



BROCKTON TRAFFIC COMMISSION
Thursday, October 23rd, 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 Thursday, October 23rd, 2025.

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

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 DPW Commissioner Patrick Hill, seconded by Director Hooke, to waive and approve the reading of the 9-24-2025 Traffic Commission Minutes and the 10-8-2025 Special Traffic Commission Minutes.

1. 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.

SUBCOMMITTEE RECOMMENDATIONS:

Have the attorney contact the barbershop to determine if they support the parking time change. Once we hear back, we can proceed with the review.

Discussion: Manny Monteiro and Attorney Paul Clancy were both present. Traffic Commission Captain Porcaro stated that he reached out to the Campello Business Association to get their opinion. My logic was the Campello Business Association represents the business interests of everyone in the area, so I wanted to hear from them. And that's the letter that's before you. Mr. Clancy stated that this is a petition to propose the reduction in the time of the parking spots that are directly in front of Mr. Montero's building, which is M&M Seafood. It's 1114 Main Street to 1124 Main Street. It runs from Market Street to running northerly up to Perkins Ave. It's those, there's four or five spots that are directly in front of M&M Seafood. Mr. Montero, as you may recall from the last meeting had issues with the parking in front of his

building. The nature of his business, it being a convenience store and a fish market, people often had difficulty getting parking in front of the store. In fact, I think on the evening of the last hearing there just happened to be two previous customers of Mr. Montero who agreed. I think they spoke up and said, "You know, we don't even go in there anymore because of the parking issue. Mr. Montero is looking to just for those four or five parking spots that are directly in front of 1114 to 1124 South Main Street, to reduce the posted time from one hour to 30 minutes. I did see the letter and we appreciate that letter that was in favor. I know there were some issues. I think there were some concerns about the barber shop, that some of those customers may take a little more time than a half an hour. But the barber shop is north of Perkins Ave, so we're not asking that time be changed. It's just the time in front of his store, due to the nature of his of his store. Retired Fire Chief Galligan stated that he some investigating and found out virtually Main Street, pretty much the whole length of it is posted one hour. And I had reservations that if we create 30-minute parking rules, it'd inconvenience other businesses in the area. I think this letter is a key letter to help some decisions to be made. I would not be opposed to give it a trial run, see how it goes, and, just be aware that if things don't work out, we probably could revisit it.

VOTED: TO APPROVE THE REDUCTION FROM ONE HOUR PARKING TO 1/2 HOUR PARKING ON MAIN STREET ON THE EASTSIDE SOUTHERLY TO EAST MARKET STREET.

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

2. 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.

SUBCOMMITTEE RECOMMENDATION:

Plastic barriers and chevron sign are installed and in place.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

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

3. 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.

SUBCOMMITTEE RECOMMENDATION:

These spaces appear to be regulated and controlled by the Parking Authority (meters and Passport Parking sign). Contact BPA to confirm they regulate and control these spaces, and if so, take no further action, dismiss the request, and direct the requestor to the BPA for follow-up.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION TO TAKE NO ACTION AS PARKING AUTHORITY IS IN CHARGE OF THIS.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

4. 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.

SUBCOMMITTEE RECOMMENDATIONS:

Pending verification, install the following: (medical documentations was given to the secretary at the Sept. meeting)

A. AUTISTIC CHILD sign on Pole #1 for eastbound traffic.

B. AUTISTIC CHILD sign on Pole #2 for westbound traffic.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

5. 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.

SUBCOMMITTEE RECOMMENDATION:

Recommend installing a guardrail.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATION.

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

6. 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.

SUBCOMMITTEE RECOMMENDATIONS:

- A. For Burroughs @ Emory (westbound traffic):**
 - add red reflective striping to the current STOP sign,
 - STOP stencil and STOP bar/line for pavement line painting.
- B. For Highfield @ Emory (eastbound traffic):**
 - add red reflective striping to the current STOP sign,
 - STOP stencil and STOP bar/line for pavement line painting.
- C. For Emory @ Highfield (northbound traffic):**
 - install a DEAD END sign, with signpost, between 4 and 6 Highfield Drive.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by Deputy Fire Chief DePasquale, seconded by Director Hooke, the motion carried by a hand vote; 5 in the affirmative.

7. 332 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.

SUBCOMMITTEE RECOMMENDATIONS:

- A. Change the address to 332 N. Quincy Street.**
- B. Take no action. Subcommittee spoke to the residents and they are exploring other options.**

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

8. 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

SUBCOMMITTEE RECOMMENDATIONS:

- A. Install a STOP sign, with signpost and red reflective striping, on Dodge Road (southbound traffic) at Dixon Road.**
- B. STOP bar/line for pavement line painting.**

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by Director Hooke, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

9. 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

SUBCOMMITTEE RECOMMENDATIONS:

A. Install a STOP sign, with signpost and red reflective striping, on Connell Avenue (southbound traffic) at Court Street.

B. STOP bar/line for pavement line painting.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by Deputy Fire Chief Joseph DePasquale, seconded by Director Hooke, the motion carried by a hand vote; 5 in the affirmative.

10. SULLY ROAD @ JON DRIVE

Requested by: Councilor John Lally

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

SUBCOMMITTEE RECOMMENDATIONS:

A. Add red reflective striping to all current STOP signs at this intersection.

B. Add/replace the current 4-WAY signs below the current STOP signs with new ALL WAY signs.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

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

11. AMES STREET AT NORTH CARY

Requested by: Councilor John Lally

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

SUBCOMMITTEE RECOMMENDATION:

Continue to the November Subcommittee and monthly meeting and obtain additional information.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS TO SEND THIS TO THE NOVEMBER SUBCOMMITTEE AND PLACE BACK ON THE DECEMBER AGENDA.

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

12. INTERSECTION OF BOUNDARY AVENUE @ N. QUINCY STREET

Requested by: Councilor John Lally

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

SUBCOMMITTEE RECOMMENDATIONS:

A. Contact MassDOT to obtain the original signage plans so that the unknown missing signs may be identified and replaced.

B. Have DPW replace the two missing street light poles and increase the brightness of all rotary street lights (resident stated the rotary is dark at night).

C. Traffic enforcement, particularly for heavy commercial vehicles, when BPD manpower permits.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS AND SEND CORRESPONDENCE TO MASS DOT.

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

13. 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.

SUBCOMMITTEE RECOMMENDATION:

A. Install NO PARKING THIS SIDE signs on the utility poles on E. Ashland Street (southside) from N. Quincy Street to the Abington line.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

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

14. 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)**

Discussion: Councilor Thompson was present and stated I read your recommendations and I completely support the recommendation of installing a handicapped parking in front of 23 Electric, Ms. Thompson's house. She lives there. She has a current handicapped placard on record. Additionally, I agree with, replacing those faded sign on the opposite side of the street. That is a heavily traveled road, lots of parking there due to the school and it creates a real narrow corridor for buses and other vehicles going up and down Electric. So, if we can just kind of refresh those signs so that people can be aware of what the rules are on Electric Ave and also enable Ms. Thompson to easily park in front of her home

because of her handicap and her ability to get to and from her house swiftly and not have to either wait for cars to move outside of her driveway or walk down the street due to her handicap. I fully support this board's recommendation and Ms. Thompson is here to provide some information about exactly where to place that sign. Mr. Thompson stated that she I also wanted to say that my mom's here, she'll be 96 next month. That's another reason for the handicap thing as well. The police have been called a couple of times to have a lot of cars being moved off of that street that live in Randolph and other towns. And they don't even live there, but their cars are parked there. It's not just because they're just visiting, but they're over there overnight and maybe a whole week. It's hard when in the morning time, it's really hard to see up and down the street. Especially when it's a rain storm, wind storm, everything gets blown around. And winter time, you can't even go up and down it. With all due to all respect, you have to have this space open for the students to walk. We have parents that are walking their kids to school, driving their kids to school and they can't get up and down the streets because people have been double parking or whatever. They shouldn't be doing that, especially between those hours. And across the street, I think there's three signs on the other side of the street, I can see it because I can walk up to it and look at it, It needs to be replaced where people can see. I think it's, it's no parking from 9:00 to 3:00 on that side because they really need to be changed. I've been there since 2017 and they've gotten even worse. The population of the school, is really big now over there too. I go to a lot of meetings over there, so I know what's going on in the area. We did have like a community type of watch at one point in time when I used it. Everybody kind of moved out and whatever, so we weren't doing that and trying to keep track of everything on a safety level. She further stated that she took pictures and that one of them shows the sign directly across the street from me, that is, you can't even see it and the other one is right in front of my house. I know that sometimes DPW or whatever, they come over there sometimes and they do stuff on the street there as well and cars are parked over there they can't even get in there to do the work for that piece at all. You can see how they've been digging up the streets every so often and putting the pavement back down and everything. I'm worried about in case of emergency. I can't get out the back door because it's in a backyard. So if I had to go out through the front and somebody's there that lives in Randolph or Avon that's parked there for over a week, then how am I going get out? Especially with my mom. So that what I'm asking for. Retired Fire Chief Galligan stated is parking regulated on both sides of the street or just the east side of the street? Ms. Thompson stated that it's on one side of the street. If you're going down the street, it's on the left-hand side of the street. That's where the signs are. She further stated that the only thing is that the only handicap in the vicinity is within the school yard itself. So that's for parents or whoever. I think that there's four handicaps spot, but that's for the school. It's not for the residents or persons that come in there. It's really congested around there in the morning and in the afternoon, really congested for people to be parking all over the place. I know that the street is city and they can choice to park anywhere they want to, but not overnight or all week. That's not good. The police have moved them a couple times and gave them citations. Retired Fire Chief Galligan stated on your side of the street, traffic parking is unregulated? Anybody can park any time they want on your side of the street? Ms. Thompson stated there are no signs on my side of the street. Retired Fire Chief Galligan stated that on the other side of the street, the

only time they cannot park there is between what times 9:00 and 3:00? So, on a typical weekend, do cars park on both sides of the street? Ms. Thompson stated yes and they're not supposed to. I'm looking at it according to the sign, but you're right, because the school's not open on weekends. But they still park on both sides of the street. Retired Fire Chief Galligan stated that he wonders if that was true when school opened up. In 2025, should we look at prohibiting parking on the east side of Electric Avenue from Crescent Street all the way to the school? Traffic Commissioner Porcaro stated 24 hours a day. DPW Commissioner Hill stated that it says 7:00 AM to 3:00 PM on the sign on the east side, Retired Fire Chief Galligan stated that anybody can park on the west side. So after 3:00 in the afternoon, anybody can park anywhere they want on that street. He further stated that they have football, they have baseball. That street is probably the only street to get into that school. I wonder if it would require taking a look and making sure the parking is limited to one side of the street. Councilor Thompson stated that It's a heavily traveled street especially in the morning and the afternoon. We got buses and that's their main pathway out to drive the students out. You may have signs there that prohibit parking during those hours but they're faded. I don't think they are being followed very well. I've driven down there during school hours and seen cars on both sides. Retired Fire Chief Galligan stated that I think it's very difficult in today's society to say you can't park there from 9:00 to 3:00. It's almost to the point where you can park there or you can't park and if a cop goes over there to enforce it and it's 3:05 I'm going argue with the cop that, "Hey, it's five minutes past." I just think maybe it might be something we might want to approve this but take another look at that east side of the street as it's a narrow street. Councilor Thompson stated that I think it would be smart to prohibit parking on that east side completely. Retired Fire Chief Galligan stated that he wonders if people living in multi-family houses on Crescent Street, they can't park on Preston Street, they're parking around the corner on your street? Ms. Thompson stated that she didn't know but that there's only one multifamily houses on the corner of Crescent Street and Electric Avenue. Everybody else is a single house, single families only. Retired Fire Chief Galligan stated that he is going to make a suggestion that we may want to take another look at Electric Avenue and certainly have a conversation with the councilor, if he thinks it's necessary. But it sounds like if that street is the only street going into that school and people can park on both sides of the street, that could be a problem. Ms. Thompson stated that in the back of the school because I've taught at this school at one point in time. In the back of the school, there is a gate or something, you go all the way around and it takes you out to the other street. Sometimes parents come through that gate because there's a sign that says it's open during a couple of hours or whatever like that. Some people come through that way, from Crescent Street or around in that area and come through the back way into there but they still park within the school itself. But sometimes to where it gets overcrowded. There's not even enough space for parents to come and drop off their kids in the schoolyard itself. I've been in a handicapped spot and then I've watched it and it's just no way they can get through there. They need some type of a clear passage to get either in, going out the back or even in the front to go out to Crescent Street. Retired Fire Chief Galligan stated that he doesn't think we have anything to do with that gate. That's strictly the school's problem. DPW Commissioner Hill stated that it's typical open to. Ms. Thompson stated that it had a sign at one point that stated that it's closed at 8:00. Ms. Thompson asked if she

could make a suggestion. Sometimes they come earlier to drop off their kids, that's why it gets congested up in there and they don't have anywhere to park they have the guys out with the stop sign and everything else. Maybe make it like 7:00 or 7:30 because school opens at 9:00. If you give some of the parents enough time to get through there back and forth, a lot of things won't get so congested and double parked like that. Councilor Thompson asked quick question about the changing of the hours. Is that a decision made by the traffic commission or is that something that's going to go through city council to change it from a designated time frame? Traffic Commissioner Porcaro stated that we would be able to take care of that. Retired Fire Chief Galligan stated that the way I'm understanding this is that the signs are faded. We're not going to replace them right now until we hear from you. You may want to make a suggestion to do away with that and make it no parking. Councilor Thompson stated that the no parking, the timeframe, what what would you believe the idea behind the timeframe is? Just for school hours itself? So is it effective, right? Is it doing the job that it was set up to do? Like you said, if it's 3:00, are you all cleared out by 3:00? or if you get in there earlier, are you still obstructing buses on the way out? I'm not a traffic expert. I think the point that you bring up by just saying no parking whatsoever but then again, you have Downey Baseball that often plays there. They often park along that side. I want to make sure that the people who are utilizing that area in the school and the baseball fields have an ability to use it and park close to the park. But I also want to make sure that we have unobstructed access for our school buses and school children. I would seek direction from this board as to what the best pathway forward is on that. Ms. Thompson stated that it usually clears around 4:00 by the time I get back from Boston. I teach at a college in Boston. Councilor Thompson stated would it make sense to extend the hours? Is that a compromise position? Maybe call it till 5:00 instead of 3:00 or 4:00? DPW Commissioner Hill stated that we need to start by seeing how it's actually logged in officially.

SUBCOMMITTEE RECOMMENDATIONS:

- A. Install a HP PARKING sign, with signpost, in front of the above (consult with the homeowner for the best location).**
- B. Replace all of the faded NO PARKING 7am-3 pm signs on the east side of the road.**

VOTED: TO APPROVE THE HANDICAP SIGN AND SEND TO SUBCOMMITTEE .

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

15.55 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.

SUBCOMMITTEE RECOMMENDATION:

Councilor Thompson will attend the meeting and discuss the request, which will include NO PARKING on the east side of Summer Street near the

Pine Street intersection, as well as NO U-TURN or other sign options to limit vehicles doing such in this wide area.

Discussion: Councilor Thompson was present and stated that essentially nails it on the head regarding this area. It's a wide area due to the configuration of the street going left onto Pine or straight up on Summer. One of the residents there at 55 often sees cars doing U-turns in that area other dangerous driving conditions. What we would be asking is some signage like no U-turn so that people wouldn't make turn. She said that they would miss Pine and then kind of try to make a little loop to get back to it. She said that cars park up on that east side of the road and then that just again creating some dangerous conditions there. Retired Fire Chief Galligan stated that the whole section of Summer Street is four lanes. You're forming a lane to go straight down Summer, you're forming a lane to take a left on Pine. When you come out of Pine, you're forming a lane to go right by the fire station or to go straight and you're in the left lane. There's no place for anybody to park. You might want to consider prohibiting parking on both sides of Summer Street from Crescent Street to Pine Street.

VOTED: TO SEND TO SUBCOMMITTEE

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

16. 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. **(continued from last month-emailed requestor 5 times have not received medical documentation)**

VOTED: TO TAKE NO ACTION FOR LACK OF INFORMATION AND REQUESTOR HAS NOT RESPONDED TO EMAILS THAT WERE SENT.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

17. 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- See attached)

Discussion: Jeff Hresko was present and stated that he had reached out to Mary Waldron and what was presented to this commission was rather complex and hard for this body to make this kind of decision in one meeting. The decision making is much more complex. "Do we put up a stop sign or do we not?" Right? And I think one of the things is that the road safety audit presented the options by category.

So for example, least expensive, the most expensive, the medium expensive, and I think it also had implementation, the longest to do. I would argue that it might be easier if that gets repackaged into a presentation. For example Traffic Commission, these are quick and inexpensive things or the quicker and inexpensive things. So that way at least it doesn't become this sort of overwhelming and that way this board could make a decision based on at least on those things. I know where that stood is that, that Mary, included Councilor Thompson on the discussion and I just don't think that we've had that meeting or that discussion yet. He further stated that maybe we should postpone this to a special meeting. Traffic Commissioner Porcaro stated that I believe we have already voted on what to do with the RSA and what we voted to do was going in two different directions. One is going in the direction of the mayor. We've sent the mayor a letter informing him of the road safety audit and a request to install traffic signals there. Then the other direction is staying with us for a little bit because we're just a part-time agency, but I've reached out to CDM Smith Engineering, I think one of the recommendations was to make that more of a T-intersection. CDM Smith got back to me and this is their new design for that intersection. I think we voted to go with the new T-intersection style and I'm going to redesign this intersection, but I need the help of the line painting company to do this. He further stated that he's reached out to the line painting company, I've given a copy of this. I'm waiting for their feedback to tell me how they think it's best to proceed with redesigning this intersection with pavement markings. In the meantime, like a month or two ago, I had the the former sign worker could go up there and install a speed limit sign and an intersection ahead sign as per the road safety audit. But really that's where it's going end for the commission. There's just only so much we can do. We're really not in the business of redesigning and implementing intersection redesigns, but I'm going do it anyways. This is a pretty big undertaking for us. I main thing is we're asking the mayor to signalize that intersection. Councilor Thompson stated that he did spoke with school transportation and they had agreed to move that bus stop.

VOTED: TO TAKE NO ACTION AND CONTINUE WILL WHAT'S ALREADY BEEN STARTED TO IMPROVE THIS INTERSECTION

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

18. 142 MAIN STREET

Requested by: Ryan McGrath, General Superintendent of Special Projects for Rubicon Builders.

Issue/request: To be granted approval to use the bike lane. **(Traffic Commission members please see attached email chain and picture illustrating the need for the bike lane)**

Discussion: Jed Hresko was presented and stated that it's moot point. Basically I've worked something out with the developer. I will say I was just definitely disappointed to discover it, we have our monthly bike ride and we ended by the old bat bus terminal and I was biking up Main Street on the way home and I see

this big barrier and I'm like, "What in the world is this?" I do have this article from 2018 when the lanes were installed where some members of this traffic commission is speaking very highly of those same bike lanes. I understand that that the street and the sidewalk and part of the bike lane are being blocked for the greater good, meaning once that work's done, we're going to have a great affordable housing building with three bedroom units. I support that. We need business on Main Street, obviously. We need residents on Main Street and I realized, well what's in it for us, right, as cyclists? And I realized this is an opportunity because we have a developer there spending money. So I reached out to the developer and I expressed my concerns and the developer, Dave Taggart said "Thanks for reaching out. I'm copying some of our team, so we can double back about this, but I like the idea of adding a thing to the meters which you can lock bikes to. Also what else we can do around our site to make it more pedestrian and bike friendly." I made the case that obviously they're going have residents but also Elvira's may return to there, folks want to come to the café or want to visit someone or live there. There's nowhere to park your bike on that entire block. There's just no apparatus. There is on the next block but not on that block. The parking meter reference which may involve the Parking Authority, and I also pledged to the developer that if we need to go to the Parking Authority or we need to go other folks to get some of these other things approved, we're willing to help do that and help support it. There's a product, for example, that's out there where you take the head off the parking meter and it slides right over the existing post and it's one of these circles that you lock the bike to. So you dig anything out of the concrete, you don't have to plant a new pole and the configuration of it keeps the bike from being perpendicular to the sidewalk. It keeps it parallel to the street. So it's a really cool design and that's one thing that they might consider doing. So that's what we're looking for. Some kind of bike lock apparatus, that kind of stuff on the street, so I would say it's moot.

VOTED: TO TAKE NO ACTION

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

19. LISA DRIVE

Requested by: Councilor John Lally

Request/Issue: Would like to follow-up regarding the speeding concerns on Lisa Drive . **(previously on the August Agenda with the CDM Smith engineering report- additional subcommittee recommendations are below)**

SUBCOMMITTEE RECOMMENDATIONS:

A. Install a STOP AHEAD sign on Pole #13 by 147 Lisa Dr. for eastbound traffic.

B. Install a STOP AHEAD sign on Pole #18 by 220 Lisa Dr. for westbound traffic.

C. Install two flashing STOP signs on Lisa Dr. at Sully Rd., one for eastbound traffic and the other for westbound on Lisa Drive.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS.

Upon duly motion made by Deputy Fire Chief Joseph DePasquale, seconded by Director Hooke, the motion carried by a hand vote; 6 in the affirmative.

NEW BUSINESS

20.87 SAWTELL AVENUE

Requested by: Angila Griffin

Request/Issue: I have adopted 4 medically complex children and 3 of them have Autism. My children are wanderers. Plus people speed on this street. I was wondering if I could get a sign for the kids and other people to know this is their home. **(medical documentation provided)**

Discussion: Angila Griffin was present and stated that I do have these four medically complex children and I'm working on getting my house put together. But when they wander out, they don't know like, what area they're in. So, I'm just thinking that maybe if we put the signs where they would be able to know that this is their house. One of the children ending up getting out, he run out and thank God that the neighbor knew that he lived here, but they all wandered. Retired Fire Chief Galligan asked if she was requesting an autistic children sign and Ms. Griffin stated yes.

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

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

21. N. QUINCY AND EAST ASHLAND STREET

Requested by: Ednaida Teixeira

Request/Issue: A pedestrian crossing signal is needed because three schools and bus stop are nearby. Many children cross daily and a signal will protect them, reduce accidents and ensure drivers stop, keeping students and families safe. Requesting a Pedestrian Crossing sign.

Discussion: Ednaida Teixeira was present and stated I live on East Ashland Drive, just a block over. I have two kids that go to the Baker School. If you walk to the Baker School, there's two intersections. There's only one crossing guard at one. So that leaves the North Quincy and East Ashland open. When kids are crossing, it's confusing to them. They can only depend on the lines or depend on the drivers to pay attention. They're just stuck there. I see kids being stuck there for like five to six minutes or they literally have to lunge across for a car to stop. You've got

three surrounding schools there, which is the Spellman, the Ashfield and Baker School. And you also have a bus stop at that same exact location for the high school. That is a busy intersection for kids. My thing is just to keep the kids safe. I saw down the street a little bit that there a traffic signal, but it was a solar panel. I'm not asking for a new pole just something where the kids can just rely on and be safe because there's no cross guard there. Deputy Fire Chief DePasquale stated that this is not a new concern. The number one barrier on this is funding. Because it's not just a matter of putting in some new lights or whatever. The road work may have to be adjusted. There's a lot of things that have to come into play. Quincy and Court is the higher priority than East Ashland, but they're both are because of the schools. This is one of those things that we may have to just send a letter to the mayor for funding. Ms. Teixeira stated maybe just having a crossing guard there for ½ hour and Deputy Fire Chief DePasquale stated maybe send a letter to the school department requesting that? That's not something we control. Traffic Commissioner Porcaro asked if you looking for the pedestrian crossing signal where you push the button? Of which Ms. Teixeira stated yes. Retired Fire Chief Galligan stated that one of the things we could do is to make sure that the crosswalks have the latter design to make them jump out. And I would make a suggestion that you contact your representative for the school committee.

VOTED: TO SEND TO SUBCOMMITTEE

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

22.11 GIFFORD STREET

Requested by: Pedro Martins

Request/Issue: Due to operation I need to be able to access to travel. Requesting a handicap spot in front of my house.

Discussion: Filomena and Maria Martins were both present my father left home and stated that he was going to the corner store. He was crossing on the crosswalk. The car broke his leg. To shovel by myself, it's a lot. He's about to be 80 and he's in and out the hospital. It's easier if I had more access and a handicap sign in front of the home.

VOTED: APPROVE HANDICAP SIGN AND SEND TO SUBCOMMITTEE FOR LOCATION OF HANDICAP SIGN

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Retired Fire Chief Galligan, the motion carried by a hand vote; 5 in the affirmative.

23. MORELAND STREET

Requested by: Elizabethe Pires

Requested/Issue: There are only two No Parking signs (which are faded) on Moreland Street. But they are located on one end of the street (towards Spring Street) The other end does not have any signs (towards Green Street). Requesting

two (2) additional No Parking signs and replace the faded existing No Parking signs.

VOTED: TO SEND TO SUBCOMMITTEE

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

24. 631 N. MAIN STREET AND 651 N. MONTELLO STREET

Requested by: Jonathan Booker

Request/Issue: No visible School zone ahead signs on N. Main Street or N. Montello; No visible school crossing sign near crosswalks next to Trinity Catholic school and School zone speed limit with flashing beacons are outdated and faded. Requesting School Ahead, School Crossing and School Zone flashing beacons updated.

VOTED: TO SEND TO SUBCOMMITTEE

Upon duly motion made by Deputy Fire Chief Joseph DePasquale, seconded by DPW Commissioner Patrick Hill, the motion carried by a hand vote; 5 in the affirmative.

25. CRESCENT AND QUINCY STREETS

Requested by: Councilor Jeffrey Thompson

Request/Issue: Seeking fresh line painting and a new traffic sign identifying the Claire Saltonstall Bikeway along Crescent and Quincy Streets. **(Traffic Commission members please see attachment)**

Discussion: Councilor Thompson and Peter Mather were both present. Councilor Thompson stated that this is a matter that Mr. Mather brought to me. It's really interesting. So this is a bike path that I believe starts out at the cape and then makes its way through multiple cities and towns, including Brockton and then continues onward from Brockton. This was a bike trail that's pretty old. That over the years, it's kind of been lost to history in a way. What Mr. Mather would like to do is to make it known that this is a bike trail, a historic bike trail that makes its way through Brockton. He further stated that other cities and towns have put up new signage after old signs have been lost or destroyed. We'd like to kind of emphasize that this bike trail does make its way through Brockton. We'd like a sign designating this trail or at least naming it and then also painting the lines on which this bike trail makes its way through. I believe Crescent Street and Quincy Street. Now, Mr. Mather is very knowledgeable about this trail and, I'll turn it over to him to provide some more information regarding it. Peter J. Mather stated that he lives at 1 Alger Street, also known as the intersection of Route 27 and 14 on the Whitman line. I've been there since 1984. Previous to that, since I was a child, my family operated the gas station at Crescent and Quincy Street, known as Mather's Mobile, next to Christo's. So I've been on that road my entire life and have certainly watched a lot of traffic and bicyclists. So first, I want to introduce who Claire, Saltonstall was. At 16 years old, she was killed by an automobile in Wareham. So her father, at the time, Senator William Saltonstall, was instrumental in the creation of this bike

path, along with some of his friends, such as Michael Dukakis, William Weld and on to Deval Patrick to keep it going. It starts at Boston University and goes through some places in Boston that are very historic and then comes down Route 37 through Braintree and Holbrook. Braintree and Holbrook are over the top with the markings for the bike path. They really went overboard in doing that, but it's clearly designated. It comes through Brockton from North Quincy Street in the Holbrook line, down to Crescent Street and on up to me at Route 14. As soon as you hit the Whitman Town line, they have designated the bike path, with the bike symbol and the striping and Holbrook has too. So the only segment that is missing is Brockton. The bike path also goes through the Blue Hills Reservation, Ames Memorial State Park, Myles Standish, Scusset Beach Reservation and on to the Cape Cod National Seashore and on to Provincetown. The only catch is, over the Sagamore Bridge, you got to walk the bike, you can't ride. So there used to be signs on Crescent and Quincy Streets, but as the councilor mentioned, over the years, they either get knocked over by snowplows or accidents or people take them. So my request, I am also an avid bike rider, I have a Schwinn mountain bike and a Bianchi racing bike, is that the signs be put up. A lot of the stripes are already there because they just did it last week on the shoulder, but certainly, the bicycle needs to be put down onto the asphalt and the signs and maybe some cross-striping. I also believe that this type of marking saves lives. It also, I think alleviates parking problems, where people like to park along Crescent Street, especially on that bend at 863 Crescent Street known as the former Mutual Oil and is now Immigration Services. At nighttime, you come around that corner, you have to completely go into the other lane because people park there on the Crescent bike path. Therefore, I am asking for the markings in memory of Claire Saltonstall and her father, the senator, and the citizens of Brockton and all the other citizens that want to go from Braintree/Quincy to the Cape or if you want to go from Brockton to South Shore Plaza or you want to go from Brockton to Plymouth, the bike path would be all marked out on Quincy and Crescent Street and make it safer for anybody. Crescent Street has plenty of room. Quincy Street is pretty wide too, compared to some other streets in the city. If you would please consider that, I think I speak for everybody that rides a bike, past, present, and future. Jed Hresko was also present and stated that runs a group called Brockton Bikes. Before I comment I would like to ask a question because I think that there is discrepancy. When I pulled up the mass GIS map of this of this route, it appears to come through Thatcher, take a right into Massasoit, goes through the college and then go straight up Quincy. No turn on Crescent. Mr. Mather stated that some people do go through the college or take Crescent Street down to 18, to 14th and 18. I've seen both those routes used. I'm not sure what the college does, but I can't speak for them. Mr. Hresko stated that he was trying to figure out if Crescent is part of the route or not. From what I saw online it's not, like, meaning that it just shoots straight up Quincy to North Quincy and goes up the hill. The reason I'm making a distinction, if you had to ask me, especially considering the lack of budget here, that route would not be our priority as Brockton Bikes. Crescent Street, however, on the other hand, I fully agree and

I think that could be done without a lot of land taking because as you say, it is wide enough. I think it's possible you could narrow the vehicular lanes, which would slow the cars, especially on that curve you're talking about. It's a blind curve, right? Gladstone comes out, makes it blind for Gladstone. Then maybe not create official bike lanes, but at least wider shadow lanes because, or whatever you want to call those, the breakdown lanes. Because right now, if you try to bike there, as you probably know, it's two feet wide at points and Centre's a much better place to bike than Crescent. I also asked some of my colleagues and I think that probably the broader ask is that if the city could have a comprehensive bike plan and then that way, these projects can be prioritized within that. The closest thing I found to that was the city's safety plan and there's a more recent safety action plan, actually, that was done, not specifically about bikes, but it was done about all the dangerous intersections in the city. He further stated that they identified corridors and the Crescent Street corridor is absolutely one of those corridors that was considered a priority in terms of all kinds of accidents of all types. Quincy Street not so much. I do know at the beginning of Quincy, by where your gas station was, I just happened to be there the other night, it's definitely not wide enough to do anything, you couldn't even squeeze the vehicular lanes. It would definitely involve some work, which I'm sure the DPW Commissioner and others would be quick to tell you, it will cost a lot of money. That said, I think the signs are a no-brainer and I would suggest to the commission, I guess it's a question of whether the city pays for them or whether maybe MassDOT would spring for them. I don't know if you know have any knowledge about that, about who might pay for them. Mr. Mather stated that the only knowledge I have was I believe the original bike path was Crescent Street, which is only half a mile from Quincy to the Whitman line, it's a very short distance. And then when the college opened up, I believe they then moved the path through the college. I'm sure the bike path has been changed a few times in a few different cities regarding safety and usefulness, especially where it turns off to go through the parks that I mentioned also. I absolutely remember the original signs on Crescent Street. That was before the college even opened. Traffic Commissioner Porcaro stated that it sounds like this bike path stretches from the Blue Hills to the cape. I can't imagine that every community along the way is in perfect agreement and doing their part. Is this like a state thing? Does the state maintain this bike route? Mr. Mather stated that he thinks each city maintains it individually. Of course now with the girl's father, the senator who had passed away in 2009, I don't know who's really pushing the envelope, on the maintenance of the bike path. But if you look it up online, it does say a lot of the signs are now gone. They don't get put back up. People aren't concerned. Mr. Mather further stated that he thinks that the bike path is a good idea for pedestrians because it keeps cars off the shoulder and it's also good for traffic. It's also good for parking. I see it as win, win for everybody, but that's just my opinion. DPW Commissioner Hill stated that we should reach out to the state and I'm not anti-bike and I love the idea. I just always have concerns that when we put a bike sign out, the implication is that the bike lane is safe. I don't necessarily

know that that's true. It's based on the fog lines because the fog lines in this city are not necessarily wide enough. They're not buffered. Traffic Commissioner Porcaro stated that assuming just for argument's sake, that if we were to come to an agreement and approve this, we couldn't implement this. We'd have to put this out to an actual traffic engineer to show us what to do from Holbrook to Whitman. It wouldn't be us deciding put a bike sign there and do a lane. It'll be an engineer at a significant cost. You're talking a huge chunk of the city. Normally, we just study intersections or a particular roadway, and they run up a bill. To study from the Holbrook line to the Whitman line is going to be very expensive. At the end of the day, they may give us a plan that may not be doable by the DPW or by just the structure of the road as it is. Mr. Mather stated that every avenue should be looked at. Mr. Mather further stated that he travels that road a lot on my bike and in my car. I would have to say Holbrook is the town that has done the most and probably knows the most about protocol on how to do these markings and maybe even have state funding to do the engineering. I know Quincy Street is a long way. I have seen signs there for 20, 30, and 40 years ago. But they're all down now. I believe most of the striping is there, just to stripe off the shoulder. All you really need is the bicycle insignias and some signs, and they do the two-foot cross stripe. Anybody's been through Holbrook, that bike path really grabs your attention and it makes you slow down. It makes you aware of the shoulder, aware of pedestrians, aware not to park there, aware not to pass a car on the right, which is illegal in Massachusetts. It really brings all that stuff to the forefront from what I have seen. Traffic Commissioner Porcaro stated that my guess is that was for Holbrook. It was probably all mapped up by an actual transportation engineer. Mr. Mather stated that someone would have to contact them and see how they went about it. From what I see in Holbrook and everybody else does, they certainly knew or found out how to do it correctly and could probably even give advice on funding. Where it came from, how they did it. I mean, Brockton and Holbrook are neighbors, so I'm sure they'd be glad to share. Retired Fire Chief Galligan stated that all the years I've been on the Traffic Commission, I don't ever remember us putting up bicycle signs. It would appear to me that if the state designated a route from the Blue Hills to the cape, there's got to be some kind of documentation that is from the state, which Mr. Mather agreed with. Retired Fire Chief Galligan further stated that we have no idea where the bike route goes through Holbrook. Mr. Mather stated that there were green signs, parking sign. And they said, "Number one because it was actually bike path number one in the USA. Retired Fire Chief Galligan stated that, I'll just say as one member sitting here, I have no idea where this bike route goes. If the state through a program, probably with DCR or one of those, actually put all these signs up, certainly we're going to have to investigate and we're going to have to work backwards to find out how did these signs get put up? Who designated and what's the route in Brockton? I think we have to do some investigating here to find out, first where the route goes and who put the signs up. We just need to be very careful that if we're going to designate a bike route which indicates to a bicyclist that the city of Brockton has designated as a safe route. I think we have to

careful of liability. As the DPW commissioner said, when you put a fog line down the side of the street, that's to help the motorists see the side of the road. It's not designating a space for a bike route. I notice that the state lately has put up all over the place, "You've got to give your four feet of clearance to a bicycle .So how does that play into the designation of striping a road? In other words, if you see a bicycle, it tells me that I need to stay four feet away from that bicycle when I pass it. So I think there's a lot of investigating that needs to be done before we make any decision on this thing. Traffic Commissioner Porcaro stated from reading what you had sent me Councilor, this bike route doesn't go from the Blue Hills to the Cape Cod Canal. It actually starts up at Boston University and goes all the way to Provincetown. That's not a town to town thing. I'm telling you right now, like that's going be a state thing right there. That's too much coordination for every city and town that adjoins each other to say, "Yeah, we'll do our part." My guess is that the state is at the helm of this. He further stated that, like the Chief said this is an unknown to us. We've never done this before. So I think the proper starting point is for this commission to send a letter to the state informing them of this request in asking them who's in charge of it. Is it a state thing or is it up to each municipality to take care of it? And then once we have that information, then we can figure out what our next step is. If the state says, "No, that's a state thing. Then we're done with it. But if they say, no we leave it up to each city and town to handle it then we'll figure out what our next step is going be. We just don't know who's jurisdiction it is the state or not. Mr. Mather stated that I agree with all of that. I'm probably going to do some research myself. I do have some contacts in Holbrook and I'd be glad to do that and share my findings with Councilor Thompson and see what happens from there. I will certainly make another effort and come back before the board again and appreciate the time given tonight to even consider that. Traffic Commissioner Porcaro asked Jed Hresko would Mass D.O.T. be the right agency? I would assume they would be the right agency? Of which Mr. Hresko stated yes and even OCPC might know too, because there's a Joint Transportation Committee and there's also a bike and advocacy committee that's a separate committee. There's often people from the state there, whether it's the T or MassDOT, division five, they're called often attends the meetings. They would probably just on practical level know right off the bat who to contact. DPW Commissioner stated that he looked it up real quick and that it was done by a special act of the legislature in 1978 and states that the Department of Public Works at appropriate locations alongside said bike way will maintain the signs. That's me. Traffic Commissioner Porcaro stated let's reach out to Mass D.O.T.

VOTED: TO SEND LETTER TO MASS DOT ASKING FOR CLARIFICATION AS TO WHO HAS JURISDICTION OVER THIS BIKEWAY AND CONTINUE TO DECEMBER MEETING.

Upon duly motion made by Deputy Fire Chief Joseph DePasquale, seconded by Director Hooke, the motion carried by a hand vote; 5 in the affirmative.

26. LAWN STREET

Requested by: Councilor Jeffrey Thompson

Request/Issue: Seeking No Parking signs on the right side of Lawn Street especially where Lawn and Henry Streets meet.

VOTED: TO SEND TO SUBCOMMITTEE

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

27. 752 OAK STREET

Requested by: Capt. Mark Porcaro, on behalf of Arlene Wittemore of Pine Estates.

Issue/request: requesting a crosswalk study of the current and faded crosswalk in front of the Seventh Day Adventist Church at 752 Oak Street to see if this crosswalk can be put back in service with upgrades and improvements, or should it be relocated elsewhere.

Discussion: Retired Fire Chief Galligan stated that last year when they repainted and did some work on the 27 overpass bridge, they closed the sidewalk and they put a temporary crosswalk in, so you had to cross Oak Street. When the job was done, they no longer needed the crosswalk and it's faded now. We never put it there. Traffic Commissioner Porcaro stated that when I spoke with her, I pulled it up on Google Maps street view and as I'm talking to her, it didn't look right to me. It didn't look like a real official crosswalk. Retired Fire Chief Galligan stated that when they set up the staging to work on the bridge, they closed the sidewalk so they couldn't have everybody cross Oak Street. That wasn't working. Deputy Fire Chief DePasquale stated that on Oak Street, signal has been working with the state. We did get the bottleneck grant up to \$500,000. A lot of it's probably going to be safety stuff like, pedestrian crossings and so on. But it's the entire length of Oak Street so depending on the engineers are working on seeing what they can fit in that budget. It'll depend on like, some of the DPW stuff might come to play. We may see some changes on Oak Street in the near future.

VOTED: TO TAKE NO ACTION

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

28. HIGHLAND STREET BETWEEN WARREN AVENUE AND GODDARD ROAD

Requested by: KR Rezendes

Request/Issue: Requesting Highland Street between Warren Avenue and Goddard Road become a one way temporarily for westbound traffic. Eastbound traffic will temporarily be diverted down Goddard Road. This is to facilitate the

reconstruction of the intersection of Warren Avenue and Highland Street. KR Rezendes will provide all necessary signage.

Discussion: DPW Commissioner Hill stated that he can explain this one quickly. He stated that basically in the new two-way layout, Highland Street now will be one way heading west from Legion Parkway and heading east because of the way that the road was designed. It realigned with the other side or the south side of Legion Parkway now. The intersection or the road has been built. They're hesitant to open it up because of concerns there's no light there, though the mast arms aren't going to be here for another month. But what they would like to do is actually open the road and put stop signs. Stop signs or flashing stop signs which they will provide at the intersection of Highland heading east at Warren Ave on the new road. That's been properly built, it's not finished but it's built, but to get traffic used to the change. I went out there. I met with former Commissioner Rowley. There was talk of potentially getting some. they have temporary signals now that you can get on the trailer. Maybe trying to get those things done but to me, honestly, all it needs is a stop sign to get by until those mast arms get here in a month. Probably take even more than that to get a temporary lighting, lighting system here anyway. Um- They didn't want to just do it without letting us know, because the actual design that was approved is for a light. The mast arm won't be here until the end of November. The lights probably won't be up and operational until early January. Retired Fire Chief Galligan stated so you want to put up a temporary stop sign? Of which DPW Commissioner Hill stated that I would suggest putting up two temporary stop signs on both sides of the road, just to catch people's attention where it's a new road. It's not going to be permanent. It's already been approved. There's an intersection. Traffic Commission has approved the traffic pattern. The design has been approved. This is just a temporary stop sign until the equipment gets in. We don't have to, we don't have to do anything. If this commission approves the stop signs, I'll, I'll make a phone call. Retired Fire Chief Galligan stated that we will approve the temporary stop signs, Highland Street, eastbound at Warren Avenue? DPW Commissioner Hill stated yes, on both sides of the road for the road construction.

VOTED: TO APPROVE THE TEMPORARY STOP SIGNS ON HIGHLAND STREET EASTBOUND TO WARREN AVENUE.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by Deputy Fire Chief Joseph DePasquale, the motion carried by a hand vote; 5 in the affirmative.

Motion was made by DPW Commissioner Hill, seconded by, Director Hooke to adjourn the meeting. All were in favor. Meeting adjourned at 7:53 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, DECEMBER 4TH, 2025 AND ALL REQUESTS MUST BE SUBMITTED BY FRIDAY, NOVEMBER 21ST, 2025.