



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, May 23, 2022**
Meeting Time: **6:00 pm**

Members present: Maurice Olivier (Chair), Dennis Munson (Vice-Chair), Marn Speidel (Police), Lindsey Williams (City Council), Jill Semprini (Community Services), Michael Williams (COAST), Susan Tremblay, Elizabeth Goldman (Clerk), Peter Schmidt (Alternate)

Members Not Present (Excused): Donna Benton (Planning).

Members Not Present (Unexcused): Dustin Gray (Alternate)

Others Present: Kenneth Mavrogeorge, City Engineer (Community Services), Michael Asciola (Planning)

1. ROLL CALL

Olivier called the meeting to order at 6:00 PM. Introductions were made with the call of the roll. Asciola acknowledged that he was filling in for Benton but would not vote on agenda items. Schmidt, as alternate, was declared a voting member.

2. OLD BUSINESS

A. Review/approval of minutes from February 28, 2022

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

Vote: Motion passed 9-0.

3. NEW BUSINESS

A. Request for speed limit reduction, Olive Meadow Lane

Speidel gave overview of citizen correspondence to members of the City Council that had been copied to City staff, expressing concerns about traffic to/from the childcare center at the end of Olive Meadow Lane that is said to be traveling at excessive speeds. Speidel noted that Olive Meadow – a dead end local road – does not have a posted speed limit because it would be assigned a 30mph limit per statute. Residents have requested a lower posted limit. Speidel proposed that staff collect data on actual speeds on the road, and then perform an assessment in accordance with the procedures outlined in the Transportation chapter of the Dover Master Plan, and return to the committee with a recommendation.

Motion: Munson moved, Tremblay seconded, to table this item in order to allow staff to collect additional data.

Vote: Motion passed 9-0.

B. Truck engine brakes prohibition – citizen request

Speidel gave an overview of citizen correspondence that had already been directed to the committee as a whole. New residents of the former Foster's building downtown had expressed concern over the noise of engine brakes being used to decelerate trucks heading into the lower square area. Speidel noted that while prohibitions exist in other municipalities, engine brake systems are not prohibited equipment on trucks and



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in fact are a legitimate component of a commercial vehicle's safety system. Speidel stated that the police department has concerns over whether legal questions exist about whether an individual municipality can truly prohibit their use, especially on a State numbered highway. Speidel also stated that the police department resources are stretched to enforce traffic safety concerns such as speeding and red light running throughout the City, and would be stretched even further in attempting to enforce this "quality of life" concern. Speidel stated that while the police department is opposed to the proposal, it would be appropriate for the police department to abstain from voting on the issue since the police would be responsible for enforcement.

Further discussion ensued. M. Williams stated that engine brakes are an included component of COAST's transit buses, and he would like more information on the issue before forming an opinion. Schmidt stated he would like to look into the issue further, knowing that other municipalities have passed such ordinances. Olivier suggested that someone other than the PD do further study. Munson and Schmidt volunteered to study the issue further and return to the committee with additional report. Consensus from the committee was to table the issue for a future meeting.

C. Request for speed limit reduction, Gulf Road

Gary Winters, a representative of the Cochecho Country Club on Gulf Road, gave an overview of his concerns as outlined in his correspondence that was previously shared with the committee. The Country Club board has explored options for making its Gulf Road golf cart crossing safer, to include an RRFB pedestrian-actuated beacon system, but has also approached the State about reducing the speed limit on this stretch of Gulf Road from 40mph to 30mph. This stretch of Gulf Road is a State roadway. Winters cited a response from William Lambert, Principal Engineer at the NHDOT's Bureau of Traffic, recommending that the City of Dover request a seasonal change in the speed limit per NH RSA 265:62. Winters asked the committee to endorse this proposal.

Further discussion ensued. Speidel noted that RSA 265:62 limits the period of a seasonal speed limit reduction to 4 months, which does not effectively encompass the typical golf season. Semprini noted that relocating the urban compact line to a point beyond the country club would allow the City to evaluate and reduce the speed limit. M. Williams stated that he had concerns with having a temporary speed limit, due to driver awareness.

Motion: Speidel moved, Munson seconded, to refer this matter as an action item for staff as a two-step process:



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- 1) Consider asking the NHDOT to relocate the urban compact line to a point southeast of the Cochecho Country Club
- 2) Failing option 1, return to the TAC with the option of considering a seasonal speed limit reduction

Vote: Motion passed 8-0. (Note: Goldman had departed the meeting during discussion on Agenda item C)

D. Chapter 141-42 Schedule C, Stop intersection additions

- a. **Sunset Drive at Cataract Avenue**
- b. **Maplewood Avenue, Cranbrook Lane, Stiles Lane at Old Rochester Road**

Speidel gave overview of the Old Rochester Road intersections, being brought forward by the police department. During a recent closure of Old Rochester Road using Cranbrook and Maplewood as the detour route, traffic control personnel had noted the absence of stop signs on these intersections as a safety concern. Speidel also noted that Stiles Lane has a stop sign posted at its intersection with Old Rochester - which was likely installed in accordance with the plan and layout – but which is not shown in the City Code. Speidel also noted that the Engineering Department had recently recommended a new stop sign on Sunset Drive at Cataract Avenue, after reviewing safety concerns related to a new development directly across the street.

Motion: M. Williams moved, Schmidt seconded, to endorse all four stop sign additions to the City Code.

Vote: Motion passed 8-0.

E. Chestnut Street bridge repair project

Semprini and Mavrogeorge gave an overview of this pending project. A recent evaluation of the bridge has determined that a complete repair of the deck is necessary, and the project would have substantial traffic implications. A recent bid request was anticipated to be just under 1 million dollars, but the single bid response was 1.8 million dollars. Mavrogeorge asked the committee to consider the implications of maintaining two-way traffic during the project (at a higher cost) versus a complete shutdown of the bridge. Mavrogeorge noted that re-bidding the project in the fall allows the opportunity for lower costs with a complete closure of the bridge, when contractors would be more likely to take on the work through the winter months. Discussion ensued regarding the timing of a complete closure and the traffic implications. It was also noted that with the expected timing of the construction on the former liquor store property (47 Chestnut), delaying the project would adversely affect the opening of that property.



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Motion: M. Williams moved, Monson seconded, to endorse having the Engineering Department put the project out to re-bid this fall with an anticipated seven-month closure.

Vote: Motion passed 8-0.

F. 291 Durham Road NHDOT culvert replacement project, June 2022 (staff update)

Mavrogeorge and Semprini gave an overview of the planned project by the NHDOT, and handed out the traffic control plan. The closure is expected to last several days to a week.

4. CITIZENS FORUM

Kean McDermott, 128 Back River Road: commented on the work this board is doing in the context of safe commuting week. Commented that he would prefer that the Gulf Road speed limit be extended as 30mph all the way to the State line. Asked whether the development at 47 Chestnut Street would have any impact on the community trail (staff responded to his question). Asked whether additional speed enforcement is planned on the side roads nearest the Durham Road culvert project.

5. MEMBER COMMENTS

Olivier asked about the timing of paving on Central Avenue near Glenwood Avenue. Mavrogeorge responded that the timeline is June or July, depending on location, in connection with the wrap-up of the water main project.

Tremblay noted the poor condition of Henry Law Avenue near the indoor pool entrance. Semprini noted the lower Henry Law Avenue reconstruction project timeline of 2024.

L. Williams noted she has learned in her role as Council liaison to the Conservation Commission that some municipalities have a “priority mitigation” list. Dover is considering developing such a list and may form a subcommittee looking at dual purpose, for example: identifying culverts most in need of repair and at the same time, examining impact on wetlands.

6. CONFIRM NEXT MEETING DATE

The next meeting date was tentatively identified as July 25, 2022.

7. ADJOURN

Munson moved, M. Williams seconded, to adjourn at 7:30 PM. Motion passed unanimously.