



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, May 19, 2025**
Meeting Time: **6:00 pm**

Members present: Michael Williams (Chair, COAST), Jill Semprini (Community Services), Donna Benton (Planning), Marn Speidel (Police), Dennis Munson, Kean McDermott, Susan Tremblay, Aaron Williams (Alternate)

Members Not Present (Excused): Elizabeth Goldman, April Richer (City Council), Peter Schmidt (Alternate)

Members Not Present (Unexcused): None

1. ROLL CALL

Chairman Williams called the meeting to order at 6:00 PM.

It was noted that with regular members absent, A. Williams could vote as an alternate.

2. OLD BUSINESS

A. Review/approval of minutes from March 24, 2025

Motion: Benton moved, McDermott seconded, to approve. McDermott asked whether specific correspondence that had been discussed at the meeting could be recorded formally as part of the minutes. Discussion ensued. Staff replied that minutes are only supposed to be a summary of discussion topics. No specific amendments were proposed to the draft March 24 minutes.

Vote: Motion passed 8-0.

B. Pedestrian safety concern – Sixth @ Grove

Semprini reminded the committee that the previous meeting's recommendation was to move this issue forward for staff to study adding a crosswalk somewhere along Sixth Street between Chestnut and Whittier, in conjunction with prioritization of other existing uncontrolled crosswalks. Semprini gave an overview of staff study of this issue and stated that staff consensus was for the best new crosswalk location to be at Horne Street. Speidel listed some pros and cons and summarized why this location is prioritized over Grove. A. Williams stated he still believes that Grove is a more suitable crosswalk location and asked staff whether they feel strongly that Horne is better. Discussion ensued. A. Williams stated that traffic speeds are a concern on Sixth Street, and wants to introduce other traffic calming measures aside from RRFB's alone to get traffic closer to the speed limit. Chicanes were discussed. Semprini stated plowing is the largest portion of the Community Services annual budget, and that it is important to be selective on where chicanes and other similar measures should go, or else residents of other roads will want them. Semprini noted that bump-outs would be added at the crosswalk location to reduce the crossing distance. This might have the effect of reducing the look and feel of the travel lane without specifically narrowing it. A. Williams asked Semprini about other measures that the Community Services Department might approve. Semprini brought up Arch (lane narrowing) and other neighborhoods where residents asked for speed tables.



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M. Williams asked the committee to revert from the traffic calming discussion back to this agenda item. He stated he agrees that Horne makes sense as the optimal location if only one location is to be selected. He asked where this would be in the prioritization list of RRFB's.

Motion: Tremblay moved, Munson seconded, to endorse Horne Street as a location for a new crosswalk implementation on Sixth Street. Discussion ensued. Speidel clarified that this may still need to be prioritized along with other RRFB systems, and currently other existing crosswalk location may be higher in the priority list.

McDermott asked for the status of the crosswalk policy update. Semprini stated it is still in the works.

Vote: Motion passed 8-0. A. Williams asked for it to be noted that traffic calming measures should include more than just RRFB's.

C. Old Rollinsford Road pedestrian crossing – WDH request

Speidel reminded the committee that this topics had been placed on a previous agenda, based on a request from WDH, but staff had not yet been able to report on it. Speidel explained that since WDH has acquired the property at 17 Old Rollinsford Road (formerly Dover Pediatrics), there is anticipated to be more pedestrian connectivity across the WDH campus as the property on the opposite side of Old Rollinsford Road becomes more heavily utilized. Old Rollinsford Road remains a public street. Speidel explained that Engineering, Planning and Police staff had met for a site review with WDH Facilities staff to review the layout and issues in proximity to the Old Rollinsford Road / Walker Way intersection. WDH had acknowledged that they will be responsible for additional campus upgrades to improve the connectivity across Old Rollinsford Road, to include making a sidewalk connection that might justify a new marked crosswalk. It was agreed that as an interim measure, the intersection of Walker Way and Old Rollinsford Road should become a multi-way stop. This was the unanimous consensus of City staff, conditioned upon one of the two 17 Old Rollinsford Road driveways being closed up with barriers to simply turning movements at the intersection.

Motion: Speidel moved, Benton seconded, to endorse amending City Code to add new stop signs on Old Rollinsford Road at the intersection of Walker Way (private). Discussion ensued.

Vote: Motion passed 8-0.

3. NEW BUSINESS

A. Fourth Street parking concern – resident request



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Chris Hobson, Fourth Street resident, spoke regarding several issues. First, he spoke about the new configuration at Chestnut/Fifth with a bump-out on the southeast corner that seems to impede a right turn from Chestnut northbound onto Fifth. Expressed concern that it is a tight turn, requiring traffic to wait for a vehicle to emerge from Fifth to have room for the turn. Second, he expressed concern about on-street parking along Chestnut that potentially blocks the view for traffic trying to emerge from Fourth Street. Third, he expressed concern about a tight travel way for two-way traffic on Fourth Street west of Chestnut Street, with on-street parking allowed on both sides of Fourth. Stated it is worse on Sundays with more congestion and people opening doors. He stated he had asked Engineering whether it's possible to restrict parking on one side of Fourth Street. He also added his kudos to the police department for recently stationing the speed awareness trailer on Fourth, and suggested a speed table be considered.

Semprini spoke to the Chestnut/Fifth bump-outs, which was justified to shorten the crossing distance for a new crosswalk. When striped, the markings may stop traffic farther back on Fifth. Community Services intends to evaluate the issue moving forward.

Speidel spoke to the history of two-sided parking along this stretch of Fourth Street. The TAC had hosted a neighborhood meeting when a restriction was first proposed about 15 years ago, and the consensus of the residents was that they wanted both sides to remain allowable for parking. It was noted that with numerous curb cuts, there are plenty of opportunities for oncoming drivers to pull over and yield to each other to pass through the area safely, and that parked cars are themselves a traffic calming measure. Speidel cautioned that removing one side parking would likely yield increased traffic speeds as drivers become more comfortable. Hobson expressed the opinion that the two-sided parking doesn't make the area safer. Speidel respectfully disagreed. A. Williams noted that residents should have a say in what happens on their road.

Discussion ensued regarding the Chestnut/Fourth intersection. A. Williams asked whether crash data is available. M. Williams noted that the crosswalks are busy here. A. Williams asked for staff to look more closely at the visibility issue for traffic emerging from Fourth Street, particularly in the southerly direction. A. Williams also noted, "Apprehension causes a driver to slow down, which in theory makes it safer." M. Williams asked whether a motion is required for staff to review the issue further. Speidel indicated that staff would review it.

B. Railroad Quiet Zone – resident request



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Speidel gave an overview of recent correspondence from a citizen suggesting that Dover consider measures to eliminate use of train horns. Speidel outlined why the police department does not endorse this move from a public safety perspective, as outlined in the correspondence.

Motion: M. Williams moved, Tremblay seconded, that the TAC does not endorse making Dover a quiet zone. Discussed ensued. A. Williams asked whether there are examples from around the country that might be applicable or similar to Dover. M. Williams noted that significant changes would need to be made downtown for public safety reasons.

Vote: Motion passed 8-0.

C. Bicycle Friendly Streetscape Guidelines – draft document review

Benton noted that staff does not have more information to add to the draft document that was circulated previously to the Council and committee.

Aaron Williams noted that the organization Strong Towns Seacoast has proposed some changes to the draft document. Print handouts provided by A. Williams were circulated to the committee. A. Williams walked the committee through each page of the proposed new draft document. Additional discussion ensued.

Aaron Williams noted that a distinction between the terms Streets and Roads, for consistency. In section 4, discussion ensued regarding the purpose of sharrows – wayfinding for cyclists, or to increase driver expectation of the presence of cyclists? In discussion on road widths, M. Williams noted that widths does not include storm water or sidewalks, and proposed they be added to the document. Discussion ensued on the list of “Local” streets. A. Williams noted that the list appears to include many collectors. Benton noted that it merely appears to be a problem with an incorrect title to the list. Speidel suggested adding page numbering to the document to make it easier to follow.

Eric Leaver, 42 Main Street, spoke on behalf of Strong Towns Seacoast. He noted that when using sharrows for wayfinding, it should be in addition to signs, not exclusively one or the other. Sharrows were to be used on local streets only in special cases. He noted that the area next to the curb is the most dangerous place for cyclists, due to debris, etc. So, if there is not enough room for a bike lane, then do not put one.

McDermott stated he appreciates City staff effort to prioritize completion of this document, and is looking for it to be incorporated into the Transportation Master Plan moving forward. M. Williams stated he supports newly proposed recommended bike lane widths, but not the buffers as proposed. Discussion between M. Williams and A.



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Williams on the buffers for arterials. Leaver asked how buffers affect the width measurement of the bike lane. Benton suggested that in section 5, the language “where possible” be added to ensure there is no mandate for something that isn’t feasible. Benton stated that as a planner, she likes the concept of “lane diets” but has a concern with 10’-11’ lane widths given that Dover’s fire trucks are as wide as 10.5’ including side mirrors.

M. Williams asked for clarification whether this is just for TAC review, or if the document must then go to City Council for approval. Benton noted that these are “guidelines”, and that staff still has to use best engineering judgment in implementation. Discussion ensued regarding locating sharrows on the right side of the road versus in the center. M. Williams attempted to clarify areas where disagreement might inhibit a motion to endorse this draft document. Deborah Harrigan, Sunset Drive, gave additional input in support of the document.

Motion: M. Williams moved, Munson seconded, to endorse the draft document with added revisions as discussed, with consideration given to certain items subject to approval of other City departments.

Vote: Motion passed 8-0. Staff will follow up in drafting revisions based on the feedback.

D. Paint-based Bicycle Infrastructure Recommendations – proposal from Strong Towns Seacoast

Eric Leaver, 42 Main Street, stated that Strong Towns saw an opportunity for a parallel discussion involving streets that are up for repaving during calendar year 2025, because there was uncertainty that the Bicycle Friendly Streetscape Guidelines would receive final approval in time. Speidel circulated a document prepared by Strong Towns that highlights 10 streets from the paving list (and 1 from the previous year). Speidel stated he had only had time for a cursory review of the document, but noted that the proposal to eliminate a lane at the Silver Street hybrid roundabout required additional study because its implementation was based on the need to process traffic between Silver and Knox Marsh. Speidel also noted a likely concern with eliminating on-street parking on the section of Henry Law as proposed, as a non-starter with residents. M. Williams asked to highlight the areas where there might be conflict with the Bicycle Friendly Streetscape Guidelines document, or where proposed changes are so drastic that staff might encounter issues with implementation. Discussion ensued.

Motion: M. Williams moved to have the committee meet next in June, and to have this be the sole agenda item. Discussion. Munson seconded.



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E. Stop sign proposal – Fairfield Drive @ Sunset Drive and @ Hartswood Road

Speidel gave an overview of a recent recommendation of the police chief to add stop signs at each end of Fairfield Drive. A. Williams noted that these intersections have a wide radius and asked whether the City would consider narrowing them. Deborah Harrigan, Sunset Drive, spoke in support of adding new stop signs here.

Motion: Benton moved, Tremblay seconded, to endorse an amendment to City Code to add stop signs at each end of Fairfield Drive.

Vote: Motion passed 8-0.

4. CITIZENS FORUM

Benton handed out a letter, addressed to the committee, from resident Tony McManus that had been received by staff in April. The letter suggests consideration for a permanent closure of Central Avenue from Second Street to Orchard Street to allow for an improved pedestrian plaza area.

5. MEMBER COMMENTS

None were noted.

6. CONFIRM NEXT MEETING DATE

The next meeting date was identified as June 23, 2025.

7. ADJOURN

M. Williams moved, Benton seconded, to adjourn at 8:30 PM. Motion passed unanimously.