



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

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

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

Members Not Present (Excused): None

Members Not Present (Unexcused): Dustin Gray (Alternate), Lindsey Williams (City Council)

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.

2. OLD BUSINESS

A. Review/approval of minutes from August 22, 2022

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

Vote: Motion passed 9-0.

B. Request for speed limit reduction, Gulf Road

Gary Winters, representing the Cochecho Country Club board of directors, was present. Speidel gave background on this agenda item. Semprini provided a staff report on four potential crossing upgrade options that the City determined were applicable, along with cost estimates:

- 1) Larger, possibly relocated golf cart warning ahead signs and signs at the crossing point. Four 36"x36" Diamond Grade W11-11 signs installed = \$2,000.
- 2) User-actuated RRFB type beacon system at the crossing point. Quoted by Electric Light Company (Cape Neddick ME) = \$19,885.
- 3) 24/7 flashing advance warning beacon system, to be turned on/off with golf season. Likely installed on wooden poles with electrical service underground. Quoted by Electric Light Company = \$19,000.
- 4) User-actuated beacon system at the crossing point with smaller beacons embedded in the signs, similar to the system at Chestnut/Fourth = \$14,000.

Winters asked what is the next step: does the City approach the State with these proposals or does the CCC do it? Speidel and Semprini advised that the State must accept any option, and suggested that the CCC approach the DOT. It was also noted that the City would not be a funding source. Consensus of the committee was that no vote or formal action was required.

(Note: discussion on Old Business items C-D, and New Business items A-C was deferred to a point later in the meeting.)



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C. Truck engine brakes prohibition – citizen request

Speidel reminded committee of the gist of earlier discussions on this topic. He deferred to Schmidt and Munson for a further report. Schmidt stated that engine noise from trucks is a concern. Munson reported that he reached out to 25 separate police departments, and had learned that among those with such a prohibition in their community, none of them enforce it. Additional discussion ensued.

Motion: Williams moved to not endorse this prohibition, based in part on the police department's recommendation and on the enforceability.

Vote: Motion passed 8-0. (Note: Schmidt had departed at 6:45 PM and was not present for this vote.)

D. Lexington and Cushing Street speed concerns

Speidel referred to handouts that had been provided by Benton, including a December 4, 2012 Summary Memo from Jeffrey H. Taylor & Associates regarding the Traffic Calming Project for this neighborhood. The committee was asked to review this and return to the next meeting with any questions, concerns, or suggestions for how to move this issue forward.

3. NEW BUSINESS

A. Woodland Road 25mph speed limit request

Speidel gave an overview of the resident correspondence that led to this agenda item. The resident had expressed concern about some vehicles traveling at unsafe speeds, the presence of children playing outside, and the lack of any posted limit on Woodland. The resident asked for a 25mph speed limit posting. Speidel noted that a similar action was recently taken on Olive Meadow Lane, but as required by state statute, this was done after collection of some data that supported it. Speidel stated that the resident had been invited to the meeting to speak more specifically to the concern. Discussion ensued. Consensus from the committee was for staff to evaluate further and try to collect some data, and return with a more specific recommendation if supported by the data.

B. Crosswalk request – Locust/Nelson Streets

Speidel gave overview of two pieces of recent correspondence pertaining to this concern, and reminded the committee of prior actions that City staff has taken to evaluate the feasibility of adding a new crosswalk on Locust Street near Nelson or Church Streets. The TAC had last formally considered this issue in May 2019, and at that time did not endorse the proposal. Speidel stated that staff continue to field this suggestion, particularly with each new round of parents with children attending My School. Speidel asked whether the committee believes that circumstances have



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changed that merit reconsidering this stance. Discussion ensued. The committee consensus was that the TAC still does not endorse a new crosswalk here.

C. Crosswalk safety concern – Locust Street @ Hale Street

Speidel stated that staff continually field concerns about pedestrian safety at this crossing. Most recently, Recreation Director Bannon had initiated correspondence on behalf of Dover Senior Center patrons who had expressed concerns. Additionally, City Hall staff who primarily park their personal vehicles behind the Library are required to cross here twice daily, and often after dark during the colder weather months. Concerns have been voiced over inadequate lighting, sight distance to the north, and traffic speeds on Locust Street. Discussion ensued. Semprini stated that Engineering staff is evaluating whether it is feasible to relocate the school zone speed limit warning beacon to a point farther upstream, and whether incorporating an RRFB system could make the crossing safer. Consensus from the committee was to prioritize this location for one of the next available RRFB systems when funded, and to have staff continue to review options for optimizing the safety of this crossing.

D. Crosswalk request – Chestnut Street @ Transportation Center

Jeff Bernstein, a Dover resident, addressed the committee. He stated that he and his family walk frequently all over town and has observed that a large number of people cross from the train station toward Cleary Cleaners. He stated that he feels a safer crossing should be implemented.

Semprini noted that the NHDOT has a project in the works – to which the City has committed funding – for implementation of a roundabout at the intersection of Chestnut and Third Streets. City officials have repeatedly been pressing the State for action on this, but the project has reportedly been paused because the railroad has changed ownership from Pan Am to CSX, which has expressed reservations about the roundabout. Discussion ensued. Semprini noted that the railroad has no monetary stake in the issue, but has expressed objection to the roundabout in proximity to the grade crossing.

Motion: Goldman moved, Tremblay seconded, to table this item to gather further information about the disposition of the roundabout project.

Vote: Motion passed 8-0.

E. Crosswalk request – Durham Road @ The Garrison

Thinsulin Ma, a resident of The Garrison Condos, addressed the committee. She stated she had moved here from Lynn, MA and has two children who have to cross Durham Road here to attend Dover Middle School. She noted that there is a marked crosswalk at Dover High School, but none at DMS. She expressed concerns about the traffic volume and activity here and about the safety for students needing to cross.



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Semprini stated that there is a CMAQ grant application pending for funds to extend the sidewalk along the south side of Durham Road, but that project would be years out even if approved. It was noted that the sidewalk along the south side of Durham Road extends only as far as The Garrison, but is not connected to Back River Road; on the north side, the sidewalk extends from Alumni Drive to beyond Locust Street. Speidel gave an overview of previous steps taken by the TAC to consider this specific request: a site review was conducted at that time and the TAC discussed whether to endorse an “uncontrolled” crossing. The consensus at that time was that until/unless a sidewalk is extended on this side BEYOND the Garrison to connect with Back River Road, there is not enough pedestrian traffic crossing here to warrant it. For residents of The Garrison with students who attend the middle school, the safest option is still to walk up Durham Road to Alumni, cross at the marked crossing, and then walk back – a distance of slightly less than 850’ in each direction. Schmidt referenced the SAU and asked who from the school department is involved in this discussion.

Olivier asked what is the next step. Speidel stated that staff currently does not support adding an uncontrolled crossing here for the same reasons noted.

Motion: Schmidt moved, Goldman seconded, to not endorse this request.

Vote: Motion passed 9-0.

F. Crosswalk request – Portland Avenue @ Cochecho Street / 25 School Street

Speidel gave a summary of a citizen’s concern regarding the absence of a marked crosswalk on Portland Avenue near the intersection of Cochecho Street. The gist was that the resident who lives at 25 School Street often has to cross to access available public parking on the south side of Portland or on Cochecho, and has trouble finding adequate opportunity to cross. Speidel stated that traffic volumes on Portland Avenue are worth considering, if pedestrians never get a safe gap to cross, but noted that a new crosswalk here would be “uncontrolled” and would require further evaluation. Speidel stated that it is unlikely that certain criteria – including the actual volume of pedestrian crossing in the area - would meet the standard for a new crossing.

Semprini stated that the City has a project out to bid to rebuild the retaining wall along the southerly side of Portland near Cochecho, and as part of this project, pedestrian connectivity was evaluated. The sidewalk along the south side of Portland would be preserved, and a marked crosswalk across the mouth of Cochecho Street would likely be included. Additional discussion ensued.

Motion: Munson moved, Tremblay seconded, to not endorse adding a new crosswalk across Portland Avenue in this location.

Vote: Motion passed 8-0.



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G. Cataract Avenue correspondence

Speidel gave overview of correspondence from a resident at 45 Cataract Avenue. The resident expressed concern about traffic safety on the road in light of a new residential construction project underway at Porch Light Drive, across from Sunset. The resident expressed concern about the lack of speed limit signs and suggested that someone evaluate whether stop/yield signs or speed bumps would be suitable remedies for traffic calming. Speidel noted that the lack of speed limit signs could be remedied with a work order to install one in each direction. Additional discussion ensued regarding an approved residential project at the former McIntosh College site. The committee did not make any specific recommendation.

H. Traffic concern – Horne Street @ Roosevelt Avenue

Speidel referenced a citizen's correspondence that had already been shared with the committee, and also distributed photographs taken from the corner of Roosevelt Avenue and Horne Street depicting a large tree near the crosswalk location. The citizen's concern was that the encroaching trunk of the tree was a hindrance to visibility, as it potentially blocked the view of both drivers and pedestrians. Speidel noted that City officials generally have the right to trim overhanging branches that interfere with the right-of-way, but in other respects, the trunk of the tree is ultimately the property owner's responsibility as it is clearly on private property. Speidel noted that a large scale utility reconstruction project along Horne Street is in the CIP and would include improvements to the surface design and streetscape. Speidel asked the committee to consider the concern and determine whether the issue warrants further action at this time by City staff. Consensus was that the situation does not yet rise to a level requiring immediate action.

I. Sandpiper Drive parking – housekeeping change to Chapter 141

Speidel stated that in the course of replacing a missing no parking sign on Sandpiper Drive, staff had discovered that the ordinance which restricts parking along one side of Sandpiper actually refers to the opposite side from what is posted in the field. Speidel speculated that this may be due to field conditions from when the ordinance originated, in that buried utilities on the south side of Sandpiper probably impeded the posting of signs. Speidel recommended that the committee endorse a housekeeping change to City Code.

Motion: M. Williams moved, Munson seconded, to make a housekeeping change to Chapter 141 to adjust the parking restriction to the opposite side of Sandpiper Drive.

Vote: Motion passed 8-0.



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4. CITIZENS FORUM

Kean McDermott, resident of Back River Road, noted that the requests on tonight's agenda seem to indicate that citizens want traffic to slow down.

5. MEMBER COMMENTS

Olivier stated that tractor-trailer units are frequently using Glenwood Avenue in violation of the truck restriction. Speidel noted that some trucks originate or are destined to the Plaza Drive rehabilitation center and would be complying with ordinance, but indicated that the police department would attempt to step up enforcement.

Tremblay spoke about a potential safety concern with overgrown brush impeding the view for drivers on Tennyson Avenue looking left to turn out onto Henry Law Avenue. Semprini stated that staff would look at it.

Goldman asked whether Dover has any kind of formalized bicycle trails guide or map of any kind. Benton stated that there is a bicycle map that the Planning Department has worked on that is incomplete, as the project is supposed to incorporate striping adjustments and share-rows.

6. CONFIRM NEXT MEETING DATE

The next meeting date was tentatively identified as January 23, 2023.

7. ADJOURN

Benton moved, M. Williams seconded, to adjourn at 7:35 PM. Motion passed unanimously.