



BROCKTON TRAFFIC COMMISSION
Thursday, March 26th, 2026
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, March 26th, 2026.

Present were Traffic Commission Members: Traffic Commissioner Captain Mark Porcaro, Retired Fire Chief Kenneth Galligan, Director Hooke, DPW Commissioner Patrick Hill, James Sweeney, Councillor Marlon Green and Councillor at Large Carla Darosa

There being a proper quorum, the meeting was called to order by Traffic Commissioner Captain Porcaro at 6:01 p.m. Upon motion made by James Sweeney, seconded by Director Hooke, to waive and approve the reading of the 3-5-2026 Traffic Commission Minutes.

OLD BUSINESS

1. 292 AMES STREET

Requested by: Councilor Lally

Request/Issue: Would like a review of the guardrail at this location.
(Continued from 3/5/26 Meeting)

SUBCOMMITTEE RECOMMENDATION:

Need more information.

VOTED: TO TAKE NO ACTION

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 7 in the affirmative.

2. ANGELO SCHOOL

Requested by: Councilor Shirley Asack on behalf of the Montello Business Association and residents that live in the area.

Request/Issue: Causing a lot of traffic and dangerous situations as buses and parents are stopping in the middle of the road. It has become a public safety issue.

Discussion: Scott Dwyer from Montello Business Association and Sgt. Michael Livingston from the Brockton School Police were both present. Scott Dwyer stated that I really don't want to elaborate on it too much because everybody already knows what's going on up there. I'll let the sergeant kick in because everybody's already talked about it, so everybody knows where we're at. Sgt. Livingston stated that he spoken to the Principal John Kelly constantly about this issue. We've looked over the traffic patterns, what we have to work with now. And just for all of our edification, there's nine hundred students that go to this school and their entrance times are at 8:46 a.m., and it takes approximately fifteen minutes to get all the kids in. He has six buses. I'm about to say something very key to this. He has six buses. He tries to time the stoppage of traffic, if you will, with the crossing guard. But here's where the major issue is, and we talked about this when I saw you (referring to Mr. Dwyer). After COVID, all these nine hundred kids that go to this school, they don't take the buses. Only one-third of the population of the school takes the bus, two hundred and thirty kids. The rest are dropped off by parents. So that's what potentially could be causing an issue, but we can't force people to take the bus. Scott had said, "Hey, why don't we just have the bus go into the drop-off area?" Which they could negotiate. But again, only one-third of the student population goes. So now all the cars go there so the kids can be safe. Now, the way Mr. Kelly has it, he's been doing it for a long time, and I've watched it, observed it. I understand. I'm kind of thinking, and you'll probably push back, that this is just normal traffic. I mean, obviously, there is stoppage. It's just normal traffic. But the way Mr. Kelly has it, it's the safest way that I deem. I believe Captain Porcaro looked at it and Ken Thompson, we all looked at this, and John's been doing this forever. He brings them. He stops them right in front of the school, puts the stop sign out. The kids don't cross the street. They go right to the curb. And we have the authority, obviously, with the stop signs on the bus to stop traffic. He escorts them into the school. It's about fifty seconds per bus, and it's only six buses. And again, looking at it, constantly mulling over it, I'm sorry, Scott, that's the best we can do right now for where we're at. But I promise you with the Traffic Commission, with the School Department, we'll keep

assessing and monitoring it. Sgt. Livingston further stated that the good news that I just told you is, is we got three more officers in the academy about to graduate in May. And we're hoping that, along with the Raymond, will help alleviate and go with the flow of traffic for us for the city. And I promise we will keep monitoring and keep trying to tweak this till we don't have to have these meetings. Scott Dwyer asked What about the parents with the cars, and they're just, like, stopping any which way? That's becoming a real problem. Sgt. Livingston stated that we have stepped that up. It's not apples and oranges, just to give you an, an example. We've been ticketing, and there's been a lot of pushback, but it is what it is. We have to enforce this, particularly at the George School. We're initiating that also at all the schools, because this is one of the major issues for our city, traffic, especially around the schools, safety and everything that encompasses that. Scott Dwyer stated that And like you all know, it's only the time that they're coming in and going out. He further stated that the best thing is, is to put it out there and see what they can come up with. Retired Fire Chief Galligan stated that I made a suggestion that, you weren't here last time, though. The crossing guards, it seems as though every time a youngster shows up to cross the street, they stop all the traffic. And before they get back to the curb, another kid shows up, and they're back out in the street stopping traffic. It's constantly stopping. Could it be effective where they corral the kids and get like 10 or 15 of them together and then cross them as a group? Instead of each, each kid gets individual attention, so to speak. But that really stops the traffic. Scott Dwyer stated that you are right. That's a, that's a very good point, if they corral them. Sgt. Livingston stated that so my reply to that is, Principal Kelly does coordinate, but I will emphasize to him, "Hey, can you look to corral," I'll use your words, "corral them, get them as a grouping of 10 to 15, time it with the bus, and then that's when you let them off, and they cross as, you know, a mass of 15 or so." We definitely will pass that along to Principal Kelly. Scott Dwyer stated that way they can all jump out of the car, all go there, and then they all go at one time. Sgt. Livingston stated Not so much the car, not to cut you off, the bus. Scott Dwyer states also the cars and Sgt. Livingston stated that the cars are going driveway on the side of the building. Scott Dwyer stated the ones that pull right to the right? Sgt. Livingston stated that that's unsafe and illegal and we will handle that. He further stated that I'll even have Principal Kelly send out a newsletter, or a notice to those parents to say, "This is not safe. We won't have that." Retired Fire Chief Galligan stated that the same thing is happening on Oak Street. Every kid that comes to that corner, immediately they stop all the traffic on Oak Street to let one kid across. Then the car goes, and here comes another kid, and they stop all the cars again. Sgt. Livingston stated

that this is productive, because I'll talk to Principal Kelly and have her coordinate with that. We've saturated that area with officers, especially when the snow was here. You just could see, it was, everyone had to move slowly. The roads were narrower. That's alleviated, fortunately. But I'll definitely coordinate that with the principal. Again, corralling, get them in all together, a group of 20 to 15, hold on the arm, and then just move them across. Scott Dwyer stated that it would definitely think this is an improvement. Traffic Commissioner Captain Porcaro stated that the superintendent emailed me, it might've been last week, it was recently, regarding tonight's meeting, and her and I were kind of on the same page that this is more of a school-based issue, and that they're better situated to handle this problem than the traffic commission is. So she was asking if we, if we send this back to them, they'd be more than happy to look into this. And I was sent a link to the school committee meeting maybe a few nights ago, and towards the end of it, the school committee did for a while talk about congestion and traffic at all the various schools, and they mentioned the Angelo, the George, and I forget the other school. It might've been the Kennedy. But they understand they have an issue as well, and they're going to start looking into it themselves. So my thought is this is a school-based issue. Who better to look at it than the school department? This really isn't for us to tackle yet, you know? We're more than willing to help out, but it's not really our problem yet, you know? Scott Dwyer stated that the councilor had mentioned to start here. Traffic Commissioner Porcaro stated not a bad place to start, you know what I mean? Never wrong to come here. But, like the superintendent and I had, we were emailing back and forth, and we're both kind of on the same page that it's a school issue, and that they'd like to see if they can handle it. Retired Fire Chief Galligan asked Sgt. Livingston do you take care of all the schools of which he replied yes. Retired Fire Chief Galligan further stated that I will just digress for a minute. At Main Street and Perkins Avenue, that traffic light has, every cycle, it has a crossing for pedestrians. It comes red and white, red and yellow. There's not many of them left. You can have red and yellow, all the cars are stopped, nobody's going across. All of a sudden, you get a green light, and they come out and stop everybody. You would think that that would be a great location to corral the kids, hold up a minute because you're going to get red and yellow. Everybody stops, and you go across. Sgt. Livingston stated am I interpreting right? You're saying have a conversation, just to get familiar with the timing of the lights. can do that. Retired Fire Chief Galligan stated that it isn't just the schools that we're talking about tonight. I think it's maybe a conversation that could be had in a lot of locations, that instead of

stopping all the traffic every time a kid wants to go across, hold the kids, stop the traffic, and let them all go at once.

VOTED: TO TAKE NO ACTION AND REFER BACK TO THE SCHOOL DEPARTMENT

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 7 in the affirmative.

3. RAYMOND SCHOOL

Requested by: Councilor Shirley Asack on behalf of the Montello Business Association and residents that live in the area.

Request/Issue: Causing a lot of traffic and dangerous situations as buses and parents are stopping in the middle of the road. It has become a public safety issue.

Discussion: Scott Dwyer from Montello Business Association and Sgt. Michael Livingston from the Brockton School Police were both present. Same as Item # 2 above.

VOTED: TO TAKE NO ACTION AND REFER BACK TO THE SCHOOL DEPARTMENT

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 7 in the affirmative.

4. OAK STREET (BETWEEN WENDY'S AND MADRID SQUARE)

Requested by: Edward St. Louis

Request/Issue: I have witnessed 3 + car accidents on Oak Street at this same exact location. I was also a victim of a very bad accident on this street in 2023. Madrid Square mentioned in a HOA meeting about this issue. Nothing has been done about it. Requesting a traffic Sign.

SUBCOMMITTEE RECOMMENDATIONS:

A. Install a TRAFFIC ENTERING FROM RIGHT sign (yellow rectangular) with a corresponding sideways "T" design, with a sign post, in in front of 688/690 Oak Street for the westbound traffic.

B. Install a TRAFFIC ENTERING FROM LEFT sign (yellow rectangular) with a corresponding sideways "T" design, with a sign post, in front of 666 Oak Street (Subway) for the eastbound traffic.

VOTED: TO ACCEPT SUBCOMMITTEE RECOMMENDATIONS

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by James Sweeney, the motion carried by a hand vote; 7 in the affirmative.

5. 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. **(Traffic Commission members please see attached CDM Smith Engineering Study)**

VOTED: TO APPROVE CDM'S RECOMMENDATIONS AND SEND CORRESPONDENCE TO THE MAYOR AND WARD COUNCILLOR

Upon duly motion made by Retired Fire Chief Galligan, seconded by James Sweeney, the motion carried by a hand vote; 7 in the affirmative.

6. NEWBURY STREET BRIDGE (Informational purposes only)

The contractor has provided an updated timeline and they expect to be on-site the week of March 2nd to install, but cover, the construction signage, including the detour signs. Upon their return the second week of March, the signs will be uncovered, and the detour will be fully in place. **(UPDATE)**

Discussion: DPW Commissioner Hill stated that the bridge and everything has already been signed, the digital signboards are out telling people that the bridge will officially be closed on April 1st. There will be barriers across the road and we've put it on social media. We've out that out on the Mayor's webpage and we put it out on the DPWS webpage. The bridge will be closed 6 to 8 months. Retired Fire Chief Galligan asked if they were going to out any signage at Pleasant and at Green Street, that might say Newbury Street Bridge is closed for through traffic? If I was going up Pleasant and I was going to take a left on Spring and then a left on Newbury. I may go straight on Elm Avenue before they take that left. DPW Commissioner Hill stated that I believe there is a sign on Newbury at Spring Street. Retired Fire Chief Galligan stated that I saw a sign today at Newbury and Ellsworth but it wouldn't be a good idea to have everybody going to Ellsworth. DPW Commissioner Hill stated that there is also a sign at Newbury and Highland Street directing truck traffic.

VOTED: TO ACCEPT UPDATED INFORMATION THAT WAS PROVIDED BY DPW COMMISSIONER PATRICK HILL

Upon duly motion made by Retired Fire Chief Kenneth Galligan, seconded by James Sweeney, the motion carried by a hand vote; 7 in the affirmative.

7. PROSPECT AND WARREN AVENUE

Requested by: Councilor Shirley Asack on behalf of Peter Georgantas and Senator Brady

Request/Issue: The traffic light at Prospect and Warren Avenue (east & west) heading towards Main Street. Adjust signal as at peak hours mainly in the afternoon between 3-5 p.m. traffic gets backed up to Cross Street. **(Sent letter to Deputy Fire Chief DePasquale- continued for an update)**

VOTED: TO CONTINUE TO APRIL MEETING TO GET AN UPDATE FROM DEPUTY FIRE CHIEF JOSEPH DEPASQUALE

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 7 in the affirmative.

NEW BUSINESS

8. PEARL STREET

Requested by: Councillor Green on Behalf of Sheila Welch

Request/Issue: Requesting that the speed limit from the corner of Pearl St./Pearl Way to the corner of Sunset Dr./Pearl St. be lowered from 40mph to 30mph. **(Traffic Commission members see attached email)**

Discussion: Councillor Green was present and stated the intersection of Sunset and Pearl, that's an area where there's a bus stop there, and I think three or four different buses actually stop right at, Sunset every day. There's always a lot of kids in that area. I think to slow the traffic down from the Hancock down to that area where there is heavy foot traffic for kids, I think makes sense. I see it everyday and I think that it would help a lot if the traffic was slowed down in that area. Retired Fire Chief Galligan stated that probably twenty years ago now, we had a request from Pearl Street to make Pearl Street 30 MPH and we had to go to the state to get permission to amend the speed limit on Pearl Street. The state got involved. The state said the appropriate speed for Pearl Street is 40 MPH. So it had to get posted 40 MPH. Then because of the school and the playground, we posted it 30 for that little section up there. On Pearl from Pleasant to the school, it's 30 MPH because of the playground and the school. But technically in order for us to amend speed limit, we're suppose to go through the state and everyone was hoping for 30 MPH on Pearl Street and the state said no the appropriate was 40 MPH. So pretty much all of Pearl Street and North Pearl Street from the entrance to the cemetery where the state road begins, it's 40 MPH all the way to West Bridgewater. We arbitrarily did 30 MPH on that specific section by the school because of the kids walking in the street, etc. DPW Commissioner Hill asked about school zones and Retired Fire Chief Galligan stated that it's only for when

school is in session and its' going in and leaving and it's only so many feet from the from the school. It's also only for elementary and junior high schools. You can't do it for high school. So you see signs that would say 30 MPH when school is in session. You see some of those around the town. He further stated that I drive Pearl Street several times a day. And even from, this is just a discussion, from Pleasant Street south, everybody's going forty. And I don't know how we would enforce thirty for that length of time. I just don't know how that would work. James Sweeney stated that another thing you might want to look into is where the bus stops. That's probably easier to manipulate than the speed on the street. Retired Fire Chief Galligan states, bus stop, In the morning, I get on Pearl Street about quarter to seven. There's a bus that goes down Pearl Street. The bus stops on Pearl Street, and there's a group of kids at Pearl and Sunset getting on the bus. All the traffic is stopped on Pearl Street. Then the bus takes a right and goes down Sunset. So eventually, somebody must have complained, so now the bus takes a right on Sunset, and the kids get on the bus on Sunset, so it doesn't affect the traffic on Pearl Street. James Sweeney stated and that's how it is today? Of which Retired Fire Chief Galligan replied that's how it's been the last couple of months. James Sweeney stated that it seems like a better plan to get it off a busier road. Retired Fire Chief Galligan stated now, you take like, say, the Southeastern Regional school bus that goes down there, you can't take a right on Sunset. I'm talking about our buses that pick up our kids. I've been stopped on Pearl Street and said to myself, "This is crazy. We're all sitting here hoping the bus is going to take a right. All the parents are in their cars sitting on Sunset Drive. Why not swing the bus on Sunset Drive, get everybody off the main drag?" So that is happening now. But there are buses like the Southeastern Regional that have to stay on those streets.

VOTED: TO SEND TO SUBCOMMITTEE REVIEW

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 7 in the affirmative.

9. 20 RUFUS STREET

Requested by: Jorge Bettencourt

Request/Issue: Would like a Do Not Park sign at the end of my driveway.

VOTED: TO SEND TO SUBCOMMITTEE REVIEW

Upon duly motion made by James Sweeney, seconded by Director Hooke, the motion carried by a hand vote; 7 in the affirmative.

10. 242-246 MAIN STREET

Requested by: Philip Cohen

Request/Issue: I am requesting the installation of several additional bollards on the sidewalks in front of the building of 242-246 Main Street

Discussion: Phil Cohen and Joe Cohen were both present. Traffic Commissioner Porcaro stated that when this request was brought to my attention, I didn't know if it was truly a traffic commission issue. However, a few years ago, when they were developing, I think, the old Ganley building next door, the developer agreed, and they-- I think they came here with our support to put in some bollards there. I figured we, we kind of had some involvement with it a few years ago to put it on the agenda and see if we can help you guys. Phil Cohen stated that I would like to submit half a dozen pictures to the committee. Just look at them, pass them around. I bought the building in 2004 and I was very interested in being at that key intersection. I liked the exposure of it, and little did I know that the property I was buying kind of had a target right on it. And it didn't at the time, I didn't have any problems for years. But since 2018, I've been hit twice and it caused great-- a lot of damage, and the pictures would show that. And had to get architects and builders involved with re-rebuilding bricks and storefronts and so on. Like you said a number of years ago, you guys were nice enough to install four bollards in front of my store and that protects me almost to the end of my property, of my store rather. Now, about a few weeks ago a truck came and I think took the corner again from Belmont onto Main and knocked down the tree in front of the property sidewalk. And if the tree wasn't there, the tree went completely down and if the tree wasn't there he would've been in my building, and I would've been back to square one, getting builders and replacing storefronts. It's not so fun getting a call at two in the morning and hearing that your building was struck and having to come down and deal with police and so on and emergency crews, uh, boarding up glass and so on and so forth. I'm requesting, as you said as many bollards as you guys would be nice and kind enough to approve it. Joe Cohen stated that I do think that in the last, like, five years, it has become a bit of increasingly big of like a public safety concern, that intersection there, especially where you're taking two forty-two to two forty-six Main Street and seeing more commonly accidents there. But like, on the corner where two forty-five Main Street, the Check casher is, we're seeing a lot more trucks and vehicles striking signs, striking pedestrian walkway lights, things like that. They're going down quite often. So I'm not sure if that would also be something that could be looked at as putting more bollards on that corner too, because we're seeing accidents there. Just while we're working, we can actually see them happening in real time. Phil Cohen stated that one actually came down today. The stop sign or pedestrian sign came down today. I took a picture

of it. It's a monthly event. A sign coming down on in front of that building. James Sweeney asked what was the timeline with all those pictures? Phil Cohen stated that So the first accident was 2018 The second accident in front of my store was approximately a couple years later, 2021 maybe.

The tree coming down was like two, three weeks ago. It's just a matter of time before it happens again. I spent my own funds remodeling the entire facade of the building and I put a lot of effort into it, and I don't want to see it damaged again. The Traffic Commission members stated that Mr. Cohen did a very good job on redoing the building. Retired Fire Chief Galligan stated so are these cars coming down Belmont Street right straight into your store? Phil Cohen stated that they're coming down Belmont Street as fast as they can, and they're trying to maneuver that right. And whether they're texting or drinking or whatever, they're not making that corner or taking a right, and they're coming into our building, knocking down trees or jumping the sidewalk or wherever. Now, the old building that was there that you mentioned, old Ganley building- That was hit a few times. And the new building that they replaced it with, the state-owned building, I think the bollard-- the medical building, the bollards were hit, I, I believe at least once. So it's a really a problem intersection. Can't do anything about people's driving, not in the middle of the night or whenever. I think the bollards would be a good protection for that property. He further stated that it's not just my property. If, if it was a guy or gal on a sidewalk, a kid, they could be hit if it was the middle of the day, of course. It could be more serious. Joe Cohen stated that the most recent accident happened around, 6:00 on a Saturday. The retail store, Kingswear, was just closing up. It happened in broad daylight. It's not just a middle of the night kind of problem. It's definitely a rising public safety concern, Phil Cohen stated that he plowed into the tree and then continued on into our tenant's SUV and pretty much totaled it. Retired Fire Chief Galligan stated that the cars that are coming east on Belmont Street approaching Main Street virtually constantly have a green light. Either the light which allows them to take a light- right on a left, plus the green, the green arrow, which-- So when you get to Main Street, if there is nobody in front of you, you can just keep right on going. Joe Cohen stated that there's nothing really to slow you down there. Traffic Commissioner Porcaro stated that bollards aren't really a traffic commission issues. DPW Commissioner Hill stated that I really don't know what department bollards would fall under, to be honest with you. It's not something typically that I would go out and install. Traffic Commissioner Porcaro stated that in the past, like with the bollards that are already installed, it was done by the developer. DPW Commissioner Hill stated that when they did the Ganley building, the developer did it. He

further stated that oftentimes you'll see the gas company doing it now. They put bollards around all their gas meters that are outside. But we're not in the bollard installation business. Traffic Commissioner Porcaro asked so the city's never installed bollards on its own? Of which DPW Commissioner Hill stated that the only time we would install a bollard would be to protect one of our assets, like a fire hydrant or something to that effect. Retired Fire Chief Galligan stated that if the request was changed from a bollard to a guardrail? Now what happens? What if we voted to put a guardrail up? DPW Commissioner Hill stated that we could. Absolutely. Phil Cohen stated that I don't know how that would look. It might be easier to install, but it probably won't look so good. The Commission stated that we are just mentioning this for conversation purposes. We're just kicking around ideas right now. James Sweeney stated that if this didn't fall under the city's responsibility to plant one, if you got permission, would you install them? Phil Cohen stated If I got permission? James Sweeney stated if they'd open the street for you and you could plant them or however the approval process may go- would you be willing to install them? Phil Cohen stated that the sidewalk is not my property. it's not an easy job, I would imagine. James Sweeney stated that I think that Italian Kitchen paid for theirs. I think every bollard you see was paid by either a developer or a private owner. It would just be an approval process. If you got the approval, you could put them up. I mean, we could take-- There's probably other measures, like a barrier in the street or something. But again, you probably wouldn't like the way it looked, judging by your response. Phil Cohen stated at that intersection, I know we're just tossing that idea around... but I think a guardrail at that intersection would be way ugly and a busy intersection, where everybody goes from west to east, in my opinion, it would look so odd. Retired Fire Chief Galligan stated that my memory is when you requested this last time, the developer of the new building was approached because they were putting bollards in front of their building up and as a favor, they extended a couple more bollards down in front of your store. So I don't believe the city put those in. Traffic Commissioner Porcaro stated that no we didn't, I looked it up in preparation for tonight. I forget the developer's name, the way that we worded it was that we approved but we just didn't oppose it. The developer added a few extra bollards as they were installing them anyways in front of that building that they were developing, and we just kind of like by agreement, they said that they would add a few more to extend over towards, a few more southerly. But they weren't city installed. They were all done by the developer. Phil Cohen stated that I didn't know that and they are matching to the property so it makes sense. Phil Cohen stated that I am glad I have them and if you can suggest I go to a different

committee within the city, I will do that. But I didn't know that other property owners would undertake the cost of installing them. And I don't know how much it would cost. I have no idea. Who would I hire? I don't know. DPW Commissioner Hill stated that you would have to hire a construction company that's licensed with the city. You'd have to have a plan put in front of us to determine where they're putting the bollards. Everything would have to be ripped out and restored properly. They have to leave enough of a path for maintenance, for sidewalk maintenance. Traffic Commissioner Porcaro asked is this something that Mr. Cohen, because we're pretty much in agreement that it's not something that the Traffic Commission can handle. Is this something that he's better off maybe following up with DPW? DPW Commissioner Hill stated that we can give you a licensed contractor list, and you could, I mean, simply ask for a quote to try to get an idea of what it looks like. Traffic Commissioner Porcaro stated because ultimately it wouldn't be us, but it would be the DPW that would give someone permission to dig into the sidewalk. Of which DPW Commissioner Hill stated correct. We would give you a road opening permit. There was discussion between DPW Commissioner Hill and Mr. Cohen as to how he could obtain the listed contractor's list and reach out to them relative to getting quotes from them to install bollards in front of his property. Joe Cohen stated just for clarification what's the procedural difference between installing a guardrail versus installing bollards? Traffic Commissioner Porcaro stated that the guardrails we install them, a brand-new guardrail. It'll come before us, and we approve it, and we'll install it. We have a line item in our budget to purchase the guardrail. An existing guardrail, if it gets damaged tonight, the DPW takes care of that. He further stated that bollards, we've, in my four over five years on the Traffic Commission, we've never installed those. It sounds like it's a unique entity for the DPW as well. So for some odd reason, the city just will install guardrails but not bollards is the way it sounds. DPW Commissioner Hill stated that we will repair guardrails that are installed already. We don't actively go out and install guardrails ourselves. Is there a difference? I guess, not really. I mean it's a level of protection in the sidewalk. But it's not something that-- I guess it's not a function that we've ever taken on in the DPW, would be the safest way to say it. It's a pretty extensive process to get bollards in. You have to completely remove the sidewalk and it's very time-consuming. you have to remove a substantial portion of the sidewalk. You'd have to dig those bollards down a certain amount of feet. Traffic Commissioner Porcaro stated probably why we've just never gotten involved. The guardrail accomplished the same purpose. DPW Commissioner Hill stated that from a safety perspective, I really don't know the ins and outs of them. But how deep they have to be, you have to

fill them with cement. A guardrail is built to withstand so much, right. They're engineered in a certain way. Bollards are just pipes in the ground, really, in essence. So just not something we've ever done would be the quick answer. Councillor Green stated that there seems to be some uncertainty because it's not something that we've done and we don't have a whole lot of experience in doing that. He further stated would it be possible for us to perhaps get some additional information on this process and the potential cost of that in comparison to the installation of a guardrail, to see what the price difference is. Traffic Commissioner Porcaro stated that he could reach out to Bartlett Consolidated, they are our guardrail vendor. They install guardrails, so I could ask them if they install bollards as well. DPW Commissioner Porcaro stated that we would install a bollard in an open excavation already, like if we were to install a fire hydrant and if we have to remove a panel of the sidewalk or a portion of the sidewalk. Because if bollards have to go down, two feet and then we would install. It's basically just a piece of pipe and then you have to fill it with cement. I don't know what level of safety they offer either. I don't know if a bollard is an accepted safety measure. Traffic Commissioner Porcaro stated that it's probably the reason why we haven't done it. Councillor Green asked if this was the first request that has come before us for bollards and Traffic Commissioner Porcaro stated that he was before us in maybe 2021, asking for bollards, at that time, the building next to him was the old Ganley building. It's now liked a Massasoit building. They were redeveloping that. The private developer agreed. He was already going to install bollards on the sidewalk in front of that building. He agreed to just extend those bollards, just to add a few more in front of Ideal Pawn. So the city didn't install it, we didn't approve it. It was just a private developer trying to be a good neighbor saying, "You know what? I'll, I'll give him a few bollards on the sidewalk in front of his business as well, while we're installing them anyways." So they were privately installed. Other than that, I don't recall any bollard requests. Retired Fire Chief Galligan stated that there's so many buildings being hit in the city in the last couple of years, that a lot of private owners of buildings, on their own property, are installing bollards to pass down trash through the front windows. The one thing in front of businesses throughout the city, I think we would get overwhelmed with requests for bollards. So I think it's, it's something that needs to be cautiously looked at, that I don't think anybody can put bollards on a sidewalk in front of the building without permission from the city. That question that you brought up, we discussed maybe just before you came in. Aesthetically, bollards probably do look better than the guardrail. I just think the city needs to be cognizant of the fact that we could get a lot of requests from businesses requesting bollards. James Sweeney stated that

I think what we also do is the Jersey barriers. The hospital was getting hit just down the street, so there's four barriers there now. That's what resulted in that and they were put at the corner of Main and Legion Parkway. Traffic Commissioner Porcaro stated that the other thing I'd have to look into is the difference between a guardrail and a bollard, and I'd have to ask the engineers. Like the Commissioner was saying, a guardrail, both the guardrail and the bollard, I guess, are for the same reason, to stop cars from hitting things. But a guardrail is designed differently than a bollard, so I'd have get an engineer's opinion on, for what we're trying to do with this bollard- is it as safe and effective as a guardrail? DPW Commissioner stated because a guardrail is meant to collapse, right? Like, you hit a guardrail, it's meant to collapse to prevent the driver from being killed, I guess. It's a stop measure, but it's not a complete stop measure, right? You hit a guardrail, it shatters a section of the guardrail. It could be replaced, but it's only meant to hold back so much of something like that. A bollard, if it's installed or installed improperly, would be like hitting a two-ton rock, and it may kill someone. I don't know the logistics behind that. I actually am trying to get a better answer from our engineer. James Sweeney stated that I think it's the way that it gets hit. I have a friend that does guardrail for the highway, and if you hit it straight on, looking at it, it's supposed to crush. But if you're coming straight at it, it's going to hold probably the same or better on the guardrail than a bollard, depending on how you hit it because the band that goes across, anchored by other footings. Traffic Commissioner Porcaro stated that you know what we could do? We could continue this, if somebody wanted to make a motion, to next month's meeting, which is April 23rd. In the meantime, I could reach out to the vendor, Bartlett Consolidated, who installs the guardrails for us and see do they install bollards. If so, what's their opinion of them? What's their capabilities? What are they designed for? Will they work in this situation? Then, assuming they say, yes, they do it, and yes, it'll work, I would ask the engineer on whether this is something we want to do. And then next month we could let you know on what the vendor and the engineer say and then we could take it from there. Retired Fire Chief Galligan asked how many bollards do you think you will need of which Phil Cohen responded three or four.

VOTED: CONTINUE TO APRIL MEETING

Upon duly motion made by Retired Fire Chief Kenneth Galligan, seconded by James Sweeney, the motion carried by a hand vote; 7 in the affirmative

Motion was made by James Sweeney, seconded by, DPW Commissioner Patrick Hill to adjourn the meeting. All were in favor. Meeting adjourned at 7:01 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, APRIL 23RD, 2026 AND ALL REQUESTS MUST BE SUBMITTED BY WEDNESDAY, APRIL 15TH, 2026.