



**BROCKTON TRAFFIC COMMISSION**  
**Minutes of the Meeting**  
**September 26, 2013**

The Traffic Commission held its monthly meeting at 7:00 p.m. on Thursday, September 26, 2013, at the Brockton Police Station, 7 Commercial Street, Brockton, MA 02302. There being a proper quorum, the meeting was called to order by Captain Stephen Williamson. Members present were: Kenneth Galligan, D.P.W. Commissioner Michael Thoreson, Fire Chief Richard Francis, Paul Sullivan and Councilor Dennis DeNapoli. Councilor Todd Petti and member Ken Goldblatt were unable to attend. Also present were City Councilors Michelle Dubois, Dennis Eaniri and Jass Stewart, as well as many residents.

Upon motion made by Ken Galligan, seconded by Paul Sullivan and a unanimous vote of all members present, it was voted to waive reading and accept the August Minutes.

As a courtesy to the councilors and residents present, new business was taken first.

**BOUNDARY AVENUE and NORTH QUINCY STREET**

Request from Captain Steven Williamson and Councilor Michelle Dubois on behalf of Sara Kilifer and other residents of the area to have the Traffic Commission review the area of North Quincy Street and Boundary Avenue due to the amount and serious nature of accidents at that location.

Councilor Michelle Dubois read a letter from family of Betty Marini, who lost a family member in a motor vehicle accident at this location on August 6, 2013, expressing their concerns for this intersection and requesting that a traffic light be installed. Resident Sara Kilifer stated that it is important to shed light on this issue and that she has witnessed so many accidents at this location and it is disruptive to so many lives and to the victims of the accidents. There is also a lot of school traffic there and a new bus stop has been instituted at the Chestnut Street side. Cars fly from Chestnut Street onto Boundary Avenue and her children's school bus has almost been hit several times. The day of the bad accident, she was in her backyard with her children and friends, 11 children in total, and they heard the car and saw the car on her lawn. It was difficult to see the accident victims and also keep the children safe. She says that there needs to be a traffic light and a pedestrian crossing. A few years ago she saw a teenage boy got struck by a car; he was coming from the Chestnut Street area and trying to cross the road and was hit and very seriously hurt. She had a private investigator come to her house to see if she had witnessed the accident. Councilor Dubois asked Mrs. Kilifer to recall an incident recently where her daughter was watching tv and she came screaming that there was an accident and she was scared. Mrs. Kilifer ran to the window and there was a car on her neighbor's front lawn across the street and people were being taken away in ambulances. She had to close the blinds and comfort her daughter and distract her so that she would not be afraid. She has had insurance investigators come to her house many times looking to see if she witnessed accidents and if she could give a statement.

Michael Donahue, who lives on Boundary Circle is a mailman in the neighborhood and many residents are concerned with this intersection and feel that traffic lights are needed. One of the main concerns is

that Boundary Avenue is a quiet side street that has turned into a speedway but if a set of lights is put in then Boundary Avenue and Brookville Avenue will turn into a very high traffic area as people cut through to avoid the lights. Also, at 1 Boundary Avenue if there is a traffic light there they will not be able to get out of their driveway because of the traffic. His concern is people's safety first of all, but second he is concerned about traffic ending up going through their neighborhood, which is now a quiet neighborhood with lots of kids. Captain Williamson stated that before lights would be installed there would be a full engineering study and they would take that into consideration. Mr. Donahue stated that in his eyes Boundary Avenue is a side street and should not be used as a cut-through.

Frank Chaplin of 20 Boundary Avenue stated that this street is a speedway and they previously had a petition to have the street made one-way, but that was turned down. There are kids all on the street and it is used as a major cut-through. Cars from Chestnut Street in Abington come flying down Boundary Avenue. The only way to control that amount of traffic is to make it one way heading towards Abington. He feels that if it was one way then no one would have been killed at that intersection. David Kilifer of 1 Boundary Avenue, on the corner, stated that 4 years ago they proposed that Boundary Avenue be made one way and he spoke at the Traffic Commission meeting; at that point there had been one death at that intersection and now there have been four. He also looked at the Department of Transportation website and said that there have been 65 reported accidents and he believes that there have actually been more than 80 accidents at that intersection in the last ten years. He does not know whether making the street one way or putting in a traffic light in is the right answer but he requested that the Traffic Commission expedite their actions in dealing with the intersection. He also asked that there be a larger police presence assigned to that area as they feel that the neighborhood is neglected by the police; his neighbor had all four tires stolen off of his vehicle last week and there have been several breakins. He stated that the problem with the traffic is the speeding; cars routinely driving down North Quincy Street at 50 or 60 miles per hour at all hours of the day. He said that the traffic study that was done during peak summer vacation time and was not done during back-to-school hours and he feels that this was a flaw in the study. Captain Williamson stated that the Old Colony Planning Council did a traffic study and he would make copies available if anyone wanted to email him. The executive summary of the study indicated that the intersection has poor to very poor levels of service from the side streets during times of peak demand; the intersection has a crash rate nearly three times the average for an unsignaled intersection. Councilor Dubois asked if the study offered a solution and Captain Williamson stated that this is a preliminary study and there would be a road safety audit that would need to be done also. The daughter of the couple killed as a result of the car accident on August 6th stated that she grew up in Holbrook and now lives in Abington and has been in that area her whole life and that it is difficult to communicate to people the ramifications of these accidents unless you have been personally affected and the ripple effect it causes. She asked that the Traffic Commission members consider the personal aspect experienced by her family and by the residents when they make their decisions regarding this intersection.

Captain Williamson stated that the OCPC recommends that a road safety audit be performed on this intersection, to determine short-term lower cost improvements that could be implemented in the near term while a larger, higher-cost project such as installation of traffic lights or roundabouts be planned and constructed. They also recommended that the intersection be improved with either the installation of traffic signals or a roundabout, to be determined by engineering discretion. A resident stated again that this survey was done during the low point of the summer and they should do it now to see what the real traffic volume is and Captain Williamson stated that the Traffic Commission can request that it be done again but they wanted to get information in anticipation for this meeting. Ken Galligan stated that even with this traffic study being taken during a low volume period of time, the recommendations are for changing so another study with higher volume would just confirm their recommendations.

Roberta Flynn of 37 Randolph Avenue stated she has lived there for 25 years and before the five new houses were built there was a house with a tree that was hit numerous times and on the other side of Boundary and North Quincy Streets there is a guardrail that has been hit many times. Her daughter walks to a bus stop on Boundary Street and for her to walk out onto Boundary Avenue she is taking her life into her hands because the cars fly by. She said that at one point Boundary Avenue and Brookville Avenue were one-way streets, one going one direction and the other the opposite. For same reason it was changed back to two way traffic. Coming out of Randolph Avenue there are trees on the left so that you cannot see to pull out. Frank Chaplin stated that on Randolph Avenue there was a police cruiser there after they complained about the speed issue, but it was only there twice and he did not see it again. One resident stated that an elderly lady who lives at 80 Randolph Avenue told him that years ago the top of Boundary Avenue was shut off so that you could not cut through. Another resident said that would have to have been more than 25 years ago; and another resident said he had been there for 35 years and did not remember it.

Bill Marini, whose mother was killed in the accident, wanted to commend the fire departments for Brockton and Abington for the work done at the accident scene. He believes that a roundabout might possibly work as one he has seen in Quincy has slowed traffic down. He stated that he sent a letter to have landscaping looked at and coming from Abington you cannot see down to the left onto North Quincy Street as there are so many trees and brush and even on the other side where Chestnut Glen is, if it were cleared up so that you could see cars coming it would help for a temporary solution. Residents stated that the stop sign coming down Chestnut Street is completely obscured by foliage and it is difficult to get any visualization of oncoming traffic. Frank Chaplin asked what the process is for what happens next and Captain Williamson stated that the issue would go on the Subcommittee list for review at the site and then at the next meeting the members would vote on the recommendations. Councilor Dubois asked how long before a traffic light would be installed and Captain Williamson explained that the Traffic Commission is not the body that puts up the traffic lights or makes that decision but they are part of the movement to get it done. Ken Galligan stated that after receiving the testimony from the residents, the members will make recommendations on a short term basis and then send it to Subcommittee to go to the site and then in this case they most likely would make a recommendation that traffic lights be installed. Then additional surveys would need to be done and sent to the state and then that intersection would be put on a list of intersections that need traffic signals. Based upon the severity of the situation, the position on the list as to who gets the funding for lights could change. The Traffic Commission does not have the authority to go to the City Council to get funding for a traffic signal; they can only recommend. The process could go one or two years. Councilor Dubois said that she was told by the Mayor that the city does not fund traffic lights, but that they go on a list and the state pays for them. A resident asked if it would be worthwhile for them to contact their state representatives and they were told that would be helpful.

Captain Williamson said that there are some steps that can be taken in the meantime, like making the street a one-way or having more patrols in the area. Commissioner Thoreson said that a road safety audit will be done, which is a much more comprehensive review of the intersection and the traffic counts. That is a state-run operation where they physically go to the site, study the intersection and make recommendations from that. Then decisions will be made at the state level as to whether this intersection qualifies for a traffic light; but one issue will be that if a traffic light is considered to be a solution to the problem, then the intersection most likely would be completely redesigned which would mean wider accesses, traffic lights etc. The intersection would then go on the T.I.P., transportation improvement program for funding. As short term solutions, Commissioner Thoreson has already noted to have the foliage cut back and cleared on Boundary Avenue, and that will be done very soon. One resident stated that most of the foliage is on Chestnut Street and Commissioner Thoreson stated that would be in Abington, which brings up another issue in that part of the problem is in Abington so that coordination

would have to be done with the Town of Abington. He reiterated that having the residents contact their state representatives is a good idea as they may have the ability to possibly push the issue up on the priority list. Frank Chaplin said that he didn't realize it would take a couple of years and asked if in the meantime the street could be made one way. Captain Williamson stated that is something that the members would consider and vote on. David Kilifer said that the one common thread, not just on Boundary Avenue but also on North Quincy Street and North Cary Street is the speed. The street is marked 30 mph and cars travel 50 to 60 mph. He would ask that the Traffic Commission vote to put up stationary signs that display the speed and Captain Williamson informed them that the Commission just purchased a radar trailer and it is just going on the road and he will place it on North Quincy Street as the first location. Mr. Kilifer also asked that the radar trailer could be positioned on North Quincy Street headed up the hill, as part of the problem with the intersection is the visibility and the other part is that as cars drive down North Quincy Street heading into Holbrook they are going up a hill and cars coming down Chestnut Street do not see the car driving up the apex of the hill.

Councilor Dubois stated that her suggestion to the Traffic Commission is that she appreciates everything that the Traffic Commission and D.P.W. Commissioner Thoreson are doing and that in the short term making Boundary Avenue a one way street going up to North Quincy Street and making Brookville Avenue a no access road during morning and evening rush hours from North Quincy Street from 3 or 4 in the afternoon until 6 at night and no access from 8:00 a.m. until 9:00 a.m. Then if someone comes down Chestnut Street they will have to go all the way to Holbrook before they can take a left onto Route 37. A resident of Brookville Avenue stated that in the morning he cannot get out of his driveway the traffic is so bad coming from Holbrook, and the same thing happens between 4:00 and 6:00 p.m. with cars coming the opposite way. Mike Donahue said that if it was possible to block off the top of Brookville Avenue and Boundary Avenue and make them dead end street then there would be no traffic. That would force everyone to stay on Boundary Street and North Quincy Street as the main roads. He also stated that if a traffic signal is installed at that intersection then what will happen is that residents will not be able to get out of their driveways and then cars will start taking a left on Randolph Avenue and going down to Brookville Avenue to get around the light. Then another problem is created. Captain Williamson wanted clarified that they were asking for a barrier at the top of Boundary Avenue at the top of North Quincy Street and another barrier at Brookville Avenue and North Quincy Street. Councilor Dubois said that the traffic lights are needed at that intersection. Mr. Gilmore of Boundary Circle stated that he travels that area a lot and Boundary Avenue and North Quincy Street should have a blinking light there so that cars would slow down. Several residents stated that a blinking light would not solve the problem and drivers would ignore it. Captain Williamson was asked how long it might take to make the streets one way, and he stated that after Subcommittee has reviewed the area, any short term changes would be voted on at the next meeting, which again is open to the public and the residents are welcome to attend. Ellen Bowman of Boundary Avenue said that Boundary Avenue is the "boundary" on the edge of town and they are not treated like part of Brockton; she would like to be treated as well as any other place in Brockton. They pay Brockton taxes but are neglected and she asked that the Traffic Commission members remember that when they are voting.

Councilor Dennis DeNapoli informed the residents that the names and contact information for the state representatives is available on the local cable channel and Councilor Dubois said that she would create another leaflet and pass it out in the neighborhood. Roberta Flynn said that the sidewalks are not cleared in the wintertime, causing the children to walk in the street to get to the school bus. Captain Williamson said that they do not clear sidewalks except near schools and Mrs. Flynn said that at least they should clear the streets completely so there is room to walk.

Upon motion duly made by Dennis DeNapoli, seconded by Paul Sullivan and a unanimous vote of the members present, it was

**VOTED: To refer the matter to Subcommittee for review.**

and

On the motion, Ken Galligan asked where the new bus stop is and Sara Kilifer said that it is right at the stop sign on Chestnut Street and looks like high school kids. Ken Galligan asked if it was a Brockton bus or an Abington bus, and was told it was an Abington bus. The bus comes down Chestnut toward Boundary Avenue and then takes a left to head south on North Quincy Street. Ken Galligan said that the two recommendations were for either a traffic signal or a roundabout and that going forward experts may suggest that a roundabout is more practical than a traffic signal, so the main recommendation is still undecided. When he looked at the area, he noticed that there is only one stop sign for traffic headed east on Boundary Avenue and he thinks a second stop sign should be placed on the left side and for Subcommittee he recommends that the secretary contact the appropriate Abington people to have a joint meeting at subcommittee.

Ken Galligan said that if a second stop sign is put on the left side you can see the stop sign as you come up. Then if Abington does the same thing on the other side, cut the brush back, put two stop signs up and then place a large yellow stop head sign with yellow reflective tape on the pole at least it gives a visual that there is a stop ahead. On the Brockton side it does not believe this has been done yet and we can be proactive to get short term solutions done. A resident asked what the recommendation for the speed in the area would be, and Ken Galligan said that the radar trailer will be placed there and the police department can do some serious monitoring of the area also. Captain Williamson said that the police department has written more traffic tickets on North Quincy Street than probably any other street in the city but it has not solved the problem.

Mike Donahue stated that regarding the “No Trucks” sign on the bottom of Boundary Avenue, if you are coming down Chestnut Street the sign is on the left hand side and should be on the right hand side.

Chief Francis said that on North Quincy Street, as the hill starts up to Chestnut Street, why can't a “Caution – Cars Entering” sign up, but Ken Galligan said that there is one there already but the trees have overgrown the sign. Councilor Dubois asked if rumble strips could be installed on North Quincy Street.

Upon motion duly made by Ken Galligan, seconded by Dennis DeNapoli and a unanimous vote of the members present, it was

**VOTED: To install a second Stop Sign for eastbound traffic on Boundary Avenue on the northwest corner.**

## **GRAFTON STREET and MYRTLE STREET**

Request from Mayor Balzotti and Councilor Dennis Eaniri on behalf of the residents (signed petition attached) to have the Traffic Commission consider modifying the intersection of Grafton and Myrtle Streets to a 4-way stop intersection due to the issue of individuals traveling this area at speeds in extreme excess of the speed limit.

Councilor Dennis Eaniri stated that he has been before the Traffic Commission several times requesting a 4 way stop at this location and it has been denied in the past. A petition was presented to Mayor Balzotti, the City Councilors and the Traffic Commission regarding other incidents that have transpired on this street. Speed has always been a problem on Grafton Street and now there are no speed limits even posted there. It's not that it is a long stretch of road but cars travel 40 or 50 mph because it is a straight stretch of road that goes from Menlo Street to Forest Avenue and is a cut through. He feels that a 4 way stop is needed at this location. Resident Ann Marie Hanf of Grafton Street stated that she spearheaded this issue and stated that this is a highly residential area with a lot of children and there is a corner store at the corner of Grafton Street and Forest Avenue. There is a lot of foot traffic; mothers with baby carriages and kids with bicycles. The area of Grafton Street between Forest Avenue and Menlo Street is only about one half mile and cars speed down that street at 60 to 70 mph. In August and September of this year there have been three motor vehicle accidents; with the last one with a car traveling in an east/west direction on Myrtle Street, stopped at the stop sign and then proceeded west on Myrtle Street and a car flying down Grafton Street hit him. She was not there but heard about it afterwards. She stated that there have been 8 accidents since 2001. There has been property damage, porches slammed into and vehicles hit in their driveways. There are mentally and physically challenged individuals living in the neighborhood and a halfway house with handicapped people walking up and down the street with canes or walkers to assist them. The increase in property damage and inconvenience of having their property repaired is upsetting. At the least, she feels that a stop sign needs to be installed on Grafton Street at Myrtle Street, in addition to speed limit signs. Sara Beth Mendes said that she has lived there for a little over one year and she has seen the amount of traffic and the speed of vehicles. She has a 9 year old daughter and she makes her play in the back yard because of the cars speeding. She witnessed the accident where a vehicle hit a parked car, spun around and hit the neighbor's porch. She does not believe that the stop sign is enough and feels that the speed limit needs to be looked at and more signs or flashing signs need to be installed. Bruce Galante, who has been there for 60 years, said that over the past 10 or twelve years it has become very unsafe on that street. He has an elderly aunt who lives across the street and uses a walker and she is afraid to come across the street to his house. He believes that a 4-way stop sign would help the situation a lot. Ann Tarentino said that there is one chronic speeder in a blue car, who goes faster now when he goes by. The residents say that they have his license plate number and have notified the police. Laurie Dube stated that the corner store is also a large problem as cars park on both sides so that you cannot pull onto Grafton Street from Forest Avenue. She requested a "No Parking" sign near the corner. Tanya Tarentino said that she personally does not feel that a stop sign is sufficient and that rumble strips between Forest Avenue and Myrtle Street, in the vicinity of 226 Grafton Street, should be installed because that stretch of road is too far of a span and cars will still speed. She said that there are 3 particular cars, the blue one, a black car and a third car, that are souped up and they go 70 mph in front of her house. Tanya Tarentino said that in general there is too much traffic going down the street, because it is a cut-through street. Bruce Galante added that he feels that parking on both sides of the street is an issue and he would like parking restricted to one side all the way down to Myrtle Street; but other residents disagreed and said that there are too many multi-family dwellings on the street and people have to park in the street. Ken Galligan asked whether the residents are suggesting that because cars are parked on both sides of the street that is causing the problems and the residents said that the problem is speeding. Another resident said that cars parked on both sides sometimes help the situation because cars have to slow down to pass each other. It was noted that during the winter ban there is no parking on either side of the street. Ken

Galligan stated that all the testimony seems to center around three or 4 cars that are causing the problem, but the residents said that the cars cutting through are also a problem, and there is also a problem with mini-bikes and motorcycles and that the problem is all day and all night long. Another resident asked for speed limit signs on the street.

A resident asked if a police officer could park in one of their driveways and Captain Williamson said that they have had the traffic enforcement unit there in the past and there were not many tickets written. One resident said that drug dealing at the corner store is a problem and several residents agreed. One resident said that if there was a no parking zone near the store then the store parking lot would be used for parking and the drug deals might stop. A resident asked if there is a drop-a-dime program and Captain Williamson directed them to the city's website, [www.brocktonpolice.com](http://www.brocktonpolice.com) and said that Officer Healy is the crime watch officer.

Councilor Eaniri stated that there are only three parking spaces in the store parking lot so that there is a major issue with parking there. Captain Williamson said that the members will try to come up with a solution that helps the neighbors without hurting the business. Councilor Eaniri said that he would follow up with Officer Healy of the crime watch program regarding the neighbors' complaints of drug dealing and other possible illegal activity at that location. The residents questioned the likelihood of rumble strips or speed bumps being installed and Captain Williamson explained that it was not likely that either would be installed. Councilor Eaniri said that every street in the city would want them and Captain Williamson said that they are very rarely done on anything other than private roads as there are snowplow issues and safety issues with driving over them. Councilor Eaniri told the members and residents that he had a conversation with Mayor Balzotti, who could not attend the meeting but sent her Chief of Staff, Mike Mullen to the meeting and to relay that she is behind whatever steps the Traffic Commission can take to help the situation. Councilor Jass Stewart also said that he supported this measure. A resident stated that Grafton Street is a number one fire zone and she questioned whether installing the stop signs would be a hindrance to fire and emergency vehicles.

Upon motion duly made by Chief Francis, seconded by Dennis DeNapoli and a unanimous vote of the members present, it was

**VOTED: To refer the matter to Subcommittee for review.**

### **NORTH QUINCY STREET AND NORTH CARY STREET**

Request from Councilor Michelle Dubois for a review of the need for more traffic signals, signage and guardrails in front of certain residences at the intersection of North Quincy Street and North Cary Street due to the number of motor vehicle accidents and property damage.

Issue continued to the September meeting for a report from Commissioner Thoreson on the possibility of installing flashing arrow signs for northbound traffic on North Quincy Street.

Commissioner Thoreson said that he has communicated with the State but has no answer yet. Benito Fiore stated that he lives four houses away from the curve and sees many accidents there. He believes that there should be a 4-way stop there. Councilor Dubois said that part of the issue is the placement of the "curve" sign and that a flashing curve sign would be helpful. It is her opinion that it should be moved prior to the curve and Captain Williamson said that there is already one there on the right. Mr. Fiore said that there is a sign on the right to slow down but there should be a flashing light about 25 feet away from the curve. Councilor Dubois asked if there was a traffic study done and Captain Williamson said that there was and Commissioner Thoreson stated that the State did not recommend a stop signal. Captain Williamson explained that Old Colony Planning Council will do the traffic study but then the State pays

for the lights and installs them so it is their decision. Commissioner Thoreson said that they have made additional requests to the State, one of which is flashing chevron lights, which Councilor Dubois thought would be helpful. One of the residents asked if it could be a stop sign there and Captain Williamson said that the OCPC study did not recommend a stop sign there. Councilor Dubois asked about the possibility of making North Cary Street, between Toby Road and North Cary Street, a one way street coming off of North Quincy. Captain Williamson said that this idea was brought up before but Toby Road does not seem like it could support the traffic. Councilor Dubois said that there would have to be infrastructure improvements, but that would have to be a long term plan. One resident said that this would not help the issue of drunk drivers coming around the curve. Captain Williamson said that even though it is a bad intersection is there are not that many accidents there, but that the accidents there are hitting the houses and property. Elayne Agganis said that between accidents and snowplows her property has been damaged numerous times and there needs to be a stop sign there and an officer there on weekends for two months to see what it going on; the accidents are at night, not in the daytime. Ken Galligan stated that when the State looks at an intersection, they are looking at the movement of traffic and there are parameters they have to work under in making their determinations. He said that people that are inebriated late at night, no matter what is put up for signs or traffic lights, they are not going to rationally drive their car. The State does not want to put up stop signs that will impede traffic flow of thousands of cars each day for no apparent reason for the ordinary driver. There is probably a good part of the day when a traffic signal is not needed at that location. There are certain things that the Traffic Commission can do relatively quickly that will help the issue, like a flashing arrow sign. Ken Galligan suggested that boulders be placed in resident's yards and Councilor Dubois said that the residents are still waiting for boulders from the D.P.W. Ken Galligan said that the city has issues with liability and assuming responsibility for the boulders, but there is the option of the homeowner placing the boulders in their own yards. He stated that there is no funding for guardrails at the present time and one of the residents stated that she would not want a guardrail in her front yard. Elayne Agannis stated that she would like a "sting" at the V.F.W. because she does not understand why it has not been shut down. She stated that she knows people who go there and leave "trashed to the max" because they do not shut people off. She believes that the residents are paying the price for this. Ken Galligan stated that a different agency would deal with that issue and she responded that ninety percent of the accidents at night are drunken drivers, and that is where they are coming from. On the guardrail issue, Councilor Dubois stated that when Chief Gomes was the Traffic Commissioner it was easier to get guardrails and since then there was an opinion from a former assistant city solicitor that guardrails were a liability. Councilor Dubois would like to know if the issue of guardrails could be revisited. Benito Fiore said that at the beginning of Toby Road there was a boulder at the house there and one time a car pushed the boulder out of the way and hit the house, which was about 60 feet away from the street. Then there was a guardrail there and since then the guardrail has been hit many times.

Ken Galligan asked if there was a status report from the D.P.W. Commissioner and Commissioner Thoreson responded that he had spoken with the State but no decision or action has been taken yet. Ken Galligan said that what they are comparing it to is one that the State put up on Centre Street opposite Short Street, which is a flashing light on a pole. He said that there is another example on Route 27 in Whitman by Hilltop Road near the Brockton line. Cars were going into the houses on the street and the State put the flashing light up and the problem has virtually went away. He would like to see a similar light on North Quincy Street and does the Traffic Commission have the authority to do it. Councilor Dennis DeNapoli said that the funding for this type of light is not in the budget and in all his years on the City Council he has not seen a request for an appropriation for this type of thing. Councilor Dubois asked the Traffic Commission to find out the cost and Commissioner Thoreson estimated it would probably be close to \$20,000.00. Councilor Dubois said that if they can find out the cost at least they could start lobbying for it if it is a dangerous situation. Councilor DeNapoli said that they should have the full

support of the City Council as it is a public safety issue. Carolyn Gray suggested that reflectors be installed in the road around that corner where the yellow line is in the road and that might help drivers stay on the right side of the road.

Upon motion duly made by Ken Galligan, seconded by Chief Francis and a unanimous vote of the members present, it was

**VOTED: To investigate the cost of flashing arrow lights for this location; and to move the sign on North Quincy Street from its current location facing east so that it faces west.**

Ken Galligan asked Commissioner Thoreson if the Commission could get a cost on the flashing signal in time for next month's meeting and Commissioner Thoreson said that he could get an idea, or possibly contact Permaline to get a price. Councilor DeNapoli said that he would contact Aldo Petronio at the School Department to see if he could get the price of the school zone flashing light as a comparison.

and

Upon motion duly made by Commissioner Thoreson, seconded by Dennis DeNapoli and a unanimous vote of the members present, it was

**VOTED: To refer the matter to Subcommittee for review.**

### **TRAFFIC COMMISSION BUDGET**

Review of the FY2014 budget to discuss requesting additional funding to cover infrastructure maintenance and repair.

Captain Williamson presented copies of the Traffic Commission budget to the members. The total budget for FY2014 is \$205,606.00 and he estimates that about seventy percent is spent on line painting and signs. Of the remaining budget about ten percent pays for police details. Approximately \$130,000 was paid for line painting last year and about \$15,000 for signs. He was recently able to purchase a radar trailer, which cost \$10,970.00 and that is the first one in the city. Councilor DeNapoli said that the city should have more than one of the radar trailers. Paul Sullivan suggested that the Commission request a larger appropriation for the next budget and Councilor DeNapoli agreed. Ken Galligan suggested a new line item be added called "Infrastructure maintenance" and Captain Williamson said that any additional funds could go in the "department equipment and repair" line item. Captain Williamson said that he could meet with Jay Condon to discuss the additional funding request and where it would be used.

Upon motion duly made by Commissioner Thoreson, seconded by Paul Sullivan and a unanimous vote of the members present, it was

**VOTED: To request that an additional \$50,000.00 be added to the Traffic Commission budget for FY2015 for infrastructure maintenance and to table the matter until the December meeting for further discussion.**

### **GARFIELD STREET**

Request from Councilor Paul Studenski on behalf of a resident to have the Traffic Commission review Garfield Street to determine whether parking should be restricted to residents only.

Subcommittee recommends installing “Resident Parking Only 8a.m. – 4 p.m.” signs on the north side of Garfield Street facing westbound traffic.

Upon motion duly made by Commissioner Thoreson, seconded by Paul Sullivan and a unanimous vote of the members present, it was

**VOTED: To install a “Resident Parking Only 8:00 a.m. to 4:00 p.m.” sign on the north side of Garfield Street facing westbound traffic.**

### **WARREN AVENUE**

Request from Councilor Dennis DeNapoli to have a new sign before West Elm Street for “Left Lane Turn Left”.

Subcommittee recommends taking no action. Restricting the left lane to “Left Turn Only” would cause a traffic backup in the center lane. The delay for traffic turning left does not appear to be significant as vehicles usually make their way through the intersection within one light cycle.

Councilor DeNapoli stated that since the lines have been painted the traffic flow is better and this item does not need any action.

Upon motion duly made by Councilor DeNapoli, seconded by Commissioner Thoreson and a unanimous vote of the members present, it was

**VOTED: To take no action.**

### **SHERIDAN STREET**

Request from Councilor Dennis DeNapoli to have a new speed sign for 20mph.

Subcommittee recommends taking no action. Subcommittee considers enforcement to be the issue.

Sheridan Street is posted at 30 MPH. A worn out “Stop” sign on Sheridan Street at Kathleen Road will be replaced. Captain Williamson said that he has had the traffic enforcement unit at this location recently to monitor the speeding issue.

Upon motion duly made by Commissioner Thoreson, seconded by Paul Sullivan and a unanimous vote of the members present, it was

**VOTED: To take no action.**

### **PEARL STREET**

Request from Councilor Tim Cruise on behalf of Mr. Pariseau to have the time of the school-zone lights at the Hancock School extended to 6:00 p.m. Also, there are trees blocking the first school-zone lights heading towards Belmont on Pearl Street which need to be trimmed.

Subcommittee recommends trimming the trees around the northbound school zone lights; trimming the trees at 95 Pearl Street/Pole #12 to clear the view of the school zone lights for southbound traffic; taking no action regarding extending the timing of the lights to 6PM.

Upon motion duly made by Ken Galligan, seconded by Chief Francis and a unanimous vote of the members present, it was

**VOTED: To take no action regarding extending the timing of the lights to 6:00 p.m.; and to recommend to the D.P.W. that the trees around the northbound school zone lights be trimmed; and that the trees at 95 Pearl Street/Pole #12 be trimmed to clear the view of the school zone lights for southbound traffic.**

### **LARCH STREET and SUDBURY STREET**

Request from Councilor Dennis Eaniri and the Mayor's Office to have a Stop Sign installed at the corner of Larch and Sudbury Street. This request is on behalf of resident Joseph Hanson of 15 Larch Street. Subcommittee recommends installing stop signs and a stop line at the following locations: Sudbury Street @ Larch Street; Washburn Street @ Montrose Street.

Upon motion duly made by Ken Galligan, seconded by Dennis DeNapoli and a unanimous vote of the members present, it was

**VOTED: To install Stop Signs and a stop line at the following locations: Sudbury Street at Larch Street and Washburn Street at Montrose Street.**

### **MILL STREET**

Request from Councilor Dennis Eaniri to have the Traffic Commission review the area of Mill Street to determine what measures can be taken to make motorists aware that Mill Street is a dead end street.

Upon motion duly made by Chief Francis, seconded by Dennis DeNapoli and a unanimous vote of the members present, it was

**VOTED: To refer the matter to Subcommittee for review.**

### **BELMONT STREET**

Request from Councilor Thomas Monahan to have a "Right Turn Only" lane on Belmont Street at the entrance to Brockton High School from 6:30 a.m. to 8:00 a.m. daily.

Captain Williamson said that this will be difficult to have a right turn only lane, because the pavement would have to be marked and Ken Galligan said that it would cause chaos there. Councilor DeNapoli asked if there were crossing guards there. Chief Francis said that this would be for cars going into the high school and that this portion is a state road. Captain Williamson said that the traffic in the morning for about half an hour is chaotic and there was an issue of cars coming out of the McDonald's area, but that was resolved about a year and a half ago with a cruiser at that location directing cars. Ken Galligan said that he spoke with Councilor Monahan and the problem is that the woman that brought this to his attention said that if the car in the right hand lane that is not going into the high school is stopped at a red light then the cars that want to go into the high school cannot move. However, Ken Galligan, said that the traffic would have to be queued up back around Magnolia Avenue to get them out of the right hand lane and into the left lane and that would cause a traffic backup on Belmont Street. The two lanes need to be open for all traffic. Captain Williamson agreed that one lane for straight traffic is not sufficient. Ken Galligan suggested sending the matter to Subcommittee for review.

Upon motion duly made by Dennis DeNapoli, seconded by Chief Francis and a unanimous vote of the members present, it was

**VOTED: To refer the matter to Subcommittee for review.**

### **PLEASANT STREET and WEST STREET INTERSECTION**

A request from Capt Steven Williamson for a status review.

Captain Williamson said this location is still an issue. The engineering study was done and recommendations were made but he does not know if the recommendations were all adopted. He said that nothing has been resolved and there continue to be head-on collisions in the intersection. Ken Galligan said that one issue that has been resolved is that heading east on Pleasant Street the shades on the lights have been changed to the long shades making it helpful that drivers don't see both a red and green light at

the same time. Captain Williamson said that one big issue was the phasing of the lights and the recommendation was that if it is green on West Street then it would be all red on Reynolds Memorial Highway. He said these crashes are really the problem. Commissioner Thoreson said that the D.P.W. has gone back to their design firm and they have submitted updated plans, including the phasing of the lights for traffic going north on West Street going towards Reynolds Memorial and that they are going to have a dedicated left-hand turn arrow there and phase the lights out so that they will be sequenced with a stop West Street so that Reynolds Memorial traffic can come out and then change for West Street. He spoke with the State and they expect to have an answer back fairly shortly. The person he spoke with said they think it will be approved and then it is a matter of getting funding and how much it will cost and who will do the work. Captain Williamson said that the bigger problem is coming off of Reynolds Memorial going through and trying to go down Pleasant Street and hitting cars coming out of West Street. Commissioner Thoreson said the cars that run yellow lights are causing the accidents, as well as drivers in the right hand lane on Reynolds Memorial who then take a left all the way across 4 lanes of traffic. Commissioner Thoreson said that it is a sequencing issue and it should be a minimal cost as there are no structural changes to do that but they still need to know who will do the work and who will pay for it, as it is a state road. Ken Galligan asked about the traffic going east on Pleasant Street wanting to take a left onto Reynolds Memorial Highway as there is no arrow for them to turn. Commissioner Thoreson said that there is no arrow to turn and he does not think that there will be as that would require widening the road and putting a dedicated turn lane in. Ken Galligan said that directly opposite those cars is traffic with a dedicated lane for cars taking a left onto West Street and that if at the same time they had an arrow for cars going east on Pleasant Street to go onto the highway it would work. Commissioner Thoreson said that he did not know if that was part of the redesign and that this would be a "step phase" thing to get some issues resolved quickly.

Captain Williamson said that there have been 22 known accidents at that intersection in 2013 with a total of 23 people injured.

### **EMERALD STREET**

A request from Capt Steven Williamson, on behalf of Janette Butner of 9 Emerald St, to install "Caution Blind Person" signs on Emerald Street.

Captain Williamson has a letter from a health care worker who works with this family and they are requesting the sign on behalf of a child at that address.

Upon motion duly made by Ken Galligan, seconded by Dennis DeNapoli and a unanimous vote of the members present, it was

**VOTED: To refer the matter to Subcommittee for review.**

There being no further business to come before the members, upon motion duly made by Paul Sullivan, seconded by Commissioner Thoreson and a unanimous vote of the members present, it was

**VOTED: To adjourn.**

Respectfully submitted,  
Patricia Florio  
Secretary to the Traffic Commission