

CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, June 23, 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, April Richer (City Council), Aaron Williams (Alternate)

Members Not Present (Excused): Elizabeth Goldman

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

1. ROLL CALL

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

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

2. OLD BUSINESS

A. Review/approval of minutes from May 19, 2025

Motion: Munson moved, Tremblay seconded, to approve, with amendments noted by A. Williams regarding a minor spelling error and a correction on the proposed June meeting date.

Vote: Motion passed 9-0.

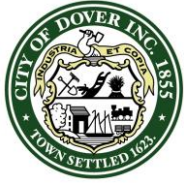
B. Paint-based Bicycle Infrastructure Recommendations – proposal from Strong Towns Seacoast

Eric Leaver, 42 Main Street, addressed the committee on behalf of Strong Towns Seacoast and presented a written proposal dated May 9, 2025 regarding Bicycle Infrastructure Recommendations for roads listed for repaving by the City of Dover 2025-2026.

For clarity, the STS written proposal is incorporated as an addendum to these meeting minutes.

M. Williams explained that the committee would entertain each of the 10 items proposed in order, with discussion and recommendation on each.

- 1) **Silver Street:** Semprini stated that staff recommends signage be installed only to the Silver Street tunnel. Suggested adding signs “Bicycles Dismount”, with no sharrows. M. Williams stated that generally signs are better for wayfinding than sharrows. McDermott raised concern with lack of space for bicyclists to dismount, and interactions between drivers/cyclists when cyclists do not dismount. Speidel asked McDermott about the dashed line, to encourage cyclists to merge into the regular lane. McDermott voiced support for it, stating that it implies a decision to be made. Mr. Leaver spoke to his concerns. A. Williams commented that the reason why STS encouraged eliminating the slip lane was for safety of crosswalk, though they were aware that throughput would be an issue.



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Motion: M. Williams moved to recommend adding signage to outbound direction on Silver to direct cyclists toward the Silver Street tunnel, to change inbound lane lines to dashed lines at the roundabout approach, that a sign for dismounting bicycle not be endorsed, and that the City should not install sharrows at this time due to design constraints. Speidel seconded. Additional discussion ensued.

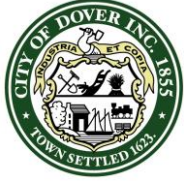
Vote: Motion passed 9-0.

- 2) **Horne Street:** Semprini gave overview of City recommendations. A. Williams noted extended uphill section northbound, where bike lanes are recommended. Leaver noted proximity to the elementary school, would not want children biking in travel lane. M. Williams asked whether staff could incorporate 4' bike lane in all areas, even though road is of varying width. Richer noted bike lanes in a school area would be important for safety, especially since the reconstruction project is being put off. Additional discussion ensued. Munson asked a question about parking on a bike lane. M. Williams stated that marked travel lanes, with white lines, may help delineate safer area for cycling.

Motion: McDermott moved to support defining the roadway with sharrows and signs, and potentially with lane lines. McDermott added that TAC supports prioritizing the Horne Street reconstruction as a CIP project, with bike lanes as an important consideration. Munson seconded. Additional discussion ensued. Staff noted that a neighborhood meeting associated with a reconstruction project would help flesh out priority of bike lanes versus parking. A. Williams stated he has seen designs with bike lanes to the sides, with larger lanes and drivers encouraged to drive toward the middle, then use caution when encountering oncoming vehicle. Speidel stated he supports not having lane lines on Horne Street, as it encourages drivers to feel more comfortable and protected in their lane and can translate to higher speeds. Leaver noted that the Transportation Master Plan is what drives this STS recommendation.

Vote: Motion passed 9-0.

- 3) **Glenwood Avenue:** Semprini noted that the City is only repaving about 20% of Glenwood Ave, from Central Ave to Glencrest. Discussion ensued about the timeline of paving the rest of the street. Richer, McDermott added concerns. M. Williams asked whether it would be a safety concern for the newly paved section to have 10' travel lanes, transitioning to a 12' travel lane on the other section. Semprini said it would not. The value of Glenwood as a bike path was noted. Additional discussion ensued.



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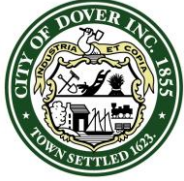
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Motion: Richer moved to stripe narrower lanes in the section that is being done this year. Munson seconded.

Vote: Motion passed 9-0.

- 4) **Ash Street:** Semprini stated that the City doesn't recommend adding sharrows to Ash. A. Williams commented that we don't know whether Ash Street is really a bike route, and asked whether the Bike Friendly Streetscape Guidelines apply. Leaver noted that the Transportation Master Plan has this, that discussion overall on bike routes is an ongoing item. A. Williams sees value in coming up with a good plan for bike routes, has approached the City Council with this concern about lack of an overall plan. If Ash Street is not part of a bike plan, that's understandable. Semprini stated that sharrows are bid at \$40 each, which doesn't sound like much but does add up to being costly when up to 150 sharrows are being considered. Consensus was to take no action.
- 5) **Folsom Street:** Benton stated that this has been discussed historically since the community trail's inception, with consultants, and that the overall concern is that when you stripe in a crosswalk, trail users assume they have the right-of-way and may be less safe. M. Williams stated he supports painting a crosswalk. A. Williams asked Benton for clarification regarding the right-of-way. McDermott suggested alternative stencils to provide wayfinding for the trail.
Motion: M. Williams moved, Tremblay seconded, to endorse adding a traditional crosswalk marking and relevant warning signage on Folsom Street.
Vote: Motion passed 9-0.
- 6) **Henry Law Avenue:** Leaver handed out an appendix which provided a more abbreviated version of the STS recommendation, with discussion focused only on the section between Payne Street and Back Road. Semprini stated that the City added parking during the 2007 reconstruction project with public input, so new input would be in order before removing it. Because of varying road width, Semprini stated she does not recommend bike lanes but is okay with sharrows. Tremblay asked about removing the yellow center line, in conjunction with adding sharrows. A. Williams and McDermott voiced support for keeping the parking if residents want it to remain. Semprini stated she would like to study the removal of yellow center line. Discussion ensued regarding narrowing of lanes.
Motion: M. Williams moved to narrow the travel lanes to 10', and add sharrows. Munson seconded. Discussion on how much public input is involved, generally, with streetscape design changes.
Vote: Motion passed 8-0 (Benton abstained).



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- 7) **Old Dover Point Road:** Discussion ensued on both sections of the road, both west and east of Gerrish Road. STS proposes adding sharrows on both sides of the road only to the west side of Gerrish Road.

Motion: M. Williams moved to have sharrows added on Old Dover Point Road only on the section west of Gerrish. McDermott seconded.

Vote: Motion passed 9-0.

- 8) **Alumni Drive:** Semprini stated that staff has no objection to the STS recommendations as proposed.

Motion: M. Williams moved, Munson seconded, to approve the STS recommendations: narrowing travel lanes to 10', adding sharrows, and widen the mid-block crosswalks to a minimum of 10'. Additional discussion ensued regarding the posted speed limit. Speidel noted that the 20mph sign was likely posted by school facilities staff, and does not align with state statute for a public road (minimum posted limit is 25mph except during specific school zone times 45 minute before and after school).

Vote: Motion passed 9-0.

- 9) **Back River Road:** Discussion ensued regarding lane widths.

Motion: M. Williams moved to have staff pursue feasibility of an 11' travel lane, and marking of sharrows. Tremblay seconded. Additional discussion. Leaver stated that STS opposes sharrows on this route except in certain areas. M. Williams amended his motion to have sharrows only between Mast Road and Garrison Road. McDermott urged staff to have sharrows be placed as deep within the lane as feasible.

Vote: Motion (as modified) passed 9-0.

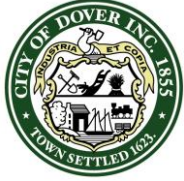
- 10) **Piscataqua Road:** Semprini stated that staff would look to narrow the lanes as much as feasible, and add sharrows. Discussion. McDermott noted lots of blind areas on this road. He stated that STS recommendations for bike lanes is better than sharrows, but sharrows invite using more of the lane which can in some cases be safer for the cyclist than a "close pass". McDermott also suggested adding signs to encourage awareness of cyclists.

Motion: M. Williams moved to endorse narrowing the travel lanes and adding sharrows, and signage. Munson seconded.

Vote: Motion passed 9-0.

3. NEW BUSINESS

None scheduled



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4. CITIZENS FORUM

No other citizens addressed the committee.

5. MEMBER COMMENTS

Speidel informed the committee that the City of Rochester is considering the permanent closure of the Rochester Neck Road bridge (over the Isinglass River near the Turnkey Landfill) due to structural deficiencies and the projected cost of replacing the bridge. Rochester City staff has reached out to stakeholders, including key Dover staff, and concerns regarding traffic impacts for Dover have been expressed.

Aaron Williams thanked the committee for its time in addressing the proposal from Strong Town Seacoast.

6. CONFIRM NEXT MEETING DATE

After discussion, the next meeting date was tentatively identified as September 22, 2025.

7. ADJOURN

Munson moved, Tremblay seconded, to adjourn at 8:10 PM. Motion passed unanimously.