



CITY OF DOVER

TRANSPORTATION ADVISORY COMMISSION - MINUTES

Meeting Type: Regular Meeting
Meeting Location: Police Department community room, 46 Chestnut Street
Meeting Date: **Monday, February 2, 2026**
Meeting Time: **6:00 pm**

1. **Call to order** at 6:00 by Michael Williams. With a regular member absent, alternate Aaron Williams sat as a member.

2. ROLL CALL

Members present: Michael Williams (Chair, COAST), Jill Semprini (Community Services), Donna Benton (Planning), Lt. Alex Mitrushi (Police), Kean McDermott, Elizabeth Goldman, Susan Tremblay, Fergus Cullen (City Council), Aaron Williams (Alternate)

Members Not Present (Excused):

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

Staff: Matt Gibbons, Deputy City Engineer

2. ELECTIONS

- A. Chair – Kean McDermott indicated a willingness to serve, an offer resulting in his election by consensus. McDermott chaired the rest of the meeting.
- B. Vice Chair – Seeing no volunteers, McDermott opted to leave this chair-appointed position vacant for the time being.
- C. Clerk – Cullen indicated a willingness to serve.

3. OLD BUSINESS

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

Discussion: AWilliams noted that contrary to the draft Nov 24 minutes, the Sept 22 minutes were not approved at the November meeting. There was also a discrepancy about whether Trembley's attendance at the September meeting was accurately reflected in the minutes (she was present in September).

MOTION: MWilliams moved to approve Nov minutes with the two corrections above. Goldman second. Approved unanimously.

As the Sept minutes had not been re-circulated, the commission took no action on those minutes.

4. NEW BUSINESS

- A. Hanson Street/Henry Law Avenue – Safety Mirror Inquiry (7:00)

Public comment: Christina Doore of 5 Wallingford commented that the intersection is unsafe.

Discussion: Trembley concurred. Mitrushi spoke to the recommendation from a member of the community that a convex mirror be placed at the corner. Semprini summarized her written response by noting city does not install convex mirrors within ROWs or on utility poles. She



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noted one could be placed on private property within a ROW with review by Community Services, or on private property outside the ROW without review.

AWilliams stated that per information from Lt. Marne Speidel, four accidents had taken place in six years. AWilliams suggested Hanson be made one-way citing George Street. Other members clarified, George is not one-way. AWilliams requested staff provide more information on the cause of the four crashes. No motion made.

B. Pointe Place/Dover Point Road – Roundabout Request (18:00)

Public comment: None

Discussion: Mitrushi summarized note from community member in support of a round-about. Semprini summarized her response, noting the roundabout project is still in the CIP in Year 6 and is waiting on the possible reprogramming of existing bonded funding to accelerate the timeline. AWilliams suggested a temporary roundabout using Jersey barriers. MWilliams expressed doubt there is room for buses. Mitrushi noted speed limit there is 40 mph. Semprini noted the city would need to acquire easements.

MOTION: AWilliams moved to endorse extending new sidewalks 1200 feet in area from Pointe Place to Dover Chevy. MWilliams seconded for purposes of discussion and asked how such a request would be prioritized compared to other sidewalk requests in the city. Cullen commented that new sidewalks are major projects, mentioning the Whittier St project cost nearly \$1 million a mile and took years. Goldman requested staff pull together a list of sidewalk requests and inventory from Strafford Regional Planning Commission. AWilliams withdrew motion.

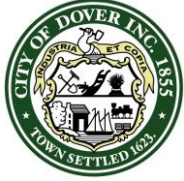
C. Knox Marsh Road – Lack of Pedestrian Right of Way (30:00)

Public comment: None.

Discussion: Mitrushi summarized request for a cross walk near Bellamy Road at Cross Hill Apartments to reach a bus stop. This location is not at an intersection and is on a state highway. AWilliams suggested bus routes could turn into the development. MWilliams noted this would add time to routes and that without a signalized crossing, it is difficult for buses to make turns in and out. AWilliams requested that Coast reach out to Wildcat Transit about the issue which MWilliams agreed to do. No motion made.

D. Central Avenue/St. Mary's Academy – RRFB Request (38:00)

Public comment: None



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Discussion: Semprini spoke to request. Noted this is one of many mid-block crosswalks, need a sense of priority for RRFBs. MWilliams requested staff prepare a list of RRFB requests. Benton noted that if RRFBs become too common, they can become less effective. Cullen asked how many RRFB locations exist currently, estimating there are 6-7 of them. Semprini agreed. AWilliams noted this location is by St. Marys School and suggested that is a reason to prioritize it. AWilliams further suggested construction of a pedestrian island be considered. Semprini noted there is no data indicating students are the primary users of this crosswalk. Benton expressed a willingness to reach out to St. Marys for input. No motion made.

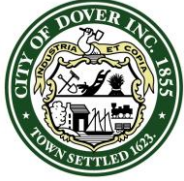
E. Locust Street – Crosswalk Request (47:00)

Public comment:

Briana Whiting, 3 Kent Ave, spoke to the request for a new crosswalk on Locust Street by the Leddy Group building. Whiting was supported by at least a dozen others associated with My School on Locust Street and presented a petition signed by 400 members of the My School community. She spoke to an incident from last October and requested data from the city. Kelly McManus, 214 Middle Rd, My School parent, spoke in support of the request and presented photos, including “You See Me” crossing flags. Amanda, My School parent, spoke in support of the request. Mary Cullity, 2 Berkshire Lane, My School grandparent, spoke in support of the request. Kim Rolon, 112 Sixth St, owner of school, spoke in support of the request. Craig Riotto, 5 Rose St, My School parent, spoke in support of the request. Maggie Wallace, 37 Park St, My School parent, spoke in support of the request. Jennifer Cullity, 16 Waterloo Cir, My School parent, spoke in support of the request. Kristin Messina, 5 Ezras Way, My School parent, spoke in support of the request. David, 15 Third St, advocated for traffic calming in general in area.

Discussion: MWilliams called attention to supportive signs made by students held by many parents. Cullen asked Rolon if there was any drop-off area option. Rolon responded, they do use staggered pick-up and drop-off times to reduce congestion. They rent the facility so have limited control. Whiting called for speed tables. Goldman asked about parking on Locust. Mitrushi responded, parking was moved to the far side of the street in 2006 which resulted in additional parking spaces. AWilliams said there have been six accidents resulting in injuries in six years at the Locust/Silver intersection and suggested many options to reduce speed to 20 mph in this area.

MOTION: MWilliams moved to recommend a crosswalk, and to study the best way to implement it, on Locust, near Nelson (this motion was informally amended several times during discussion). Goldman second. Discussion: Goldman requested research on alternatives. Whiting spoke in support of See Me flags and said the My School community was prepared to supply crossing guards. MWilliams suggested rumble strips. McDermott characterized the request as for



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a study. MWilliams clarified his intent is to recommend a crosswalk, and to look at the best way to implement it. Semprini noted there was a prior study and proposal for a crosswalk at Church. Whiting said that idea died due to the location of a storm drain. There are some existing 15 minute parking spots but they are often blocked have traffic and have not had much impact. Motion passed without opposition. Benton clarified, a study might need to go to the Council for funding, depending on cost.

F. Road Striping Recommendations by Strong Towns Seacoast (1:31)

Eric Leaver, representing Strong Towns Seacoast, spoke to a number of recommendations related to bike lanes and wider shoulders on streets that are subject to repaving and subsequent restriping.

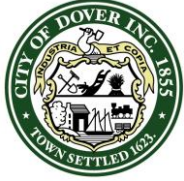
DURHAM ROAD:

Leaver prefers narrowing car lanes to 11 feet and having dedicated, 6-foot bike lanes adjacent to car travel lanes. Prefers buffered bike lanes, 4-foot bike lanes acceptable instead of shoulders, opposed sharrows,

Discussion: AWilliams commented that Durham Road is part of the Wildcat bike route. Mitrushi noted this is a school area with many student cyclists and without on-street parking.

MOTION: AWilliams moved to recommend narrow car travel lanes to 11 feet in width and add painted bike lines along Durham Road from Bellamy Bridge to Mast Road (this motion was informally amended several times during discussion). MWilliams seconded. Semprini commented that Durham Rd is subject to a DOT 10-year complete streets plan and a related CMAQ grant and that the proposal would require a traffic engineer and a vote for funding by the Council. The existing plan is to re-paint as is. Cullen stated this is an area with competing interests. It may be the single most congested area in city during school opening/ending times, there is a fire station, there is a proposal to re-route buses on a new bypass road behind the medical office building and fire station and to re-configure the Back River Road intersection. He contended that bike lanes would add to congestion and have to be considered in the context of these other uses. AWilliams contended bike lanes may reduce congestion because people will switch from cars to bikes. Semprini reiterated that the proposal would require a traffic engineering evaluation to implement. Motion adopted 5-4 with AWilliams, Goldman, Tremblay, MWilliams, and McDermott in favor; and Cullen, Semprini, Benton, and Mitrushi opposed.

Leaver spoke to the intersection of Durham and Bellamy and called for a marked crosswalk and pedestrian island. Semprini noted this area would be covered by the Complete Streets project.



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MOTION: AWilliams moved to shift the painted median north to accommodate pedestrian crossing. Goldman second. Semprini expressed skepticism that moving paint would make an unmarked cross walk safer but allowed it would not make it less safe. Motion failed, 3-4, with AWilliams, Goldman, McDermott in favor; Cullen, Mitrushi, Benton, and Semprini opposed; and Tremblay and MWilliams abstaining.

Leaver spoke to the painted sidewalk lining in the vicinity of the South End Fire Station to ensure markings are not in the street shoulder.

MOTION: MWilliams moved to relocate the outside painted line marking the sidewalk in front of the fire station to line up with the cross walk, outside of the road shoulder. AWilliams second. Cullen noted this is not a cross walk, it is a painted sidewalk on the fire station driveway which has no curb. Motion passed without opposition.

Leaver spoke to an existing left turn lane at 10 Durham Road and called for it to be removed because it crowds the shoulder and to accommodate a potential bike lane. Benton clarified the lane appears to have been part of a planning board approval; it is listed on a stamped plan. No motion made.

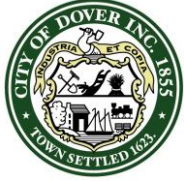
Leaver spoke to the intersection with Back River Road and suggested ways to make the intersection more bike-friendly. MWilliams expressed reluctance to make individual recommendations outside of the general recommendation to improve bike lanes along entire road. No motion made.

BELLAMY ROAD:

Leaver advocated for narrowing car lanes to 10 feet and to add sharrows. Mitrushi noted fire trucks are 10.5 feet wide. Cullen noted there is a speed table / raised cross walk on Bellamy.

MOTION: AWilliams moved to restripe for 10-foot travel lanes with sharrows between Durham and Alumni and to pursue support of fire and community services (this motion was informally amended several times during discussion). McDermott seconded. Semprini and Benton recommended consulting emergency services about the impact of 10-foot travel lanes. AWilliams said he had spoken to new Fire Chief Brendan Driscoll to seek his support for 10-foot lanes and expressed his support for compelling people to drive slower. Leaver suggested amending the motion to include support from emergency services. Benton suggested community services should also be consulted, and also mentioned considering the needs of garbage trucks. Motion passed, 8-1, with Cullen opposed.

ATLANTIC:



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Leaver spoke to speed on Atlantic Avenue, which has limited sidewalks and shoulders and where trucks are prohibited. He advocated for removing the center line and widening shoulders leaving a 20-foot, two-way travel lane instead and making the street more pedestrian-friendly. As an alternative, he advocated for an experimental “edge lane” design with wide shoulders and one center travel lanes for cars.

Discussion: Goldman asked about the need for driver education with an uncommon design like this. McDermott and MWilliams expressed skepticism that Atlantic is a good place for this new concept. AWilliams theorized this design would require drivers to be more engaged and safer. McDermott agreed that reducing comforts would slow drivers. Cullen asked about traffic counts and estimated it must be over 1,000 cars a day. Mitrushi agreed. Cullen asserted this idea would be very unpopular among users of the road. AWilliams disagreed. Semprini noted Atlantic is an arterial road, not a residential street, with significant traffic. Semprini indicated this proposal would require a traffic engineering study and that Atlantic residents would be need to be consulted. MWilliams reminded the group we hear a lot from people concerned about excessive speed. Semprini noted that Portsmouth approaches issues like this on a petition basis to ensure broad support before an idea is pursued.

At 9:03, Cullen stated that the meeting had now entered its fourth hour (Leaver had been speaking for more than an hour and half), conversation had strayed into matters outside the scope of an advisory board, there were members of the public waiting to speak on a remaining agenda item, and called for the meeting to move on. No motion was made with respect to Atlantic.

G. Horne Street Bike Lane Recommendations by Strong Towns Seacoast

Public comment:

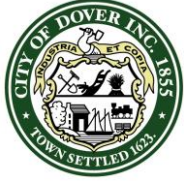
Briana Hillstrom, 63 Horne St, Horne Street School PTG, Expressed support for traffic calming on Horne St including bike lanes. Part of the issue here is whether to strip before a major road project, or to wait until after it is completed in the coming years.

Trevor Dean, 89 Horne, spoke in support of bike lanes on Horne.

Doug Swain, 70 Grove, HSS family, spoke in support of bike lanes on Horne.

Discussion: Semprini stated Horne is not being repaved this year because the more comprehensive Horne Street project has been moved up in the CIP. Semprini stated this proposal, too, would need a traffic engineering review and funding. MWilliams suggested holding off pending the CIP project.

MOTION: MWilliams moved to take no action. Goldman second. Motion passed 8-0 with AWilliams abstaining.



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5. CITIZENS FORUM no one spoke

6. MEMBER COMMENTS There were none

7. CONFIRM NEXT MEETING DATE

A. Tentatively scheduled for March 23, 2026 at 6:00pm

8. ADJOURN: Goldman moved, MWilliams second, meeting adjourned without opposition at 9:19 p.m.

Minutes prepared by Fergus Cullen on February 5, 2026