



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, August 22, 2022**
Meeting Time: **6:00 pm**

Members present: Maurice Olivier (Chair), Marn Speidel (Police), Donna Benton (Planning), Jill Semprini (Community Services), Michael Williams (COAST), Susan Tremblay, Elizabeth Goldman (Clerk), Peter Schmidt (Alternate)

Members Not Present (Excused): Dennis Munson (Vice-Chair), Lindsey Williams (City Council)

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

1. ROLL CALL

Olivier called the meeting to order at 6:00 PM. Schmidt, as alternate, was acknowledged to be a voting member for the meeting.

Speidel moved to have New Business item E (239 Knox Marsh Road project) heard first. All other agenda items were covered in the order below.

2. OLD BUSINESS

A. Review/approval of minutes from May 23, 2022

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

Vote: Motion passed 8-0.

B. Request for speed limit reduction, Olive Meadow Lane

Speidel handed out a synopsis of speed data collected by the police department on a selected weekday in June 2022. The average speed of traffic traveling away from Sixth Street was noted to be 16mph, and traffic traveling toward Sixth Street was 15mph with the highest recorded speed at 22mph and 85th percentile at 21mph. Speidel noted that local speed limit assignment is discussed in the Transportation Chapter of the Master Plan and RSA 265:63.

Motion: Speidel moved, Goldman seconded, to endorse posting a speed limit of 25mph on Olive Meadow. M. Williams noted that posting the road 6mph higher than the average speed might lead to an issue later.

Vote: Motion passed 8-0.

C. Request for speed limit reduction, Gulf Road

Gary Winters, representing the Cochecho Country Club, gave an overview of concerns regarding traffic speeds in the area of the golf cart crossing. Prior correspondence from Winters had already been distributed to the committee. Speidel reported that one of the staff follow-up items from previous meeting was to investigate relocating the urban compact line to allow the City to assume maintenance of this section of Gulf. Speidel noted that the Director of Community Services had met with his affected staff and following a site review and meeting, they had decided



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not to endorse a relocation of the urban compact. One of the cited reasons was the condition of a culvert that might require costly repairs in the near future. Speidel stated that committee should still consider whether it is appropriate to expend resources here. Additional discussion ensued. Schmidt stated that he felt it inappropriate to do nothing.

Motion: Schmidt moved to have City staff come up with options for advance warning improvements. Additional discussion ensued regarding potential options. Speidel noted that RRFB systems had already been explored by the CCC and are still a potential option, but that other options such as adding beacons to advance warning signs are also alternatives.

Vote: Motion passed 8-0. Staff was tasked with follow-up to report options and costs.

D. Truck engine brakes prohibition – citizen request

Speidel noted that Munson had been doing some follow-up on this item, and it was tabled for a further report from Munson.

3. NEW BUSINESS

A. Lexington Street speed concerns

Liz Whelan, Lexington Street, stated she moved here in 2018, and since that time the population of young families has increased. She expressed concerns regarding troublesome speeding.

Beth Wagner, 20 Lexington Street, cited an incident of getting struck by a car at the Silver/Cushing intersection. Stated she was there when speed table was put on Lexington, then removed. Wants the road to be safe again.

Stephen Milata, Cushing Street, spoke about how traffic volumes increased on Cushing after speed tables were installed on Lexington. Stated that Cushing Street typically had more rental properties, but now young professionals are populating and it is becoming more family oriented.

Caroline Taber, 34 Cushing, Kirsten Swanson 32 Cushing, and Basil Clarke, 32 Cushing, all stated their agreement with Milata's concerns about Cushing.

Speidel spoke about history of the 2012 Traffic Calming Study and gave some history of the speed table on Lexington as a pilot measure.

Whelan expressed concerns about neck-downs interfering with visibility. Speidel countered that neck-downs offer a shorter crossing distance for pedestrians.

Milata stated that the slope of the roads (particularly Cushing) causes vehicles to speed up as they approach Washington Street.

Schmidt inquired about truck traffic. Residents stated that there is some, but the primary issue is speed.



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Motion: Schmidt proposed that enforcement of trucks be increased. Discussion ensued on whether a motion is appropriate to direct staff to take certain action. Schmidt clarified that he would like to see more enforcement, notwithstanding limited resources. Additional discussion ensued.

Vote: Motion passed 7-1 (M. Williams abstained).

Motion: Goldman moved, Tremblay seconded, to review the 2012 Traffic Calming Study to see whether additional measures could be considered.

Vote: Motion passed 8-0.

B. Citizen request for parking restriction, Sixth Street at Horne Street (northerly side)

Speidel gave overview of this concern, which had been brought to the Parking Manager's attention by a concerned motorist who cited obstructed view looking to the right when trying to pull off Horne onto Sixth. Speidel noted that while all intersections are governed by a 20' restriction, it is generally only posted where concerns or problems are noted. The resident was not specifically invited to speak to whether a restriction of a greater distance was wanted.

Motion: Speidel moved, Schmidt seconded, to endorse the posting of a "No Parking Here to Corner" signs as close as practicable to the 20' mark.

Vote: Motion passed 8-0.

C. Citizen concern – trucks and traffic on Oak Street (Portland Avenue to Atlantic Avenue)

Speidel gave overview of correspondence that had already been shared with the committee. Speidel cited the current version of the commercial vehicle ordinance and explained why restricting trucks on this section of Oak Street was not advisable. Semprini noted that some money was allocated toward replacement of the Oak Street bridge over the railroad tracks, then the NHDOT stepped in to assume responsibility for the project, so the funds are now earmarked to add a sidewalk along Oak Street between Broadway and Portland. Schmidt spoke in favor of that. M. Williams asked whether there is a sidewalk priority list, based on volume.

D. Fifth Street reconstruction project – traffic flow discussion

Semprini stated that this project is exploring options for traffic flow on Fifth Street between Chestnut and Grove, in conjunction with utility and roadway improvements. Semprini noted that an easterly one-way option was proposed to those who recently attended a neighborhood meeting, because this would be a natural couplet with Lincoln Street that runs parallel. However, the consensus of the neighbors was that a westerly one-way flow (away from Fifth Street) should be considered.



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Motion: Tremblay moved, M. Williams seconded, to endorse the one-way option. Discussion ensued regarding timing of any ordinance revision. Semprini clarified that the project is still in the design phase. Consensus from the committee was to support the one-way option if that is what the abutters want.

Vote: Motion passed 8-0.

E. 239 Knox Marsh Road project – area improvements proposed for NHDOT consideration

Chris Berry, of Berry Surveying and Engineering, had been requested to give an overview of the project at this property. Berry noted that this project proposes a redevelopment of the former McCrone family tree farm into 32,000 square feet of commercial space and 64 residential units. NHDOT has jurisdiction over a driveway permit for the project. Berry stated that there is a proposed sidewalk along the frontage of the site, and that a 12' lane will be added to Knox Marsh Road for a right turn lane in. Semprini asked whether a left turn lane is warranted. Berry stated that the traffic study has determined that a left turn lane will be required on the 20-year horizon, but the DOT is not requiring it to advance the driveway permit. Additional discussion ensued regarding traffic speeds.

Motion: Benton moved, M. Williams seconded, to endorse a letter from City staff to NHDOT requesting a speed limit reduction from 50mph to 40mph in this area.

Vote: Motion passed 8-0.

4. CITIZENS FORUM

No additional citizens were present.

5. MEMBER COMMENTS

Goldman asked M. Williams a question pertaining to monthly passes for COAST.

Tremblay asked a general question about speed tables over a temporary period, such as for $\frac{3}{4}$ of a year. Discussion ensued on such measures.

6. CONFIRM NEXT MEETING DATE

Speidel stated that he would be out of the area during the week of the next regularly scheduled October meeting. Additional discussion ensued. The next meeting date was identified as November 28.

7. ADJOURN

Munson moved, M. Williams seconded, to adjourn at 7:45 PM. Motion passed unanimously.