



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, July 22, 2024**
Meeting Time: **6:00 pm**

Members present: Michael Williams (Chair, COAST), Marn Speidel (Police), Jill Semprini (Community Services), Donna Benton (Planning), Dennis Munson, Susan Tremblay, Peter Schmidt (Alternate), April Richer (City Council)

Members Not Present (Excused): Elizabeth Goldman, Kean McDermott (Alternate)

Members Not Present (Unexcused): Maurice Olivier

1. ROLL CALL

Chairman Williams called the meeting to order at 6:02 PM.

2. OLD BUSINESS

A. Review/approval of minutes from April 29, 2024

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

Vote: Motion passed 7-0 (Schmidt abstained).

B. Silver/Locust intersections – staff update

Semprini updated the committee on staff follow-up. Locust Street was recently repaved, and with reapplication of pavement marking, the travel lanes were narrowed. Strafford Regional Planning Commission has been enlisted to do updated traffic counts, which will be compared with prior data to evaluate the effect of lane line reduction on speed. Schmidt expressed overall concerns.

Speidel inquired whether Sebago Technics had expressed an opinion on whether adding an outbound left turn lane on Silver Street is feasible. Semprini noted that Sebago did say it is feasible. Schmidt asked for concept drawings. Speidel suggested that staff could also draft cost estimates for this.

C. Old Rollinsford Road pedestrian crossing – WDH request

Speidel stated that staff had yet to evaluate this request and asked for it to be tabled to a future meeting.

3. NEW BUSINESS

A. Pedestrian safety concern – Henry Law Avenue @ Tennyson Avenue

Speidel gave overview of correspondence from a citizen expressing concern about the intersection of Henry Law and Tennyson, where sidewalk tip-downs and pedestrian warning signs appear to indicate there is supposed to be a marked crosswalk which has not been painted.

Christina Doore, 5 Wallingford Street, stated she is a frequent pedestrian in the area and expressed concern about crossing the street here. There has never been a painted



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crosswalk here. Schmidt asked when it is typically used. Doore stated primarily daytime.

Speidel noted the background of the reconstruction project for this section of Henry Law Avenue, and recalled that while a crosswalk was shown on the original design plans, City staff had opted not to install it because adding a new uncontrolled crosswalk so far outside the downtown was problematic. Speidel referred to the City's crosswalk policy and standards pertaining to uncontrolled crossings. Suggested that the presence of signs – particularly with the downward pointing arrow – is consistent with marked crosswalks and is likely causing confusion. Speidel stated that with low pedestrian and vehicular volume, having the onus be on the pedestrian to wait for a safe gap is the safer alternative.

Williams stated he is reluctant to endorse removal of warning signs. Schmidt asked staff to review. Discussion ensued on the existing location of approach warning signs. Richer asked for attention to trimming of shrubbery that obscures signage and impairs sight distance. Richer stated she would prefer the City encourage foot traffic. Tremblay noted that for traffic exiting Tennyson, the shrubbery looking north needs to be trimmed back.

Speidel noted that staff would evaluate, form a consensus on recommended action, and return to TAC with a recommendation.

B. Stop sign request – Chamdler Way @ Old Littleworth Road

Speidel gave overview of a work order request that was made to Community Services suggesting that a stop sign be added here. Semprini noted that the requesting resident was invited to attend the TAC meeting but is not present. Williams noted that stop sign requests come to the committee frequently for existing intersections, and asked whether it would be good philosophy to review all intersections for stop sign warrants and install all where appropriate. Semprini estimated there are over 5,000 signs in the City's inventory, and noted ongoing maintenance costs. Semprini estimated there are a few hundred locations where new stop signs could be installed.

Richer stated that City traffic volumes have increased. With the original correspondence citing excessive speed by delivery drivers, Richer noted some differences between UPS and Amazon drivers in terms of level of training and experience. Discussion ensued. Richer stated she believes City needs to be more proactive.



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Williams asked for a motion on whether to install a stop sign here as suggested. None was made. Consensus of the committee was to take no action.

C. Pedestrian safety concern – Chestnut Street @ Third Street

Richer gave overview of a citizen's concern about the lack of any direct access for pedestrians from the public transit hub to the downtown area. She suggested this is an overall concern for the City which should prioritize improvement of walkability and visibility in the City. Semprini spoke about the potential roundabout project at Chestnut/Third, which is now in the hands of the NH Department of Transportation but which has faced opposition from CSX Railways.

Speidel noted that staff has discussed the feasibility of relocating the First Street signals northward to Second Street, and noted there are some potential impediments due to proximity of the rail crossing. Schmidt spoke about signage and how to direct pedestrians toward First Street where the signals currently are.

Tremblay suggested a pedestrian overpass bring like in Portsmouth near Woodbury Avenue. Semprini noted that Portsmouth has actually looked toward removing this bridge, due to the expense necessary for maintenance. Additional discussion ensued. Richer suggested making the crossing location at First Street more welcoming to attract those seeking downtown. Williams stated that COAST would like to work with the City on a more comprehensive approach to how the DTC works, and how it can be improved. Signage might be a good interim step.

Motion: Schmidt moved to urge staff to take a more comprehensive approach to the issue of establishing a safe pedestrian connection in this area of Chestnut Street.

Richer seconded, and asked to amend the motion to have bicycles included in the review. Discussion ensued. Motion amended to urge staff to pursue identifying a patch to a plan.

Vote: Motion passed 8-0.

D. Citizen correspondence – Glenwood Avenue speed awareness sign request

Speidel gave overview of a recent citizen request to have Glenwood Avenue be included for consideration of a speed awareness sign assembly. Speidel updated the TAC on current locations, and noted that Glenwood is already on a short list of potential future locations.

E. Citizen correspondence – Court Street speed concern

Speidel gave overview of a Court Street resident's correspondence that had already been shared with the committee concerning traffic speeds. The resident suggested a



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speed table and asked whether other traffic calming strategies would be undertaken as part of the larger construction project.

F. Watson Road school zone request

Speidel gave overview of a citizen's request for a school zone sign on Watson Road for the benefit of those who arrive and depart Seacoast Charter School. Speidel gave overview of additional discussions that had taken place in the past, where SCS staff had been made aware that if a reduced speed school zone was to be established, the school would be responsible for the initial expense and then the City would assume responsibility for maintenance. Speidel also drew a distinction between formally employing a reduced speed limit (with flashing beacons timed to the school start/end times) and merely adding MUTCD standard warning signs to warn motorists of the presence of a school. Consensus was that staff would continue to evaluate and determine best course of action.

4. CITIZENS FORUM

No members of the public were in attendance.

5. MEMBER COMMENTS

Semprini stated that the Court Street utility reconstruction project is going out to bid this fall. Fifth Street project is ongoing. The plan is to revert to a one-way traffic pattern on Fifth Street after the project is substantially complete this season. On Portland Avenue at the retaining wall project, temporary signals are in place. The project is ongoing and on track for the end of September.

6. CONFIRM NEXT MEETING DATE

The next likely meeting date was identified as September 23, 2024 at 6:00 PM.

7. ADJOURN

Munson moved, Benton seconded, to adjourn at 7:26 PM. Motion passed unanimously.