of it. My project manager actually lives at 19 Main Street, up the street, who will be the project manager for the entire project. We work very closely with Ted Carman as well. His building manager lives at Petronelli, so we have a lot of eyes directly on the site at many times of the day. I really feel it's something that we'll be really on top of. But yes, it'll be a fully secure site and surveillance. Retired Fire Chief Galligan stated that my only suggestion is it would probably be wise to make sure this is a secure area, because people will wander through that are Aa ad with the cold weather coming, there's a lot of possibilities. The second comment I want to make is, on Franklin Street, from Main Street easterly to your construction gate, there's probably about six parking places on the north side of Franklin Street. What kind of access will people have to that section of Franklin Street to utilize those parking spaces? Mr. Goncalves stated that I have got a chance to speak to Paula and Eric about our proposed situation. We are looking to buy out the parking space, and they have agreed to that. They wanted to ensure that this was something the Traffic Commission was looking to do. But we would be utilizing those spaces and making

sure that the City of Brockton is getting a revenue for it. But again, those would actually be closed off and be used during the construction process throughout the day. Retired Fire Chief Galligan stated that technically you're going to take, for your use, Franklin Street from Marvin Hagler Way all the way to Main Street. You're going to secure part of it with a fence, but you're going to have access from that fence up to Main Street. You're going to keep the general public out of there. They can't park there. Is that the idea? They can't get into that street. Mr. Goncalves stated yes, exactly that is the idea. He further stated that with speaking with the Parking Authority, they did allude to me that they would be definitely okay with because it's minimal amount of parking that happens there and they did allude to me that they would be willing to allow me to take on those spaces for the revenue perspective and again, they said people can park at the garage. Retired Fire Chief Galligan stated is there a business on Franklin Street just in from Main on the south side? Mr. Goncalves stated yes, so that building there, I own that building as well. So there is not a business on that side, and that's actually going to be our field office. So our field office, they're on Franklin. There used to be a bar that was there but that's actually going to be our field office. Facing on Franklin, we will have an office there, making sure that we're in close proximity but that'll be the only exit out onto Franklin. Retired Fire Chief Galligan stated my point is that you are going to have exclusive use or are asking for exclusive use of Franklin Street from Hagler Way to Main Street. Mr. Goncalves stated yes. Retired Fire Chief Galligan further stated that your construction people could probably park on Franklin Street, but the general public won't. Mr. Goncalves stated exactly. So if somebody comes in, checking in with our project manager would come in, but for example, yes, if an 18 Wheeler comes in with 62 panelized systems for a third-floor unit, they would be able to pull into there. We'd be able to unload them and not impede any traffic on Court, the bottom of Franklin, Marvin Hagler, or Petronelli. So we feel like that would be a way of avoiding any construction traffic. because again, there is going to be a lot of heavy equipment and more importantly, a lot of material being delivered daily. So we can make sure that we're getting everybody to go down Franklin and not take up any of the accessory roads, which does happen throughout the city that some of the projects are taking up the primary roads. So this would help alleviate that as well. DPW Commissioner Hill asked if they have talked to people at the Trinity buildings. Mr. Goncalves stated in reference to this fencing plan? DPW Commissioner Hill stated yes, and the block and the road and turning that piece into a one-way? Mr. Paten stated that Trinity is planned south and Petronelli is unaffected really by the construction except for the sidewalk closure in front of the property. DPW Commissioner Hill stated and for the sidewalks, this is just the, I guess, right of way, right, issues? Is there a pedestrian plan about the sidewalks and getting traffic across the street? Mr. Paten stated that the sidewalk closure would need to happen here at the property line, which would allow pedestrian access to the Petronelli building, but not beyond it. The pedestrian activity along Petronelli Way to the plan east is unimpeded and unaffected by the project. And then of course, pedestrians can come up Petronelli Way, go down Hagler, um, as they would today. James Sweeney stated Mr. Goncalves, the locking system that you have on the fencing, would that be something you would leave access for the city or the DPW or the police or fire, any of the services? Mr. Goncalves stated of course. It'll definitely be all the above and there will be an on-call number as well. But yes, all the above. We

are willing to work with you in any capacity to open the gate. Retired Fire Chief Galligan asked if those gates would be swing gates, two-gates? Mr. Paten stated that he believes that that is the intent, is to be able to fully open that road with swing gates. Retired Fire Chief Galligan stated that if the two swing gates close in the middle and they're chained shut with a padlock, emergency-wise, we can cut the chain. It would be nice to open the lock but option two is to cut the chain to open the gate. Mr. Paten stated that normally construction gates have a lock box with the key in it for the padlock. But if necessary, absolutely, there would be no reason why you couldn't cut the lock or chain off if that impeded getting in there and you needed to get in there. Retired Fire Chief Galligan stated that my thought was that if you put a lockbox, the fire department has exclusive use of the lock box. Nobody else has a key to that box but the fire department. So if the police have to get in there, they will not be able to get into the lock box to get the key to open the gate. Mr. Paten stated that the term, I don't want to confuse it to, like, a building lock box. It wouldn't have, like, the fire department key in it. It would have just the normal key to unlatch padlock. It just has a four-digit code on its Mr. Goncalves stated it would be something with a four-digit code and we can actually build some type of platform and have it readily accessible that you can see. It wouldn't be a Knox box. But if a Knox box is necessary it would hold the same key and the fire department would have access to that as well with their master key. We could do both if that's deemed necessary. Deputy Fire Chief DePasquale stated that he would prefer it to be, even if you have to do more than one, a fire department Knox box to be there just for time and codes get lost and forgotten, I'm sure you could take care of that through Deputy Chief Weeks. DPW Commissioner Hill stated that because I have concerns, I would prefer to go down there, and I know Joseph has been calling me to probably do just that. Before I could support it and I'm not saying hold up the vote on my behalf, but I would like the opportunity to go down there and just look and see what concerns arise just from that walk and have an opportunity to talk with my staff that does the plowing and the sanding and all the snow operation side of things and see what they have, potentially, for concerns. Because snow has become a lot bigger deal than it has in the past with the lack of equipment that I have. I try not to create more issues, if I can prevent them but they may have some ideas that would be helpful to me for the snow season. Retired Fire Chief Galligan stated we should extend this and allow the board members, and particularly the DPW Commissioner, an opportunity to take a look at this on site. This is the first I've seen of it tonight. Rather than wait for another commission meeting which won't happen until December, if the petitioners are willing, at least give the Board a chance to look this thing over, maybe do another quick special meeting. Traffic Commissioner Porcaro stated that that is a great idea Chief. He further stated that, Mr. Goncalves, Mr. Paten, where the DPW Commissioner has raised some concerns, I think he's justified in asking for just a little extra time, just to go down there with, with his staff and to kind of assess it. A lot of this is going to fall on his department, so would you be opposed to just another quick special meeting done by Zoom? We can do this next week if you want, but it will afford the DPW and anyone else on the commission, if they want to go down there and check this out. Mr. Goncalves stated that one thing I did want to add was when it comes to Franklin Street as well, we do have snow plow, snowplow management on my team and I'm willing to take on those roles as well if it's something that you feel it'll put some strain and impede on your crew, we are willing

to take on the responsibility and ensuring that the streets are plowed, sanded and things of that nature because we do have the equipment to do so. Maybe discussing that with your crew, we wouldn't want to impede you, any further, but we would be willing to take on that responsibility because the site would have to be accessible for us anyway, so we would be doing that on our own terms to ensure that we don't have any delays on our end. DPW Commissioner Hill stated that he loved the idea, however, legally I don't know that I can turn over the right-of-way responsibility to you. If something were ever to happen from a liability standpoint, and someone were to get in an accident, it happens all the time, people come after the city. I don't know that I could, but it may be another discussion to have. But legally, I don't know if I could do that. Traffic Commissioner Porcaro stated that I think we're all kind of in agreement, or most of us are, that we need more information. We want to allow the DPW Commissioner and department some extra time to go down there, do a site visit, check it out, maybe reach out to the developers offline, have some of their questions answered. And then we can continue tonight's special meeting to another special meeting possibly next week, done by Zoom. DPW Commissioner Hill stated that was his preference. He further stated that you are going to allow traffic to continue one way up Franklin Street, but you're looking to change Hagler from two-way to one way for the duration of this, right? Mr. Goncalves stated yes because we want to avoid someone going down there and then technically having to do a U-turn and get stuck. They wouldn't be able to go any other direction because it's a one way on the opposite side. So we just want to stop anybody from doing that, going that direction. DPW Commissioner Hill stated that he plans on going down there Friday around 11 a.m.- noon time and walk the whole site. Mr. Goncalves stated that he had one other comment/question. With the site, we are kind of basically to the property line, we're kind of at a standstill, our excavation measures and things of that nature. Would it be okay, just depending on how long this takes, because as you know, the weather is very imperative for us at this point in time to get things moving. But definitely understand the concerns, and I want to make sure everybody's willing and able to do. If we're talking about next week, I think that would work but on Marvin Hagler, just trying to see, would that be an issue if we ended up closing off the fencing? Because where we're located now, people are still using the sidewalks but would that be an issue for us to move our temp fencing, to at least, to the sidewalk or would that still would be something for the next meeting as well? I am not closing off Franklin but allowing us to give us a little bit more space for where we need to keep excavating with the project? Traffic Commissioner Porcaro stated that I prefer you don't do that because you are going to force pedestrians into the roadway, you're taking part of a sidewalk, right? Mr. Goncalves stated yes, exactly. There was discussion about scheduling the next zoom meeting and it was determined that the next meeting would be held via zoom on October 30th, 2025 at 6:00 p.m.

VOTED: TO CONTINUE FOR ANOTHER SPECIAL MEETING SCHEDULED FOR THURSDAY, OCTOBER 30TH AT 6:00 P.M. VIA ZOOM

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

Motion was made by DPW Commissioner Patrick Hill, seconded by James Sweeney, to adjourn the meeting. All were in favor. Meeting adjourned at 6:39 p.m.

Respectfully submitted,

Michelle Yaffe

Michelle Yaffe

Secretary to the Traffic Commission