



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION MEETING NOTICE AND AGENDA

Meeting Type: Regular Meeting
Meeting Location: Police Department Community Room, 46 Chestnut Street
Meeting Date: **Monday, January 26, 2026**
Meeting Time: **6:00 pm**

1. ROLL CALL

2. ELECTIONS

- A. Chair
- B. Vice Chair
- C. Clerk

3. OLD BUSINESS

- A. Review/approval of minutes from November 24, 2025

4. NEW BUSINESS

- A. Hanson Street/Henry Law Avenue – Safety Mirror Inquiry
- B. Pointe Place/Dover Point Road – Roundabout Request
- C. Knox Marsh Road – Lack of Pedestrian Right of Way
- D. Central Avenue/St. Mary's Academy – RRFB Request
- E. Locust Street – Crosswalk Request
- F. Road Striping Recommendations by Strong Towns Seacoast
- G. Home Street Bike Lane Recommendations by Strong Towns Seacoast

5. CITIZENS FORUM

6. MEMBER COMMENTS

7. CONFIRM NEXT MEETING DATE

- A. March 23, 2026 at 6:00pm

8. ADJOURN

Mitrushi, Alex

From: Semprini, Jillian
Sent: Monday, December 15, 2025 10:09 AM
To: Kevin; Transportation Advisory Commission - All
Subject: RE: Inquiry about a safety measure

Good morning, Mr. Murray,

Thank you for taking the time to express your concern regarding the intersection of Hanson Street and Henry Law Ave. I am one of the city staff representatives to the Transportation Advisory Commission (TAC). The committee does not correspond outside of public meetings; however, your correspondence will be recognized at its next meeting on Monday, January 26, 2026 at 6:00pm in the Dover Police Department Community Room at 46 Chestnut St. You are more than welcome to attend the meeting to further discuss your concerns.

To provide some feedback, the city does not install convex traffic mirrors within the public right-of-way because it is not covered in the FHWA's Manual of Uniform Traffic Control Devices (MUTCD) as it is not a widely recognized traffic control device. Additionally, the city does not have the authority to grant permission for residents to mount objects to a utility pole; however, you are welcome to contact Eversource for such permission.

There are two options:

- 1) If you are willing to install a post strong and high enough to handle such a mirror, at your own expense, then the TAC can discuss endorsing placement of the post and mirror within the right-of-way. Please note that Community Services would need to review and approve the proposed materials and installation methods even with an endorsement from TAC. You may submit your proposed materials to Community Services by emailing me directly.
- 2) If you set the post back far enough onto private property, with the property owner's permission, then you would not need the approval of either the city or the TAC.

Please let me know if you have any other questions.

Thank you,

Jillian Semprini
City Engineer
City of Dover, NH

From: Kevin <nj2nv2nh@yahoo.com>
Sent: Friday, December 12, 2025 9:23 AM
To: Transportation Advisory Commission - All <TransportationAdvisoryCommission-All@doover.nh.gov>
Subject: Inquiry about a safety measure

Security Notice: External sender. Use caution with hyperlinks or attachments.

Hello. I was referred to this commission after asking the city of Dover about a possible safety issue. It's by no means an emergency, but more of a request. I live in Dover Bluffs on Henry Law Ave. and my question refers to the intersection of Henry Law Ave. and Hanson St. I was wondering if the residents of the area could get one of those safety convex mirrors mounted on telephone poles or something similar I've seen used in other areas. As you approach Henry Law Ave. on Hanson St., the corner house to the left has a large retaining wall which makes it impossible to see oncoming traffic coming from the park end of the block (west). If you stop at the stop sign properly, you can't see anything, and

unfortunately, the only way to see what's coming is to be halfway out into the lane you're trying to enter. This makes it frustrating for the person trying to turn, it infuriates the people being essentially cut off, and it also makes it difficult for any cars trying to turn onto Hanson from Henry Law (east) because there's a car inching out in the way. At nighttime, it's not as bad because you can usually see headlights, but most people just don't stop until they can see instead of where the stop sign tells you to stop because they know you can't see anything otherwise.

This is in no way a demand, but with the increased amount of traffic expected due to the waterfront project in the future and the already large amount of near misses we've all witnessed, I thought maybe I'd bring some attention to it and hope the commission could address it with a simple solution of a traffic mirror mounted on the telephone pole which happens to be perfectly located across from where the cars are blinded.

Thank you all for your time, and please feel free to contact me with any questions or any needs. I'm happy to help the process if you need photos or the like.

Kevin Murray
98 Henry Law Ave. #17
Dover, NH 03820
603-241-2915

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Mitrushi, Alex

From: Semprini, Jillian
Sent: Monday, December 15, 2025 1:21 PM
To: Ronan O'Doherty; Transportation Advisory Commission - All; Williams, Lindsey; Nemeth, Linnea; Retrosi, Anthony; Cullen, Fergus
Subject: RE: Pointe Place roundabout, Dover Point sidewalk & traffic calming

Good afternoon, Ronan,

Thank you for taking the time to express your concern regarding the Dover Point Roundabout. I am one of the city staff representatives to the Transportation Advisory Commission (TAC). The committee does not correspond outside of public meetings; however, your correspondence will be recognized at its next meeting on Monday, January 26, 2026 at 6:00pm in the Dover Police Department Community Room at 46 Chestnut St. You are more than welcome to attend the meeting to further discuss your concerns.

In response to your questions below:

1. TAC strongly support the CIP request building the rotary at Pointe Place/Sheffield Rd. ASAP - not year 6 - sooner! - seek a public/private option with the developer?
 - **Although the Dover Point Roundabout has been removed from the CIP, city staff has recommended reprogramming funding that has become available from completed projects to the roundabout project.**
 - **Reprogramming of funding will be voted on at the City Council meetings in January.**
 - **Although the city has not developed a schedule for this project, the design is 90% complete. If the City Council approves to reprogram funding to the project, then it's likely the project will be able to be advertised for construction in fall 2026 with construction anticipated in 2027. We want to be mindful of when the project is advertised to attract as many potential bidders as possible, as well as, be cognizant of other construction projects in the area.**
2. TAC explore adding a sidewalk (pedestrian safety & traffic calming) from Pointe Place connecting to the City sidewalk at Dover Chevy
 - **TAC can discuss adding a sidewalk and make a recommendation to City Council or City Administration to be added to the next CIP.**
 - **The city has an annual budget for sidewalk repairs and maintenance of existing sidewalks, but the construction of a new sidewalk would need to be programmed into the CIP as either a standalone project, or with a complete street reconstruction project.**
3. TAC explore adding a new lighted crosswalk (more traffic calming) at end of Dover Chevy City sidewalk across the street
 - **TAC can discuss adding a crosswalk and make a recommendation to City Council or City Administration**
 - **A new crosswalk on Dover Point Road at Dover Chevy would be considered an uncontrolled, mid-block crosswalk. An uncontrolled crosswalk means that motorists are not otherwise required to stop unless there is a pedestrian present and attempting to cross. There are over 50 existing uncontrolled crosswalks in the City, but the City's crosswalk policy (approved by the City Council in 2010) stipulates that no new uncontrolled crosswalks will be accepted unless certain stringent criteria are met. Where this crosswalk would not connect to another sidewalk or a side street, it's likely that the criteria would not be met.**
 - **Please note that a permanent speed radar sign was installed across from Dover Honda where the speed is reduced to 30mph. The permanent speed radar sign is considered traffic calming.**
4. TAC explore adding an upgraded lighted crosswalk at current Elliot Park to Hawthorne Rd. crosswalk

- **The city has a project currently in design on Elliot Park to replace the public utilities and reconstruct the road. As part of this project, rectangular rapid flashing beacons (RRFB) are proposed at the crosswalk on Dover Point Road at the intersection with Hawthorne Rd. The RRFBs are what is installed on Chestnut Street at the Police Department.**

5. TAC review all NEW developments with additional scrutiny for long term traffic impacts, how to mesh available sidewalks, potential traffic calming measures etc.

- **Reviewing new developments for transportation related impacts is outside the function of TAC. Please see the TAC operating rules for the functions of the commission:**
<https://www.dover.nh.gov/Assets/government/boards-commissions/transportation-advisory-commission/document/FINAL%20TAC%20Operating%20Rules%202011%20-%20amendments%202019.pdf>
- **Large development projects are required to go to the Technical Review Committee (TRC) where transportation related impacts are evaluated.**
 - **A traffic impact assessment and analysis are required for all projects required to go to TRC.**
 - **Staff typically request sidewalks be constructed along the frontage of developments, or contribute funding towards a future sidewalk. In the case for the Dover Point Roundabout, the developer contributed funding towards the design.**

Please let me know if you have any further questions.

Thank you,

Jillian Semprini
City Engineer
City of Dover, NH

From: Ronan O'Doherty <ronan749@gmail.com>

Sent: Friday, December 5, 2025 11:55 AM

To: Transportation Advisory Commission - All <TransportationAdvisoryCommission-All@dover.nh.gov>; Williams, Lindsey <L.Williams@dover.nh.gov>; Nemeth, Linnea <L.Nemeth@dover.nh.gov>; Retrosi, Anthony <A.Retrosi@dover.nh.gov>; Cullen, Fergus <F.Cullen@dover.nh.gov>

Subject: Pointe Place roundabout, Dover Point sidewalk & traffic calming

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Good morning TAC members, select City Council members,

I live at 13 Elliot Park here in Dover, on the town side of Dover Honda & Weathervane.

Hearing that the City is now preparing to push out the Pointe Place roundabout to at LEAST year 6 of the CIP, defies logic given the current volume of traffic & pedestrian road usage. I have travelled Dover Point for nearly 30 years & have seen dramatic changes to its makeup.

None more so than the Pointe Place development. I am shocked that the developer wasn't asked (required) at the culmination of the project to add the roundabout as part of the planning approval process. Given the addition of 400+ housing units & related residential & commercial traffic, I feel it would have made sense to place this item's expense at the developers feet? Worst case, a public/private compromise?

If asking a developer of a large, financially beneficial project to fund or partially fund such an expense is a reach, how about funding a sidewalk on Dover Point Road between Pointe Place and the nearest City sidewalk at Dover Chevy?

I believe that is approx. 1200 linear feet at a ballpark of \$100 a foot in construction expense (\$1.2mil). I understand the developer made internal roadway & sidewalk improvements, but consideration should have also been given to where the development directly impacts & connects to City roads and how pedestrians & other road users are expected to safely navigate around town.

I have seen walkers, runners and bikers have way too many close calls on this stretch of road in recent years. Action needs to be taken to mitigate speeds and protect other road users before there is a tragedy. In short, I would ask:

1. TAC strongly support the CIP request building the rotary at Pointe Place/Sheffield Rd. ASAP - not year 6 - sooner! - seek a public/private option with the developer?
2. TAC explore adding a sidewalk (pedestrian safety & traffic calming) from Pointe Place connecting to the City sidewalk at Dover Chevy
3. TAC explore adding a new lighted crosswalk (more traffic calming) at end of Dover Chevy City sidewalk across the street
4. TAC explore adding an upgraded lighted crosswalk at current Elliot Park to Hawthorne Rd. crosswalk
5. TAC review all NEW developments with additional scrutiny for long term traffic impacts, how to mesh available sidewalks, potential traffic calming measures etc.

Thank you for your time & service to the City.

--

Regards,

Ronan (603) 512-0215 - mobile

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From: Sharon Reynolds <Sharon@infinitypeersupport.org>
Sent: Wednesday, November 12, 2025 4:18 PM
To: Semprini, Jillian <J.Semprini@doover.nh.gov>
Cc: Goldman, Elizabeth <E.Goldman@doover.nh.gov>; Munson, Dennis <D.Munson@doover.nh.gov>; McDermott, Kean <K.McDermott@doover.nh.gov>; Schmidt, Peter B. <reppbs@ttlc.net>; Richer, April <A.Richer@doover.nh.gov>; Benton, Donna <d.benton@doover.nh.gov>; Mitrushi, Alex <A.Mitrushi@doover.nh.gov>
Subject: Re: Lack of Pedestrian Right-of-Way Across Knox Marsh Road

Security Notice: External sender. Use caution with hyperlinks or attachments.

Dear Transportation Advisory Commission,

We are concerned about the pedestrian right-of-way between the Cooperative Alliance for Seacoast Transportation (COAST) Bus stop and Crosshill Apartments because there are many children, elderly and disabled people using that right-of-way when they get off the bus.

Due to the bus drivers' need to pull over, they are not able to stop in the most visibility-friendly location. The best location to put the crosswalk and flashing lights is near the fire hydrant and telephone pole. The traffic also seems to be unwilling to slow down or stop when people want to cross the road.

We recommend that a crosswalk and flashing lights (similar to Chestnut Street near the Dover Police Station) be installed at the most visible location because many vehicles do not abide by the posted speed limit (40 mph).

Many of the people that reside in the apartment complex wait up to 30 minutes to walk across the road.

There is also a pedestrian right-of-way across Central Avenue that could benefit from a flashing light between St. Mary Academy and Better Homes & Gardens Real Estate. There is an intersection with a traffic light nearby that more people pay attention to than anyone trying to go from one side of Central Avenue to another.

When I worked at Orange Leaf Frozen Yogurt and China Yan, I can't count the number of times I nearly got run over.

Hope you have the bandwidth and budget to address these problems.

Regards,
Big Eagle Paul, Member
Sharon Reynolds, BS, BA (she/her/hers)
Grant Writer/Peer Facilitator



Mission: Our members are dedicated to building a community with an alternative, peer-oriented approach to mental health wellness and recovery.

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Mitrushi, Alex

From: Terlemezian, David
Sent: Monday, November 24, 2025 9:29 AM
To: 'Briana Whiting'
Cc: Mitrushi, Alex
Subject: RE: Locust Street Safety Concerns

Hello Briana-

Thank you so much for your thoughtful e-mail. As I am sure you are aware, I receive a lot of e-mail and the vast majority of it is about traffic related safety issues. Yours, however, stands out because you have considered the challenges we face with today's drivers and the complications with that particular location.

I'd like to meet in person. I will include Lieutenant Alex Mitrushi. He is the department's representative of the Transportation Advisory Commission but also oversees our Community Outreach Bureau and will soon have a traffic enforcement officer at his disposal to supplement any directed patrols and enforcement that can currently be done by our officers assigned to the shift.

Do you have availability during the day? This week is probably not realistic and I am away at a conference for most of the following week. I have some availability on the afternoons of December 8th and 10th.

Please let me know. Alternatively, we can figure out another time to meet.

Thanks again.

David A. Terlemezian
Chief of Police
Dover Police Department
46 Chestnut Street
Dover, NH 03820
(603) 742-4646

From: Briana Whiting <brianaw8990@gmail.com>
Sent: Sunday, November 23, 2025 4:27 PM
To: Terlemezian, David <D.Terlemezian@dover.nh.gov>
Subject: Locust Street Safety Concerns

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Chief Terlemezian,

First, I want to congratulate you on being appointed Dover's newest police chief.

I am writing to you as a concerned mother and proud citizen of Dover.

On October 31, 2025, at around 8 a.m., I was walking my 4-year-old daughter to school at MySchool on Locust

Street. We had stopped, looked both ways, and an oncoming car had also stopped and waved for us to cross. As we stepped off the sidewalk, I hear “move out of the way!” being screamed from a mother on the other side of the sidewalk. She was watching a car come at a high rate of speed towards the stopped car and us. I panicked, froze, grabbed my daughter, and the car veered to the side as it slammed the brake to keep from hitting the SUV that had stopped, and which most certainly would have hit us.

Alert with adrenaline, I finished crossing the street with my daughter, and the mother who witnessed it all gave me a hug as I started crying. I turned to yell to the driver, “this is a school zone!” She waved meekly and drove off.

I know there have been numerous attempts to add a crosswalk in front of the school. I signed at least one petition for it last year. I know the City will not allow one because there already is one “at the intersection.” I also know that the City’s position is that it will not put one in because it does not meet the criteria for placement and the City does not want to be held responsible should anyone get injured in the “illegal” crosswalk and decide to sue.

But what I also know is that unless something - anything - is done, sooner than later there will be a memorial somewhere along the side of the road.

The crosswalk, or lack thereof, was an issue ten or twenty years ago, but people were not driving around looking down at their phones like they are today. I know you see it as police all day, every day. There isn’t much you can do about it unless you want to pull over every single driver that looks down. I get it, but what I’m saying is, while this fight for a crosswalk was started years ago, the dangers were not the same then as they are today. The car that almost hit me and my daughter was almost certainly texting and driving, even though I can’t prove it.

What can we do about it?

-We can focus our efforts on clearly labeling that it is a school zone heading south on Locust Street, because right now there are only flashing lights when you are heading north.

-You can set up a mobile radar speed sign to get cars to slow down on that street. They fly up and down it, and whether the kids are actively crossing in the street or passively walking on the sidewalk doesn’t matter. It’s an issue!!

-You could have increased officer presence during peak drop off hours for a week or two to at least get people’s attention. Be aggressive about catching drivers who are speeding in the zone and also who are texting and driving.

-We can look into getting 3D speed bumps painted, which give the illusion of a bump without actually requiring the installation of a speed bump. It’s been proven as a highly effective and low-cost fix in certain applications.

The fact that technically anyone crossing that section of street outside a crosswalk is jaywalking is not lost on me. I’m well aware. But if you are a parent and reading this, then you will understand me when I say that, when it comes down to adding almost a quarter-of-a-mile (I measured) walk into the school with a baby strapped to your chest and a 4-year-old who has decided that today’s the day they want to walk like a noodle, crossing as soon as you can is the reasonable and prudent choice. Don’t even get me started if it’s raining or snowing. Walking all the way up to the intersection to walk back down the street is not happening. Even the teachers walking in with their own young children aren’t doing it.

I’m hoping to have made some type of lasting impression on you that might spark a strong effort to bring safety

to this area of Locust Street.

Thank you for your time and attention to this matter.

Sincerely,

Briana Whiting
978-395-1638

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From: Eric Leaver <eric2025@leaver.org>

Sent: Wednesday, November 26, 2025 3:01 PM

To: Transportation Advisory Commission - All

Subject: Agenda Request (26Jan2025) - 2026 Street Repaving Suggestions (Strong Towns Seacoast)

Security Notice: External sender. Use caution with hyperlinks or attachments.

Dear Chair Williams-

I understand that four Dover bicycle routes are tentatively slated for repaving in 2026: Durham Rd, Bellamy Rd, Horne St, and Atlantic Ave. While each of these are mentioned in Dover's *Bicycle-Friendly Streetscape Guidelines*, I'm wondering if I can get on the TAC agenda for the 26Jan2026 meeting to present some additional suggestions from Strong Towns Seacoast that we believe will (further) improve the bikeability of these routes.

Strong Towns Seacoast will hold a public meeting on 08Dec2025 to discuss and refine these suggestions and I expect to produce a document summarizing them by late December for the TAC to review.

Thank you very much for your consideration.

Cheers

-Eric

--

Eric V. Leaver, PhD MWC

Strong Towns Seacoast

eric2025@leaver.org

Sent with [ProtonMail](#) secure email.

Road Striping Recommendations for Vulnerable Users

For the City of Dover, NH
Street Repaving 2026

January 07, 2026

Strong Towns Seacoast

Prepared by: Eric V. Leaver, PhD

Strong.Towns.Seacoast@Polymathic.Company

<https://strongtownsseacoast.substack.com/>



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Purpose and Scope

This document contains recommendations for creating paint-based infrastructure for vulnerable road users (VRUs; eg, cyclists and pedestrians) within the City of Dover, NH. The recommendations are confined to three streets where repaving is tentatively planned in 2026-27. The recommendations are made in light of two ongoing actions from Dover’s Master Plan ([Transportation Chapter \[2016\]](#), p41):¹

- (TC 3.1) Implement a policy that evaluates the possibility of restriping City Streets during the routine paving/maintenance to incorporate bike lanes or sharrows before the work is performed.
- (TC 3.2) Implement a policy that considers the application of widened shoulders in lieu of formal sidewalks where safe and applicable.

The purpose of this document is to supply Dover’s Community Services with actionable recommendations on the improvement of facilities for VRUs along these three streets. Throughout this document, we reference Dover’s [Bicycle-Friendly Streetscape Guidelines](#) (BFSG; endorsed by Dover’s Transportation Advisory Commission [TAC] May-2025;² revised Sep-2025) and note where our recommendations differ. These differences are summarized in Appendix A.

¹ The status of both actions is *Ongoing* according to the [2025 Update on Recommendations](#) (p15), indicating that the recommendations have been implemented do not have a completion date.

² https://publicrecords.dover.nh.gov/Tabs/Index/21413/public/1/deptnum/0/cab/Public_Meetings

Abbreviations

AADT	Annual Average Daily Traffic
BFSG	Bicycle Friendly Streetscape Guidelines
ELR	edge-lane road
FHWA	Federal Highway Administration
MUTCD	Manual on Uniform Traffic Control Devices, 11th Edition
RRFB	rectangular rapid flashing beacon
SRPC	Strafford Regional Planning Commission
TAC	Transportation Advisory Commission
VRU	vulnerable road user

Durham Rd (NH-108)

Boundaries:

- Mast Rd
- Bridge

Summary

The BFSG document recommends three different designs for Durham Rd (PDF p11-12 / nominal p9-10), leaving the intent for the current road unclear (ie, absent a reconstruction):

1. One 11' travel lane in each direction and 5' bike lanes in each direction (listed under *50' right-of-way [ROW], no on-street parking*)
2. One 11' travel lane in each direction and 5' bike lanes in each direction and include 2-3' buffers where possible (listed under *50' ROW, no on-street parking, 32-35' existing paved width*)
3. Shared-lane markings, also called sharrows, and "Share the Road" signs (listed under *local roads*)

We support recommendation #1: 11' travel lanes and 5' bike lanes. Durham Rd appears to have room for this on its existing roadway. We also support the *buffered* bike lanes of recommendation #2, but we're concerned that Durham Rd doesn't have the 36'-38' width required. We do not support recommendation #3 (sharrows). The shoulders along Durham Rd are already fairly wide, and the high traffic volume makes riding in the travel lanes dangerous.

Existing Conditions

Durham Rd is an important connector from Dover's Community Trail to Dover Middle School and Dover High School. Both are major destinations for residents who cannot drive. Durham Rd is also designated as a bicycle route, both by the NH DOT³ and locally as the Wildcat Bike Route. The posted speed limit is 30 MPH, but much of the planned repaving includes the school zones for the middle school and high school—from Hemlock Forest Dr to Back River Rd—where the limit is 20 MPH during student travel times. Automobile traffic is high for a bike route, with an average annual daily traffic (AADT) of ~11,000 to 15,200.⁴ Cyclists currently rely on share-the-road signage and moderately sized shoulders. Despite the importance of this route and its official designations, the roadway has no dedicated bicycle facilities. The [Strafford Regional Planning Commission \(SRPC\) reports](#) that the road's bicycle level of traffic stress is

³ <https://www.dot.nh.gov/seacoast-region-bike-map>

⁴ [NH DOT reports](#) a 1997 AADT of 11,000. [SRPC reports](#) an undated AADT of 15,199.

moderate, ranging from LTS 2 (tolerable for most adults) to LTS 3 (suitable for confident and experienced adults).⁵

Mast Rd to Bellamy Rd: Widen shoulders (preferably to bike lanes), no sharrows

Total roadway width⁶: 42'

Combined travel lanes: 34' (11' 04" individual travel lanes [calculated])

This portion of Durham Rd effectively has three travel lanes—accommodating a southbound left turn-lane at Mast Rd and a northbound left-turn lane at Bellamy Rd. We recommend narrowing these travel lanes to 11' (or less) to increase the width of the existing shoulders. Note that while we expect a traffic calming effect from the narrowed travel lanes, this does not change the width of the roadway itself. It's just paint. Buses and emergency vehicles would be able to spill over into the shoulders/bike lanes as needed.

We also recommend re-centering the travel lanes to allocate the remaining width to the shoulders equally. At present, the northbound shoulder against the curb is narrower than the southbound shoulder (which lacks a curb). If anything, this arrangement should be reversed, with the northbound shoulder being wider, though having them be equal is fine in our opinion.

There appears to be sufficient room here to widen the shoulders to at least 4'. In which case, we recommend striping the shoulders as dedicated bike lanes instead. [NACTO guidance for constrained bike lanes](#) recommends a minimum width of 4' against a curb.

Because of high traffic volume along Durham Rd, we do not recommend sharrows.



Facing north just north of Mast Rd. We recommend narrowing the travel lanes to $\leq 11'$ and widening the shoulders, potentially to the 4' recommended by NACTO for bike lanes.

At Bellamy Rd: Mark crosswalk and add pedestrian support (eg, refuge island)

Pedestrians traveling south along Bellamy Rd have no sidewalk along the western edge of Durham Rd to continue their journey. The only other sidewalk is on the

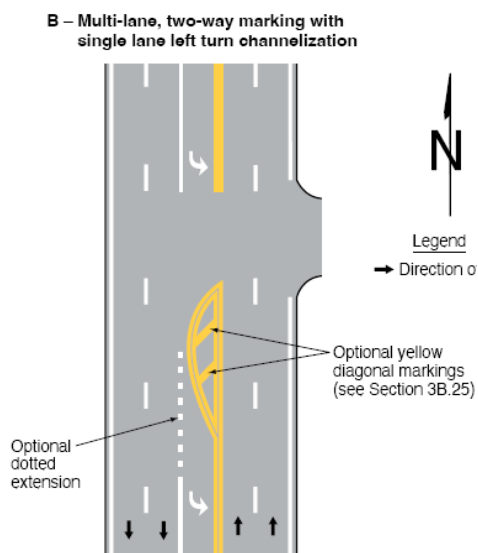
⁵ https://straffordrpcnh.gov/uploads/documents/plans/mpo/lts_finalreport_20200709.pdf

⁶ Widths along Durham Rd were estimated from [satellite images](#).

opposite side of Durham Rd. The unmarked crosswalk at this intersection (per [RSA 259:17](#))⁷ is supported by a tip down on the west side and a curb cut on east side. Per [RSA 265:35\(I\)](#), pedestrians even have right-of-way here. But the double-yellow striping across the unmarked crosswalk suggests anything but. The yellow striping generates confusion about the legality of crossing at this point. And it actively discourages pedestrians' sole opportunity to connect to other pedestrian infrastructure.



Facing north at Bellamy Rd. The yellow striping across the unmarked crosswalk is confusing and discourages pedestrian access.



[MUTCD Fig 3B-2\(B\)](#) implies that yellow center lines should come right up to the edge of an unsignalized intersection (left). However, this creates a confusing and hostile design for the unmarked pedestrian crosswalk (right; looking east across Durham Rd from the end of Bellamy Rd's sidewalk).

The high traffic volume (AADT ~11,000 to 15,200) at this uncontrolled intersection does make this a dangerous crossing for pedestrians. But we question whether confusing markings have any positive effect on crossing safety. More likely,

⁷ Similarly, [MUTCD 3C.01.03](#) states that "At non-intersection locations crosswalk markings legally establish the crosswalk." This implies that conversely, crosswalks at intersections are legally established by the intersection itself, not by crosswalk markings. And yes, the definition of intersection (ie, intersecting way) from [RSA 259:45](#) includes T-intersections.

they simply discourage pedestrians from exercising their right to cross in the first place. But then what exactly is the expectation for pedestrians? There's no marked crosswalk nearby. The closest is at Alumni Dr almost half a mile to the north. And there's no westerly sidewalk to get there anyway. The closest *controlled* intersection is at Mast Rd, about 800 ft to the south. But again, there's no westerly sidewalk available to get there. And even if that was the expectation, there's no marked crosswalk at that intersection either.

We recommend marking this crosswalk at Bellamy, adding appropriate signage, and adding additional pedestrian support. FHWA guidance considers crosswalk marking without additional pedestrian support to be acceptable on three-lane roads (such as this section of Durham Rd) with a 30 MPH limit and AADT $\leq 12,000$.⁸ The current traffic volume along Durham Rd is a bit unclear. The NH-DOT value of 11,000 is almost 30 years old. And the undated SRPC value over the same stretch disagrees by 38% (15,199). Marking this crosswalk without additional support is likely a borderline case.

Regardless, we recommend adding additional support anyway. There is, for example, ample room to install a [pedestrian refuge island](#), since vehicles are already excluded from the middle lane on the northern side of the intersection. A refuge island may be more cost effective than a rectangular rapid flashing beacon (RRFB), though installing both would be quite welcome. Adding yield-here-to-pedestrian signs (MUTCD R1-5) and associated pavement yield lines (MUTCD Fig 3B-16) may also be appropriate.

Even if this crosswalk is left unmarked, we recommend modifying the yellow striping as *if* the crosswalk were marked. That is, don't stripe across the crosswalk. Making our facilities actively hostile to pedestrians is not a valid safety measure.

Adelle Dr to Back River Rd: Widen shoulders (preferably to bike lanes), no sharrows

Total roadway width: 35'

Combined travel lanes: 24' (12' individual travel lanes [calculated])

This portion of Durham Rd spans most of the planned repaving. It has one ~12' travel lane in each direction and ~4' shoulders. The sidewalk is separate from the roadway and at grade (no curb). The shoulders already seem meet the NACTO minimum width of 4' for constrained bike lanes, so we recommend striping them as such.

In addition, we recommend narrowing the width of the travel lanes to 11', which can likely be used to increase the width of the bike lanes to 5-6'. We feel that 12' travel lanes are inconsistent with the posted 30 MPH speed limit, much less the 20 MPH limit within the school zones during student travel times.

Because of high traffic volume along Durham Rd, we do not recommend sharrows.

⁸ Safety effects of marked versus unmarked crosswalks at uncontrolled locations. (2005) [FHWA Publication HRT-04-100](#)



Facing north just south of Hemlock Forest Dr. We recommend narrowing the travel lanes to 11' and converting the resulting 5-6' shoulders to bike lanes.

At South End Fire Station: Move driveway-crosswalk marking currently in shoulder

A crosswalk is currently marked across the 155'-wide driveway of the South End Fire Station. We applaud this effort to improve pedestrian safety, but the eastern line unnecessarily extends ~6" into the shoulder currently used by cyclists. We recommend restriping this crosswalk such that the eastern edge simply extends from the curb. There's plenty of room to the west (toward the fire station) to support a wide crosswalk without impacting the space for cyclists. Indeed, moving pedestrians further away from traffic is probably a good idea anyway since the driveway is at grade.



Facing north at South End Fire Station. We recommend moving the pedestrian crosswalk to the left so it no longer impacts cyclists riding in the shoulder/bike lane.

At 10 Durham Rd (south of Back River Rd intersection): Remove southbound left-turn lane

The 2019 conversion of the parcel at 10 Durham Rd to office use was (somewhat inexplicably) accompanied by modification of Durham Rd to add a left-turn lane for use by southbound traffic accessing the parcel's driveway. Unfortunately, this installation dramatically reduced the shoulder width for southbound cyclists. So far as we can tell, plans for this left-turn lane were drawn up by the applicant at the request of Dave White (Engineering) during the Planning Board's Technical Review.⁹ But the plans were

⁹ See [05Sep2019 Planning Technical Review Committee minutes](#) (p1).

administratively approved,¹⁰ and so not brought before the Planning Board for a public hearing. Nor was this transportation change brought before the TAC.



Facing south just south of Back River Rd. We recommend removing the dedicated left-turn lane into the private driveway, which all but eliminates the shoulder for southbound cyclists.

The sad irony of this shoulder narrowing is that it occurs just as cyclists enter the school zone for Dover Middle School. This area also marks the beginning of the Wildcat Bike Route. Obviously, this is an area where we should be trying to *enhance* bicycle safety rather than suddenly forcing cyclists into traffic. Cyclists are against a curb here, so they have nowhere else to go but into the travel lane. And this is an uphill section, where the speed difference between cyclists and the motor vehicles overtaking them is especially large.

We recommend removing this left-turn lane and at least restoring the shoulder width to its pre-2019 state. But as above, we also recommend narrowing travel lanes to 11' to make room for converting the shoulders to at least 4' constrained bike lanes (if not 5-6').

At Back River Rd intersection (northbound): Add bike lane between travel lanes

As above, we recommend bike lanes leading to the intersection with back River Rd. The BFGS document implies that bike facilities at intersections will follow MUTCD 9E.09 *Shared-Lane Markings*. As above, we do not recommend sharrows along Durham Rd due to its high traffic volume. Similarly, we do not recommend transitioning from a bike lane to a sharrow as cyclists approach the intersection.

In particular, we do not recommend the design presented in MUTCD Fig 9E-9(C) where cyclists are directed to share the right-turn lane with motorists (see diagram below). Yes, if the light is green, then this is an appropriate location for cyclists. But if the light is red, it is not. The appropriate behavior for a red light is to join the through-travel lane. Holding up the right-turn lane will only anger motorists and tempt them to pass dangerously close to the cyclist. For these reasons, if no other option is available,

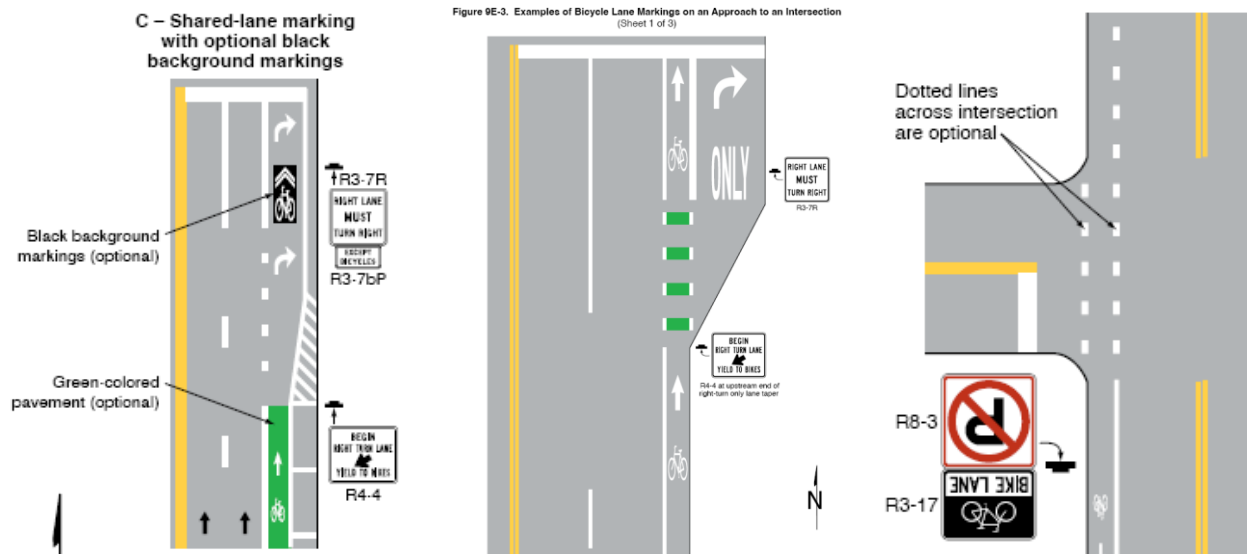
¹⁰ See [17Oct2019 \(administratively\) approved site plan](#) (p8).

we recommend *no sharrow marking* at the intersection. Instead, we would rather let the cyclist choose the appropriate position based on the traffic signal's state.

Fortunately, the MUTCD offers better options. We *recommend* the design presented as [Figure 9E-3\(Sheet 1\)](#) where the cyclist is directed to a bike lane between the through-travel lane and the right-turn lane. The shoulder can be narrowed here to make room for the bike lane *between* the two travel lanes. Assuming this design is used, we also recommend adding dotted lines across the intersection to guide cyclists to the shoulder/bike lane on the other side.



Facing north at intersection of Back River Rd.



We do *not* recommend the left intersection design (MUTCD Fig 9E-9[C]) directing the cyclist to share the right-turn lane with motorists. Instead, we recommend the center design (MUTCD Fig 9E-3 [Sheet 1]). Or failing that, no bicycle markings at the intersection. Assuming the center design is used, we also recommend dotted lines across the intersection (right; MUTCD Fig 9E-2).

At Back River Rd (southbound): Add sharrow to the left-turn lane

Turning left onto Back River Rd is a challenge for southbound cyclists because it requires crossing Durham Rd's through-travel lane. Nonetheless, this behavior is entirely appropriate for confident cyclists and we recommend that it be validated by adding a sharrow to the left-turn lane (no sharrow in through-travel lane). Less

courageous cyclists will no doubt continue to use the pedestrian beg button to cross during the pedestrian cycle instead.



Facing south at Back River Rd. We recommend adding a sharrow to the left-turn lane to validate cyclists turning from this appropriate position.

At Bridge over Bellamy River: Widen shoulders (preferably to bike lanes)

Southbound total roadway width: 33'

Southbound combined travel lanes: 26' (13' individual travel lanes [calculated])

Northbound total roadway width: 28'

Northbound combined travel lanes: 24' (12' individual travel lanes)

The bridge over the Bellamy River has two travel lanes in each direction. There's a bit more room on the southbound side than the northbound side, but each seems to already have shoulders that are at least 4' wide, so we recommend striping them as bike lanes instead. We also recommend narrowing the travel lanes to 11' to widen the bike lanes to 5-6'.



Facing north on bridge over Bellamy River.

Bellamy Rd

Boundaries:

- Durham Rd
- Alumni Dr

Summary

The BFSG document recommends sharrows and share-the-road signs along Bellamy Rd within the section to be repaved (PDF p12 / nominal p10). We support this recommendation. Despite the importance of this state-designated bike route, Bellamy does not have the 28' of roadway necessary to support 4' bike lanes. To calm traffic, we also recommend narrowing the travel lanes to 10'.

Existing Conditions

Bellamy Rd is an important connector to Dover High School—a major destination for residents who cannot drive. Bellamy Rd is also an NH DOT–recommended bicycle route.¹¹ The posted speed limit is 30 MPH, but the northern third of the planned repaving is within the school zone for the high school (north of Cold Springs Rd) where the limit is 20 MPH during student travel times. Automobile traffic volume is moderate for a bike route, with an AADT of ~5,000 to 6,600.¹² Trucks are prohibited by signs at Durham Rd and at Knox Marsh Rd. Despite the importance of this route and its official designations, the roadway has no bicycle facilities. Its shoulders are narrow and there is no bicycle signage. [SRPC reports](#) that the bicycle level of traffic stress is moderately high, at LTS3 (suitable for confident and experienced adults).¹³

Total roadway width¹⁴: 24'

Combined travel lanes: 22' (11' 00" individual travel lanes [calculated])

STS Recommendations

The portion of Bellamy slated for repaving has a fairly uniform design: Two 11' travel lanes with narrow (1') shoulders. Without the 28' necessary to support 4' bike lanes, we support the BFSG's recommendation to add sharrows and share-the-road signs instead.

In addition, we recommend narrowing the width of the travel lanes to 10'. Given the intent to have cyclist share the travel lanes with automobiles, we feel the small traffic calming effect of 10' travel lanes is appropriate for this street, especially given the

¹¹ <https://www.dot.nh.gov/seacoast-region-bike-map>

¹² [NH DOT reports](#) a 2024 AADT of 6,627, though at a location north of Alumni Dr. [SRPC reports](#) an undated AADT of 4,988.

¹³ https://straffordpcnh.gov/uploads/documents/plans/mpo/lts_finalreport_20200709.pdf

¹⁴ Widths along Bellamy Rd were estimated from [satellite images](#).

20 MPH speed limit within the school zone during student travel times. Note that this does not change the width of the roadway itself. It's just paint. Buses and emergency vehicles would be able to spill over into the shoulders as needed.



Facing north at Cold Springs Rd (southern edge of school zone). We recommend sharrows, share-the-road signs, and narrowing travel lanes to 10'.

Atlantic Ave

Boundaries:

- Portland Ave
- Gulf Rd

Summary

The BFSG document recommends sharrows and share-the-road signs along Atlantic Ave (PDF p12 / nominal p10). We agree that bicycle facilities should be improved along this state-designated bike route, but we're concerned that adding sharrows does not address the pedestrian-safety concerns voiced by residents.¹⁵ These concerns focus on high motor-vehicle speeds, though pedestrian vulnerability is also a concern due to the lack of sidewalks and narrow shoulders over much of the street's length.

We recommend one of two options for changing the striping of Atlantic Ave to increase the space available to pedestrians and potentially lower vehicle speeds. Both options include removing the street's center line, which doesn't appear to be necessary for current traffic volume and likely tends to increase vehicle speeds. Treatment of the shoulders then differs between the two options.

For Option #1 (less preferred), in addition to removing the center line, we recommend widening the street's shoulders to ~2' 09". We estimate this will reduce the roadway's shared center to 20'. Finally, we support the BFSG document's recommendation to install sharrows and share-the-road signs.

For Option #2 (more preferred), we recommend converting Atlantic Ave to an edge-lane road (ELR). This is a shared road design (also called advisory shoulders) characterized by a single lane in the center carrying two-way traffic, and edge lanes are striped with dotted lines for use by all road users. The design is considered experimental by the FHWA, but is in current use in several states including NH, ME, and MA. Atlantic Ave is well-suited for this conversion given its narrow roadway, lack of sidewalks, and low traffic volume. That said, some of Atlantic Ave's sight lines are not ideal. And as Dover's first ELR, considerable evaluation, communication, and documentation would be necessary before moving forward with the conversion.

Existing Conditions

Total roadway width: 25' 05" (measured; Magnolia Dr/Townsend Dr)
Combined travel lanes: 22' 00" (11' 00" individual travel lanes [calculated])
Individual shoulders: 1' 09" (calculated)

¹⁵ [24Nov2025 TAC meeting](#)

Total roadway width: 25' 09" (Oak St/Cocheco St)

Combined travel lanes: 22' 06" (11' 03" individual travel lanes [calculated])

Individual shoulders: 1' 08" (calculated)

Atlantic Ave is part of the NH DOT–recommended bicycle route from Portland Ave to the Salmon Falls Bridge and into the state of Maine. This is one of the few connections from Dover to Maine. But given Gulf Rd's narrow shoulders and 40-MPH speed limit, we find the route difficult to recommend to anyone not destined for Eliot ME itself. Nonetheless, Atlantic Ave and the adjacent Howard Park area make up a moderately dense residential neighborhood that merits a safe connection to Portland Ave for access to Dover's downtown and other destinations. Pedestrian safety concerns voiced at the Nov-2025 TAC meeting suggest that Atlantic Ave is lacking in this regard.¹⁶

The pedestrian safety issue is largely due a lack of sidewalks along ~75% of the street's length. And within this section, the street's shoulders are very narrow—only about 1' 09".

The street's traffic volume is low (AADT is ~2,000)¹⁷. Truck traffic from Gulf Rd is specifically directed onto Oak St and prohibited from traveling on Atlantic Ave. Despite the low traffic volume along Atlantic Ave, it's striped with a center line anyway. This, along with the street's 11' travel lanes, likely contributes to vehicle speeds that frequently exceed the posted 30 MPH limit. The street's 85th percentile of vehicles speeds has been variously measured at 31 to 39 MPH.¹⁸ [SRPC reports](#) the bicycle level of traffic stress to be high, at LTS4 (suitable only for the most traffic tolerant).¹⁹ But the LTS4 rating may be an artifact of SRPC lumping Atlantic Ave's traffic together with that from Gulf Rd.

¹⁶ [24Nov2025 TAC meeting](#)

¹⁷ The [Transportation Chapter \(2016\)](#) of Dover's Master Plan reports AADT of 1,950. The [NH-DOT](#) reports a slightly higher value of 2,200 (1996). The [SRPC](#) reports a value of 5,683, but this appears to incorrectly lump Atlantic Ave's traffic together with that on Gulf Rd. The traffic on Atlantic Ave is undoubtedly less than Gulf Rd given the truck diversion to Oak St.

¹⁸ TomTom data presented during the [24Nov2025 TAC meeting](#) showed 85th percentile values of 31-36 MPH. The [Transportation Chapter \(2016\)](#) of Dover's Master Plan indicates an 85th percentile of 39 MPH.

¹⁹ https://straffordrpcnh.gov/uploads/documents/plans/mpo/lts_finalreport_20200709.pdf



Facing east at Magnolia Dr/Townsend Dr. We recommend removing the center line and either widening the shoulders and adding sharrows (Option #1; less preferred) or converting to an edge-lane road (Option #2; more preferred).

Throughout: Remove center line

Regardless of the subsequent option chosen for treatment of Atlantic Ave's shoulders, we recommend removing the street's center line. Per [MUTCD 3B.02.02](#), on streets with width $\geq 20'$, center lines are recommended for $\text{AADT} \geq 4,000$. Traffic volume along Atlantic Ave is only about half that ($\text{AADT} \sim 2,000$; see previous section), so removing the center line appears consistent with that guidance. We anticipate a small traffic-calming effect from omitting the center line, and a marginal increase in pedestrian safety.

Option #1 (less preferred): Widen shoulders, install sharrows

With the center line removed, our less-preferred option is to simply widen the shoulders to provide additional room for vulnerable road users (VRUs) and produce a small additional traffic-calming effect. Atlantic Ave is fairly narrow, but we feel the shoulders can be widened to $\sim 2' 09''$, leaving 20' for the roadway's shared center (10' effective individual travel lanes). We note that [MUTCD 3B.10.04](#) indicates that a center line is *not* required for edge lines (fog lines), though it's unclear whether [MUTCD 3B.10.02](#) requires an AADT of $\geq 3,000$ for their use. As above, AADT for Atlantic Ave is $\sim 2,000$.

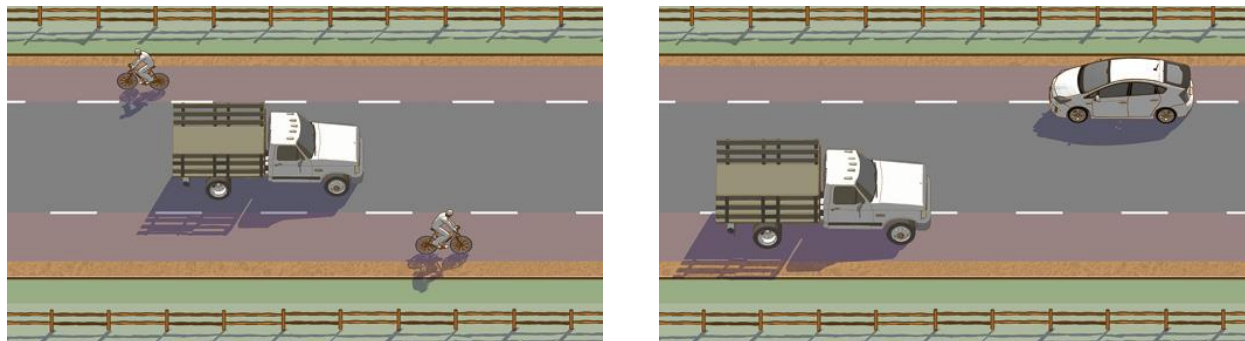
Note that this proposed narrowing of the roadway's shared center does not change the width of the roadway itself. It's just paint. Buses and emergency vehicles would be able to spill over into the shoulders as needed.

Overall, we prefer Option #2 below. But in the context of the less-preferred Option #1, we support the BFSG document's recommendation to install sharrows and share-the-road signs along Atlantic Ave. The wider shoulders will still be quite narrow, so encouraging cyclists to ride further into the roadway seems appropriate. The sharrows will also help communicate cyclists' presence to drivers along this state-recommended bike route.

Option #2 (more preferred): Convert to ELR with 10' 06" center lane

With the center line removed, our more-preferred option is to convert Atlantic Ave to an edge lane road. This shared-road design is also known as [advisory bike lanes by](#)

[NACTO](#) and [advisory shoulders by FHWA](#) (who designate it as an experimental design). It is a cost-effective way to accommodate VRUs without widening the road or adding sidewalks.



Vehicles passing other vehicles on an ELR. From FHWA's [Small Town and Rural Multimodal Networks](#) [2016].

On an ELR, automobiles travel in a single center lane by default while VRUs travel in generous *edge lanes* marked with dashed lines. These edge lanes flank the center travel lane and provide room for oncoming motor vehicles to pass each other, yielding to VRUs already in the edge lane as necessary.

Edge-lane roads have been used in the Netherlands for decades,²⁰ and are currently installed in several US states including New Hampshire, Maine, and Massachusetts. Valley Rd in Hanover NH has been an ELR since 2014. Its custom signage has been adopted by several other states and we recommend it for Atlantic Ave, though we suggest the large-format temporary version that other municipalities have used (eg, Vail Valley Dr, Vail CO; see photo on next page). The sign is usually paired with (permanent) two-way traffic signs (MUTCD W6-3), which we also recommend.



Valley Rd at S Balch St, Hanover NH (Jul-2019). 5' edge lanes, 10' center lane.²¹

²⁰ <https://www.edgelaneroads.com/>

²¹ <https://transweb.sjsu.edu/research/1925-Safety-Edge-Lane-Roads>



Vail Valley Dr near Golf Terrace, Vail CO (Sep-2021)



College Rd near Alexander St, Princeton NJ (Nov-2020)²²



Eastern Rd near ME-207, Scarborough ME (Sep-2024). 5' edge lanes, 14' 06" center lane.²³

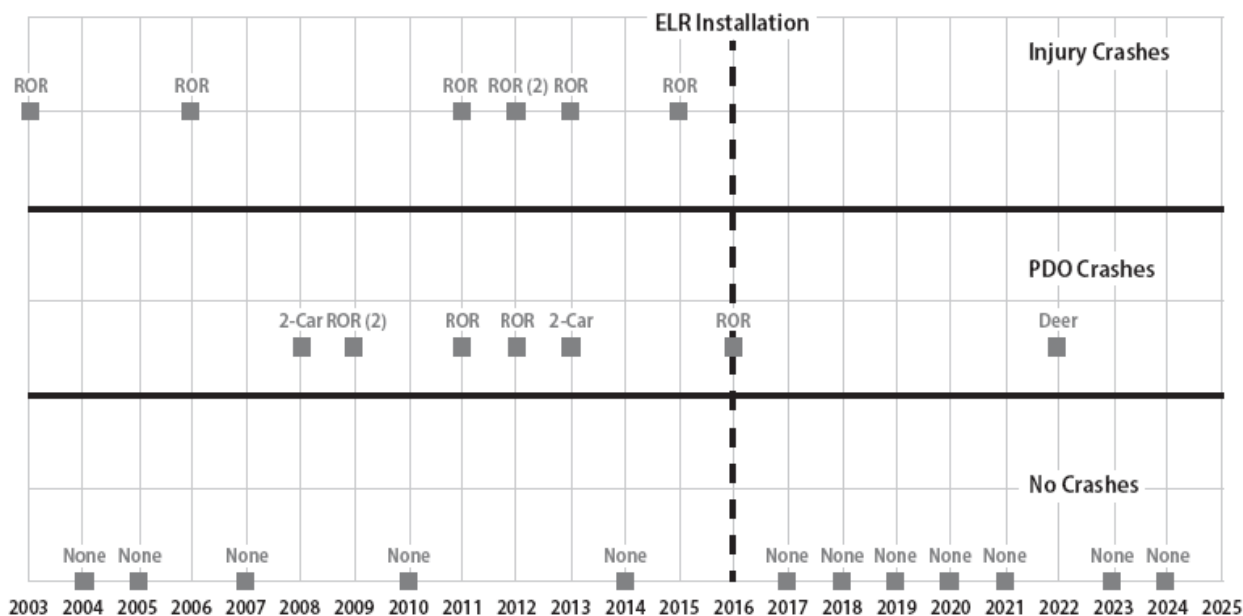
Available data indicate that US ELR installations are associated with an increase in vehicle safety.²⁴ Data from Eastern Rd in nearby Scarborough ME is particularly striking. The road is posted 25 MPH and has AADT of 1,020. Its conversion to an ELR in 2016 was associated with a dramatic drop in roadway-departure crashes.

²² https://youtu.be/6S2J1OWuj7A?si=UARTLDH8dky_VLUW

²³ <https://transweb.sjsu.edu/research/1925-Safety-Edge-Lane-Roads>

²⁴ <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10976>

Crashes on Eastern Road ELR, 2003–2024



Vehicle crash data for Eastern Rd (Scarborough ME) before and after edge-lane installation.²⁵
Abbreviations: ELR, edge-lane road; PDO, property damage only; ROR, run-off-road.

Edge-lane roads are most effective on streets that have particular characteristics. First, low traffic volume (ADT < 3,000), where the need for motor vehicles to enter their edge lane is low. Second, narrow street width ($\leq 28'$) where accommodating VRUs with the available roadway is a challenge. Third, *absence* of existing sidewalks, since the edge lanes provide space, albeit non-exclusive, for pedestrians at low cost; actual sidewalks are of course preferable. Fourth, good sightlines, so motor vehicles have sufficient time to enter their edge lane and safely pass oncoming traffic.

Atlantic Ave meets all the above criteria, except perhaps sightlines. Michael Williams has argued that the sight-distance guidelines given in the FHWA's Small Town and Rural Multimodal Networks are overly conservative.²⁶ But regardless, Atlantic Ave does have some curves, and at least one obscuring tree near the roadway. Vail CO seems to have faced similar sight-line challenges, especially since their road is host to a bus-transit route. But their experience appears to have been positive.²⁷

²⁵ https://www.edgelaneroads.com/uploads/1/0/5/7/105743465/williams_high_res.pdf

²⁶ https://www.edgelaneroads.com/uploads/1/0/5/7/105743465/sight_distance_for_edge_lane_roads_august_2021_michael_williams.pdf

²⁷ <https://vimeo.com/936813895>



Atlantic Ave, facing west near Magnolia Dr/Townsend Dr. Potential sight line issues.

In terms of lane widths for Atlantic Ave, we recommend 6' 06"-wide edge lanes flanked by an additional 1' shoulder, leaving a center lane width of about 10' 06".

This center lane width is consistent with [NACTO's guidance](#) of 10-15'. Similarly, the [FHWA's guidance](#) gives a range of 10' to 18' (13.5' to 16' being preferred). Our recommendation is at the lower end of these ranges for two reasons. First, guidance within the Netherlands does *not* recommend center lane widths ranging 12.5' to 15.8', because these widths can potentially confuse drivers into thinking they have enough room to pass oncoming traffic without entering the edge lane. Similarly, Danish guidance does not recommend center lanes greater than 11.5'. Second, some two-lane road conversions to edge-lane design in the US have resulted in *increased* vehicle speeds where a wide center lane was used ([Michael Williams](#), personal communication; see also his [design guide](#) p15-19). The edge lane remains accessible to motor vehicle traffic, so there's no need to give up the design's traffic-calming effect by using a wide center lane.

Our recommended edge-lane width is consistent with NACTO's guidance of 5' to 6.5'. Our recommendation is a bit wider than FHWA's preferred width of 6'; though no maximum is given (their stated minimum is 4').

Atlantic Ave is about 25' 06" wide, whereas a 10' 06" center lane and two 6' 06" edge lanes only total 23' 06". We recommend the remaining width be used for fog lines indicating 1' shoulders. As above, we're concerned that using this space for a wider center lane instead will increase vehicle speeds. And we're concerned that using the width for wider edge lanes instead may lead some drivers to mistake it for a travel lane or parking lane.

This latter concern can largely be mitigated with bicycle and pedestrian pavement markings in the edge lanes. And we recommend these markings regardless of edge-lane width. This is, for example, the approach used on College Rd in Princeton NJ (see photo on earlier page). Pedestrian safety is the primary concern along Atlantic Ave. And we're concerned that placing *only* bicycle markings within the edge lanes (as with Vail CO) may discourage pedestrians from using them. To be clear, the edge-lane design would make sharrows unnecessary.

Appendix A: Differences between BFSG and STS recommendations

The recommendations from Strong Towns Seacoast (STS) on Dover's 2026-27 street repaving differ at several locations from Dover's Bicycle-Friendly Streetscape Guidelines (BFSG). The tables below summarize these *differences*.

Additional abbreviations: NA, not addressed; NB, northbound; SB, southbound.

Durham Rd

Location	STS	BFSG
Mast Rd to Bellamy Rd	Narrow travel lanes to $\leq 11'$. Widen shoulders, preferably to $\geq 4'$ bike lanes	Unclear (bike lanes or sharrows?). See main text
Bellamy Rd, northerly unmarked crosswalk	Mark crosswalk, add signage, and add additional support (eg, refuge island)	NA
Adelle Dr to Back River Rd	Narrow travel lanes to $\leq 11'$. Widen shoulders, preferably to $\geq 4'$ bike lanes	Unclear (bike lanes or sharrows?). See main text
South End Fire Station driveway	Move crosswalk marking currently in shoulder	NA
10 Durham Rd	Remove SB left-turn lane into driveway. Widen SB shoulder, preferably to $\geq 4'$ bike lane	NA
Back River Rd intersection (NB)	Add bike lane <i>between</i> travel lanes at intersection for NB cyclists (MUTCD Fig 9E-3[sheet 1])	Sharrows in right-turn lane?
Back River Rd intersection (SB)	Add sharrows to SB left-turn lane	NA
Bridge over Bellamy River	Narrow travel lanes to $\leq 11'$. Widen shoulders, preferably to $\geq 4'$ bike lanes	Unclear (bike lanes or sharrows?). See main text

Bellamy Rd

Location	STS	BFSG
Throughout	Sharrows and share-the-road signs. Narrow travel lanes to 10', widen shoulders.	Sharrows and share-the-road signs.

Atlantic Ave

Location	STS	BFSG
Throughout (both options)	Remove center line	Sharrows, share-the-road signs
Throughout (Option #1)	~2' 09" shoulders, sharrows, share-the-road signs	
Throughout (Option #2)	Edge-lane road: 10' 06" center lane, 6' 06" edge-lanes, ~1' shoulders. Pedestrian and bicycle pavement markings in edge lanes. Temporary large-format Hanover-style instructional signs. Permanent two-way traffic signs.	

Horne St Shoulders / Bike Lanes Request

For the City of Dover, NH

January 07, 2026



Strong Towns Seacoast

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Summary

We request that the existing asphalt along Horne St be painted with shoulders or bike lanes (where space allows), leaving a consistent 20' shared center for automobile traffic. Horne St is an important route for vulnerable road users, including children attending FGH Elementary School. It currently lacks any bicycle facilities, and is perceived by parents and residents as being unsafe due to high automobile speeds. We expect the installation of shoulders/bike lanes to increase cyclists' confidence and safety along this street. Further, we expect the presence of bike lanes to have a small traffic-calming effect by narrowing the perceived travel width for automobiles. We recommend making this change to the existing asphalt to immediately improve safety and access. In addition, the community's experience with these new facilities will help inform the design of any future reconstruction.

Background

Horne St is an important route for vulnerable road users (eg, pedestrians and cyclists) including children attending FGH Elementary School—a major destination for people who cannot drive. Horne St also forms part of the de facto north/south bicycle route connecting downtown Dover to shopping along Central Avenue's miracle mile (beginning near Glenwood Ave). Central Ave itself is dangerous, and isn't a viable bike route between these locations at present. Horne St is a safer alternative.

But this is not to say that parents of FGH students see Horne St as being sufficiently safe for their children to walk/bike to and from school. Residents have raised safety concerns repeatedly, both at the FGH Parent-Teacher Group¹ and at Dover's Transportation Advisory Commission.² The primary concern has been high motor-vehicle speeds, though moving violations such as a disregard for the stop signs at Hough St have also been noted.

Horne St currently lacks any bicycle facilities. And few if any students seem willing to ride without them. FGH has a bike-parking rack that is usually empty. Efforts to install bike lanes on Horne St date back to at least 2010.³ Our own group (Strong Towns Seacoast) proposed bike lanes north of Ash St as part of the planned 2025-26 repaving.⁴ That repaving was delayed to 2026-27 and then later cancelled in favor of a street *reconstruction* scheduled to occur from 2027 to at least 2029.⁵

¹ FGH Parent-Teacher Group's [15Oct2026 meeting](#).

² Dover Transportation Advisory Commission, [11Nov2025 meeting](#).

³ Dover Transportation Advisory Commission, [26Apr2010 meeting](#).

⁴ Dover Transportation Advisory Commission, [23Jun2025 meeting](#).

⁵ Dover City Council, [10Dec2025 meeting](#).

We welcome the new prioritization of Horne St's reconstruction. However, this means at least another two to three years without bike facilities, and without any meaningful effort to reduce motor-vehicle speeds. We also note that the prioritization of Horne St's reconstruction was a controversial 5-to-4 decision. We're concerned that the decision could be revisited by the new council.

Proposal Overview

We request that shoulders or bike lanes (where space allows) be painted on the existing asphalt of Horne St along its entire length (from Sixth St to Glenwood Ave). This installation would have two main effects on Horne St's traffic. First, it would immediately deliver bicycle facilities that have been sought for this street for over a decade. Second, we anticipate a small traffic-calming effect by effectively reducing the width of the perceived travel way. Horne St has very few pavement markings at present, so we don't anticipate any scraping of existing paint to accommodate these changes.

No state law or Dover ordinance prohibits parking in a bike lane per se. The availability of on-street parking on Horne St would not change unless a new ordinance amends [Dover Code § 141-48](#) and signs are installed (eg, [MUTCD R7-9 or R7-9a](#)). That said, we suggest prohibiting parking where bike lanes are installed, because it improves cyclists' safety, and because on-street parking along Horne St already appears to be low. But we do not consider this prohibition a requirement for installing bike lanes. Drivers are already parking where cyclists are expected to ride. That's the *present* situation. Cyclists can continue to ride around.

We see three benefits to painting the existing asphalt. First, it would deliver improved safety now as opposed to waiting two to three years for the reconstruction. Second, any delay to the reconstruction would not delay installation of the bike lanes, since they'd already be there. And third, immediately installing the bike lanes gives the community a chance to deliver feedback on their experience that can inform the design of the reconstruction.

Proposal Details

Existing Conditions

The posted speed limit for Horne St is 30 MPH, but about half of the street is within the school zone for FGH (from Hellman Ave to north of Glencrest Ave/Crescent Ave) where the limit is 20 MPH during student travel times. Automobile traffic volume is low, with an AADT of ~1,500 to 2,150.⁶ Horne St has no centerline or shoulders. [SRPC](#)

⁶ [NH-DOT reports](#) a 2024 value of 1,500. [SRPC reports](#) an undated value of 1,800. And the value in Dover's Master Plan, [Transportation Chapter](#) (2016; PDF p20 / nominal p15) is 2,150.

[reports](#) the bicycle level of traffic stress to be moderately high, at LTS3 (suitable for confident and experienced adults).⁷

Sixth St to Ash St, ~2.5' to 3.5' shoulders, no center line

Total roadway width: ~27' (satellite; Sixth St, utility pole north of intersection)

Total roadway width: ~25' (Berry Brook Ct, utility pole south of intersection)

The roadway widths south of Ash St don't appear wide enough to support the 4' minimum width [recommended by NACTO](#) for bike lanes. Instead, we recommend painting 2.5' to 3.5' shoulders as space allows to leave a consistent 20' roadway center for automobile travel. This is roughly equivalent to two 10' travel lanes; but the space would continue to be shared without a center line. Note that this does not change the width of the roadway itself. It's just paint. Buses and emergency vehicles would be able to spill over into the shoulders as needed.

We recommend leaving the street with *no* center line. Per [MUTCD 3B.02.02](#), on streets with width $\geq 20'$, center lines are recommended for AADT $\geq 4,000$. Traffic volume along Horne St is less than half that, so leaving it without a center line seems consistent with this guidance. The (continued) lack of a center line likely produces a small traffic-calming effect, which we feel is appropriate given the proximity of the elementary school.

We do *not* recommend sharrows in this section. Our rationale is in the following section.

At Hough St: Add stop lines

We've heard at least one resident complain about vehicles not stopping at the all-way stop at Hough St. We recommend painting stop lines to encourage driver compliance (eg, similar to those at the intersection of Fifth St and Grove St).

Ash St to school's southern parking lot: $\geq 4'$ bike lanes

Total roadway width: 27' 09" (measured; Ash St, utility pole north of fire hydrant)

Total roadway width: 29' 09" (Hellman Ave, flashing school-zone sign)

Total roadway width: 30' 08" (southern school parking lot)

Given the roadway widths in this section, we recommend striping bike lanes that are $\geq 4'$ wide (the minimum recommended by NACTO). We recommend widening the bike lanes were possible to leave a consistent 20' in the roadway's center for automobile travel.

If there's insufficient room for two bike lanes, we recommend one bike lane in the uphill direction and the remainder given to a shoulder in the downhill direction. We do *not* recommend sharrows in this section. We're concerned that including downhill sharrows, combined with generous shoulders, gives conflicting signals to cyclists about where they should ride. Cyclists can always exit the shoulder if needed. They have that

⁷ https://straffordpcnh.gov/uploads/documents/plans/mpo/lts_finalreport_20200709.pdf

right regardless of the presence of sharrows ([RSA 265:143.I](#), [265:144.XI](#)). However, sharrows must be placed $\geq 4'$ from the street edge ([MUTCD 11e 9E.09.08](#)), which implicitly advises cyclists to ride deeper into traffic than they normally would within a 4' bike lane. we feel this is ill-advised in this location (where we expect inexperienced cyclists) and recommend against it.

Parking is already prohibited westerly north of parcel 68 Horne St. As above, we suggest adding additional no-parking signs to prevent parking in the bike lanes, but do not consider this a requirement.



Facing north at Hellman Ave. We recommend 4-foot bike lanes.

At school: 6' bike lane on western side (curb), 4' bike lane on eastern side (no curb)

Total roadway width: 30' 10" (measured)

There's a curb in front of the school buildings, which along with the gutter pan makes a wide bike lane desirable. We recommend a 6' bike lane along the western (curbed) side of the street in this section and at least a 4' bike lane along the eastern side (no curb). We estimate this will leave ~20' in the roadway center.

Parking is already prohibited westerly within this section. As above, we suggest adding additional no-parking signs to prevent parking in the easterly bike lane, but do not consider this a requirement.

If there's insufficient room for the above plan, we recommend reducing the western 6' bike lane to 5' or 4' instead (the minimum against a curb per NACTO). If there's still insufficient room, we recommend one bike lane in the uphill direction and the remainder given to a shoulder in the downhill direction. For the reasons listed in the previous section, we do not recommend sharrows.



Facing south at school. We recommend a ≥ 4 -foot bike lane on the left and a 6-foot bike lane on the right.

At Roosevelt Ave: ~3' shoulders

Total roadway width: 26' 08"

The Horne St roadway briefly narrows as it approaches Roosevelt Ave from the south. So much so, that 4' bike lanes don't appear viable. We recommend reducing the bike lanes to ~3' shoulders in this section. We don't think that briefly switching to sharrows in this section would be helpful. This would be a good section to widen during any future reconstruction.

No-parking signs already exist at this location and are probably sufficient.



Facing north at Roosevelt. We recommend 3' shoulders.

North of Roosevelt to Glenwood Ave: $\geq 4'$ bike lanes

Total roadway width: 28' 02" (w/o asphalt gutter; Crescent Ave)

Total roadway width: 28' 08" (w/o old asphalt; school zone border)

As with the section near Ash St, we recommend $\geq 4'$ bike lanes in this section with no center line. There appears to be sufficient room here while leaving 20' in the roadway's center for automobile travel. If there's insufficient room for both bike lanes, we recommend one bike lane in uphill direction and the remainder given to a shoulder in the downhill direction. For the reasons listed in the Ash-St section, we do not recommend sharrows.

As above, we suggest adding no-parking-bike-lane signs, but do not consider them a requirement.



Facing north at northern boundary of school zone (south of Glenwood Ave). We recommend $\geq 4'$ bike lanes.