



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, February 26, 2024**
Meeting Time: **6:00 pm**

Members present: Maurice Olivier, Elizabeth Goldman, Dennis Munson, Michael Williams (COAST), Marn Speidel (Police), Jill Semprini (Community Services)

Members Not Present (Excused): Donna Benton (Planning), April Richer (City Council), Susan Tremblay

Members Not Present (Unexcused): Peter Schmidt (Alternate)

1. ROLL CALL

The meeting was called to order at 6:08 PM by Speidel.

Motion: Olivier expressed the desire to immediately relinquish his role as Chair. Speidel moved to have New Business items E and F be immediately addressed. Goldman seconded.

Vote: Motion passed 6-0.

3. NEW BUSINESS

E. Election of Chairperson

Motion: Munson moved, Goldman seconded, to nominate Michael Williams as Chair. No discussion.

Vote: Motion passed 6-0.

F. Appointment of Vice Chair and Clerk

Williams appointed Goldman as Vice Chair and Munson as Clerk. There was discussion about staff roles and the actual responsibilities of each position. Speidel assured the committee that he would maintain his role as liaison and continue to prepare agendas and keep minutes.

Remaining items were addressed in order of the posted agenda, with M. Williams assuming the role as Chair.

2. OLD BUSINESS

A. Review/approval of minutes from November 27, 2023

Motion: Munson moved, Olivier seconded, to approve with no amendments.

Vote: Motion passed 6-0.

B. Silver/Locust intersection – citizen concerns

Speidel refreshed the committee on the concerns initially raised by residents at the November meeting. Speidel handed out a report summarizing a five year history of crashes reported to the Dover Police Department. Speidel highlighted observations from the 32 crash reports. 4 of 32 involved left turning vehicles on Silver failing to yield to opposing thru traffic (potentially susceptible to correction with a protected



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green left turn arrow). 15 of 32 caused by red light running, dispersed between all four approaches. 2 involved pedestrians crossing against signal. No crash data that can be attributed directly to excessive speed. Speidel noted that staff was working with Sebago Technics - the City's traffic signal consultant – to review options for adjusting line striping and adding a westerly left turn lane on Silver.

Sara Santiago, Summer Street resident, asked whether the Locust/Silver traffic signals could be split to run independently. Santiago noted from the accident data that 18 towed vehicles seems like a lot. She asked about speed cushions and noted that Locust Street is a straightaway in both directions.

Semprini stated that CS-Engineering staff will meet with Portsmouth's transportation engineer in March. Will gather more info on what Portsmouth chooses to use for criteria and hopefully have more info for next meeting. Discussion ensued on whether to get the TAC back on schedule to meet in March, or set next meeting for April; consensus was to choose April. M. Williams asked whether action is needed now on this agenda item. Speidel stated it would remain an agenda item while staff continues to review options.

C. Portland Avenue retaining wall project – staff update

Semprini gave an update on this project. Pre-construction meeting to be scheduled soon, and project to be performed this season. Semprini noted that per the consensus of TAC, the traffic pattern for the single lane closure would be two-way, alternating using temporary signals.

D. Fifth and Grove reconstruction project – staff update

Semprini gave overview of this project and outlined the areas to be covered. Full reconstruction of surface streets follows the utility upgrades. Fifth/Chestnut intersection to get a new crosswalk with bump-outs and RRFB system. Fifth Street will be one-way traffic westbound. Discussion ensued on the timing of the one-way, which has already been endorsed by TAC, which will require an ordinance revision.

E. Lexington and Cushing Street speed concerns

Liz Whelan, resident of Lexington Street, asked the TAC to reconsider employing physical speed calming measures, such as speed cushions or tables. M. Williams stated that the committee has endorsed a series of measures, and some of those items have yet to be implemented. Speidel reviewed the November 27, 2023 recommendations, which were:



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- 1) Posting larger speed limit signs meeting current MUTCD standards for retro-reflectivity.
- 2) Incorporating bump-outs at the Washington Street end – as was done at the Silver Street end – in accordance with previous recommendation of the 2012 Traffic Calming Project summary (subject to budgetary approval and planning with annual sidewalk improvements).
- 3) The police department will include in its FY25 budget requested funds for smaller driver feedback (speed awareness) signs, to be used periodically at fixed locations on neighborhood streets such as Lexington and Cushing.

Speidel noted that item (1) had already been implemented, item (2) was being considered for budgeting and implementation by the Community Services Department, and item (3) was included in the police department's FY2025 budget. Discussion ensued on neck-downs. Whelan stated she feels they are less effective, and wants speed cushions instead. She asked for Lexington, Cushing and Arch to be included with other streets like Locust where speed cushions are being discussed. Santiago noted that several of these roads seem to be downhill toward downtown, and that drivers are speeding all over the place. M. Williams stated that staff actions with respect to prior recommendations are still pending.

3. NEW BUSINESS

A. Boston Harbor / Dover Point Road roundabout concerns

Speidel gave overview of correspondence from NHDOT regarding citizen concerns about pedestrian safety in the roundabout. Tara Tracy, 1 Clearwater Drive, addressed the committee. She stated she is a retired land use planner, and has experience from the perspective of bicyclists and pedestrians. Tracy stated she believes that priority was given to Route 4 through traffic, which presents a concern from a ped/bike perspective. At the southwest corner of the roundabout, a pedestrian is within 5' of moving cars. Tracy stated that near misses are voluminous, and that signals at the crosswalk west of the roundabout are horrible. She described witnessing a recent incident when a driver stopped for the crosswalk and another motorist went to pass and had to screech their brakes.

M. Williams stated that his experience to date is that 2 lanes can be confusing, and may lend the impression that Route 4 traffic has an overall right-of-way because of the 2 lane designation compared to the Spur and Boston Harbor approaches. Semprini stated that she navigates this roundabout daily as part of commute. M. Williams stated that crossings for pedestrians are not always optimal at roundabouts. Discussion ensued on what the TAC could/should entertain for recommendations. M.



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Williams said that bollards to protect pedestrians are worth looking at if there is adequate space. Additional discussion ensued.

Motion: Munson moved, Goldman seconded, to ask the New Hampshire Department of Transportation to prioritize traffic safety improvements at the roundabout, with specific consideration to:

- 1) Pedestrian guardrails or other physical barriers to separate traffic from sidewalks, particularly along the curves
- 2) Pedestrian signal enhancements to a driver's eye level to improve perceptibility
- 3) Improved signage, particularly with respect to the size of the YIELD signs for thru traffic on Route 4
- 4) Consideration of a single lane approach for all directions

Discussion ensued. Kean McDermott, 128 Back River Road, spoke about signage for cyclists directing them into the roundabout. McDermott also suggested amending (3) above to add supplemental signs to the YIELD signs "TO TRAFFIC IN ROTARY". Munson and Goldman agreed to add this amendment to the motion.

Vote: Motion passed 6-0.

B. Correspondence RE: Stark Avenue speed concerns

Speidel gave overview of citizen correspondence from resident Travis Carloni of 103 Stark Avenue, which was a request for consideration of speed tables or other speed control measures on Stark. The request made reference to recent crash history on the road and examples of measures implemented in Portsmouth. Speidel stated he had not had the opportunity to pull together all of the department's crash data. Consensus was to table this item to a future meeting.

C. Correspondence RE: RRFB's downtown

Speidel recognized two different pieces of correspondence from citizens suggesting the City consider RRFB systems at all downtown Dover crossings.

D. Old Rollinsford Road pedestrian crossing – WDH request

Speidel gave an overview of a request from WDH facility staff pertaining to the intersection of Walker Way and Old Rollinsford Road, amounting to a request for either an all-way stop - or a marked crosswalk – or both, to improve pedestrian connectivity between the WDH Professional Building (doctor's park) and the hospital campus. Speidel noted that staff would follow up with a site review and return to a future meeting with a recommendation.



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4. CITIZENS FORUM

Kean McDermott, 128 Back River Road, stated he appreciates the advocacy and driver speed feedback sign on Piscataqua Road. Asked whether the City has considered actions to advocate – or a community initiative – to raise awareness of speed concerns. Cited an example from Yarmouth Maine as an example, where a bicycle coalition did a “Community Spokes” program and Kennebunk did a “slow down” initiative. Discussion ensued. Semprini said that Community Services is trying to improve advocacy to slow Dover down. HB 1063 (2024) was discussed, which seems to be an attempt to advocate for more driver freedom to speed.

5. MEMBER COMMENTS

Speidel noted that alternate member Dustin Gray has opted not to seek renewal, and that Kean McDermott has agreed to fill the position pending formal appointment by the Council’s appointments committee.

Speidel noted a recent change to NH law pertaining to pedestrians navigating a signalized intersection. In short, a pedestrian is no longer required to employ the WALK signal button while crossing any particular leg as long as they do not interfere with traffic.

6. CONFIRM NEXT MEETING DATE

Discussed ensued regarding potential member conflicts with April 22, the fourth Monday. The next meeting date was tentatively identified as April 15, 2024 at 6:00 PM.

7. ADJOURN

Munson moved, Goldman seconded, to adjourn at 7:50 PM. Motion passed unanimously.