

***Traffic Advisory Committee minutes for Thursday, April 7, 2005.***

In attendance: M.J. Frisoli, A. Masciari, T. Turner, T. Riley, P. Curro, T. Olson.

Absent: L. Nickens.

Also attending: G. Clancy, Sgt. Hamilton,.

7:03 p.m. Meeting called to order

(7:05) Administrative Matters: TAC minutes from February and March 2005. Minutes were amended to correct several names. Minutes were unanimously approved. The Intersection Improvement Subcommittee discussed their report. It will be presented at the May 5, 2005 meeting. MF proposed to schedule a meeting, tentatively on Thursday April 21, 2005, with Sue Clippinger of City of Cambridge to review the final design of the Blanchard/Bright/Grove intersection.

(7:17 p.m.) Marlboro St. Turn Restriction. A petition has been submitted to the BoS with 32 residents in favor of keeping the turn restriction on Marlboro/Belmont Sts. MF sent notices of a public hearing to all residents and owners of the Marlboro St. neighborhood. Several residents spoke to both sides of the issue. TAC members briefly discussed the merits of the petition. TT moved that TAC uphold its decision to remove the turn restriction. TAC voted 3-1 in favor of the motion, with one abstention.

(7:55 p.m.) Bright Rd. Pavement Management. MF distributed notices to residents of Bright Rd. informing them of the hearing. There was a discussion of the issue of whether the Chair of TAC, who is a resident of Bright Rd., has a conflict of interest regarding the Bright Rd. project. TT offered the only objection, explaining his experience with the Belmont Center Parking Study Committee, where the Chair had a financial interest in the outcome of the project. MF restated her intention to serve as Chair.

MF began by outlining the goal for all pavement management projects to “increase definition” of the roadway and enhance user safety. GC described the design considerations. He stated that despite the fact that the right-of-way is 60 ft., after the sidewalks are accounted for the roadway is 32 ft. This allows for two 12 ft. travel lanes with a single 8 ft. parking lane. There was significant discussion of the merits of restricting parking to one side versus allowing sporadic parking on both sides. GC stated his interest in placing a raised intersection at Bright/Glenn/Gale Streets. There was considerable discussion of the striping of Bright Road, debating no stripe versus a double center line. Finally, some discussion was held regarding the configuration of the Concord Ave/Bright Rd. intersection.

MF summarized the discussion, drawing up the major issues as restricted parking, roadway striping, and neck-down width and configuration. TT moved that TAC recommend to OCD that Bright Rd. be designed with 4 ft. neck-downs to allow parking on both sides, with a raised intersection at with Bright/Glenn/Gale Streets. TR seconded the motion, TAC voted 5-0 in favor. The specifics of striping and the Concord/Bright intersection will be presented by GC on our meeting on April 21, 2005.

Meeting Adjourned 9:15 p.m.