



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, February 28, 2022**
Meeting Time: **6:00 pm**

Members present: Dennis Munson (Vice-Chair), Marn Speidel (Police), Lindsey Williams (City Council), Jill Semprini (Community Services), Donna Benton (Planning), Michael Williams (COAST), Susan Tremblay, Elizabeth Goldman (Clerk)

Members Not Present (Excused): Maurice Olivier (Chair), Dustin Gray (Alternate), Peter Schmidt (Alternate).

Members Not Present (Unexcused): None

Others Present: Bill Boulanger, Deputy Director, Community Services

1. ROLL CALL

Munson deferred to Speidel to run the meeting. Speidel called the meeting to order at 6:07 PM; the delay was attributed to seeking a recorder for the meeting. Benton had returned to City Hall to retrieve one but reported it was already in use. Speidel noted that with a recorder unavailable, there would be no audio recording of this meeting.

A. Welcome to newly appointed City Council representative

Councilor Lindsey Williams was welcomed and acknowledged as the newly appointed representative.

Speidel acknowledged Semprini, newly hired as Assistant City Engineer, who would be taking over the role of Community Services staff representative. Boulanger expressed the intention of attending the next few meetings until Semprini was up to speed. Speidel acknowledged Benton, newly promoted as the City's Planning Director, who would be taking over the role of Planning staff representative.

B. Appointment of Chairperson

Speidel noted that Olivier, though absent, was amenable to continue his role as Chair.

Motion: Munson moved, M. Williams seconded, to nominate Olivier as Chair.

Vote: Motion passed 8-0.

C. Appointment of Vice Chairperson and Clerk

Motion: Munson moved, Tremblay seconded, to have the affected members remain in their roles.

Vote: Motion passed 6-0 (Munson, Goldman abstained).

2. OLD BUSINESS

A. Review/approval of minutes from December 20, 2021

Motion: Munson moved, M. Williams seconded, to approve. No amendments were proposed.

Vote: Motion passed 8-0.

3. NEW BUSINESS



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A. Crosswalk safety concern – Durham Road @ Alumni Drive

Speidel noted citizen correspondence that had already been distributed with the agenda materials, expressing concern for safety of students crossing at this intersection. Speidel suggested that further discussion be undertaken as part of Item B.

B. Discussion on crosswalk prioritization for new RRFB systems (4 budgeted)

Speidel distributed an inventory list of Dover's 53 "uncontrolled" (i.e., no stop sign or traffic light) crosswalks. Speidel noted that additional sections of the inventory break down the crosswalks into three groups: downtown, school routes, and all other. Boulanger described the top four City priorities based on funding that had been set aside in the coming year for possible RRFB systems: Central Ave at Williams St., Central Avenue north of New York Street (Chamber of Commerce), and Durham Road at Alumni Drive, and Main Street at School Street. Discussion ensued. Speidel noted that another recently prioritized crossing at Central Avenue and Fifth Street had been mitigated with a median refuge island. Benton called the TAC's attention to the Downtown Vehicular Traffic plan available on the Planning Department's website. Speidel also cautioned that eventually drivers ignore RRFBs if they seem omnipresent, so it will be impractical to target such a system at all 53 of Dover's uncontrolled crossings. Boulanger noted that engineering of appropriate curb extensions (bump-outs) at Central/Williams might eat up funding to allow only 3 systems in the coming year.

Motion: Tremblay moved, Goldman seconded, to prioritize the RRFB system installations in the following order:

1. Durham Road @ Alumni Drive
2. Central Avenue @ Williams Street
3. Main Street @ School Street
4. Central Avenue @ New York Street

Vote: Motion passed 8-0.

C. Request for new crosswalk – Durham Road @ Bellamy Road

Speidel gave overview of citizen concern from correspondence that had been previously shared with the committee. Boulanger noted that the City eventually plans to install a sidewalk along Durham Road from Mast to Bellamy Roads, which might help continue the connection from the Bellamy Road sidewalk. After discussion, consensus was that upgrades at the Alumni Drive crossing would better serve the student population. Speidel noted that criteria in the existing Crosswalk Policy and



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Standards document suggest that low pedestrian volumes crossing here would need to be a consideration. Speidel noted that it is generally safer for the pedestrian to wait for a safe break in traffic than to install an uncontrolled crosswalk. Discussion also ensued regarding the distinction in RSA language requiring drivers to yield to pedestrians “within” a crosswalk, not merely standing near it, which many pedestrians may not understand. M. Williams noted that Wildcat Transit buses serve Durham Road in both directions in this area, and could provide additional information on usage if needed.

D. Bellamy/Cataract/Rutland area – request for general bicycle/pedestrian safety improvements

Benton described ongoing work, including efforts to connect the Community Trail with the Bellamy River Trail via this development. She said Planning would bring plans and ideas to the TAC for consideration. Boulanger noted that Rutland Street is in the CIP for future major utility work.

E. Crosswalk policy updates – discussion and action items for City staff

Speidel noted that the City’s current crosswalk policy has not been updated since 2010, which is before RRFB systems gained traction and popularity locally as a mitigating treatment. Speidel urged TAC members to review the policy and offer suggestions. This was earmarked as an action item for staff, particularly Engineering, to review and return with potential amendments.

F. Portland Avenue skate park – discussion on accessibility and safety as a destination point

Goldman clarified that the skate park will be on Oak Street, which TAC members noted is also a somewhat dangerous street, although part of it belongs to Rollinsford and is not under Dover’s purview. Speidel stated the Oak Street railway bridge is on the NH DOT Red List and is targeted for replacement within the next few years; a new bridge could include a sidewalk lane which could help facilitate pedestrian traffic from Broadway. Speidel noted that an RRFB system has been placed at the crossing of Portland Avenue near Duston’s Market to aid pedestrians in getting to the Arena, Pools, and Skate Park.

4. CITIZENS FORUM

Kean McDermott, 128 Back River Road raised a concern with the lack of a crosswalk at Back River Road and Spruce Lane. Boulanger noted that the intersection itself is poorly laid out and a crosswalk would be part of a remaking the intersection; this is on a list for



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future action. McDermott also mentioned the importance of Cataract Avenue for bicyclists and pedestrians, since Route 16 effectively bisects the City. Boulanger referenced the tunnel under the highway that connects the end of Silver Street with West Knox Marsh Road and Chandler Way. McDermott also questioned moving the skate park from downtown to an outer location. It was explained that the current site was part of the Waterfront sale.

5. MEMBER COMMENTS

Goldman asked for a definition of private roads, Speidel explained that they are roads maintained not by the city but by owners of the street. Discussion also ensued regarding the issue of adding centerline striping on non-collector roads. Rutland Street, which is considered a collector road but has a local feel, was discussed but there are no plans to stripe it. Speidel also noted that “striping” roads could have a tendency to raise, rather than lower, driver speeds, presumably because drivers feel safer within their protected lane. This was noted in previous traffic counts on Garrison Road, taken before and after striping was added.

6. CONFIRM NEXT MEETING DATE

Member consensus was to continue meetings on a bi-monthly schedule, but discussion ensued regarding several members’ availability on the tentative date of April 25. The conclusion was reached to schedule the next meeting on **May 23, 2022** and then resume a bi-monthly schedule thereafter (fourth Monday of July, September, and November).

7. ADJOURN

Munson moved, Benton seconded, to adjourn at 7:23 PM. Motion passed unanimously.