

CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, March 24, 2025**
Meeting Time: **6:00 pm**

Members present: Michael Williams (Chair, COAST), April Richer (City Council), Jill Semprini (Community Services), Donna Benton (Planning), Marn Speidel (Police), Kean McDermott, Elizabeth Goldman, Susan Tremblay, Aaron Williams (Alternate)

Members Not Present (Excused): Dennis Munson, Peter Schmidt (Alternate)

Members Not Present (Unexcused): None

1. ROLL CALL

Chairman Williams called the meeting to order at 6:00 PM. A. Williams and Councilor Richer arrived at 6:05 PM.

2. OLD BUSINESS

A. Review/approval of minutes from November 25, 2024

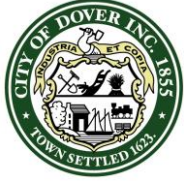
Motion: Benton moved, McDermott seconded, to approve with no amendments.

Vote: Motion passed 7-0.

B. Pedestrian safety concern – Sixth @ Grove

Speidel gave an overview of the history here, where a crosswalk was previously in place but was removed years ago at the endorsement of TAC. Concerns at that time included traffic speeds on Sixth and the uncontrolled nature of the crosswalk. Delilah DiMambro, resident of the Mount Vernon Street neighborhood, spoke in favor of having a crosswalk here or somewhere along Sixth Street. Semprini spoke about the City's crosswalk policy, and the City's current focus on improving the safety of existing crosswalks, and adding RRFB systems where appropriate. Semprini stated that Community Services is not opposed to adding a new crosswalk here, but added that it is not a primary focus of the available funding for crosswalk upgrades. Aaron Williams asked whether the City would consider bump-outs here. Discussion ensued. Speidel spoke about the length of the crosswalk from the existing curb cuts which effectively crosses at a diagonal, and the necessity to re-work the curbing to make the crossing distance straighter and shorter. Richer asked about the inclusion of this intersection as part of a school route. Speidel noted that students living south of Sixth Street have the opportunity for a bus route, so this is not a required crossing for elementary students attending Horne Street School. Michael Williams asked whether future placement of RRFB systems could be included as an upcoming agenda item. Aaron Williams asked whether speed of cars on Sixth could be addressed. Semprini referred to the possibility of getting traffic count data from Strafford Regional Planning Commission. Richer stated that she frequently fields requests to make the City more walkable, and stated people don't feel safe crossing Sixth.

Motion: McDermott moved to endorse moving this issue forward for staff to study adding a crosswalk somewhere along Sixth Street between Chestnut and Whittier, in



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conjunction with prioritization of other existing uncontrolled crosswalks. Speidel seconded. Additional discussion ensued to clarify the motion.

Vote: Motion passed 9-0.

C. Route 4 roundabout concerns, NHDOT project

Speidel summarized correspondence from NHDOT officials to City staff, indicating that while additional signage was installed in 2024 to help bring attention to the pedestrian crossings, NHDOT has no plans to create a new project or expend additional engineering funds to reevaluate the intersection at this time.

D. Central/First and 400 Central Ave crosswalk proposals

(Notes for this agenda item are shown as discussed, but this item was deferred at Speidel's request to occur later in the meeting.)

Semprini noted that CDBG funding has been sought to make some of the suggested measures at these crosswalks more permanent, and that the permanent measures will include curb extensions or bump-outs to shorten the actual crossing distance. Eric Leaver, 42 Main Street, stated that he still supports the temporary measures that were endorsed previously by the TAC. Benton stated she could check with the CDBG coordinator to ensure that temporary measures would not interfere with the project. Semprini stated that CS staff had determined that since permanent measures were being pursued, the temporary measures were put on the back burner. Tremblay stated she still supported temporary measures being employed during the coming summer. M. Williams summarized that staff would follow up with the CDBG coordinator to determine next steps.

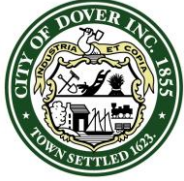
3. NEW BUSINESS

A. Stop sign request – Milk Street @ Mount Vernon Street

Delilah DiMambro, resident of the Mount Vernon Street neighborhood, expressed concern with the lack of traffic controls at this intersection, which is narrow and has lots of parked cars that obstruct drivers' view. She stated that those unfamiliar with the area might assume there is a stop sign on other approaches. DiMambro stated that while she would prefer an all-way stop, she would be happy with at least a stop sign on Milk Street.

Motion: Speidel moved, Tremblay seconded, to endorse an ordinance change to add a new stop sign on Milk Street at Mount Vernon Street. Speidel gave a summary of the next steps following a TAC endorsement to get an ordinance revision to the Council.

Vote: Motion passed 9-0.



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B. Citizen correspondence RE: NHDOT changes to Rte 9/Rte 155 intersection

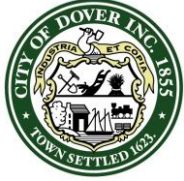
Speidel summarized the correspondence from a resident that had already been shared with the committee, expressing concern that NHDOT had removed a crosswalk leg from the intersection which is the normal direct path taken by pedestrians between West Knox Marsh Road and Bellamy Road to and from the high school. The citizen noted that the crossing timing did not allow for a pedestrian to cross more than two legs in a single cycle, requiring two full cycles to complete the intended sidewalk connection. McDermott asked whether NHDOT had ever replied to the concern. Semprini explained that City staff had expressed similar concerns at the outset, but NHDOT had chosen the path of least resistance to make the crossings comply with ADA accessibility.

C. Petition for COAST route serving Crosby Road industrial park area

Frankie Dominguez identified herself as a local recruiter and the author of the petition that had been brought forward. She noted that there are more than 20 employers off Crosby Road, and many clients support having a mode of public transportation to access these employers. Some jobs in this location are low paid, and the population is challenged. She stated that she had connected with COAST officials to get an overview of cost, and was given an estimate of \$122,000. COAST had suggested making it a reservation-based service.

M. Williams stated that this request has come up before, and that the challenge is in adding a new route, not just a stop. A new route would most likely originate from the Dover Transportation Center, where COAST routes make connections. M. Williams stated that if a new route was run 4 times per workday, it would incur a new cost of \$122K. If reservation-based scheduling, it doesn't incur a new operating cost. He explained that COAST is funded with a combination of federal grants, local city, and county funding. Sources would have to be identified for this new expense. Discussion ensued regarding revenue that COAST obtains from advertising.

Aaron Williams asked about alternative transportation routes, and discussion ensued regarding bike trails. Richer asked whether COAST would ever consider expanding service to Barrington, which would bring a bus along Littleworth Road past the industrial parks. M. Williams responded that COAST is open to the idea and has been asked by Barrington in the past, it is just a question of funding for a new route. He stated that COAST works closely with the Federal Transit Authority and routinely applies for programs to obtain 60% funding. He indicated that COAST already advocates with Senator Shaheen's office and is active in the NH State House. McDermott asked about Route 34. M. Williams responded that this route exists



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because COAST has to drive a bus between the DTC and Sumner Drive, the COAST offices, and this route is scheduled around operational needs.

Motion: Speidel moved, McDermott seconded, to recognize this petition and to recognize the benefit of a new COAST route to the industrial parks off Crosby Road and Industrial Park Drive. Discussion ensued.

Vote: Motion passed 8-0. Aaron Williams abstained.

D. River Run Condominium Association (Frances Drive) traffic concern

No one was present from the Association to speak to this concern. The item was deferred for staff to contact River Run regarding their wishes.

E. Annual election of Chairperson

Motion: Benton moved, Tremblay seconded, to support Michael Williams to continue as Chair.

Vote: Motion passed 9-0.

F. Annual election/appointment of Vice Chair and Clerk

M. Williams opened discussion regarding the actual roles played by the appointed Clerk, given that staff usually took responsibility for composing meeting minutes. Discussion ensued regarding these roles. Speidel noted that staff has historically been advised not to hold these positions, but also noted the TAC operating rules (adopted by the City Council) do not preclude staff from doing so. M. Williams appointed McDermott as Vice Chair, and Speidel as Clerk.

4. CITIZENS FORUM

Eric Leaver, 42 Main Street, read prepared remarks in opposition to the petition for the COAST route serving Crosby Road. He noted that COAST already serves Crosby Road on a fixed response service, but that it is expensive at \$37 per ride. He suggested that the City should do more with respect to this issue.

5. MEMBER COMMENTS

None were noted.

6. CONFIRM NEXT MEETING DATE

The next likely meeting date was tentatively identified as May 19, 2025.

7. ADJOURN

Speidel moved, Goldman seconded, to adjourn at 7:31 PM. Motion passed unanimously.